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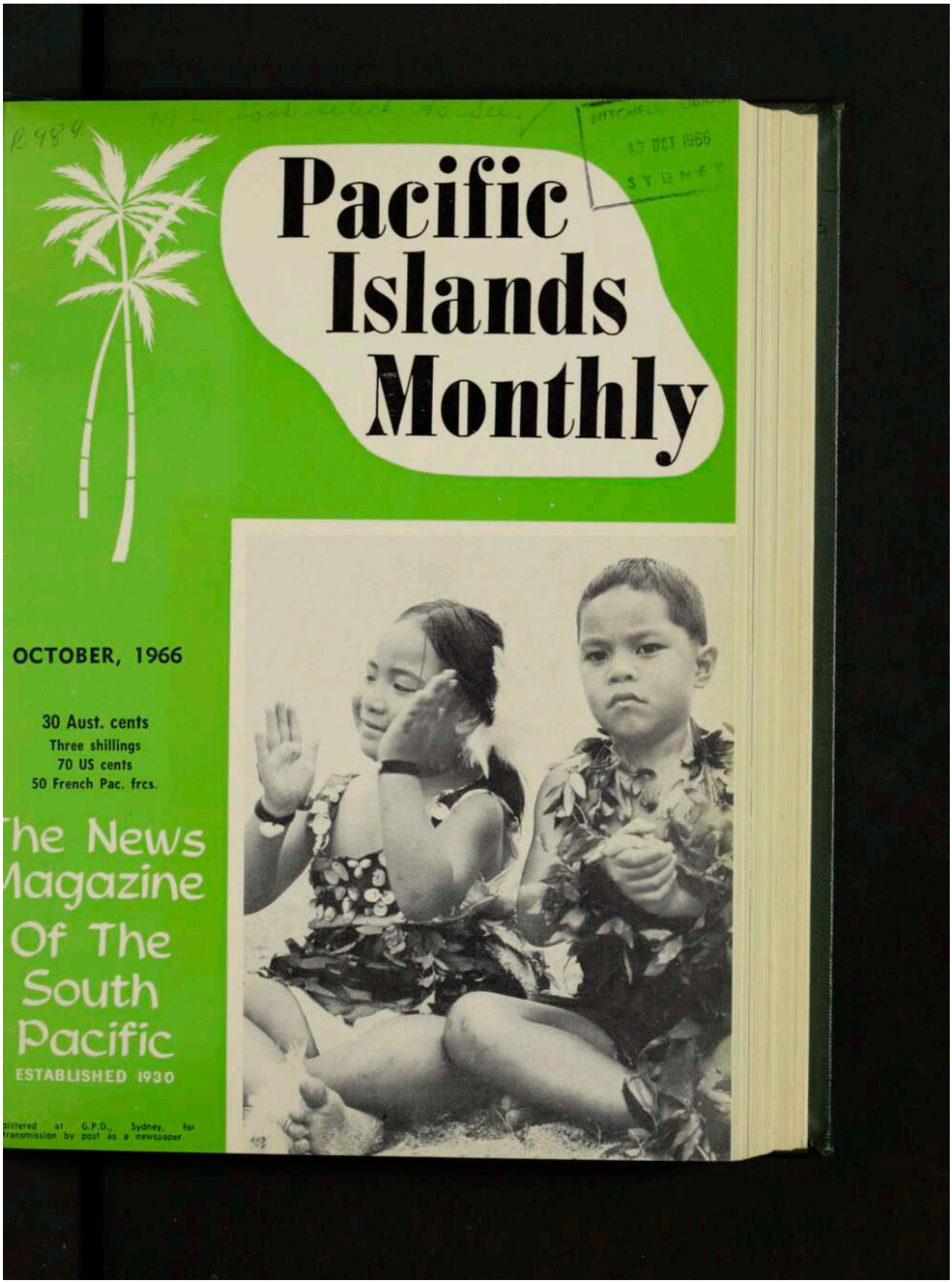
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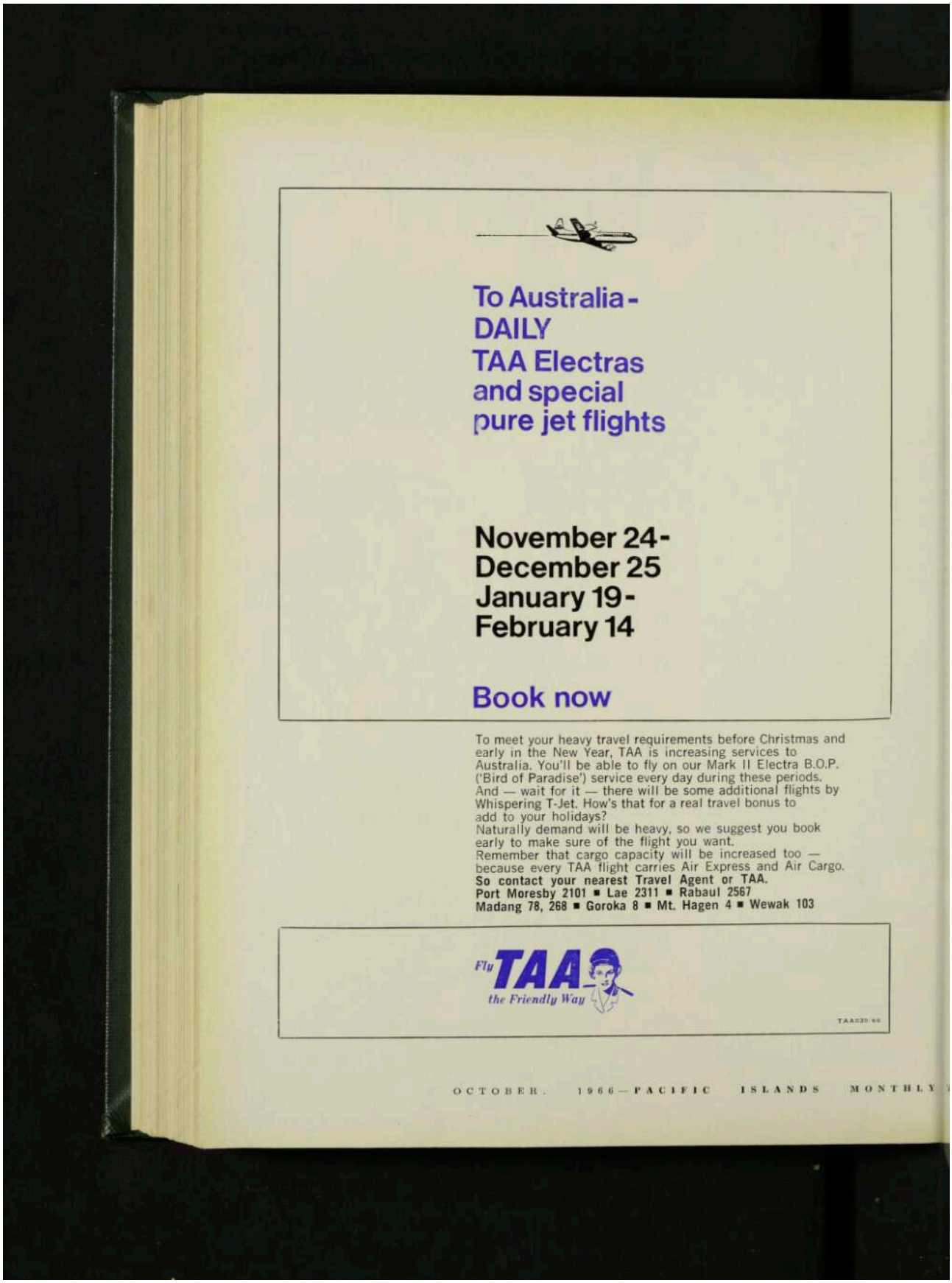

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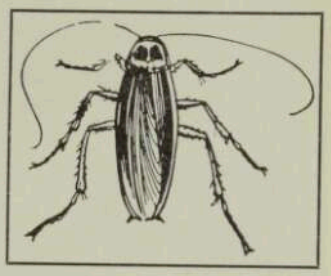

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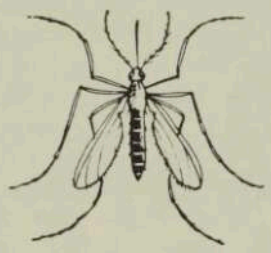

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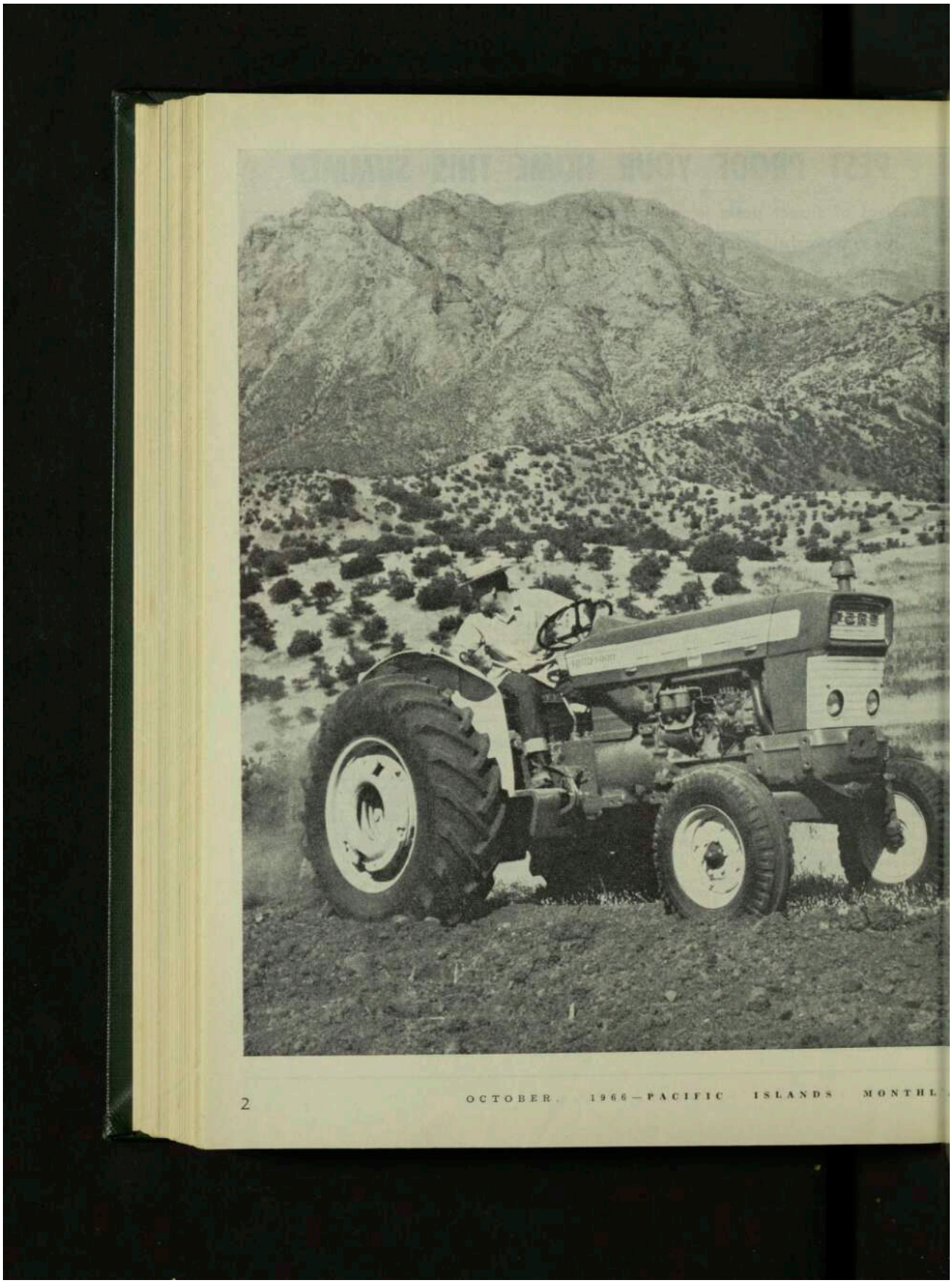

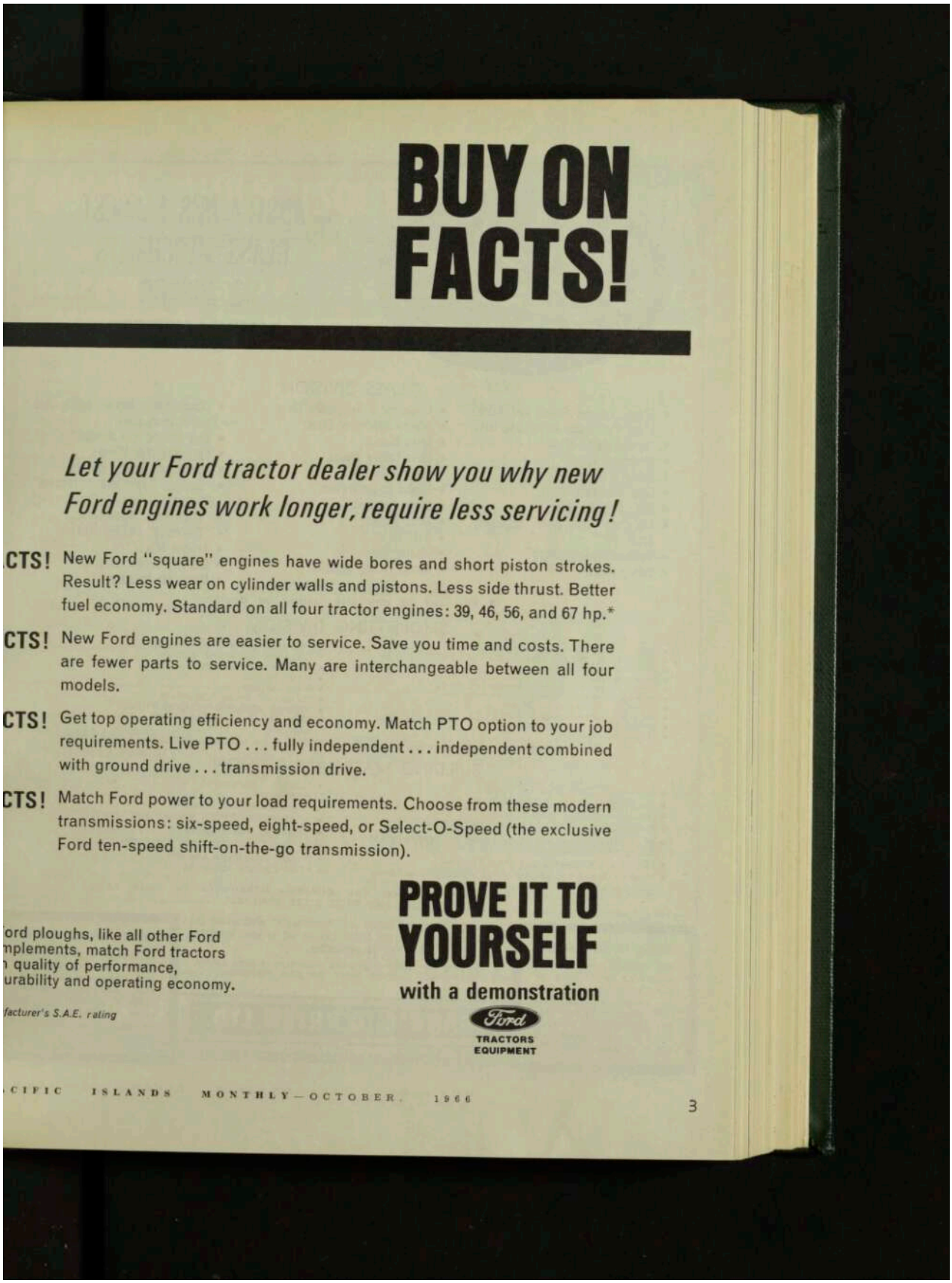

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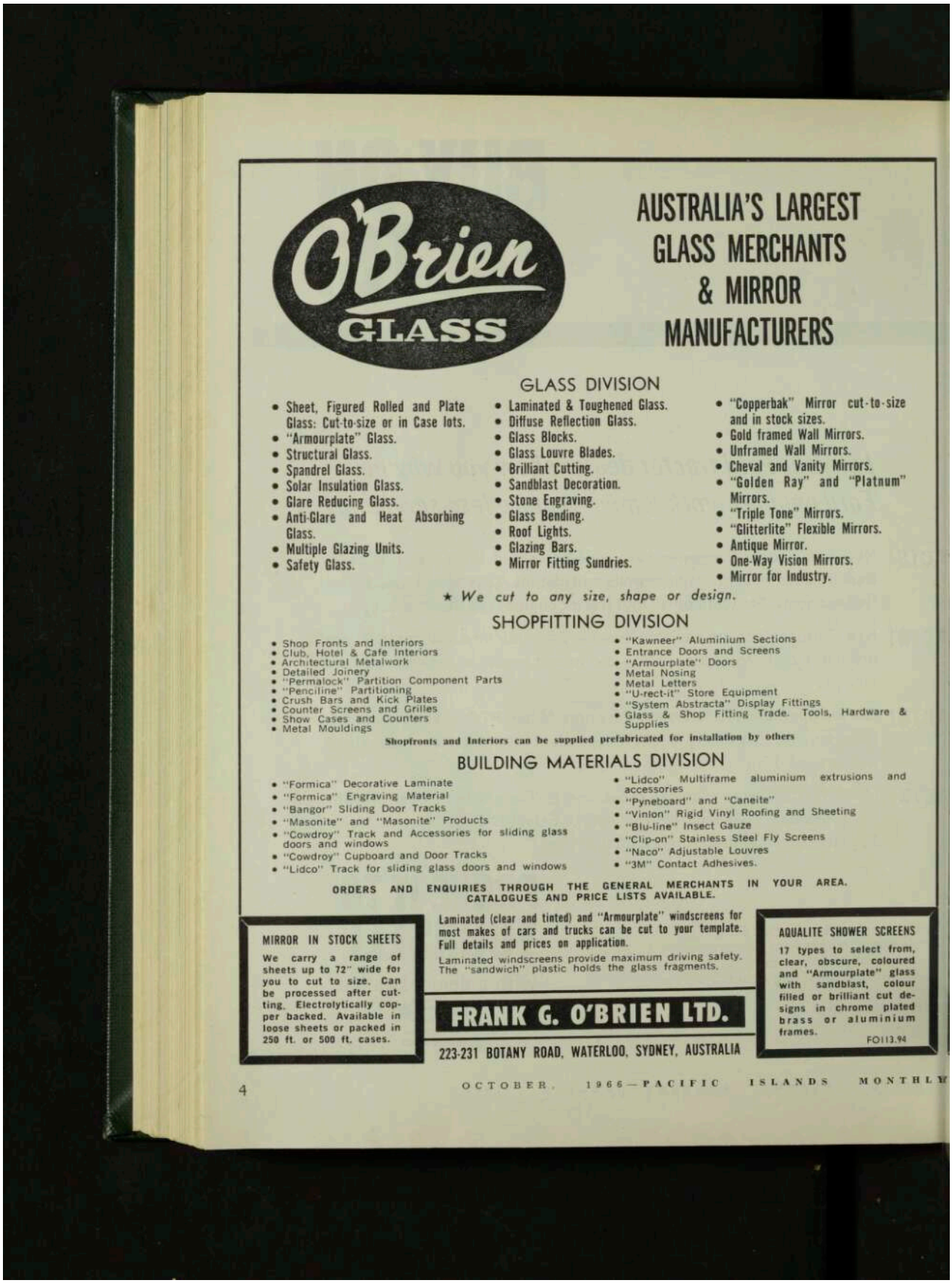

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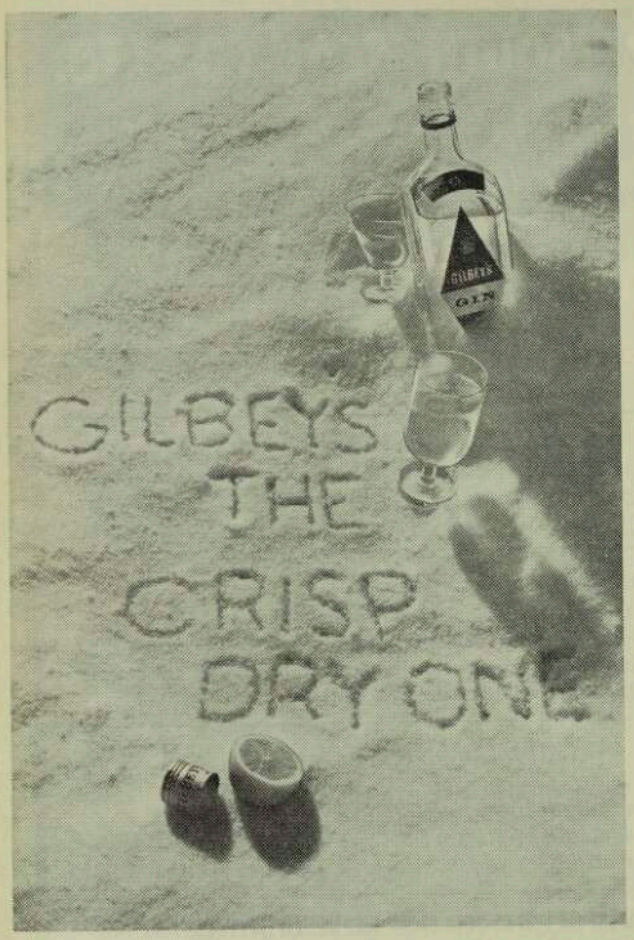

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OUR COVER: These two young Tongan children made a charming picture as they performed a dance of the hands at the feast held to inaugurate Tonga's first hotel, the Dateline, in Nukualofa early in September. The hotel was officially opened by King Taufa'ahau Tupou IV. (See also p. 117).—Photo: Courtesy of Qantas.

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New Zealand: J. D. Whitcombe, C.P.O. Box 2229, Queen Street, Auckland. Tel.: 76056.
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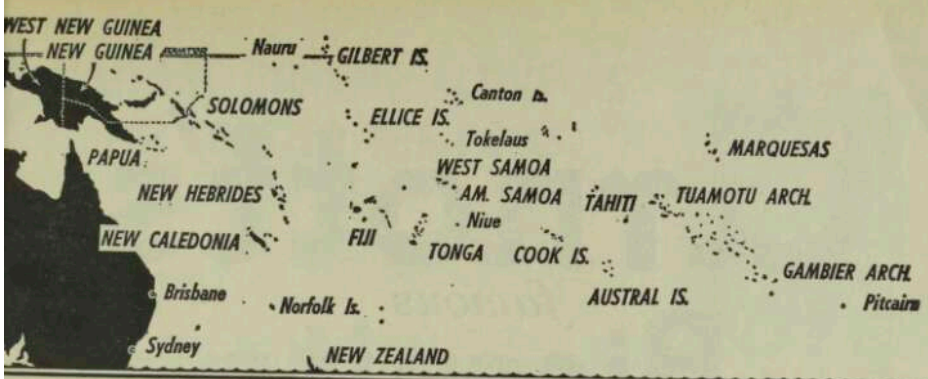

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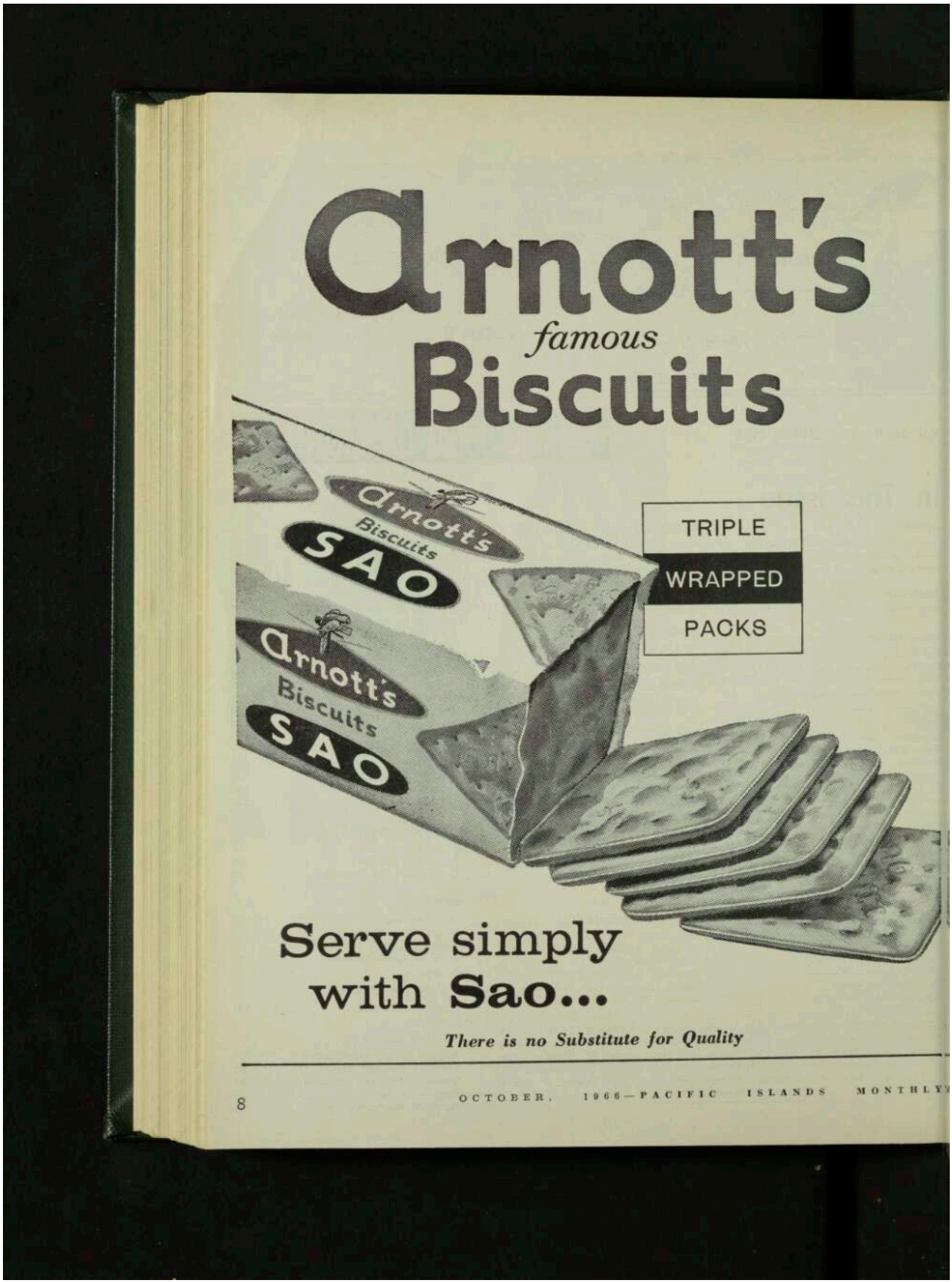

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MILITANT INDIANS ACTIVE AS FIJI GOES TO THE POLLS

From a Suva Correspondent

SUVA, Sept. 28

By air, land and sea; in bullock carts, launches, punts and rafts, Fiji's electoral officers now are penetrating to every nook and cranny of the 300-odd islands which make up Fiji, to rattle the ballot boxes under the noses of 156,683 voters.

FIJI'S general elections are on—September 26 to October 8—and, in a last frenzy of activity, the 70-plus candidates are pleading their causes to the electorate.

Six candidates (all Alliance men) can sit back and take their ease. They were elected unopposed—Ratu Edward Cakobau (Central cross-voting), Dr. W. L. I. Verrier (Northern and Eastern cross-voting), Jonati Mavoa (Fijian Lau-Rotuma), Solomoni Momoivalu (Lomaiviti-Kadavu), R. G. Kermode and R. H. Yarrow (General, West Viti Levu).

In all the other constituencies (7 Fijian, 9 Indian, 3 General and 7 cross-voting constituencies) there are contests; but, although voting began on September 26, no results will be known until about October 10.

There have been no riots, no very exciting meetings, no large-scale demonstrations. But, allege the Alliance supporters, there has been some foul play.

Biggest talking point of the whole campaign has been the verbal lashing that Ratu K. K. T. Mara, Alliance president, gave A. D. Patel's Federation Party in the last election broadcast over the FBC, on September 23.

Anti-European

Mr. Patel and the other Federation candidates have urged Indian voters to ignore and "informalise" the ballot papers of the European candidates in the cross-voting.

This makes strange listening against the background of Patel's campaign for an *entente cordial* among all races in Fiji.

At the opening of the campaign, all candidates were offered space in *The Fiji Times* for policy statements; and the Fiji Broadcasting Commission offered similar amenities. All responded except Federation candidates. They were ordered by the party leaders to boycott both *The Fiji Times* and the FBC.

They ignored *The Fiji Times* offer and demanded from FBC *carte blanche* for their candidates. No one was to see the speeches in advance, and the tapes would be prepared by the party itself. The FBC refused the demand. Hence the boycott.

The non-Federation candidates made their speeches—all courteous and restrained—until the final one, that of Ratu Mara.

In all their meetings, the Federation candidates have had little to say on policy, or on how they would govern. But they attacked their opponents, the electoral system, the Europeans, the Civil Service and "colonialism", and they demanded immediately — as did the United Nations Committee of 24—an election based on a common roll (one-man, one-vote).

Then, his patience exhausted, Ratu Mara hit back. For months, he has been pleading for racial unity.

"There is no place in Fiji for those who create discord and ill-will among our various communities, for those who substitute lies and abuse for responsible leadership, for those who would sow seeds of resentment and violence in this peaceful land," Ratu Mara said.

He charged that the Federation Party had produced no semblance of a constructive policy for the future well-being of Fiji.

Instead, he alleged, they had said venomous things at their meetings.

He described the advice given to their supporters to invalidate the European and Fijian ballot-papers as "this disgraceful attempt to interfere with the expression of the wishes of the voters of Fiji, and to distort the results of the elections".

It was an example of their irresponsibility and, unfortunately, was characteristic of the attitude they had displayed throughout the election campaign.

"They have concentrated on personal abuse and vilification of other candidates and their supporters and, worst of all, they have made racial hatred and ill-will a dominant feature of their campaign," he said.

Ratu K. K. T. Mara

"Racial Hatred"

Was he exaggerating? Many who attended his meetings said he did not speak strongly enough. They declared there was incitement to racial hatred in many speeches at Federation Party meetings.

Even today there comes news of the election posters of the Alliance and of independent candidates being torn from walls and hoardings at Ba.

Organised gangs of hecklers, some of them threatening violence, have tried to break up meetings of anti-Federation Party candidates.

The party itself has been using old political tricks to give an impression of importance and wide support to meetings, by transporting in cars and buses large numbers of vociferous supporters and cheer-leaders.

Several car-owners, thought by the

New Column Is "To The Point"

Turn to p. 25 for "To The Point", first of a regular series of topical commentaries on Papua-New Guinea affairs by Percy Chatterton. With a career behind him of 40 years in Papua as an LMS missionary specialising in educational and translation work, Lancashire-born Percy Chatterton writes with insight, and what he has to say is as valuable as it is entertaining. He lives in Port Moresby with his wife, and is an elected member of the House of Assembly. You'll find "To The Point" in PIM every month from now on.

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Federation to be their well-wishers, have been asked to bring their cars to meetings. When one pointed out that the meeting was only a few yards from his house, he was told: "Yes, but we want to get as many cars at the meeting as we can. It adds to the importance".

The Government allowed a wide interpretation of the definition of "postal voter". An elector who thought he would be more than 10 miles from the polling station on election day could have a postal vote.

Some candidates jumped at this, and at the electoral offices organised queues of people who said they would be many miles from home on polling day.

Some candidates, also, are "witnessing officers", who may help a voter to record his vote. It was noticed at Nausori, for instance, where more than 1,200 voters had been issued with postal ballot papers, that one Federation candidate, who was also a "witnessing officer", was actively assisting his supporters. His opponents woke up to it, and they also organised a similar service, and soon had large queues.

Then the Federation man suggested a compromise—that they should work together to render assistance to those who said they needed it.

The Fiji Times then pointed out the danger of allowing candidates to be "witnessing officers" in this way.

The Government replied that it didn't think there was any danger—the officials were sure the candidates were too jolly decent to do anything unethical like that—or words to that effect.

THE FIJI ELECTORAL SCENE

Fiji's population is approximately 480,000. The total of voters enrolled is 156,680. For electoral purposes, the voters have been divided between three communal rolls, thus:

	To Represent	*Approx. Population*	*Voters Enrolled*
INDIAN ROLL . .	Indians only	240,000	75,768
FIJIAN ROLL . .	Fijians and Rotumans	206,000	74,575
GENERAL (or miscellaneous) ROLL .	Europeans 10,000; Part-Europeans 10,000; Chinese 6,000; Other Islanders 7,000.	33,000	6,340
COMMON ROLL . .	The three rolls, above, are brought together and treated as one roll for the purpose of "cross voting".		

LEGISLATIVE COUNCIL

To consist of 40 members, constituted thus:

12 Indians—nine elected on the Indian roll, and three on the common roll;

14 Fijians—nine elected on the Fijian roll, three on the common roll and two by the Great Council of Chiefs;

10 who are neither Fijians nor Indians—seven elected on the miscellaneous roll, and three on the common roll;

Four officials, nominated by the Governor.

THE CONSTITUTION

Fiji's new Constitution, based on the agreement reached at the London conference in July, 1965, was promulgated only on September 23, and voting on the above system commenced on September 26, and will cease on October 8. The system was designed to give the new, self-governing nation as much "common roll" rule as possible, but to prevent any one race from swamping the governmental machinery.

POLITICAL PARTIES

There are no political parties, as such. Organisations of Europeans, Fijians, Indians, part-Europeans, and Chinese have formed an "Alliance", which plans racial unity and progressive development under British direction, and is supporting a team of selected candidates. Its leader, Ratu K. K. T. Mara, has been an outstanding figure in the electoral campaign, and could become Fiji's first Premier.

Opposing the Alliance is an Indian minority group, called the "Federation". It is anti-European, is led by Messrs. A. D. Patel and S. M. Koya, is opposing the new Constitution and demands the common roll (under which, apparently, the country would be governed by the Indians).

The chief issue of this election is to what extent will the new council be influenced by the anti-Constitution, anti-European Indians? There must be 12 Indians in the new council—and how many of them will carry the Federation label?

Federation Prediction

The Federation Party says it will win all the nine Indian seats which it is contesting, but that is sheer speculation.

Whatever the results, the Alliance will be the strongest body in the new Legislative Council. Already they have six men in. They are sure they will have another dozen.

If the Federation wins every Indian seat they will have only nine, and they are contesting in addition only four of the nine cross-voting seats. They have also one Fijian candiate, Penaia Rokovuni, who is tipped to lose his £50 deposit.

Thus, if the Federation could win every Indian seat available to it, the new council could comprise:

Federation	12
Non-Federation	24
Official	4

But this is unlikely. It seems possible at this stage that from three to six Federation men will get in.

With the Federation Party forming a small opposition in the Legislative Council, what would the future bring?

The guess of this writer is that Mr. Patel and his followers will be far more active outside the council chamber than in it.

They are expected to fight tooth and nail against the new Constitution. Even "civil disobedience" is threatened.

One could take these words, which appeared in the Federation paper, *Jagriti*, as those of the Federation and its leader, Mr. Patel: "Political rights are never obtained by begging. . . . Some people use weapons, etc., for the struggle, but India is an ideal example for us. Under the leadership of Gandhiji, the leaders of India mounted a *Satyagraha* (civil disobedience) campaign and obtained independence for their country without any weapons or tumult".

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GENERAL STRIKE AT NEW CALEDONIA'S NICKEL MINES

Workers at the New Caledonian nickel mining centres of Thio, Poro and Kouarou went on strike in late September following a breakdown in negotiations between trades union leaders and the Societe le Nickel, which has a monopoly in the country's nickel industry.

THE strike immobilised shipping between the mining centres and the Noumea smelters, and if it continues, it will result in the shut-down of the smelters.

Trouble started at Thio several months ago when a couple of chief engineers of Societe le Nickel declared that they wanted no unionism among their employees.

"We will take care of any dispute," they are reported to have said, "and those who don't like it will be thrown out."

Union delegates later protested to the Societe's head office in Noumea by letter, telegram and in person about the "continued provocative actions and words" of the two engineers, and when no action was forthcoming, a 24-hour stoppage was called at the Thio mines in late August.

"Appalling Relations"

Three union delegates were stood down following the stoppage. But these men were reinstated for the visit of General de Gaulle, as the Societe feared that the whole nickel industry would go on strike.

Later, another 24-hour stoppage occurred at Thio when the company refused to transfer the two engineers. Result: Nine union delegates were stood down.

When a compulsory conference between the company and union delegates, presided over by the Inspector of Labour, broke down without result, the general strike was called at Thio, Poro and Kouaro.

The main bone of contention at the conference was the reinstatement at Thio of a union leader.

PIM's Noumea correspondent says: "Labour relations with the Societe le Nickel have always been appalling, but at present they are at the lowest level ever."

General de Gaulle renewed acquaintances with some old comrades-in-arms during his visit to Noumea in September. He is seen here with 2nd Lieutenant Raymonde Beer, nee Roly, who was the first woman to volunteer from New Caledonia in World War II. She went to London in 1940 as a chauffeur, and finally served as a secretary at the Free French HQ. A school-teacher, she is married to a Norwegian doctor, and they have a family of two girls and two boys. To her right is Lieutenant Thomas Hagen (now a reserve captain), who served in the Pacific Battalion. He is a nephew of the late "Tibby" Hagen.—Photo: Fred Dunn.

FRENCH PRESIDENT IN HISTORIC VISIT TO PACIFIC

General Charles de Gaulle became the first French President to visit the South Pacific while in office when he spent just over a week in New Caledonia, the New Hebrides and French Polynesia early in September.

THE general arrived in Noumea on September 3, flew to Vila for a one-day visit to the New Hebrides on September 6; and left for Tahiti from Noumea's Tontouta Airport on September 7.

He remained in French Polynesia until the 11th, during which he watched the explosion of a nuclear device at France's nuclear testing centre, Mururoa Atoll from the French warship *de Grasse*.

The explosion, the fourth in France's current nuclear series, took place in a device suspended below a balloon at an altitude of 1,600 ft.

General de Gaulle was warmly received wherever he went, although the crowds were not always as big as they might have been.

In his public speeches, he usually stressed the fact that although France's Pacific territories were a long way from France, their people were Frenchmen in heart and spirit, with a French duty to perform in the Pacific.

The general said little that was new or positive apart from the fact that, on his return to France, the French Government would "do everything necessary" to build a road across Tahiti's rugged, lofty and seldom-penetrated interior. General de Gaulle said that the road would be a "'peaceful, useful and magnificent work" to commemorate for ever the nuclear testing centre at Mururoa.

During General de Gaulle's visit to the New Hebrides, the French Government announced awards to several senior British officials in the Pacific.

An award was also made to Mr. Reece Discombe, a New Zealand resident of Vila, for his discovery of the wreck of La Perouse's flagship *Boussole* at Vanikoro several years ago. Mr. Discombe became an Officer of the Order of Merit.

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GILBERTESE, ELLICE ATHLETES SHAPE UP FOR NOUMEA

From a Tarawa Correspondent

The performances of men in sport are often quite unpredictable. On many occasions an athlete with some talent and a ton of guts will upset an over confident or temperamental favourite. Thus the essence of selecting a Games team is to pick representatives with the right mental attitude and determination. The GEIC's team will be announced on October 15.

LET'S look at our Noumea chances. First, it's worth noting that it is highly unlikely any women will represent the colony this year.

Tennis does not look hopeful at this stage. Despite the natural abilities of our tennis team at Suva in 1963 they failed to win a match and were tenth in the final placings.

This was our biggest disappointment at Suva. We found that good judgment, together with natural and graceful styles, do not produce tournament winners. Unless our players develop the essential winning drive, power to force the game, and the ability to scramble out of tight spots, they may not fare any better at Noumea. Our likely team of three will probably include Wiram Tarawa, who competed at Suva.

Table Tennis

A bronze medal for table tennis at Suva was heartening, no doubt partly attributable to our lucky draw. Kokea Malua, who competed at Suva and should be selected again, believes that our general standard of play has lifted.

But unlike athletics, table tennis is not a measurable sport until you reach the Games and meet the opposition. No doubt other teams are showing improved form too. We are hoping for at least a bronze medal from our three-man team.

The colony did not send a basketball team to Suva, but it is hoped that a Gilbertese and Ellice team (from Nauru) will represent us at Noumea. This team has been playing together for several years now and has beaten the Nauru team at their two meetings. (Nauru was fourth at Suva). We thus expect our basketball team will prove to be formidable opponents.

In athletics, the big question mark is can coach Peter Barker (who is teaching the boys by his own example) bring these lads to the peak of their potential by November?

Half-miler Kiali needs only to build up his stamina for the final 220 yards, and he will produce a time of around 2 mins flat (Suva record 2m 2.4s).

Mile runner Tion also lacks strength for the last part of the journey. By November he should be able to produce 4 mins 25 secs for the 1,500 m. (Suva record 2m 23.4s).

Our sprinters are unlikely to reach the Games standard, although, one lad, Flailiva, who has recently turned to jumping, is showing some promise in that field. He cleared 20ft 8 ins in his early attempts.

Flailiva and the other two already mentioned are students at King George V School.

It was reported from Ocean Island recently that their high jumper had cleared 5ft 9 ins; and from Nauru that several boys are training in high jump, discus, sprint and distance track events.

Robbie Morgan-Morris, who coaches colony athletes at Nauru, will himself compete in all distance track events, and will represent Nauru. His efforts on behalf of this colony are surely in the true spirit of sportsmanship.

BSIP Politicians To Visit UK

Two members of the BSIP Legislative Council left Honiara by air in late September for a visit to Britain as guests of the British Government. They are Mr. Eric Lawson, member for Honiara, and Mr. David Kausimae, member for South Malaita.

During their stay in the UK, which will end in London about October 17, they will be shown a cross section of British life. Neither has been to the UK previously.

A BSIP Government announcement says that the object of such visits is to create further opportunities for strengthening the bonds of friendship between Great Britain and territories overseas. They also help to spread a full understanding of the achievements and problems of Great Britain.

This is the first time that anyone from the BSIP has gone to Britain under such a scheme.

More Phosphate Monies Likely For Banabans, GEIC

Both the Gilbert and Ellice Islands Colony Administration and the Banaban people of Rabi Island, Fiji, expect to receive more money from Ocean Island phosphate following talks in Wellington, New Zealand, in late August and early September.

BUT the division of the money is likely to be in much the same proportion as it is now, as the Banabans failed to get anywhere with their claim that they have been receiving an unfairly small share.

The talks took place between representatives of the British Government, the Banabans and the GEIC. The Banaban representatives were officially part of the UK delegation; but the talks, in fact, were mainly a two-way affair between the GEIC and the Banabans, with the UK delegation acting as referee.

Heavy Tax

At present, the Banabans (who own Ocean Island, but who have lived in Fiji since 1945) receive a royalty of 3/8 a ton on all phosphate exported from the island; and the GEIC (of which Ocean Island is a part) imposes a tax of 25/- a ton.

The phosphate is exploited by the British Phosphate Commissioners on behalf of the British, Australian and New Zealand Governments.

At the talks, there was general agreement that the GEIC and the Banabans should get more from the phosphate; but no agreement could be reached on how the money should be divided.

The Banaban view was that the tax of 25/- a ton, compared with their royalty of 3/8 a ton, was so high as to represent virtual expropriation of the phosphate industry.

They pointed out that more than 50 per cent. of the normal revenue of the GEIC came from Ocean Island phosphate; and claimed that it was unjust that the British Government should run the GEIC so largely at their expense.

The stand of the GEIC delegation was so far apart from the Banabans' viewpoint as to be irreconcilable; and it was decided that the question of how the phosphate monies should be divided should be left to the Colonial Secretary.

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P-NG SHOULD THINK AGAIN!

If New Guinea decides it can't afford to hold the Third South Pacific Games then it probably deserves never to hold them at all.

If New Guinea, with a Budget more generous by far than that of any other South Pacific territory, backed by one of the most prosperous nations of the Pacific basin, can't do in 1969 what New Caledonia is doing in 1966 and what Fiji did in 1963, then it's a pretty poor outlook for South Pacific sport.

New Guinea's present situation is ignominous. The territory gave notice of its intention to seek the 1969 Games as early as 1963.

Its eleventh hour reversal is merely the result of a domestic political wrangle which should never have been allowed to involve consideration of the Games. Government leaders in the House of Assembly's Budget session used the cost of the Games as a political stick with which to beat over the heads elected members who attacked the territory's Budget.

The Government said in effect: "If you think we are not spending our money wisely, then you needn't expect we'll find the cash for any South Pacific Games!"

The harrowing picture of costs painted by the Administration was an exaggeration, which did not take account of the many facilities, including accommodation, which in the normal course of events will be available in Port Moresby by 1969. It panicked the members into a hasty decision.

Why *should* the P-NG budget have to meet the bill on its own? Can't the Commonwealth be expected to lend a hand with a prestige event like this? Of course it can.

The Assembly debate was not only lopsided in view of the serious shortage of real facts, it was quite unnecessary.

It's made New Guinea look ridiculous. And more faces will be red before the situation is resolved, as it will have to be, by the Assembly reversing its decision.—*THE EDITOR.*

New Guinea 'Can't Afford' The Next South Pacific Games

From Don Barrett, in Rabaul

Will Papua and New Guinea stage the 1969 South Pacific Games? There's a lot of interest in that question, and a big question mark after it.

AT SUVA in 1963 when New Caledonia's bid to hold the 1966 Games was accepted, P-NG's representatives on the South Pacific Games Council gave notice of New Guinea's intention to bid for the Games in 1969. The P-NG Administrator, Sir Donald Cleland, in late 1963 appointed a committee to investigate possible sites and advise him.

The committee considered three possible sites only—Port Moresby, Lae and Rabaul. The recommendations of the committee were never made public, but last March Sir Donald announced that he had decided, after considering the committee's report and all other factors, that Port Moresby should be the venue.

There the matter rested — or seemed to rest, for some months. But recently as the time came close for a final bid to be made, doubts arose in the minds of some members of the P-NG South Pacific Games Association as to how the New Guinea Games were to be financed.

Since the British Government had assisted Suva, and it was widely claimed that metropolitan France was heavily subsidising Noumea this year, most people in P-NG associated with the Games organisation assumed that the Australian Government would heavily underwrite the third Games in P-NG in 1969.

But the P-NG Treasurer, Mr. Newman, in answer to a question in the House of Assembly at its September meeting was unable to give any assurance that Australia would in fact come to the party. Nor could he say that if aid were forthcoming, it would be in the form of a special grant or would have to come out of the annual budgets.

Dr. John Gunther.

Evidently sensing that some support from the House of Assembly would be necessary if the territory had to do its own financing, the Assistant Administrator, Mr. L. Johnson, put the following motion on September 8: "That this House requests the Administrator to extend an invitation to the South Pacific Games Council to hold the 1969 South Pacific Games in Port Moresby".

Speaking to the motion, Mr. Johnson made it clear that there was no indication from Canberra that Australia would make a special grant for assistance in preparing for the Games. Members, he said, must face the fact that it was highly probable that the finance—up to $500,000 for the barest needs in sporting arenas—would have to come from an already overstrained local budget.

Try For Rabaul

A move made in the House to move the locale from Port Moresby to Rabaul because the cost in Rabaul would be less was lost. And so was Mr. Johnson's motion, after several members, official and elected, had decried the spending of so much on such a venture at this stage. Speakers claimed it would be fitting for P-NG to be host country; but major developmental works demanded all available finance at present.

Dr. John Gunther, who is president of P-NG's South Pacific Games Association, spoke to the council of that association on September 11, and has since seen Sir Donald Cleland. By late September no official statement had been made and the result was awaited of last-minute attempts to get New Guinea into the Games picture again.

Only one point was clear. It does cost a lot of money to stage the Games, and any thought of doing it "on the cheap" is bound to fail.

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Toni Voutas, as the electors saw him on his posters.

The New Man From Kaindi

From a Staff Writer in Port Moresby

Anthony Constantine Voutas was the man they were watching at the September session of the P-NG House of Assembly. Aged 23, with one of the best educations of any of the 54 elected members, Toni Voutas had "gone native", and his fellow members were trying to discover for themselves whether he was a new messiah, some kind of a nut, or an honest man.

VOUTAS, who won the Kaindi by-election in August following the death of Bill Bloomfield, is certainly an honest man, and might turn out to be a messiah. He's not a nut, although some of his earlier colleagues say he was "a strange lad".

Voutas, an Australian, went to the territory in 1961 as a cadet patrol officer. In 1963 he was granted leave to attend the Australian National University, where last December he graduated with an Arts degree, specialising in Indonesian studies. During his course he spent three months at Indonesian universities, and is a fluent Indonesian speaker.

Back in the territory this year, his Indonesian experience resulted in his appointment to the Administration's Mt. Hagen listening post as a monitor of Indonesian broadcasts from West New Guinea. He resigned to stand for the bi-election.

He has since lived, native-style, in

(Continued on p. 153)

NOT MUCH SCIENCE, BUT NG's MESSAGE WAS CLEAR

By Stuart Inder

Any attempt to appraise the results of the Budget session of New Guinea's House of Assembly from the standpoint of whether it was the Government or the elected members who were defeated, seems to me to be the way to miss the vital message.

AS an exercise in parliamentary one-upmanship, the September session did little for the political reputations of members on any side of that House of many mansions. But then, the Assembly as a body has never been strong on political science.

The theme of the session was plain. It was a protest against too much Canberra control of New Guinea affairs.

The entire session had the anti-Canberra bias; there was not a real issue raised throughout the nine sitting days that did not have somewhere in it the Canberra blight.

The attacks on the Budget which highlighted the session were not a protest at how the territory's $120 million should be spent so much as a demand for Canberra generally to ease up on the reins.

Mr. Barnes' Comment

Even an especially blunt personal attack by Mr. Don Barrett (West Gazelle) on the secretary of the Department of Territories, Mr. G. Warwick Smith, was precipitated more by the anti-Canberra atmosphere than by the particular sin of omission of which Mr. Smith was accused.

When the smoke cleared the Administration indicated it had got the message and that it would try to bring elected members into the kitchen when the next Budget is being prepared. Visiting Port Moresby later, the Minister for Territories, Mr. C. E. Barnes, referring to the Budget protest as "a reflection of healthy attitudes", assured territorians that Canberra didn't really intend to pre-cook all the Assembly's victuals.

But the proof will be in the eating. A palatable receipe may well be in the hands of the Administrator-elect, Mr. David Hay, who takes over from Sir Donald Cleland in January. Nobody knows for sure just how much of the territory's growing impatience with Canberra has been due to Sir Donald's handling at the Moresby end.

In September, when the new man bravely made a private tour of the territory, some territorians thought they saw the man who might assuage both the territory's impatience for political progress and Canberra's recent predilection for the Hasluck days of unhurried "uniform development".

Trouble Came Early

The first sign of trouble at the Budget session came out of a blue sky as the Treasurer, Mr. A. P. J. Newman, was blithely answering members' questions on the effects of a bill designed to tax New Guineans who earn a minimum yearly income of $416, or $8 weekly (*PIM*, Sept. p. 9).

Bringing up the rear end of the questioners came Mr. Don Barrett who coolly explained to a puzzled Speaker H. L. R. Niall that he didn't want to ask a question, but merely to move that "this bill be adjourned and made an order of the day for the first sitting of the next meeting of this House".

Before the Government could ponder this cheeky move, a division had been forced, with a 45-15 result for Mr. Barrett, and the tax bill will now have to be approved at the November session if it is not to be lost completely.

Mr. Ian Downs (Highlands) next day launched the Budget debate with a strong attack on the expansion of the Public Service, and on the fact that the Administrator's Council, of which he is a member, received the Budget "in printed form a few days before it was seen in the House and thus could not advise on it in preparation.

"There is a very importa

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principle here which I think has to be put to the test before this debate is over," said Mr. Downs. "I believe we have to decide whether we are mere rubber stamps for propositions in which we are not consulted or whether we are here to do the job the best way we can for the territory."

Downs' attack set the pattern for the remainder of the session.

It was now common knowledge that the elected members were out to embarrass the Administration. On the floor of the House criticism grew, especially on the issue of Public Service recruitment. Why shouldn't most clerks be New Guineans, the Government was asked?

It was thus surprising that the Government permitted Mr. Keith Tetley (Gulf) to get through the House, on a vote of 39-16, what amounted to a censure motion on Canberra for not allowing the House a greater say in the Budget. Although the Government leader, Mr. Frank Henderson, had an inkling that something was afoot and moved the adjournment, he was defeated on a point of order by Mr. Don Barrett, who knows his standing orders.

Members Aroused

When the debate resumed a day later after this sorry show, the Government members were finally aroused. Mr. Newman fiercely asserted that members of the Administrator's Council had indeed on two occasions during the year been invited to advise on the Budget.

This direct attack resulted in violent warfare, with Mr. Newman being called "despicable" by Mr. Downs, and being "offered" a right hook, presumably to the jaw, by the fiery Sepik trader John Pasquarelli. But the exchange was notable more for its lack of real information and the House was left little the wiser as to whether the Administrator's Council does or does not have an opportunity to advise on the Budget. Members of the council are under oath not to reveal what goes on there.

A clue as to one root of the trouble was the comment by Mr. Downs during the exchange that if Mr. Newman would like to see the Administrator's Council play a real part in the preparation of the Budget, he should make representations to the Administrator.

Sir Donald Cleland doesn't suffer gladly the Administrator's Council. It is an advisory body whose advice he doesn't want, and its members have never been left in any doubt of it.

Niue, Cooks Take New Steps

A MEMBER system of government was inaugurated on Niue and a House of Arikis was officially opened in the Cook Islands in September.

Under Niue's member system, the four members of the island's Executive Committee (who are elected by the 14-member Niue Assembly) have been placed in charge of some government departments.

Mr. R. R. Rex, the Leader of Government Business, has the portfolio of Public Works and Electricity; Mr. P. Talipule, the Post Office; Mr. Siakisoni, Police and Prison Affairs; and Mr. A. Strickland, Radio and Telephone Services.

The Cook Islands House of Arikis was officially opened on Rarotonga on September 23. The High Commissioner, Mr. L. J. Davis, administered the oath. The House then unanimously chose Vakatini Tepo, of Rarotonga, as president-elect.

The House of Arikis, consisting of 10 chiefs from Rarotonga and the outer islands, will consider matters referred to it by the Cook Islands Legislative Assembly and make recommendations to the Assembly on any question affecting Cook Islands customs.

Its seven elected members have not been encouraged to advise on the Budget.

But could the elected members of it have altered this situation by standing up to the Administrator for the way he runs it? It's an interesting point which requires light.

As the debate continued, elected members indicated that in the committee stages they would seek to reduce some items of expenditure as a protest against Canberra control. Mr. Downs said specifically he would move that $50,000 be knocked off the Public Service recruiting figure.

But when the time came it was Mr. John Guise (Milne Bay) and not Ian Downs who moved that the item be reduced, and no other member sought any other reductions.

The division on Guise's motion was tense, with a 28-26 decision for the elected members. One more vote for the Government and it would have won, for Government member Mr. J. K. McCarthy was in the chair, with a casting vote.

Direction From Canberra

It was left finally for Mr. Newman to admit that the $50,000 reduction could be used elsewhere, perhaps in training local public servants as Mr. Guise had suggested, *but only if Canberra so directed.* Everything depended on Canberra, which was just what the members had been complaining about for nine days.

During the entire exercise the main point of public speculation was on the degree of political organisation behind the various moves.

Organisation varied. As usual it was better on the Government benches than among the unwieldy elected group, which still has no leaders, and which works from crisis to crisis.

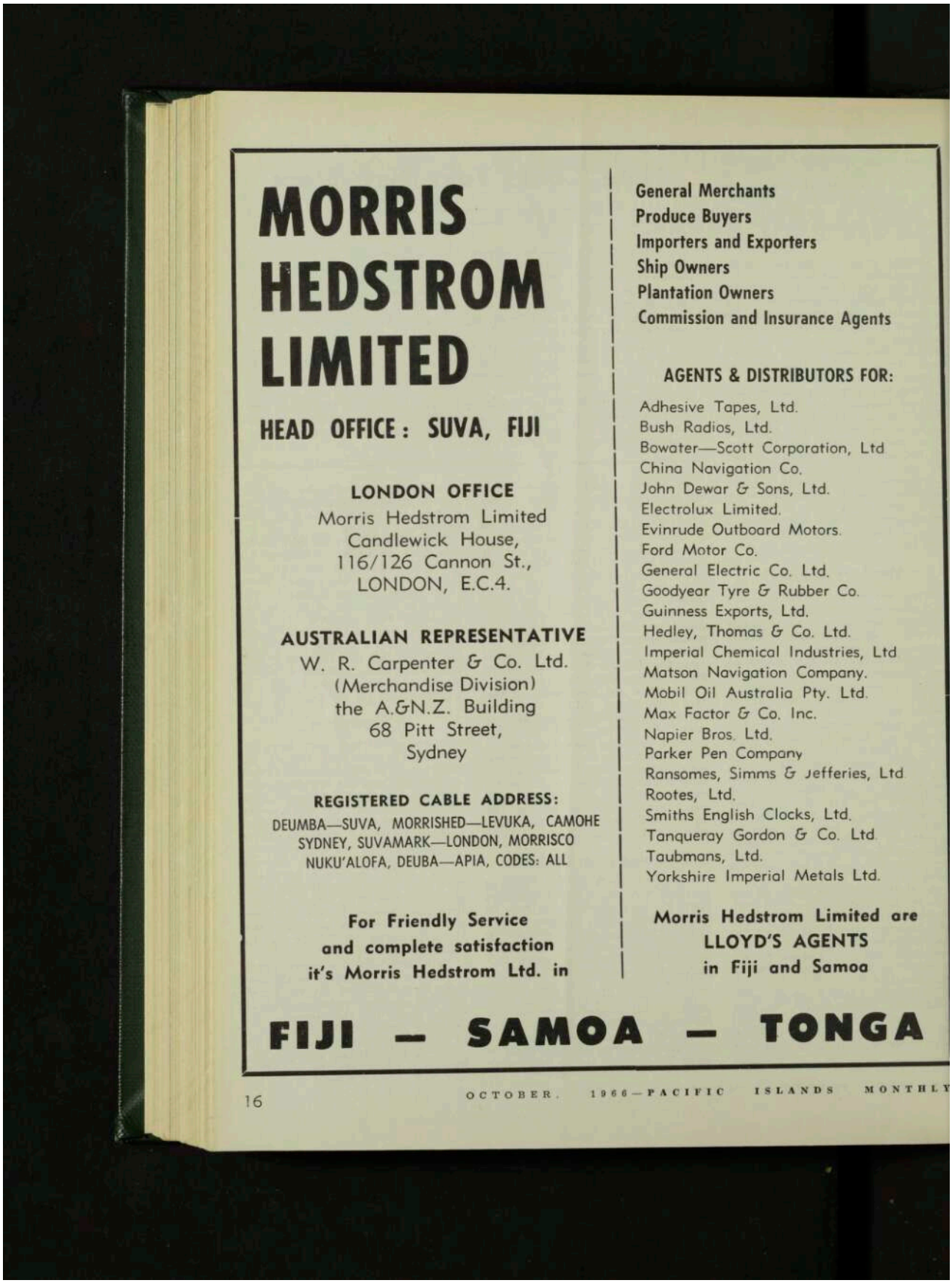
The original move by Mr. Barrett was made on his own initiative. Mr. Tetley also acted on his own, with Messrs. Downs and John Stuntz (East Papua) helping to keep his plan from the knowledge of the Speaker and the official members. Mr. Tetley himself as usual did little lobbying for support, and his convincing win was due to the fact that the Government was off guard, and most elected members were unaware of the significance of his motion.

Showdown

It was a different story when the showdown came with Guise's key challenge. Elected members had held no meetings and the organisation on that side involved lobbying of individual members. But the Government did more lobbying, working particularly on the Under-Secretaries and gaining their full support.

The important Highlands vote was swung for the Government after some hard work by Western District Commissioner Tom Ellis, which probably hurt Ian Downs. It was significant that the Government had more New Guineans voting for it than had the elected whites.

Both sides later saw missed opportunities—men they think would have given their vote—but this was merely the parliamentary one-upmanship at work, and in the present disorganised state of the House it is of little importance against the simple fact that elected members "did the job the best way they could".



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Tropicalities

When Australia's Commissioner in Fiji, Mr. Bob Hamilton, spoke at a dinner at Vatukoula recently, was it Mr. Hamilton speaking, or the Australian Government with its great big foot firmly stuffed into his mouth? A number of senior Fiji Government officials are wondering.

Australia's Official View — Or Just Talk?

MR. HAMILTON, not noted for his verbal reticence, was in full flood about what Australia had done, and wanted to do, and couldn't do for Fiji. With him as guests at the Emperor Goldmine dinner were Messrs. Dirona Abe and Tei Abal, two members of the P-NG House of Assembly, en route home from a UN meeting in New York.

What Australian private investment had done to transform the barren hills of Vatukoula, said Mr. Hamilton, so it had done in other sectors of Fiji's economy, to the colony's social and economic benefit.

"It is my firm belief that, while giving our investors a fair return on their capital, and on the risks they take, this overseas contribution will continue to enrich Fiji far more than it will enrich Australia," said the Australian Commissioner. He added:

"One might ponder how it is that it is sometimes argued that the existence of Australian private investment in Fiji itself gives rise to an obligation on the part of the Australian Government to give major financial aid to Fiji.

Flow Of Investment

"I hope that this particular argument will not gain credence here or be taken too seriously elsewhere.

"Should this happen, it could perhaps prejudice the flow of overseas investment into this country, rather than procure a net enlargement of your international capital receipts."

Then came the punch lines.

There was no doubt in Australia, said Mr. Hamilton, that Fiji was in need of additional capital for development, but there were similar needs shared by others, and while Fiji might have preferred that Australia spare her "a million or so", Australia had some profoundly difficult problems in allocating its resources. But he was not, he said, implying any decisions on Australian aid to Fiji.

Then why say anything?

Because at the time Mr. Hamilton was speaking, Australia was still considering Fiji's pressing request for a Government-to-Government loan of £F3.54 million to bridge an embarrassing gap in the colony's new five-year development plan. By the end of September Fiji officials were still anxiously awaiting a decision.

In view of Mr. Hamilton's critical timing, was he—despite his disclaimer—primed by the Australian Government to let Fiji down lightly, or was he just talking? Who knows?

Friendly, Feudal Tonga

AND on the subject of Pacific bumble-footedness, the Tongan Government is awarded *PIM's* Raspberry Cluster for its handling of the six castaway youths after their return to Nukualofa on September 13.

The lads had "borrowed" a whale boat 15 months ago, and had drifted to isolated 'Ata Island where the boat broke up under them and they were lucky to reach the island after a swim of nearly 24 hours (see story p. 101).

They came back from the dead, to be greeted by their families on the wharf—and by the police, who arrested and charged them with the theft of the boat.

Tonga's Government newspaper, the *Chronicle*, reported that after being charged "they were released to join their families pending further inquiries by the police"—which is the least one would have expected for compassionate reasons.

But it didn't happen that way. They weren't released to their families. They were held in custody for those inquiries, and released a full week later.

It all looked rather feudal in the overseas Press reports, alongside stories of the official opening of the Government's new Dateline Hotel and of King Taufa'ahau's hopes for a flow of tourists to the "Friendly Isles".

Ingenious Guitar

After the six Tongan youths who were marooned on isolated 'Ata Island for 15 months (see also p. 101) had solved the problem of staying alive, one of the first things they did was to make themselves a guitar to provide accompaniment for the sing-songs they had each night. The guitar was a masterpiece of ingenuity. Its sound boxes were the halves of coconuts, and its strings were made from wire salvaged from the planks they had used as supports in swimming ashore. With the help of the guitar, the Tongans composed five songs. Holding the guitar in this picture is Peter Currie, of the Australian fishing boat "Just David", which rescued the Tongans and took them to Nukualofa on September 13.

Photo: Dorothy Lavin.

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Pay Your Money, Take Your Putt

RECENT Papua-New Guinea laws outlawing card games have not had much effect in parts of the Highlands. There they have their own gambling game. It's called golf.

The New Guineans first began to take an interest in golf some years ago, but these days it has developed into a real craze in some areas. Champions like Peter Thompson might not recognise the New Guinea version.

About eight to ten players make up a golf team, and there is only one hole on the course—a fish tank set in the green. Each player puts about 20c into kitty. Using "golf sticks" made of old pieces of iron, or carved from wood and looking rather like hockey sticks, each player has two putts from a distance of about 20 feet from the hole. The "ball" is made from the soft pith of a tree.

The golfer who sinks his ball in two putts claims the kitty. If by some miracle two players or more manage this feat then the kitty is divided.

Graham Pople, MHA, who has trade stores at Gumine, in the Highlands, was telling us the other day that by popular request he has on order cheap golf sticks and golf balls from Hong Kong, which it is hoped may help to improve the standard of golf in the Highlands.

New Site For Some Rugged Colonialism

A FACET of life that particularly struck a friend of ours while visiting the New Hebrides recently was that, whereas British colonial stations are being abandoned in most places, they've just built a new one at Lakatoro, on Malekula.

The station is the headquarters of Mr. Darvall Wilkins, British District Agent for the Northern Central District, who is an Australian.

Mr. Wilkins, who was born in Dubbo, New South Wales, was appointed to his post, which covers Malekula and adjacent islands, in 1962, but was forced to administer it from Santo, which is outside his area, because there was no suitable place to live within the area.

However, in 1963, the British Government bought 34 hectares of land from M. Lamoureux, a planter, and by August, 1964, a residency and two other buildings were almost

Graham Pople

complete when an earthquake razed them to the ground.

With typical dedication and energy, Mr. Wilkins started again. He and his family moved into the completed residency last July.

At Lakatoro there are also administrative offices, a court house, school, soccer oval, officials' homes, an agricultural research station, workshop and police headquarters.

Our friend tells us that he accompanied Mr. Wilkins to a local council meeting which was "typical of the kind that the British Government is fostering to guide the New Hebrideans into democratic institutions".

They walked more than half a day through difficult Malekula hills in trying heat. The meeting got under way at 4 p.m. With understanding and patience, Mr. Wilkins guided the president and the 20 members through the difficult agenda.

At 7.30 p.m. they set off again for Lakatoro and arrived in time to get a few hours sleep before a government official arrived from Vila early the next morning.

This kind of performance, our friend says, no doubt helped Mr. Wilkins to win an MBE in the last Queen's Birthday Honours List.

Parkinson's Law In Rarotonga

THE New Zealand Government may be asked to investigate the Cook Islands Public Service with a view to reducing expenses and increasing efficiency, according to a Rarotonga correspondent.

We are not surprised. It seems as if Parkinson's Law has been running riot over there in recent years.

Of Rarotonga's population of about 10,000, some 1,800 are employed by the Government.

The salaries and wages bill for these people has risen to almost $800,000 a year, and the triennial subsidy received from New Zealand is insufficient to cover the cost of them.

Cult Leader Is "Doing Well"

FRANCIS HAGAI, one of the leaders of Bougainville's cargo-cultist Hahalis Welfare Society, is doing well with his extra-curricula studies at Sydney's Transby College, Glebe. He has been down for several months now, on a scholarship, and expects to return in December. Hagai is studying secretarial work, including bookkeeping, and the history of trade union links with the co-operative movement.

Transby College is run by the Co-operative for Aborigines Ltd., whose general secretary is the Rev. W. A. Clint. He spent two years with the Anglican Mission in Papua from 1948-50, where he was director of co-operatives for the diocese. He has been running the college since 1952 and much of his time these days is spent raising money to keep it going.

Hagai is one of three Islanders now attending the college; the other two being from Papua and the Solomons. The others were recommended to the college by their local bishops, but Hagai himself applied for his scholarship, Mr. Clint tells us. Scholarships provide travelling expenses to Sydney, food, clothing, accommodation and $5 a week spending money.

Getting Tomorrow's News Today

ONE of the difficulties—and one of the interesting challenges — of running a monthly news magazine is that you have to get your news about two months ahead of your daily and weekly newspaper competitors to still be ahead by the date of publication.

This thought occurred to us in September when an official announcement was made confirming news that had already been reported in *PIM*.

The announcement, from the Tonga Premier's Department, confirmed our story (*PIM*, Aug., p. 36) that the coronation of King Taufa'ahau Tupou IV would be held

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on July 4, 1967, the king's 49th birthday.

Two other notable examples of our clairvoyance that we remember from this year's reporting are:

- Dr. John Gunther's resignation as Papua-New Guinea's Assistant Administrator (Services) to become Vice-Chancellor of the territory's new university. (We reported this in our issue for February, which was on sale in New Guinea at least two days before the official announcement).
- The Roman Catholic Church's decision to create a separate hierarchy for Oceania. (This was reported in our issue for July, which was out for nearly a fortnight before the Vatican officially confirmed it).

Incidentally, in July we predicted that Sir Gawain Bell, a rank outsider, would become the next secretary-general of the South Pacific Commission, and we expect to have that one confirmed any day now.

Rotuma Was Never Like This

DRIVING through snow 7 ft deep, having to wear two pairs of long warm underpants plus woollen slacks, a heavy overcoat, etc., falling off the ski lifts in Austria and Switzerland and tasting Vorarlberger cheese were a few of the experiences of a Rotuman girl, Elizabeth Moana Benz, during a visit to Europe recently.

With her husband, an Austrian, Elizabeth spent six months visiting England, Germany, Sweden, Denmark, Holland, France, Italy, Yugoslavia, Switzerland and Austria.

Mrs. Elizabeth Benz, formerly of Rotuma, was well wrapped up when this picture was taken in one of Vienna's attractive parks.

Elizabeth, whose maiden name was Gibson, was married in Australia nearly 10 years ago and has lived there ever since.

She left Rotuma nearly 20 years ago to go to school in Levuka, Fiji. She later worked for Burns Philp in Suva, then went to Sydney to study nursing. It was in Sydney that she met her husband, an office machine technician, who has lived in Australia for 11 years.

Mrs. Benz has visited Rotuma only once since she left there for school in Fiji; but her mother visited Sydney a couple of years ago, and Mrs. Benz and her husband are planning to visit Rotuma next time they can manage a long vacation. Mrs. Benz still takes a keen interest in Islands affairs.

NG Housing Project Under Fire

PAPUA-NEW GUINEA'S much publicised and much criticised, special housing project has been under fire again. A $7,500,000 contract was let to Dowsett Engineering Ltd. for the erection of a large number of multiple housing units in main territory towns.

Smaller contractors in Lae and Rabaul have been most critical of the Administration's decision to call such a large tender, asserting that they could have handled the work—especially as the contract is spread over three years.

Latest growls have come from territory timber producers, following news that Dowsett planned to import several million super feet of timber from Malaya. The P-NG Sawmillers' Association has asked the Administrator to invoke the recently passed anti-dumping law, and the Administration has announced that the Departments of Trade and Industry, and Forests are investigating.

Sincere Japanese Regret Over NG War

The Anglican Church in Japan has given $500 to the Diocese of New Guinea to build a memorial to the 11 native and European Anglicans who were martyred in the territory during the war by the Japanese.

The Bishop of New Guinea, the Rt. Rev. David Hand, has invited the presiding Bishop of the Japanese Church, the Rt. Rev. Michael Yashiro, to come to New Guinea to bless the memorial when it is completed.

It will probably be built at Popondetta, in the Northern District of Papua, as most of the martyrs were executed in that area.

Bishop Yashiro said in a message that the Japanese Church has raised the money because they wanted to express sincere regret for their responsibilities during the war, especially in New Guinea.

As a token of regret they have already given a special plaque, which hangs in the Anglican cathedral at Dogura in the Milne Bay District.

Thanking the Japanese Church for their donation, Bishop David Hand welcomed the building of a memorial as "a further expression of Christian brotherhood and forgiveness".—SUSAN YOUNG.

Almost Ready: NG's Development Bank

PAPUA-NEW GUINEA has a Development Bank at last. The setting up of such a body was long recommended by elected members of the old Legislative Council, but it was not until the World Bank made a similar recommendation that Australia's Federal Cabinet agreed.

In the last few weeks it has been given $1 million and a board of directors headed by Mr. L. K. Cameron as managing director. Mr. Cameron was formerly a senior executive of the Bank of NSW in Sydney. There are six territorians on the board. The bank will become a going concern as soon as the new board decides on the date.

Main aim of the new bank is to stimulate private development and provide a new source of credit for commerce. Its role is similar in some ways to that of the Commonwealth Development Bank, and it will work with established bank in the territory, doing things that the other banks can't (at least, that is what territorians fondly hope).

The bank will take over functions now performed by the Ex-Servicemen's Credit Board and Native Loans Fund. One speculation is whether the bank will liberalise loans for New Guinean settlers which now have a limit of $1,500—considered too little to allow efficient development of the average 20-30 acre block.

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NG'S NEW SALARY PLAN IS PEA AND THIMBLE TRICK

From Stuart Inder, in Port Moresby

New Guineans working for the Administration could be heard giving loud raspberries from one end of the territory to the other in September following the announcement that the P-NG Public Service was to have a single line of service. For them it was a thimble and pea trick—now you see it, now you don't.

A SINGLE line service means that the present system of different salary classifications for local (New Guinean) officers and for overseas officers will be abolished and only one line of salaries will be shown. This will be the lower salary range at present paid to the local officers.

But it doesn't mean that the overseas officers—the Australians employed in the Administration—will receive the wages that the New Guineans do. There will be no reduction in overseas salaries, and the present whopping salary difference between local and overseas men will be preserved in the form of separate allowances for overseas officers.

Different Bookkeeping

In other words, the bookkeeping, not the money, will be different.

The territory's Treasurer, Mr. A. P. Newman, in announcing that the new salary structure would be introduced as soon as legislation could be prepared, admitted that the primary reason for the change was to "recognise the need to express the salaries in a less discriminatory way".

Although he did not specifically say it, it is embarrassing to the Government to see two sets of salaries for the same job appear side-by-side in the Government Gazette.

The new recommendation, which is the result of the work of a special Public Service Committee established in August last year to consider ways of integrating the Public Service, wasn't—extraordinarily enough—received any better by the Public Service Association.

The association has protested to the Minister for Territories, Mr. Barnes, that local officers are not deceived, and that overseas officers will not accept lowering of basic salaries, whatever they might get in allowances.

The new move is in line with the trick played by the NG Administrator in 1964 when it put up the rents of Administration houses, but then reduced them for overseas officers only, by paying a special expatriate housing allowance.

The gentlemen who arranged that three card trick, and who are also behind the latest fiddle, obviously never heard of a former Resident Commissioner of the Gilbert and Ellice Islands, Mr. E. C. Eliot, and of his fight against a two-price system which operated in the trade stores on Ocean Island more than 50 years ago.

The Pacific Phosphate Company, which had a monopoly on trading rights, at that time charged one price for natives and a lower one for Europeans. After Mr. Eliot finally got a protest through to the Colonial Office, the trade stores made reductions in prices on things the natives seldom if ever bought, and raised the white man's price to one slightly below the old native rate on all articles most in demand by the natives.

And for good luck the company announced that all white men would in future buy on the "book system", and a discount would be allowed at the end of each month to bring their prices down to exactly what they were before.

Mr. Eliot finally resigned from the Colonial Service, because among other things he couldn't get Colonial Office support in his fight against this kind of discrimination.

He's dead now, otherwise you can be sure he would have had some blistering things to say about the New Guinea Administration!

Western Samoa's PM "Bewildered" By US Aid Rebuff

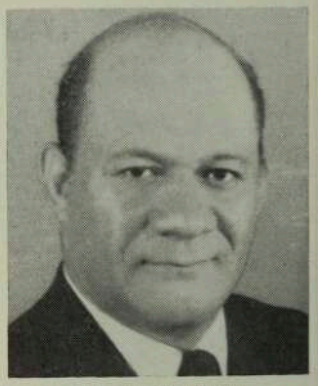
The cold, hard reality of independence hit Western Samoa with a cold, hard wallop in September when Prime Minister Mataafa announced that the United States had refused his recent personal request for financial aid.

WESTERN SAMOA has been independent for nearly five years, but it has grown accustomed to receiving substantial financial aid from outside sources, notably the United Nations (of which it is not a member nation) and New Zealand (which formerly administered it).

It has also become used to seeing the United States pouring millions of dollars into neighbouring American Samoa, and it seems to have developed the belief that you only have to put your hand out for aid and someone will give it to you.

Mataafa said he was "deeply hurt" and "bewildered" at the US refusal to give him the money his country needed, and he added that he would now try to obtain it from Japan or West Germany.

If those two countries also turned him down, he would "have no option but to seek help from the Communist bloc".



Prime Minister Mataafa

Mataafa told a news representative: "We are asking for a million dollars to complete the Asau harbour project [on Savai'i] and we also need bulldozers and heavy engineering equipment for access roads, and at least another million dollars for general development".

The Prime Minister's threat about seeking aid from the Communist bloc was more bluff than anything.

But it happened to coincide with an announcement that a Russian journalist, Mr. Vadin Kassis, deputy editor of the foreign section of *Isvestia*, had been granted permission to visit Western Samoa. He was due to leave Moscow on September 30.

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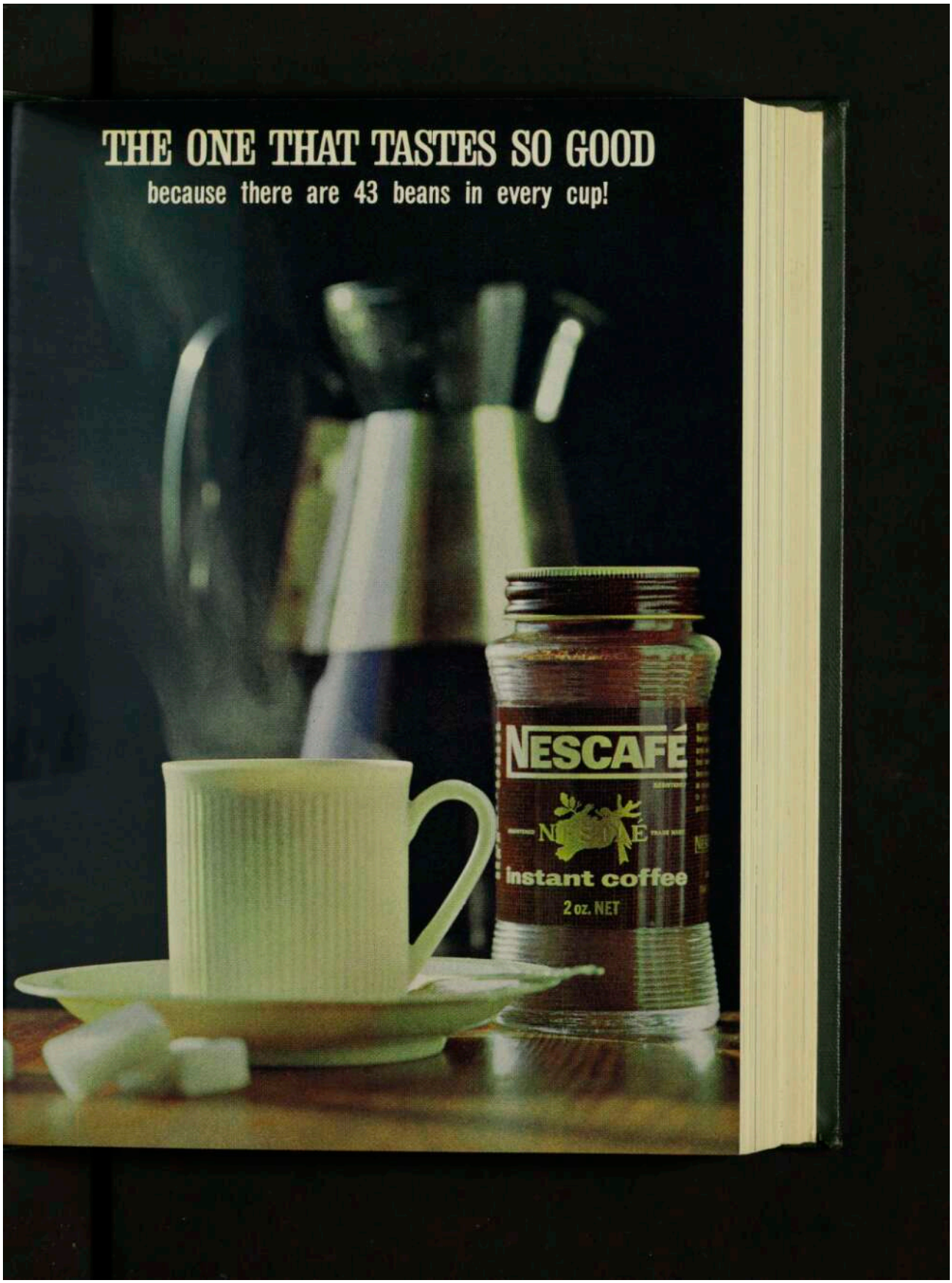
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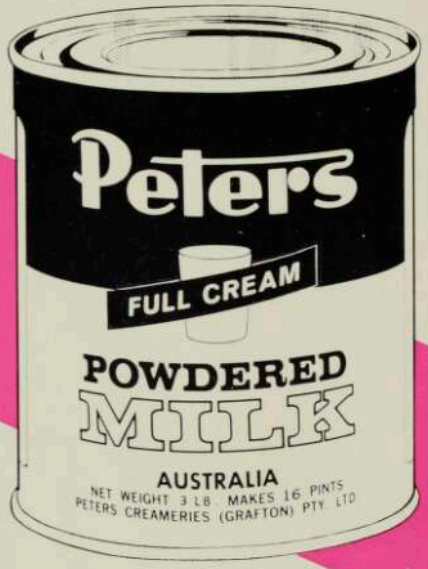

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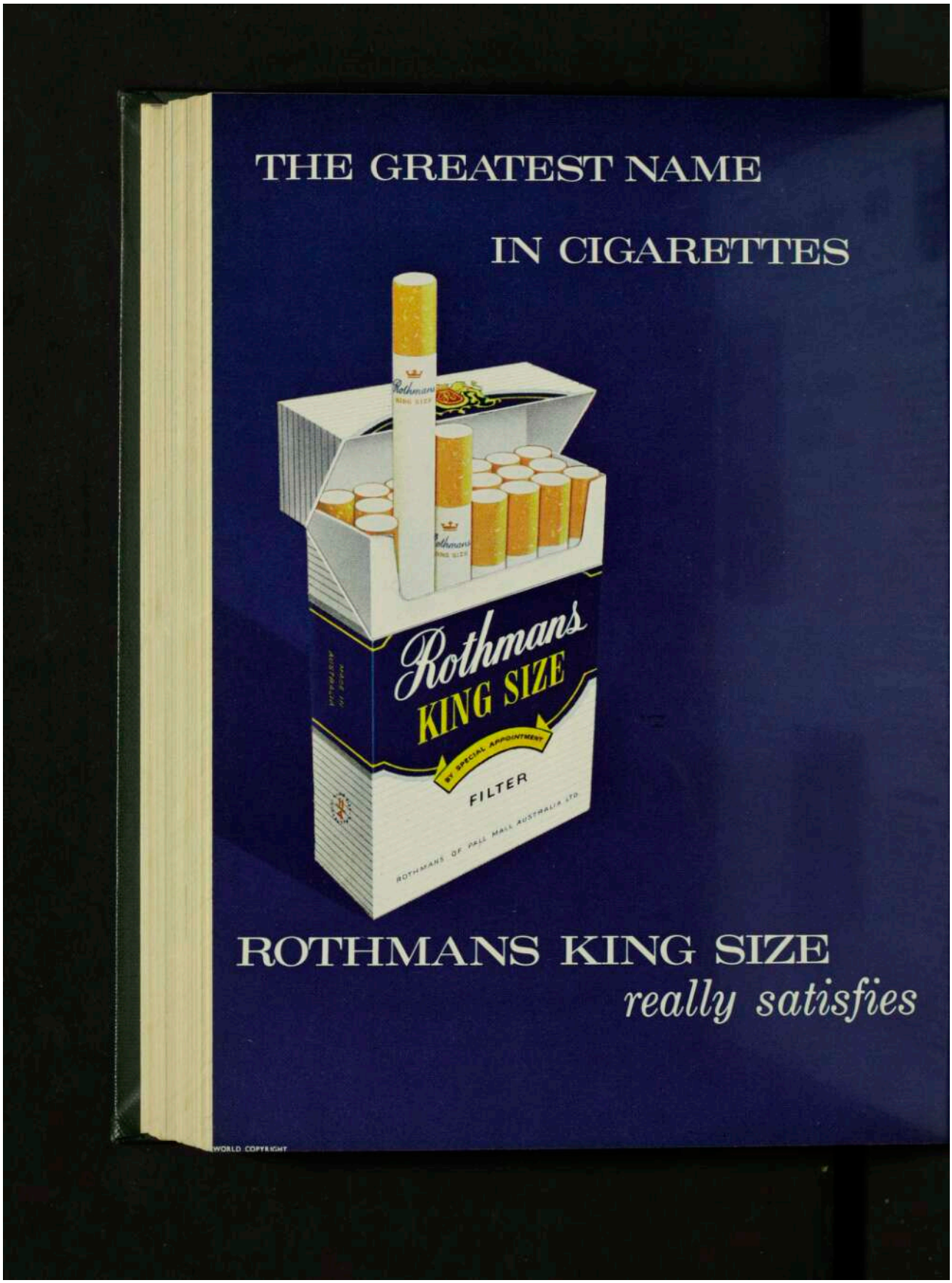
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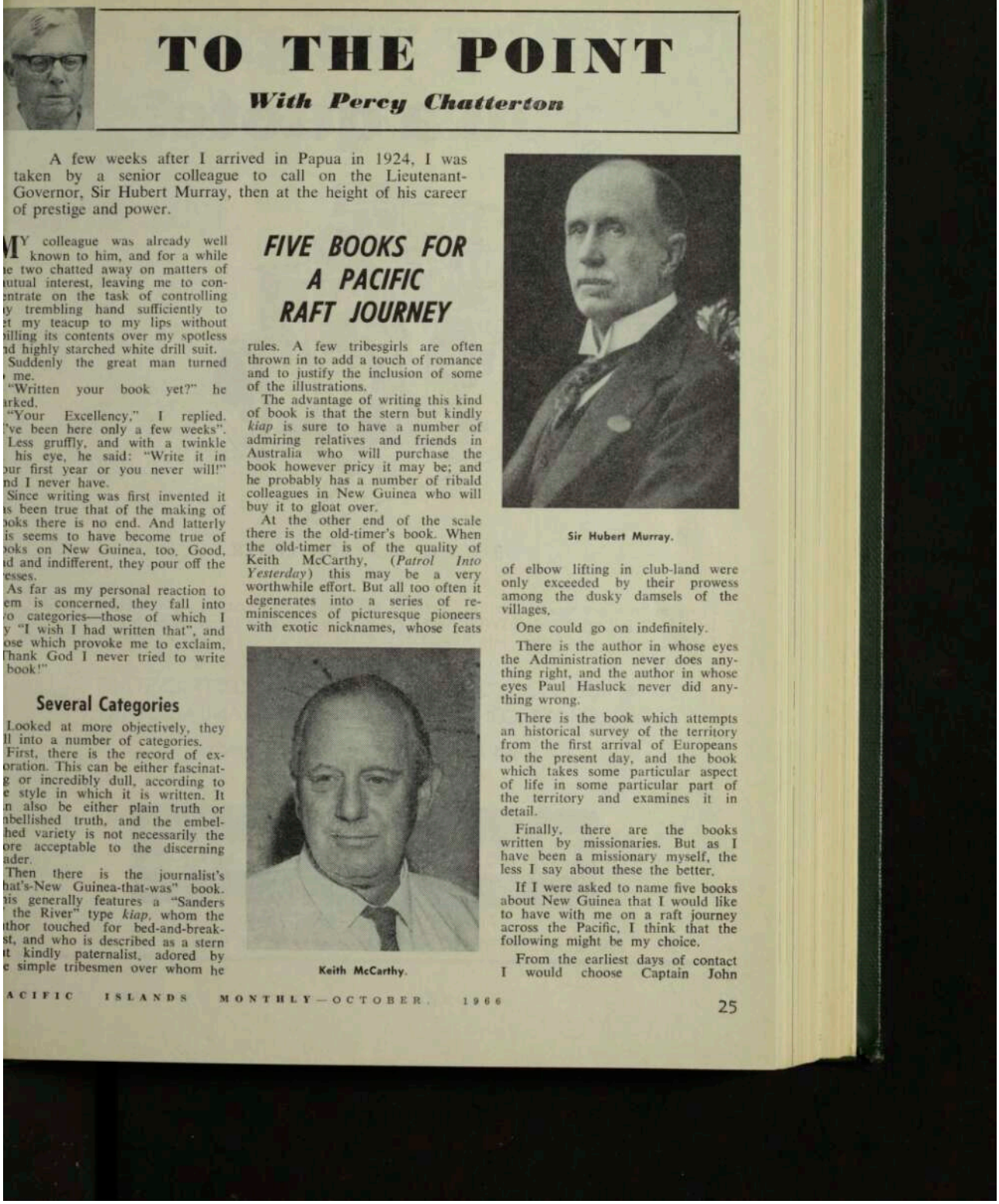

TO THE POINT

With Percy Chatterton

A few weeks after I arrived in Papua in 1924, I was taken by a senior colleague to call on the Lieutenant-Governor, Sir Hubert Murray, then at the height of his career of prestige and power.

MY colleague was already well known to him, and for a while he two chatted away on matters of mutual interest, leaving me to concentrate on the task of controlling my trembling hand sufficiently to get my teacup to my lips without spilling its contents over my spotless and highly starched white drill suit.

Suddenly the great man turned to me.

"Written your book yet?" he barked.

"Your Excellency," I replied. "I've been here only a few weeks".

Less gruffly, and with a twinkle in his eye, he said: "Write it in your first year or you never will!" And I never have.

Since writing was first invented it has been true that of the making of books there is no end. And latterly it seems to have become true of books on New Guinea, too. Good, bad and indifferent, they pour off the presses.

As far as my personal reaction to them is concerned, they fall into two categories—those of which I say "I wish I had written that", and those which provoke me to exclaim, "Thank God I never tried to write a book!"

Several Categories

Looked at more objectively, they fall into a number of categories.

First, there is the record of exploration. This can be either fascinating or incredibly dull, according to the style in which it is written. It can also be either plain truth or embellished truth, and the embellished variety is not necessarily the more acceptable to the discerning reader.

Then there is the journalist's "what's-New Guinea-that-was" book. This generally features a "Sanders of the River" type *kiap*, whom the author touched for bed-and-breakfast, and who is described as a stern but kindly paternalist, adored by the simple tribesmen over whom he

FIVE BOOKS FOR A PACIFIC RAFT JOURNEY

rules. A few tribesgirls are often thrown in to add a touch of romance and to justify the inclusion of some of the illustrations.

The advantage of writing this kind of book is that the stern but kindly *kiap* is sure to have a number of admiring relatives and friends in Australia who will purchase the book however pricy it may be; and he probably has a number of ribald colleagues in New Guinea who will buy it to gloat over.

At the other end of the scale there is the old-timer's book. When the old-timer is of the quality of Keith McCarthy, (*Patrol Into Yesterday*) this may be a very worthwhile effort. But all too often it degenerates into a series of reminiscences of picturesque pioneers with exotic nicknames, whose feats

Keith McCarthy.

Sir Hubert Murray.

of elbow lifting in club-land were only exceeded by their prowess among the dusky damsels of the villages.

One could go on indefinitely.

There is the author in whose eyes the Administration never does anything right, and the author in whose eyes Paul Hasluck never did anything wrong.

There is the book which attempts an historical survey of the territory from the first arrival of Europeans to the present day, and the book which takes some particular aspect of life in some particular part of the territory and examines it in detail.

Finally, there are the books written by missionaries. But as I have been a missionary myself, the less I say about these the better.

If I were asked to name five books about New Guinea that I would like to have with me on a raft journey across the Pacific, I think that the following might be my choice.

From the earliest days of contact I would choose Captain John

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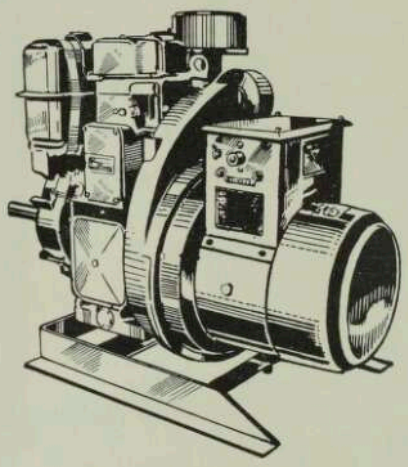

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C. D. Rowley.

Moresby's account of the voyage during which he discovered the great land-locked harbour now named after him. The passage through the reef by which it is approached bears the name of his ship, HMS *Basilisk*.

Moresby's lucid style places his *Discoveries and Surveys in New Guinea and the D'Entrecasteaux Islands* on a level with A. R. Wallace's *Malay Archipelago*.

My second choice from the past would be Romilly's *From my Verandah in New Guinea*.

Hugh Hastings Romilly, styled Acting Special Commissioner for New Guinea, was in effect the first Administrator of the then infant Colony of British New Guinea; and his simple and unpretentious account, published in 1889, of the first contacts between white man and brown man in Port Moresby makes pleasant reading, in spite of the occasionally turgid Victorian style in which it is written.

Recent Books

Incidentally, what a lot of trouble we should have been saved in the 1960s if Australia had been intent to substitute "Australian" for "British" in the colony's name, instead of re-naming it "Papua".

From the middle years I would choose without hesitation Ivan Champion's *Across New Guinea from the Fly to the Sepik*. I am very glad to learn that this plain and characteristically modest account of a very great achievement is shortly to be reprinted.

From the spate of more recent books I would choose C. D. Rowley's *The New Guinea Villager* and Peter Lawrence's *Road Belong Cargo;* the first an outstandingly penetrating and unbiased general survey, and the second a study of great insight of one particular facet of New Guinean life.

One noticeable feature of most books of the general survey type is that they seem to take it for granted that the history of New Guinea began with the arrival of Europeans here. This is the kind of attitude which has latterly caused Africans to pull down statues of Livingstone, protesting angrily that he didn't "discover" Africa.

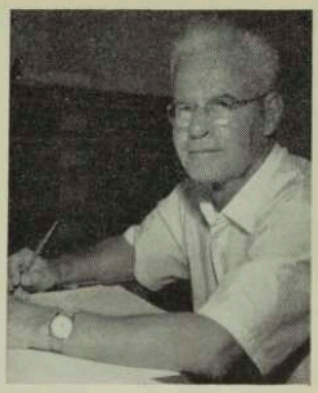
A salutary corrective to this point of view was recently given to a meeting of Port Moresby's Papua and New Guinea Society by an archaelogist, Mr. Jack Golson, in a lecture which he called "Fifty Thousand Years of New Guinea History".

He suggested that the real "discoverers" of New Guinea were the Stone Age people who migrated to it from Indonesia about 50,000 years ago, and he traced what archaelogists conjecture to have been their subsequent history, including their transition from a food-gathering to an agricultural economy.

He concluded by suggesting that present-day Papuans and New Guineans might do well to look back to times before the coming of the white man in their search for a basis for national unity.

"In the common history of the New Guinea peoples," he said, "there is a unifying principle that could be appealed to, to support the concept of a single New Guinea, not as a result of European politics, but as the culmination of cultural developments shared by the people of this area over the last fifty thousand years."

Hugh Hastings Romilly.



Ivan Champion.

One hopes that these words may have rung a bell in the minds of at least a few of the many Papuans and New Guineans who were present.

But to get back to books, the book on New Guinea which I am really looking forward to reading is one written by a New Guinean.

The time may not be far off when some young Papuan or New Guinean will do for New Guinea what Camara Laye, in his book *The African Child*, has done so brilliantly and beautifully for old Guinea.

Reading "Explosion"

From the writing of books to the reading of books.

Some time ago, I was driving into town from my home on the outskirts of Port Moresby when I overtook two young Papuans foot-slogging it along the hot, dusty road.

"Where are you going?" I called.

"We're going to the library to change our books," they replied. They had already walked a mile from their village, and the public library was still two miles ahead of them.

I picked them up and deposited them at the door of the library. They probably had to walk home.

There is a reading "explosion" nowadays in New Guinea. Young people particularly are avid to read books in English, and fortunately

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New Guinea Is On The Record, Faster

THE Hansard reports of Papua-New Guinea's House of Assembly, already available to the general public more quickly than those of any other Pacific territory, are now being produced even more swiftly. A new system of printing which got a trial run at the June session was in full operation at the September Budget session.

The New Guinea debates are reported by teams of 10 Hansard writers—all women. The debates are typed immediately and the typed sheets passed on to members for correction. Most members return their corrected proofs within a day.

After correction the sheets are edited by the editor of debates, Mrs. Roberta Buscombe, set in type by a special staff from the Government Printing Office working in the House of Assembly chambers, re-checked, and then sent off to the presses.

The Government Printer gives the debates second priority after the Government Gazette, and thus the complete record is available to the public within a fortnight, solid reading value at 75c!

---

here is an ever-increasing supply of well-illustrated books in reasonably imple English for them to read.

This was not always so. In pre-war days, when I was engaged in eaching young Papuans English, it was very difficult indeed to find uitable reading matter for them hen they had learned to read.

Books written in simple enough nglish were too childish in con-ent; books with the right sort of ontent were in too difficult English. his is no longer a problem.

In Port Moresby, at the low-cost ousing settlement of Hohola, there now a cool, airy library built in con-rete brick, which owes its existence ainly to the enthusiasm and hard ork of a District Administration fficer, Bill Driver, and its success the understanding and patience of Welfare Officer, Constance Fair-all.

Here there is a good supply of ooks, most of them donated, in nglish, suited to all ages and nterests. There are tables laden with agazines, and there is a special orner for the 6 to 9-year-olds. pprentices from the neighbouring pprentices' Hostel find shelves evoted to technical and craft books.

Maps and brightly coloured travel posters decorate the walls. Between 100 and 150 people — mainly children and young people—use this library daily on week days.

Older folk, whose ability to read English is limited or non-existent, read whatever is available in Pidgin, Police Motu or their mother tongue, as the case may be. The Department of Information and Extension Services prints its fortnightly news sheet, *Our News*, in Pidgin and Police Motu editions as well as in English.

The publisher of our two English language newspapers also publishes a weekly newspaper in Pidgin, *Nu Gini Tok Tok*, with a circulation of about 9,000.

During the first six months of this year, the British and Foreign Bible Society sold 24,000 vernacular scriptures, ranging from single Gospels to whole Bibles, in 40 different languages, as well as 12,000 in English.

This enthusiasm for the printed word offers a wonderful opportunity to educators, and an equally wonderful one to propagandists, dissidents and cranks.

As a member of the House Assembly I periodically find my mail box stuffed up with free "literature", ranging from the Communist *Tribune* at one end of the scale to a periodical sponsored by the Government of Mr. Ian Smith at the other.

(Over)

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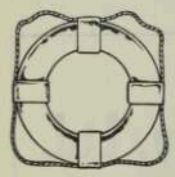

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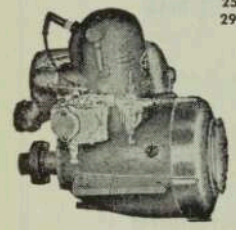

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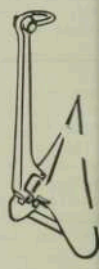

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To The Point, with Percy Chatterton

(Continued from p. 29)

I believe that indigenous MHAs are treated with similar generosity; fortunately only a minority of them can read English!

The demand for and prestige value of English is enormous. Some of it is, to put it bluntly, snob value.

Some of it, particularly among students who have received a secondary education and hope to go on to tertiary education or vocational training, is an intelligent appreciation of the unique value of English as a tool of learning.

Some of it, I'm afraid, has a considerable flavour of cargo cult. Somewhere, it is thought, amidst the intricacies of the white man's language are hidden the magic words of power, the "open sesame", which will enable the brown man to achieve the white man's prosperity without actually working.

People whose mother tongue is English and who have never undergone the discipline of learning and using another language often don't realise what a difficult language English is, and how many traps it contains for those who are learning it as a foreign language.

Idiomatic Expressions

It is chock full of idiomatic expressions, like "What a pity", the meanings of which cannot be deduced from the meanings of the individual words of which they are made up.

Then there are the words like "get", which can mean almost anything.

One afternoon, away back in 1943, I had just dismissed my class for the day when I was approached by one of my pupils.

"Taubada," she said, "Is the war finished?"

"I don't think so," I replied. "It certainly wasn't finished this morning when I listened to the news. But why do you ask?"

"Well," she said, "look at this pencil I bought in the store this morning."

I took the pencil from her. It was certainly an austerity model—no brightly coloured enamel. And on its plain, unvarnished wood were imprinted the name of the manufacturer and the words "Wartime finish".

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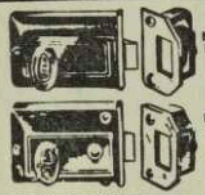

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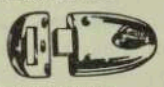

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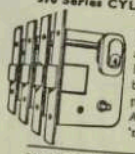

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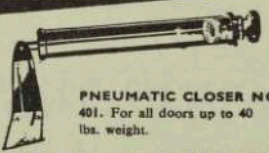

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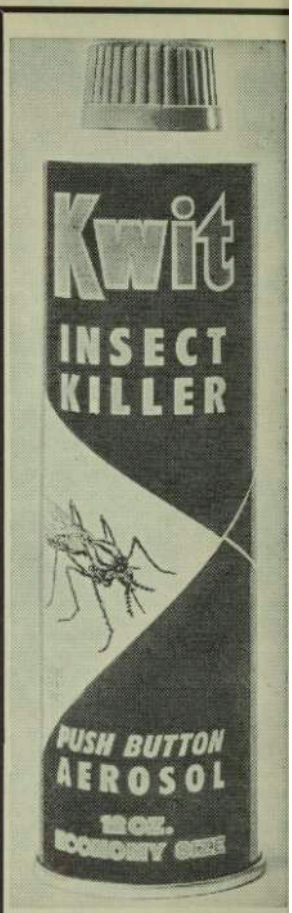

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FIJI'S NEW ROTUMA STAMPS MAKE AND RECORD HISTORY

The three Fiji stamps pictured here record and make history. They are the first ever issued especially for Rotuma, the far-flung island outpost that has been administered as part of Fiji since 1881; and they commemorate the 175th anniversary of the European discovery of that island by Captain Edward Edwards in HMS "Pandora" on August 8, 1791.

THE *Pandora* was searching for Fletcher Christian and other mutineers of the *Bounty* when she arrived at Rotuma, having already captured 14 of them in Tahiti 4½ months earlier.

The 3d stamp shows the *Pandora* approaching Split Island at Rotuma. The 10d depicts Rotuman chiefs against a background of the Pacific Ocean, showing the geographical position of Rotuma and the *Pandora* at anchor. The 1/6 stamp is from a drawing of Rotumans signalling a passing ship, made by a French artist aboard the *Coquille* (Captain Duperrey), which called at Rotuma in 1824.

The first day of issue was originally intended to be August 8 but was postponed to August 29. A large batch of stamped first-day covers were dropped by parachute over Rotuma (which has no airstrip) for postmarking and dispatch to the outside world by ship.

Each design, in multi-colour photogravure, appears as if on an old parchment scroll, the bases of which are printed in "weathered" yellow.

Other new stamps issued recently in the South Pacific include:

- Six from French Polynesia depicting ships of the Islands. Issued on August 30, they show an outrigger paddling canoe (10 francs), a cruising yacht (11 francs), a sports fishing boat (12 francs), an outrigger sailing canoe of the Leeward Islands (14 francs), a trading schooner (19 francs) and a modern coastal motor vessel (22 francs).
- Four from the New Hebrides to commemorate the completion of the World Health Organisation's headquarters building. Two of the stamps are in the English series and two in the French. Their values are 25 and 60 gold centimes.

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For further details contact either D. J. Leahy, of Collins & Leahy, Goroka, N.G., or K. J. Johnson, 30 Lucretia Avenue, Longueville, N.S.W., Sydney Phone 42-1731.

Sealed Registered Tenders, with envelope marked "GENAUKA", delivered to D. J. Leahy, c/- Collins & Leahy, Goroka, New Guinea, close at the offices of Collins & Leahy, Goroka, New Guinea, on Tuesday, November 15, 1966, at 4.30 p.m.

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LOW-COST HOUSING PROGRAMME FOR WESTERN SAMOA

From R. F. Rankin in Apia

Following the lead of other Pacific territories, the Western Samoa Public Works Department has begun to formulate a low-cost housing programme.

THE programme is being directed by two experienced UN technical experts working in association with local PWD architect, J. Lee Lo. The UN men are Z. M. Wolak from Poland, whose town-planning proposals have drawn high praise from visitors, and V. Jorgensen, recently arrived from Denmark.

Mr. Wolak has had experience with low-cost housing in Indonesia and North Africa. Mr. Jorgensen was engaged in similar work in Greenland and has also studied the problem widely in North Africa.

Extensive research is being undertaken by Mr. Jorgensen through questionnaires and interviews on the sort of house that is wanted by the Samoans. Later research into various building materials and designs will be conducted.

When standard low-cost designs are completed, information will be available to the public through the Public Works Department, which will provide plans and advice for prospective home builders.

At first the programme will be restricted to the Apia area, but if successful it will be extended throughout the country.

☆ ☆ ☆

SHORTLY after his return to Apia with a diploma from the Institute of Economic Development Planning in Italy, Western Samoa's only trained economist had a lot to say about economic planning in Samoa, little of which was complimentary.

The economist is Pita Alailima, 26, who holds a bachelor's degree in economics from Drew University, New Jersey, and has just completed a year's study in Italy under an Italian Government scholarship.

He blasted Samoa's much-vaunted five-year development plan presented by the Department of Economic Development under UN economist A. Gerakas and approved last year by Parliament.

"Samoa has no development plan," said Mr. Alailima. "You can only have a development plan when you have specific goals such as per capita income, etc., and critieria to check the progress towards these goals."

He claimed that in Samoa the many experts had pushed the interests of their own particular fields, and there had been no flow of information between all parties necessary to arrive at public approval. Nor had the views of various experts been properly correlated into one overall plan.

"All information about planning must be open to the public for discussion, criticism and improvement," he said. "Economic planning is an education of the different departments involved, the general public, the leaders of the country and the planners themselves. Without the interchange of information and opinion, this education is impossible."

He said that experience in developing countries had shown that the greatest pitfall lay in planners deciding policy rather than presenting plans.

"The planners should merely propose alternatives. It is up to the leaders and the people to decide what course is adopted," he said.

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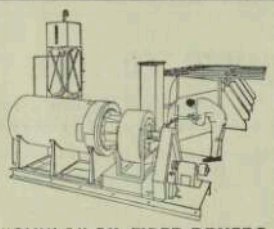

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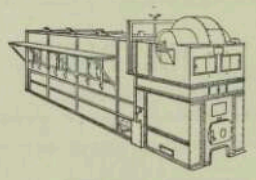

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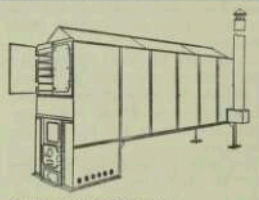

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PACIFIC PLANTERS' DIGEST

TREATING PIG MANGE

PIG mange is as common in the tropics as in piggeries elsewhere. It is a disease often confused with parakeratosis, which causes pigs to develop a rough, scaly skin. The best way to distinguish between the two is to remember that pigs with parakeratosis do not rub against fences and buildings to relieve the itch the way they do with mange. If possible, a laboratory examination of skin scrapings is the best way to identify the complaint.

Serious loss of condition and slow growth will be encountered if mange is allowed to go unchecked. The disorder is caused by a microscopic mite which lays its eggs under the pig's skin. On hatching, the mites cause considerable irritation by burrowing through the skin.

BHC spray is the best means of controlling mange. All pigs should be sprayed thoroughly at 10-day intervals once the disease breaks out in a piggery. Spraying should be continued until it disappears.

The strength of the BHC spray is 0.1 to 0.25 per cent. of the gamma isomer of the preparation. Thin or very young pigs should be treated with the weaker spray, but strong pigs can stand the 0.25 per cent. solution.

If pigs are sprayed in their pens, precautions should be taken to prevent the spray from getting into their troughs. If the troughs are movable, it is best to take them out of the pens.

Cram the pigs into a corner of the pen and wet them thoroughly with the spray, taking special care with the head and face. Sheds and bedding should also be sprayed.

FIJI'S GINGER EXPORTS

GINGER can be an export earner. In Fiji, exports of ginger have climbed to an annual £16,803.

The fastidious American and Canadian markets take most of it.

If planted in October each year, ginger begins to mature from the following May. To prevent immature, or overmature, ginger leaving the country and so spoiling the reputation for standard, Fiji shipments are normally only permitted between May 1 and December 31. Shipment dates vary according to season and some year's first shipments have not been until July.

A minimum size of five inches is required for each piece, which must also be fresh, dry and washed absolutely free of soil or other matter. Ginger with soil adhering to it is likely to be refused entry in the States.

Ginger is very brittle so care is necessary with packing. Crates of 50 lb and boxes of 25 lb are used, sometimes with paper lining.

Scale is ginger's biggest pest. Since it is easy to overlook small scale all ginger is fumigated before shipment. Methyl bromide is the fumigant used, the actual fumigation taking from two to three hours.

Nematodes are becoming more and more apparent in Fiji's ginger, and so far the chemical fumazone has kept them in control.

WATCH FOR CATTLE BLIGHT

CATTLE blight responds quickly to antibiotics in all its stages, and in general the new drugs have supplanted the once-favoured silver nitrate, boric acid and zinc sulphate solutions.

Chloromycetin and terramycin are among the most effective antibiotics and the powder puffer-pack preparations are widely used, as they are so convenient to handle. Ophthalmic ointments tend to give better results. Treatment of infected cattle is difficult because of the frequent applications necessary when the increased flow of tears from the eyes washes out any drug used.

Cattle blight is a highly infectious disease, and flies and dust play important parts in promoting epidemics. Irritation of the eye membrane by dust may also predispose to infection.

Previous exposure will confer an immunity from further attacks for up to a year and will play some part in determining the spread of the disease.

The disease affects all breeds of cattle but it has been suggested that the Brahman breeds may be relatively resistant to the disease.

The earliest signs of cattle blight are a copious watery discharge from one or both eyes, the cheek becoming tear-stained and the hair matted. The cattle have a tendency to continually blink or to keep the eye partly or completely closed.

A slight temperature may be noticed and also a poor appetite. There may be a reduced milk supply in dairy cattle.

A few days after infection occurs

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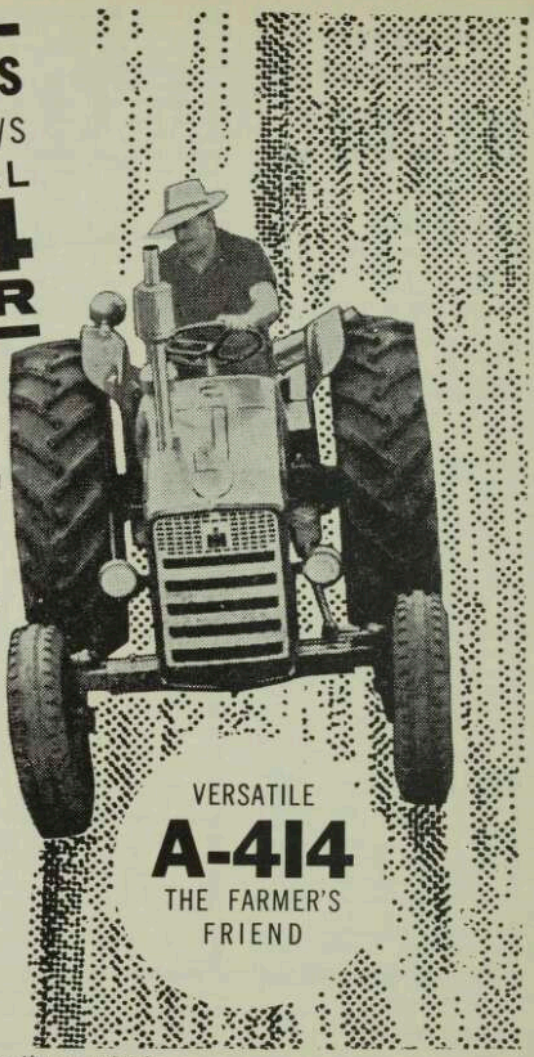

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Planters' Digest (cont.)

an opacity may appear at the centre of the cornea which may become elevated and eventually ulcerate. Some mild cases clear up within weeks but mostly blight takes a more serious form.

If the disease is severe the opacity is usually white to yellow, and the cornea and conjunctiva will be covered with a granular inflammation and appear very congested. The eye colour tends to become white or pink depending on degree of cloudiness and inflammation. The discharge from the affected eye usually shows the presence of pus in the later stages.

Recovery occurs in three to five weeks and blindness is common in the recovery stage but is usually only temporary. The great majority of animals recover, but a small percentage remain blind.

In severe chronic cases there are more extensive changes due to secondary bacterial infection. There may be bulging of the eyeball with ulceration which may lead to rupture, and permanent blindness will result.

In beef herds the disease would appear to take from eight to 10 weeks to run its course through the herd. In severe outbreaks up to 10 per cent. of young cattle are affected at one time.

The incidence is highest in young cattle, decreasing with age.

ATTACK THE TARO ATTACKERS

IT'S not only Islanders who relish taro or dalo, but leaf eaters, stem cutters and leaf suckers hop in for their share, which too often constitutes the major portion of the feast. No growers need lose out to the insects, for they are quite easy to control if early action is taken.

Of the leaf eaters, the cluster caterpillar and hawkmoth caterpillar cause large holes in the leaves and can even eat the whole leaf away, leaving only the veins.

The caterpillars vary in size when fully grown, from 1½ inches to four inches, and may be found feeding singly or in groups. The cluster caterpillar prefers the underside of the leaves.

At the first sign of caterpillar damage a 20 per cent DDT emulsifiable concentrate spray should be used, using one ounce in one gallon of water. As an alternative leaves can be dusted with five per cent. DDT powder. In both cases the underside of the leaf must be treated as well as the top.

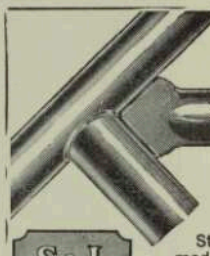
Stem cutters are cutworms which, as likely as not, are difficult to find for they have a habit of lying in the soil or in the lower part of the stems during daylight hours.

Stem cutters work according to their name, cutting the leaf stems at ground level. DDT emulsifiable concentrate is very effective also against the cutters but it is recommended the emulsiable concentrate be sprayed on the surface of the soil around the plant and at the base of the plant itself. Spraying of the leaves will have no effect.

Under the heading of leaf suckers come leafhoppers, aphids, whiteflies and mites, all minute in size—the largest being the leafhopper, which may measure up to ¼ inch in length. The suckers cause damage by sucking plant juices, causing small wounds, and wilting and subsequent shrinking around wounds may lead also to discolouration of the leaves.

Again it is DDT which is the answer. But with whiteflies and mites it is necessary to use Diazinon 15 per cent. emulsifiable concentrate at one ounce in three gallons of water. If both kinds of pests are present it is necessary to mix the two sprays together.

Since most of the leaf suckers are to be found on the undersides of the leaves care should be taken with these.



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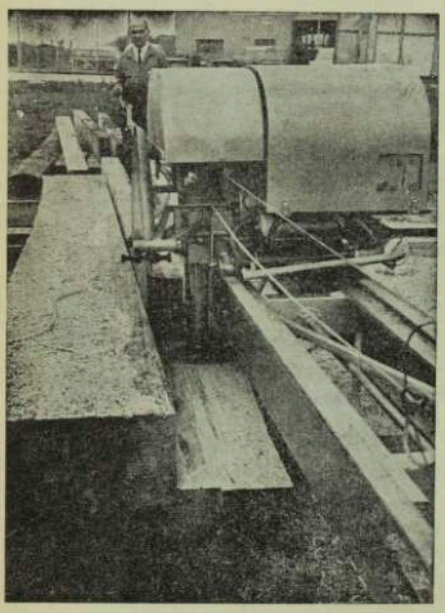

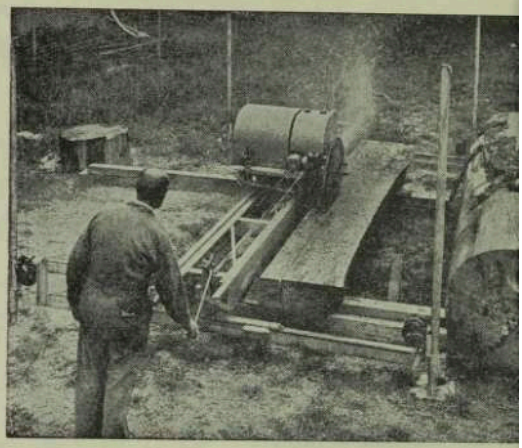

Illustration shows the machine cutting a flitch. The four support corner posts are fitted with winches for raising and lowering to desired cutting depth. The operator is holding the power feed lever which is variable speed.

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

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NEWS in PICTURES

PEOPLE in and from Western Samoa seem to have taken to paint brushes and canvas in a big way lately.

In New Zealand, Miss Momoe Malietoa (right), 21-year-old daughter of Western Samoa's Head of State, has been attracting attention with her oil paintings which have been likened to those of the French artist Paul Gauguin.

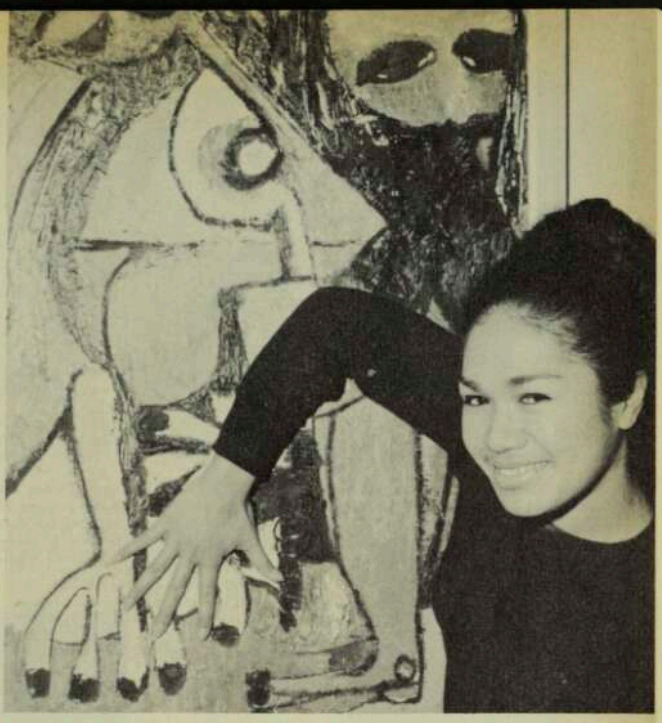
Critics have praised the brilliance of her flowers, the luxuriance of her greenery and her portrayal of the serenity of the Samoan people.

Momoe, a third-year student at Wellington Teachers' College, began painting only after she went to New Zealand. She is seen here with a picture entitled "O Fafine".

Below are half-a-dozen of Apia's spare time painters, who recently staged their second annual display in the Nelson Memorial Public Library. They are students of an art class conducted by Father George.

The students, pictured with Father George, are (from left) Mesdames M. Onyschak, B. Catley, J. Burns, C. Betham, F. Paul and M. Church.

Photos: New Zealand Information Service and "Samoana".



RADIO MAN: Fuiono A. T. Faauiaso, senior programme officer with Western Samoa's broadcasting station 2AP, came to Australia in mid-May to attend a course in Rural Broadcasting conducted by the ABC and sponsored by the Australian Government. Before returning to Apia, he said he regretted to see that ideas and ideals in America Samoa were diverging ever further from those of Western Samoa. Telephotos.

ELLICE ISLANDERS: Misses Bwena Kofe and Tiebane Teaeki, two pretty Ellice Islands girls, enjoyed an evening at the Polynesian Association of Sydney recently. Both girls, selected for outstanding ability, are in Sydney to extend their education. Miss Kofe is studying nursing; her friend is a secondary school student.—Telephotos.

FILM STARS: Fiji's well-known policeman-turned-actor, Leone Lesi, passed through Port Moresby recently with Miss Sue Haworth, of Sydney, after completing the filming of the TV series, "Adventures of the 'Seaspray' " in Mt. Hagen and Madang. Photo: Chin H. Meen.

MODEL: People who attended the Suva Amateur Swimming Club's recent mannequin parade of beachwear were of the opinion that such parades ought to be held more often. And not surprisingly, considering the number of eye - pleasing models! The beauty seen here is Julie Bannatyne. Photo: Stinsons.

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POLICEMAN HONOURED: After 50 years' service with the New Guinea Police Force, Sergeant First Class Bagita was recently presented with the British Empire Medal by the Administrator, Sir Donald Cleland. Sergeant Bagita was awarded the medal in the last Queen's Birthday Honours List. His wife is seen here admiring it, along with the 1939-45 Star, the Pacific Star, the Defence Medal, the Police Long Service and Good Conduct Medal.
Photo: Chin H. Meen.

MORE BEACHWEAR: Another beauty who took part in the Suva Amateur Swimming Club's recent mannequin parade of beachwear was Teresa Fong (left), who looked relaxed and comfortable in this casual item.—Photo: Stinsons.

SAMOAN SYDNEYSIDER: The pretty Samoan girl at right (Lote in her home island, Savai'i; but Lottie to her many Australian friends) is now Mrs. Louie Dubuc. Her husband, a Frenchman, is an electronics engineer at Sydney's Kingsford-Smith Airport. In his spare (?) time he helps his wife to run a mixed business in Bexley, a Sydney suburb. Hers is one of the many examples of Polynesian integration which go unnoticed for the very reason that they are so successful.
Telephotos.

AT LIBRARY COURSE: Students from various Pacific islands gathered at Apia in September to attend a six-week library assistants training course sponsored by the South Pacific Commission at the Nelson Memorial Public Library. The students—Western Samoans unless otherwise stated—are (seated at rear, from left) Jacienta Li Hong, Aveiao So'osemea (American Samoa), Katulina Vito, Fane Cama (Fiji), Maiketoe Hekau (Niue), Mary Tanielu, Tina Ah Kuoi, Epi Enari; front—Toreu Kaitiu (Cook Islands), Pitolua Toelupe, Teariki Tautau (Cook Islands), Sakaria Sakaria, Lealava'a Tupuola (American Samoa). Behind are tutor Sandra Golding, SPC documentalist, and course director Bruce Turner, senior librarian, Nelson Memorial Library.—Photo "Samoana".

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The Editors' Mailbag

A PACIFIC GAMES?

Sir,—I have been a subscriber to *PIM* for twelve months and during that time have found the contents to be very educational and informative.

With the staging of the Second South Pacific Games in Noumea, New Caledonia, in December, and the slow disintegration of the British Commonwealth and Empire, it has occurred to me that some thought could be given by people in the right places to the inauguration of a Pacific Games which would embrace all those countries and islands which have a seaboard to the Pacific Ocean. These games could be held in the year prior to the Olympic Games.

The staging of such a Games alternately in the Southern and Northern Hemispheres has untold possibilites when a study is made of the surrounding lands of the Pacific Ocean.

Any persons interested in the idea could communicate with me c/- City Hall, Newcastle, N.S.W. I hope that you will in some way be able to further this idea.

R. TROWBRIDGE.
Newcastle,
NSW.

CAPTAIN TIPPETT'S TORTOISE

Sirs,—Captain Tippett's tortoise Algie (referred to in *PIM* for July, p. 89) was taken to Nukualofa, Tonga, in the early 1920's by a Mr. Guiness who was travelling around the Pacific in his yacht. Mr. Guiness brought Algie from the Galapagos Islands. He sold his yacht in Nukualofa, and gave Captain Tippett the tortoise. The yacht was re-named *Feituaho*.

Mr. Guiness told Captain Tippett that Algie was three years old. His back measurement, half circumference, was 13 inches. He later grew very large, much larger than Tui Malila, the palace tortoise. Algie died in the 1950's from neglect.

Captain Tippett remained in Tonga until his death on November 5, 1964.

MRS. A. TIPPETT,
(Widow of Captain Tippett)
Lautoka, Fiji.

Editors' Note: Mrs. Tippett's letter throws further doubt on the reliability of the Tongan tradition that Tui Malila, which died in May (*PIM*, June, p. 23), was brought to Tonga by Captain Cook. When we published a picture of Captain Tippett's tortoise in July (p. 89), we stated that a caption on the back, dated August 9, 1932, said that Algie was reputed to be more than 100 years old. However, as Mrs. Tippett says that Algie was said to be only three years old in the early 1920's, it is evident that it was not more than 15 years year old in 1932! Our guess is that Tui Malila's age was similarly exaggerated somewhere along the line, particularly as a Sydney University zoologist tells us that a good age for a tortoise would be 40 years.

DE GAULLE'S VISIT

Sir,—Since you will no doubt be swamped with other jottings about President de Gaulle's visit to Vila, in September, you might like the Santo viewpoint.

A UTA plane took a full load of people Santo-Vila return, the same day, to participate in the many functions to honour the French President's one-day visit to the New Hebrides.

The French Government gave free passages to Europeans and New Hebrideans representing various organisations, and others who held invitations to cocktails at the Residency in Vila were invited to make up the full load. The selected ones were deeply honoured, yet sorry there was not more space so everyone could have gone.

Although newspaper pictures often portray a hard-looking President, de Gaulle is soft spoken, kindly and gentle. Madame de Gaulle, who was with him, is motherly and most charming.

Although some Vila residents said that organisers were "flustered and muddled" this did not appear so to the Santo tourists, and from an outsider's point of view the proceedings ran smoothly and efficiently and a happy day was had by all.

"MADAM X"
Santo,
New Hebrides.

CLAM SHELL AGE

Sir,—I am sending you a relic of what you might call The Clam Shell Age in New Guinea. It is a hand chisel fashioned from a clam shell, and it could be a hundred years old. It came from a small island called Awin in the Ninigo Group, or Western Islands, west of Manus and perhaps 200 miles north of the Madang coast.

The chisel made from a clam shell.

I suggest you might find it useful as a paperweight or as a tool by which you can attack one of Sydney's poker machines.

DOUG ASKEW.
Samarai,
Papua.

● *Thanks. Since not even a New Guinea clam shell chisel is likely to defeat a Sydney poker machine, the artifact is now PIM's paperweight.*

DEATH OF GORDON THOMAS

Sir,—I have just heard of the death of Gordon Thomas (Tolala). I knew he wasn't very well, even though I didn't know him personally. I called him a few times when I was visiting Sydney. It would have been so nice to have really known him. I, for one, will miss his monthly "Territories Talk-Talk", but most of all I will miss the letters he took time to write me, for it was a great pleasure to hear from him.

GERTRUDE BAKER.
Palos Verdes Estates,
California, USA.

JAPAN IN NEW GUINEA

Sir,—It is our pleasure to inform you that we enjoy your magazine about happenings around the Pacific Islands.

We, however, have to call your attention to the article by Judy Tudor in your August issue on "Japan

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LETTERS

(Continued from p. 45)

Takes The Long View In New Guinea", which includes some incorrect information.

The first thing to be clarified, and the most important to us, is that our firm, the Nissho Co. Ltd., is not a shareholder of the South Pacific Development Co. Ltd., Japan, although it is a shareholder of the Southern Trade & Industry Co Ltd., Japan, which is connected with the New Guinea Lumber Development Co. Ltd., Rabaul.

Such being the case, you are kindly requested to make the correction in your next issue, so that it would not misguide your readers. Some other parts of the article are also not according to our knowledge, but they seem to involve many parties, for which we cannot ask for your correction.

In the meantime, generally speaking, your articles are well read by us, and we like to subscribe to your magazine.

H. YAMASAKI,
General manager, Lumber Dept.
The Nissho Company Ltd.
Tokyo.

MOOREA'S OLD CHURCH

Sirs,—I have just received your July, 1966, issue and have enjoyed reading Mr. Robert Langdon's article on the Moorea church, pp. 85-87.

As I collect books and journals on French Polynesia, I am interested in learning from what published journal or book the drawing on page 86 comes from. Also, mention is made on the same page of a Captain Waldegrave who attended service at that church in 1830. What published journal does this information come from?

JEAN-JACQUES LAURENT.
Km. 16, Punaauia,
Tahiti.

● *The drawing came from Conway Shipley's "Sketches in the Pacific", London, 1851; and the information about Captain Waldegrave came from pp. 73-79 of the "Christian Keepsake and Missionary Annual", London, 1836.*

WHALE-SIZED WHALE SHARK

Sirs,—The picture of Ben Cropp riding a 35 ft whale shark (*PIM*, June, p. 57) has given me the solution to an argument 53 years ago between Joni Jackka, myself, an old man named Miller, and the captain of the old ship *Manapouri*.

The *Manapouri* was taking a trial shipment of bananas to Melbourne from Fiji. About half-way there one calm morning, a huge spotted shark came quite close to the ship (about 10 feet) and kept with us for about half a mile or more.

Jackka, Miller and myself estimated its length at around 40 to 50 feet. I said it was a white shark and I could not be shifted from my opinion. Miller said it was a whale and nothing but a whale, as sharks do not grow that size. Jackka was emphatic the large white spots were barnacles, although I argued that barnacles have never been known to attach themselves to live fish, sharks or whales.

Later the captain got into the argument. He had two opinions—that it was a white shark and that perhaps the white spots were barnacles. No one really won the argument, but after seeing that spotted whale shark in *PIM*, I feel that I won.

I have always been doubted when I tell of that huge shark that we saw. I get hit-back answers such as "There's no such thing as a spotted shark", or "what brand were you drinking aboard the old *Manapouri*?"

Believe me what we saw was a whale-sized whale of a whale shark and then some, and after seeing the white spots on the whale shark published in *PIM*, I may be able to convince friends that there is such a thing.

ARTHUR ROBINSON
Levuka, Fiji.

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WHAT'S HAPPENED TO AN INDIGENOUS FIJIAN LITERATURE?

From a Suva Correspondent

Compiler of the official Fijian language dictionary, Dr. A. Capell, returned to Fiji recently and took his first look for a quarter of a century at current Fijian and those who speak it.

DR. CAPELL, who is Reader in Oceanic Linguistics in the Department of Anthropology at the University of Sydney, found the language had changed, as all languages keep on doing, but, he said, "It isn't changing in an encouraging direction.

"What I would have liked to have seen was the beginnings of an indigenous Fijian literature. The only answer to that would be the encouragement of the Fijians to develop their own language as a school subject, and to encourage possible writers to make literary use of it. The only literature coming out in the Fijian language are abbreviated translations of English works.

"While some African languages are producing literature, the Pacific languages are not, and I think it boils down to the fact that they are too busy following the European and haven't got enough pride in their own cultures."

Dr. Capell had been studying the vernacular newspapers and he found both the Fijian and Hindustani Press wanting.

English Words

"I noticed," he said, "that the adaptation of English words is going on apace in both the Fijian and Hindi languages. One poor adaptation was the use on a poster of the English idiom 'for saving money'. That had been translated as *vakabula-i-lavo* which really means 'to give life, to rescue' and is used in the religious sense of saving.

"Another which is commonly seen outside shops advertising a sale is *lutu sobu*, which literally means 'to fall down' and was used in the sense that prices were cheaper. When you combine that with *levu* (big) and make it *lutu sobu levu*—a big sale—it rather reminds me of Humpty Dumpty."

He produced several examples of Fijian sentences which, he said, seemed to him to be slavish imitations of the English structure of sentences. That was also true of Hindi. One never saw the use of interjectory words which could not be translated but which added to the life of the thing.

Dr. Capell said he had also noticed the *au* sound had become *ou* and although there was a certain amount of that when he was last in Fiji it was now much more noticeable.

The introduction of English words was also changing the phonetic pattern, he pointed out. He quoted the word *jabeni* (champion) as one example. The "J" was never before used in the Bauan Fijian but it was in the West though the Nadroga speech is really a different language.

"If the dictionary I compiled were being brought up to date you would have to have the letter 'J' with words starting with a 'J'," he said, and added, "But, of course, they are growing-pains which affect most languages influenced by other races and foreign surroundings."

He pointed to another development he had come across—the building up

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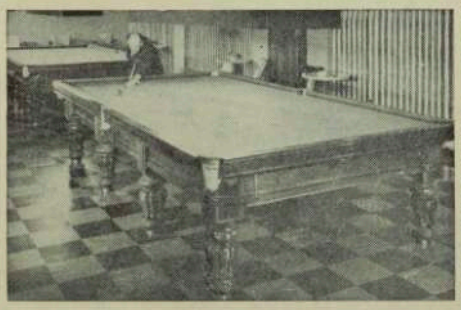

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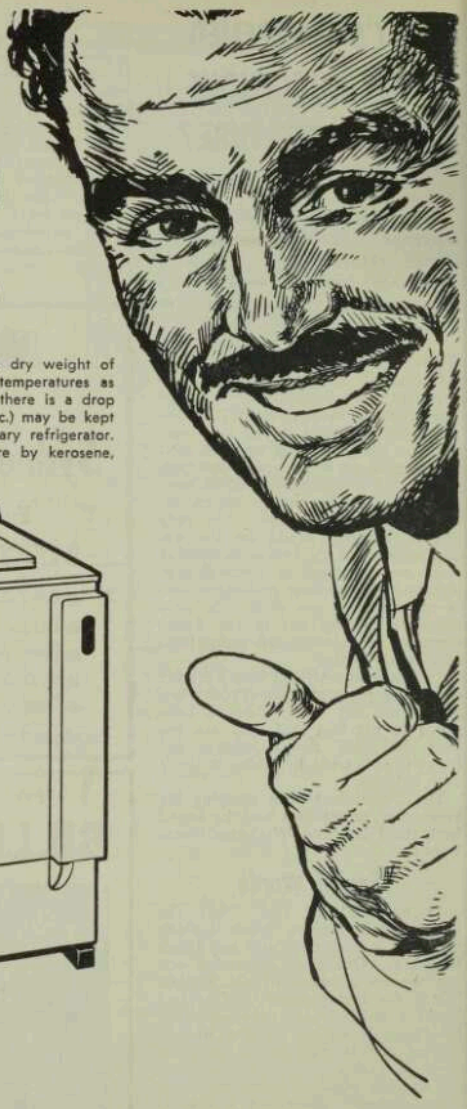

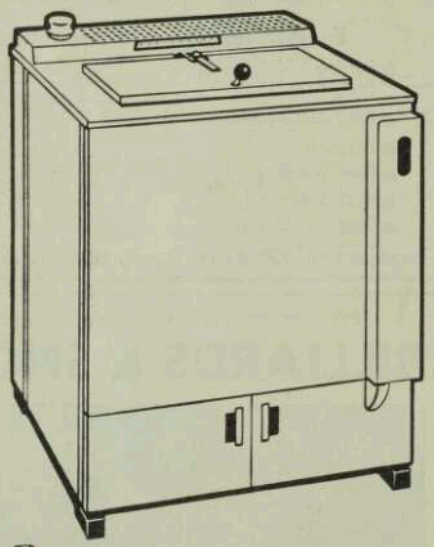

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Dr. Capell

of elaborate words with prefixes and suffixes which would not be used in ordinary Fijian life but which were necessary because of the European development of the colony.

"I was asked by the Methodist Church for a word for 'stewardship'," he said. "I have made a word for them which is *Veivakadauniyautaki* which literally means 'having full dealings with each other's money'. That word will have to find its own way into the language just as a word I saw the other day will have to do —*Veivakavaletaki* which is based on the word *vale* (house) which is used with the same prefixes to mean 'housing' for Housing Authority."

Dr. Capell, who is an ordained Anglican priest as well as anthropologist and linguist, has to deal with languages in the Pacific and Australia.

Racial Origins

Languages, he explained, aid investigation into racial origins and at the moment there was a good deal of discussion and research into the relationship between Melanesia and Polynesia. Radically new ideas had been put forward, some of them quite untenable.

"One American in particular has put forward the idea that there was a population explosion somewhere in Melanesia, and that Indonesian, instead of being generally regarded as ancestral to languages further east, is no longer so in his particular theory, a theory running counter to the one that the Polynesians all came from South-East Asia.

"My theory, from my knowledge of what is called the pidginisation of language, is that all the Melanesian languages represent the pidginised forms of the original incoming language—the language which first came out from South-East Asia. It is rather like the spread of English all over the world."

From the point of view of retracing history through languages, Dr. Capell thought Fijian was interesting because there were several dialects which were, basically, different forms of Melanesian and had come in at different times and in different ways.

"I would mention first of all the Western languages, Nadroga and others, which, I think, are earlier stages of Melanesian and were probably here before the others arrived.

"The official Fijian language is Bauan, and it owes its prominence partly to the fighting prowess of the warriors of Bau, but mainly to the combined influences of the missionaries and the government of the last century. It actually springs from an area which is no bigger than 21 acres."

Dr. Capell pointed to another tangle in the skein—Vanua Levu, which, he said, had dialects whose special vocabularies are hard to trace in other parts of Melanesia at all. They sometimes agreed with Western Fijian but not altogether.

The big mystery, however, was Rotuma. "Rotumans stand apart," added Dr. Capell. "Of two leading authorities last century, one classified Rotuman as Melanesian, the other as Polynesian."

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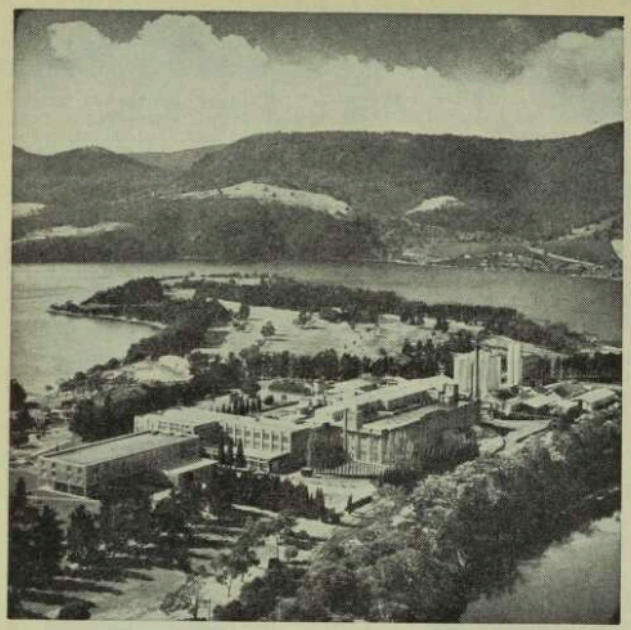

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P-NG's CONSTITUTIONAL REPORT SKIRTS THE VITAL ISSUES

From Stuart Inder in Port Moresby

The prospect of a 94-member House of Assembly in Papua-New Guinea in 1968 has caused hardly a ripple of interest in the territory. The most significant facet of the proposal so far is seen as merely where to seat the extra 30 members in Port Moresby's air-conditioned Assembly building.

THE new composition of the House has been proposed by the House of Assembly select committee on constitutional development, in a report introduced into the House in September, and approved unanimously.

The recommendations will now go to Federal Parliament, where they should receive automatic approval, and changes will then be made in the Papua-New Guinea Act—the territory's constitution—in time for the new elections of February, 1968.

As about 12 months of preparations will be needed for the elections (see panel) all these legal measures will have to be cleared up by about February, 1967.

The House of Assembly at present comprises 10 official members, 44 members elected from "open" electorates, which are open to all, and 10 Europeans from "special" electorates in which Europeans only may nominate.

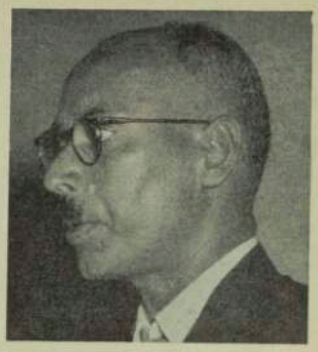
The new proposals are for the same number of 10 official members, 69 members from "open" electorates, and 15 from a revised type of special electorate, to be called a "regional" electorate.

As now, members will be elected from a common roll, and the minimum voting age will be 21.

Confusion

The only other recommendations affecting electorates are that electorates be contained wholly within administrative district boundaries, as the division of boundaries causes confusion; and that candidates not born in the territory should have lived in the territory for five years before nominating.

The committee doesn't want to see any changes in the present system of voting; or the period between general elections (four years); or the residential qualifications for electors (who now don't have to possess any educational qualifications, or be required to speak, read or write any specified language).



Mr. John Guise, chairman of the select committee on constitutional development.

The recommendations affecting the new regional electorates were the only ones that drew any real comment during the debate, which was understandable because these most affect European members of the House.

Special or regional electorates have been a debating point since they were introduced in 1964. The critics, mostly in the UN, or in the universities, have been against Europeans holding reserved seats, but it has not been a real issue in the territory, or in the House. Without European members the present House undoubtedly could never have got off the ground.

Special Electorates

In its report the select committee said it was opposed in principle to any form of representation based on racial grounds, and that in any case its recent inquiries did not show an overwhelming demand by the people for a special form of non-indigenous representation such as existed at the time the select committee of the old Legislative Council had got to work.

Nevertheless, the role of the special electorate members was "primarily in the House, and they should be in a position to bring broader experience into the House".

The committee reported: "Having in mind this important function of a special electorate member, and the undesirability of maintaining a racial qualification, your committee thinks

Big New Election Task Ahead In NG

New Guinea electoral officers will require at least 12 months' preparation for the elections of February, 1968. This means the new composition of the House, and new electoral boundaries, need to be finalised by next February.

The common rolls for Papua-New Guinea's one million electors will all have to be revised. This is a gigantic task, but fortunately not as large as the original compilation of the rolls for the 1964 elections, as officers then had no rolls to work on.

In Australia it is an offence for voters not to inform electoral officers of their change of address, but this system has not been adopted in the territory because of the impossibility of getting unsophisticated electors to co-operate. Special patrols will, as before, have to check each electoral district, and in addition without doubt thousands of unregistered voters will still turn up on election day. In the 1964 elections 18,000 voters had their names put on the roll at the polling booths.

Only one New Guinea electoral roll has been revised since 1964, that of Kaindi where there was a by-election in August, following the death of the sitting member Bill Bloomfield.

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that the functions of this type member could be carried out persons of any race with some ty of educational qualification. . . .

"The committee considers that t possession of the territory Inte mediate Certificate or an equivale educational qualification should ensure that the House will contin to contain men, both indigenous a non-indigenous, with the necessa skills to carry out the work of special electorate member."

This was the crux of the co mittee's views on special electorat Candidates for special or regio electorates may be of any race long as they have at least the ter tory Intermediate Certificate.

But if the previous qualificatio for special electorates were regard as discriminatory, then the n proposals are no less so.

As there will be 15 regio electorates taking in the same ar as 69 open electorates, it stands reason that candidates will have v areas in which to campaign, and t will require much time and travel a often involve them in contacti many different tribal groups.

"International" Approach

It will require money, shre political campaigning and planni and an "international" approach, gain a seat in one of these el torates, and at this stage of the ter tory's development it's a safe bet t most if not all of the 15 new regio electorates will be filled by Eu peans.

Some close observers here do whether it was necessary to ha applied the educational qualificatio because they think the result wo be the same anyhow. They suggest might have been shrewder to ha done away with the qualificatic and thus what might appear to discrimination.

The regional electorates, under new proposals, vary in populati from 53,000 electors (in the North district) to 296,000 (in the Weste Highlands). Morobe will ha 220,000. Most of the electorates w have over 100,000.

The new 69 open electorates w average about 30,000 electors member—Manus being the best with about 19,000, and Bougainvi being at the other end of the sc with 33,700. At present the numb of people to each member in op electorates is about 49,000.

The committee recommended increase in the number of open el torates because it said the ov

Report On Constitutional Development

whelming majority of people it spoke to felt 64 were not enough. The large size of electorates prevented members from visiting all parts, and the people expected members to visit them often, informing them of proceedings in the House.

The new five-year residential qualification for expatriate election candidates is likely to affect only one member at present sitting in the House—the new member for Kaindi, Tony Voutas, although Voutas himself hopes he might scrape around it (see elsewhere).

Budget Argument

One aspect of the committee's report which turned out to have unexpected significance in the September Budget session of the House was its view on the control of internal revenue.

The committee in its tour of the territory had sought opinions on whether the House of Assembly should have control over New Guinea's internal revenue (as distinct from the Australian grant).

The committee said it regarded it as desirable that the elected members should, "as far as practicable", assume some control over locally raised revenue. But it was not at the moment prepared to say how this should be done. It would, in its own time, go into the question of whether controls should be exercised by way of a separate budget (a split budget) or by way of a budget committee working in conjunction with the Administration.

Written With Care

This section of its report was obviously written with great care, for members knew they were getting on to delicate ground.

The fierce budget debate in the same session indicated clearly enough that the House wants greater financial control, but most members of the select committee know this can't be done by making recommendations on a sheet of foolscap and expecting Federal Parliament to rubber stamp it.

Control of the territory's $120-million budget is closely allied with political responsibility, and nowhere in the select committee's report are there any proposals for added responsibility.

There are no suggestions for putting teeth into the moribund under-secretaryship system, or of replacing it with a cabinet whose members will make real decisions and take responsibility for them, including the responsibility for making the territory meet recurring expenditure from its own revenue.

This report has attracted little interest simply because it avoids the vital issues of constitutional reform.

Obviously it is keeping these for a further report, and in the meantime the Government may have sorted out its own proposals for a cabinet system, and it is possible that a compromise will be reached so that the committee will in fact propose what the committee and the Government both want.

Australia is prepared to change the Papua-New Guinea Act to appoint a small number of ministerial "representatives", giving them more responsibility than the under-secretaries have. Something of the sort will have to be got working in the House of 1968, and the question of just what it will be is the only big question left which requires New Guinea's attention this side of the elections.

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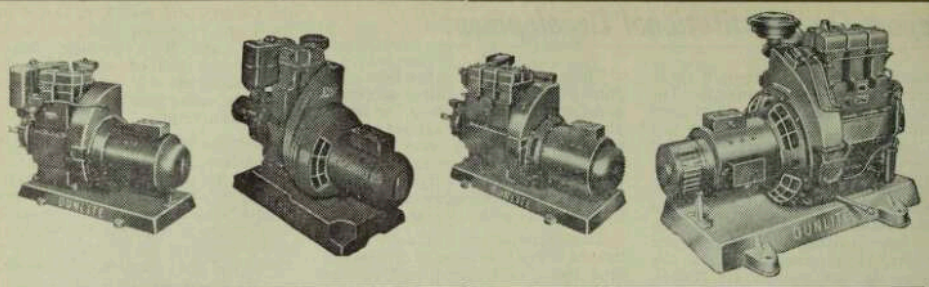

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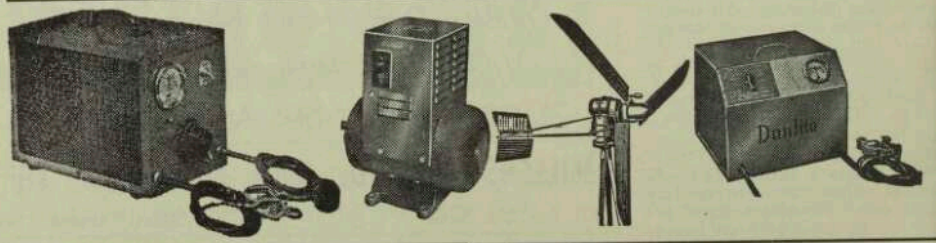

A mission dispensary in the New Hebrides.

Despite Differences, The New Hebrides Are On The Move

From a Special Correspondent

Most people in the New Hebrides are agreed that, over the past five years, relations between the British and French Administrations have been much better than formerly, and that there has been more economic and social activity there than in any other similar period in the Condominium's existence.

BUT it would be wrong to say that there are not differences—and this is particularly true in the fields of health and education.

Unlike agriculture, mining, the post office, public works and Customs, which are administered by the joint Condominium Government, health and education continue to be the responsibilities of each national administration — although the various British and French religious bodies do a large part of the work. There are some unfortunate results.

The French Government has its own hospitals and gives medical supplies free to Roman Catholic missions throughout the group. They have done this for some years.

Some months ago, the British Government took over supplying and paying Presbyterian dressers.

The Condominium Government allocates about $140,000 for medical supplies, which makes up about 5 per cent. of what is required by the other five missions scattered throughout the group. For the remainder they do the best they can. This creates a most inequitable distribution of the available medical supplies.

The position is made worse by the fact that the two national governments and the Condominium find it necessary to distribute through the missions.

Two Reasons

A mission goes into an area for two reasons. It has been invited to do so by the New Hebrideans in the area or it wishes to extend its sphere of influence.

Usually a dispensary or a medical centre, let's call it, is the instrument used by the mission to feel its way into an area. Hence dispensaries are scattered across the Condominium with no regard whatever for population density.

In 1961, a dispensary was built

Britain Won't Be Quitting

IN the New Hebrides one day in August, everybody with ears had their radios tuned in for the inaugural broadcast from Radio Vila, to hear the visiting British Secretary of State for the Colonies, Mr. F. Lee, make a statement. The rumour was that Mr. Lee would announce that because of economic difficulties in Britain, the UK would withdraw from the British-French Condominium and let France have control.

It was impossible to know whether British or French residents were the more worried about the outcome.

But it didn't matter. Mr. Lee quite firmly killed the rumour that Britain was planning to quit the New Hebrides.

"On the contrary," he said, "our policy continues to be to work with our French colleagues and with the people of the territory for the peaceful progress of all who live in these islands."

He said that despite Britain's drastic cuts on expenditure at home she could maintain her responsibilities to her dependent territories, and the New Hebrides was not likely to suffer from Britain's present difficulties.

Now, in the report on the following pages, a special *PIM* correspondent gives the latest picture of developments in the condominium, and comes to the conclusion that despite the many problems faced by an inefficient system of dual control the New Hebrides is making progress.

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Beautify Your Complexion

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

A Smooth Beautiful Neck

A beautiful face deserves a beautiful neck . . . routine toning is of immense value for it prevents the neck and throat from becoming slack and lined. Soak a pad of cotton wool in lemon Delph freshener and briskly pat both neck and throat in an upward direction, whipping up the circulation so that sluggish skin cells are re-activated, and any tendency to sallowness is corrected. Follow this with a smoothing of moist oil of Ulan to give the neck clear, smooth beauty.

End Dry Skin

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

of permanent materials on th rugged, inaccessible west coast c Malekula and manned by a Frenc Roman Catholic nurse. It was costly and, at first sight, commenc able achievement.

Unfortunately, it was built betwee two villages which professed Presby terianism, which were not more tha 500 yards apart, and which alread received medical supplies regularl from the mission close by at Sout West Bay!

Five miles the other way wa Leviamp with 180 people and anothe dispensary. When Brenway, one c the two villages nudging the R dispensary grew to 280 people, native dresser and his dispensary wer put there.

So now there are three dispensarie along five miles of Malekulan coa serving only 610 people.

To complicate the problem furthe the Roman Catholic dispensary wa built on land belonging to the astut Viahumbut, the chief of the Bi Nambus bush people.

Viahumbut, anxious to get th best of two worlds, agrees to certai proposals put to him by the differen missions and governments separatel

No Permission For Church

I asked him about the dispensar on his land when I visited him in h bush home in August. He though fully adjusted his nambus, scratche himself and looked at the new pi fence he had been building roun his vegetable garden. His seven wive sitting close by waited for him t answer.

It appears that he gave permissio for the dispensary on his land bu not the church which followe Nevertheless, the determined, ou spokenly anti-British Father Loupp who had tenaciously kept the R dispensary where it is, remain adamant.

Herein lies the problem. Missior are not primarily concerned with th equitable distribution of medica supplies. Nor are they concerne with the even distribution o dispensaries. Their dispensaries ar chiefly weapons with which to gai entry to an area where their fait is not represented.

The chaotic situation in the ad ministration of health services duplicated many times under th heading of education.

Here the French and Britis mainly through the missions, are als locked in a struggle for influence– with the French making the greate headway.

At the end of 1962, there wer

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● The new British Secondary School in Vila is co-educational and fully residential. Fees of $A24 per term cover board, uniform and all books. The school buildings are light and airy. They are situated on high ground overlooking the bay at the northern end of Vila harbour. The area of land around the school is to be cleared for playing fields.

274 British mission schools with 7,700 pupils and 38 French schools (23 run by missions) with 2,260 pupils.

Now there are 9,000 pupils in the British schools and about 5,000 at the French.

The trend towards French schooling is despite the British Administration's increased interest in education in the past five or six years.

This has resulted in the completion of Kawenu Teachers' College at Vila which injects 35 new teachers each year into English-speaking schools.

Short refresher courses at Kawenu for teachers already in the English school system have relieved a serious shortage of qualified teachers.

A co-educational secondary school for 150 boarders started classes this year. The first stage cost $350,000. The completed school is expected to cost double that amount.

The French Government entered the education field before the British. They built schools and subsidised Roman Catholic building programmes, so long as the church continued to teach French.

Better Appearance

French schools have a better appearance generally speaking than the British and are built of permanent materials. Attendance at French schools is free. These factors, together with a population explosion, are the main reasons for the big increase in attendances at the French schools in the last few years.

Meanwhile, the haphazard distribution of British and French schools is turning the New Hebrides into a multi-lingual community with few clear-cut divisions.

In the main centres English is taught in one school and French in the other. The British missions plan to make the best of this problem by inviting Roman Catholics to teach French at their schools.

This year, the British Administration sent 70 New Hebrideans abroad on various scholarships. A similar number went abroad last year.

Some French-speaking students are in New Caledonia, and the number is expected to increase as education standards improve.

One of the few joint efforts in education so far was the establishment of a £35,000 agricultural training institute at Tagabe, outside Vila, last year.

Plans for technical education—a weakness everyone seems to recognise—are still being discussed.

Despite the divisive influences of education, the New Hebrides is buzzing with progress in many ways.

During the last two years there has been a phenomenal growth in the number of co-operatives.

Thirty-six have now been established and 34 are preparing for their opening day.

The co-operatives are coming into being on a wave of enthusiasm which is going from post to post.

But they are facing difficulties, too. Their greatest opposition comes from those who are hurt most by them—the traders.

Questions were asked by the traders' representative at a recent meeting of the Advisory Council. And not without cause.

In 1965, the co-operatives did business worth £65,713 which previously would have been put through the traders.

The annual report on co-operatives put out by the British Administration in 1965 on the co-operatives under its control said: "There are signs that commercial opposition to established [co-operative] societies is stiffening and it is too early yet to be certain whether membership loyalty and commonsense will continue to overcome the temptation of immediate gains offered by competing traders".

One factor limiting the growth of co-operatives at present is the lack of New Hebrideans with sufficient qualifications to take on the task of co-operatives secretary or supervising officers.

Also, many co-operatives have invested dividends on behalf of members unwisely. For example, some have purchased launches, spent up to £8 a week on overall running and depreciation costs, without getting a fraction of that amount back. Some are heavily in debt on launch accounts.

Some co-operatives are badly sited.

Others are poorly organised, have only a small range of goods, are poorly lit, display goods badly, employ primitive methods of accounting, and have virtually no security measures.

However, co-operatives have given the New Hebrideans a feeling of pride and achievement in many villages, and this is indicative of a new spirit being felt through the Condominium.

Meanwhile, there is a new sense of confidence throughout the New Hebrides that beef cattle may replace ailing copra as a money earner.

On Santo and Efate, beef has grown from an infant industry supplying only domestic needs into one earning significant export income.

There are promising prospects for the future.

Both Vila and Santo have meat packing works. Vila's works, opened earlier this year, are producing about 18,000 cans each month. The longer established works in Santo are producing about 30,000 cans a month. In 1965, their total production was worth £A211,468.

"Lawn Mowers"

Cattle were formerly used as lawn mowers on plantations. Now grazing areas are being opened up, and villages keep a herd of cows as well as pigs.

Beef breeding was stimulated by the fact that, under certain conditions, cattle in the New Hebrides can do entirely without drinking water.

On Tongoa there are 600 head of cattle without water. In 1964, despite a three-month drought, these cattle remained in good condition.

In an effort to get some homogenity into New Hebridean herds, the Condominium agricultural research stations have tried to arrive at a breed which will supply modern food requirements (more tender muscle, less separate fat).

To do this, the Agriculture Department has decided to encourage Shorthorns through intensive selective breeding and to admix Charollais.

An order for three bulls and six heifers arrived from France earlier this year with funds supplied by the Joint Development Plan. Bulls suitable for serving cows will be available to growers at the beginning of 1968.

The department no doubt has strong arguments to support the selection of the Charollais, but it does not seem to have considered some other breeds too carefully.

The most successful beef cattle in Australia in recent years, for example, has been the Australian-bred Aberdeen Angus. This animal has achieved the reputation of being one of the hardiest prime beef producers capable of withstanding extremes in climatic and soil conditions.

It is the choice of the Agriculture Departments of Japan and some South American countries, and shipments of stud beasts are leaving Australia for those countries regularly.

Yet a report of the Condominium Agriculture Department says the Aberdeen Angus "has never been tried in the New Hebrides which is a good reason for not considering it".

The developments in the cattle industry have gone on side by side with advances in other directions.

Both Vila and Santo (Luganville), the two main settlements in the Group, have been putting on a new face, and have been attracting an increasing number of tourists.

The *Polynesie* and *Tulagi* are booked out months ahead, and the number of air travellers has doubled since 1960.

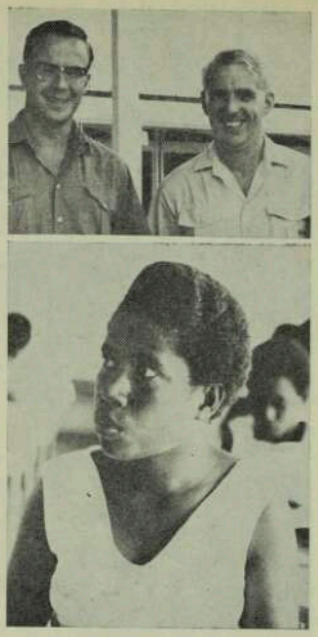
In Vila, the modern Hotel Vate completed in 1964, provides first class accommodation, New Hebridean decor and fine French cuisine.

The waterfront has been cleaned up. Lawns replace rocky uneven ground, tin sheds are disappearing stores are putting on good displays.

Fountains, trees, beach umbrellas and typically French side-walk cafes replace dingy shops.

Vila is currently providing a sparkling night life for locals and tourists alike with two new out-of-town night clubs. One-day tours give visitors trips to local beaches, with food, custom dancing and native songs.

Another takes the more adventurous by air right to the mouth of Yasur, the Tanna Island volcano.



The headmaster of the new British Secondary School in Vila is Mr. G. A. E. Longmore, who is seen at right in the top picture with Mr. J. E. H. Carter, who teaches arts subjects. Below is one of their pupils, Merilyn Rose Leo, of Pentecost Island.

Clean-Up Campaign

Luganville, which elected its first local council in August, made up of British, French and New Hebridean representatives, has embarked on an intensive clean-up campaign.

At the beginning of 1966, former Flick representative, Mr. Ken Carpenter, was invited to rid The Channel of its vicious mosquitoes, plan storm water channels and wage war on those guilty of unhygienic practices in the town.

The main street is to be kerbed and some of the old familiar landmarks—wooden and tin sheds in the main street—have five years to be pulled down or replaced.

Some of the dynamic entrepreneurs of the post-war era have forsaken Luganville for new pastures, but the enterprising spirit remains. Business men are exploring ways by which the empty freezers can be filled with beef for Japan when there is not enough fish. Others are looking out ways of making oil from copra locally.

A plan to harness the waterfall behind the town for hydro-electric power is still being discussed. There is also a move to have the existing beef freezer extended.

In short, the New Hebrides are on the move—and with a clear declaration of policy and sound co-operation between the two administrations, there could be a period of growth and prosperity as yet unknown.

Members of the Advisory Council asked for such a declaration in September, 1965.

A year has now elapsed. It seems that Britain and France should now be able to give the council a reply.

New Guinea's Women Could Shine At Noumea Games

From a Port Moresby Correspondent

The outstanding development in New Guinea sport since the First South Pacific Games in Suva in 1963 has been the terrific interest in athletics by territory girls. Only two women athletes took part at Suva, and these were selected from no more than a dozen who took an interest at that time.

IN the Gazelle Peninsula alone there are now 300 registered women athletes and the standard of competition is high.

The success of Fiji's women athletes in Suva fired the imagination of New Guinea girls, and there has also been, since Suva, great encouragement for athletics in the schools here.

New Guinea will send a young athletics team—of both men and women—to the Second Games in Noumea opening on December 8. The final team will be selected after the territory's athletics championships to be held in Rabaul on October 22 and 23.

New Guinea has been concentrating on preparing a young team following the lead of French Polynesia, which took youngsters to Suva to gain experience for the 1966 Games.

There will be an athletics team of 40 representing P-NG in Noumea, comprising 24 men and 16 women. They will be the main body of a contingent of 140 competitors and 27 officials — almost double New Guinea's 1963 team of 80 competitors and nine officials.

The Team

Other contestants are expected to be:

Association football, 16; basketball, 9 men, 9 women; boxing, 6; Union football, 19; swimming, 5 men, 5 women; lawn tennis, 4 men, 4 women; table tennis, 4 men, 4 women; women's netball, 9; weightlifting, 6.

Mr. Kevin Atkinson, secretary of the territory branch of the South Pacific Games Council, speaking in Port Moresby in September stressed that nobody would be included in the team who was not up to standard, so that the final figure could vary.

The team, under manager Reg Johnstone, will fly direct to Noumea from Port Moresby by chartered Electra aircraft in three flights, on December 4, 5, and 6 returning on December 19, 20, and 21.

The New Guinea team members will be wearing grey trousers or

(Over)

THE STATE OF NEW GUINEA ATHLETICS AT A GLANCE

MEN

Event	South Pacific Games Record	P-NG Record	Best P-NG Performance 1966	
100m.	10.6s.	10.7s.	11.0s.	S. Tita
200m.	22.0s.	22.1s.	22.9s.	A. Kaumata
400m.	49.7s.	49.3s.	50.9s.	D. Midi
800m.	2m. 2.4s.	1m. 55.4s.	1m. 58.4s.	W. Wellbourne
1,500m.	4m. 23.4s.	4m. 5.1s.	4m. 8.4s.	D. Keating
5,000m.	17m. 16.6s.	15m. 43.9s.	18m. 29.4s.	J. Varula
10,000m.	36m. 39.8s.	35m. 24.1s.	35m. 56.2s.	D. Ngain
3,000 S'chase	10m. 23.8s.	——	——	
110m. hurdles	15.6s.	16.6s.	15.7s.	F. Dori
400m. hurdles	59.5s.	——	56.2s.	W. Wellbourne
4 x 100m. relay	42.8s.	44.0s.	45.5s.	Keravat
4 x 400m. relay	3m. 24.3s.	3m. 26.5s.	3m. 32.5s.	Malabunga
high jump	6ft. 3in.	6ft. 3in.	6ft. 3in.	L. Kramer
long jump	23ft. 6in.	22ft. 7in.	21ft. 0in.	S. Tita
triple jump	46ft. 10in.	44ft. 1in.	42ft. 2½in.	G. Lepping
pole vault	11ft. 6in.	12ft. 0in.	11ft. 0in.	S. Baining
javelin	205ft. 10½in.	210ft. 9in.	174ft. 0in.	H. Posu
discus	161ft. 11in.	123ft. 4in.	114ft. 11in.	M. Masun
shot	47ft. 6¼in.	42ft. 0¾in.	39ft. 0½in.	R. Kamara

WOMEN

100m.	12.2s.	13.1s.	13.1s.	M. Wika
200m.	25.9s.	27.4s.	27.3s.	N. Taraingal
400m.	——	64.1s.	65.0s.	N. Anisa
800m.	2m. 28s.	2m. 31s.	2m. 34.2s.	E. Matavut
80m. hurdles	12.8s.	——	14.6s.	R. Pui Pui
4 x 100m. relay	50.0s.	53.9s.*	53.9s.	Malabunga
long jump	18ft. 0¼in.	15ft. 8in.*	15ft. 8in.	R. Navaly
high jump	4ft. 10in.	4ft. 8in.	4ft. 7in.	N. Anisa
discus	117ft. 1¼in.	93ft. 9in.	92ft. 4½in.	T. Kolias
javelin	120ft. 0½in.	109ft. 10in. 117ft.*	111ft. 6in.	S. Bilur
shot	37ft. 7in.	27ft. 1in.	26ft. 2in.	I. Takei

* Awaiting recognition.

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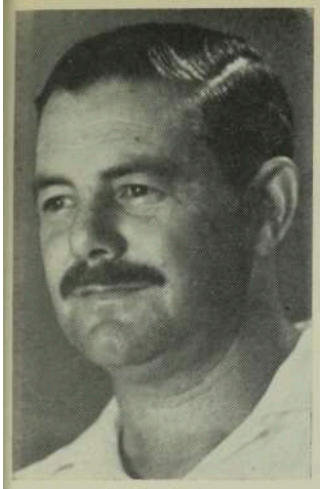

Mr. Don Barrett.

skirts and white shirts, but no blazers. Blazers were worn at Suva and were found to be unnecessary.

The shirts will carry the New Guinea Bird-of-Paradise insignia, on bottle-green and gold pockets.

The territory is planning to raise $42,000 to send the team to Noumea, of which $5,000 had been raised by early September. The Administration is making a grant of $12,000.

Papua-New Guinea was second, after Fiji, in the points table at Suva, with nine gold medals, 12 silver and 11 bronze. At Suva French Polynesia and New Caledonia generally excelled in all ball games, the Polynesian territories made the best showing in the boxing ring, and Fiji and New Guinea were the main contestants on the athletics field.

Athletics

New Guinea athletics official Mr. Don Barrett (who managed New Guinea's athletes at the Suva Games) said here in September that athletes' times recorded at Rabaul recently (it is the only centre to have a recognised measured ground) have been surprisingly good.

He said New Guinea's athletes were working up gradually and were not, naturally, right at their top at this stage. More work would be done on this after the territory championships in Rabaul in October.

"Despite these times, there's nothing to say that other territory athletes could not do better. We won't know until the championships," said Mr. Barrett.

A panel on the previous page gives an indication of how Papua-New Guinea's athletes are shaping. The figures are up to early September.

Swimming

New Guinea's swimming team will be chosen in Port Moresby in late October.

Swimming officials are aware that the French have since bettered every swimming time at the Suva Games except one, that by Tovi Jovel in the 110 yds butterfly event (1m 16.4s).

Jovel, aged about 23, has recently changed his stroke to the dolphin kick, and it looks as if he will be taking part in the Noumea Games.

Another likelihood is Pia Mae, who has considerably improved on the time (3m 45s) that won her the bronze medal for 220 yd breastroke in Suva. But one of the best of the new swimmers is Pia's sister Tiko, aged about 13, who has an excellent freestyle.

New Guinea selectors at the moment are combing schools in Australia for territory children who have been putting up good times. They remember the lesson of Suva-born

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The Lesson Of Carl Bay

Carl Bay, who came from school in New Zealand to take five gold swimming medals for Fiji (and who was the record gold medal winner at the Games).

Tennis

Reaction of those following New Guinea tennis is, "Thank Heaven I'm not a selector". The New Guinea team is likely to be composed of Europeans only and will include Arthur Marks who never lost a set at Suva.

Team work will be the answer to those seeking medals at Noumea. It was a strong team combination which won the gold medal for Fiji at Suva, although some other territories, including New Guinea, often played more brilliant tennis. This was especially true of the French. New Guinea selectors feel the territory have a good chance of again collecting a medal at Noumea. At Suva the territory took the bronze.

Papua-New Guinea made its final selections for the tennis team after trials at Port Moresby on September 17-19. Soccer, basketball, netball, and table tennis selections were also to be made following trials in various areas the same weekend.

Final union football trials will be in October, as also will be the weightlifting. It is too early yet to know much about New Guinea's chances in these sports and also boxing, although close followers are pleased with progress.

Basketball

The bulk of men's basketball players will very likely come from Lae which won the territory championships this year. A certainty for the team is Henry Maher, of Madang, who is one of the territory's outstanding players.

The Port Moresby women won the territory's women's basketball championships and it seems certain that most of the women's team will come from there. Most of them will be New Guineans, and officials say the women players have an excellent chance of obtaining at least a bronze medal.

Territory women at this stage will be playing five-a-side basketball (netball) for the first time at Noumea, but territory enthusiasm is keen, with a big roll-up at practices.

Selection of the team will be difficult because of the high general standard.

The barefoot New Guineans pass the ball during a "Test" against NSW at the Sydney Cricket Ground.

YOUNG NEW GUINEANS SHOW 'EM HOW!

BY JIM HUXLEY

Although Papua-New Guinea will be fielding a young and strong Union football team at the Noumea Games in December, it is a New Guinean Rugby League team that Australian crowds are talking about following a recent Australian tour.

THE youngsters from Papua-New Guinea, playing barefoot, thrilled crowds in Brisbane, Sydney and New South Wales country centres, and the tour was such an overwhelming success that other territory schoolboy teams will be invited on similar visits.

The highlight of the recent tour came at the Sydney Cricket Ground, when more than 62,000 spectators saw the New Guineans play a curtain raiser to the third and deciding "Test" match between Great Britain and Australia. It was also the third and deciding Test between the under-eight stone schoolboys from New Guinea and a team from New South Wales.

New Guinea won the game—13 goals to five, and then Australia went on to complete a satisfying day for the Sydney fans with a convincing 19-14 victory over the British visitors.

The New Guineans lost only two of the 10 games they played in Australia—and the scoring was often something remarkable. They crushed a combined Brisbane eight-stone side 31-0. At Tamworth they beat north-west New South Wales 21-8. They accounted for a Newcastle combination 14-8. At Wollongong they won 13-5, and at Forbes they thrashed the locals 19 to 0.

Everywhere they gave an outstanding display of clean, entertaining football, running and handling intelligently, kicking with good results and tackling around the legs in copy-book manner.

The Australian crowds were especially fascinated with the way the visitors successfully kicked at goal at long range, barefoot.

The young New Guineans were selected after a series of trial matches in Port Moresby among teams from Goroka, Rabaul, Lae and Moresby. The territory combination then went into camp at Sogeri, above Port Moresby, for a week's coaching before heading south to earn their laurels.

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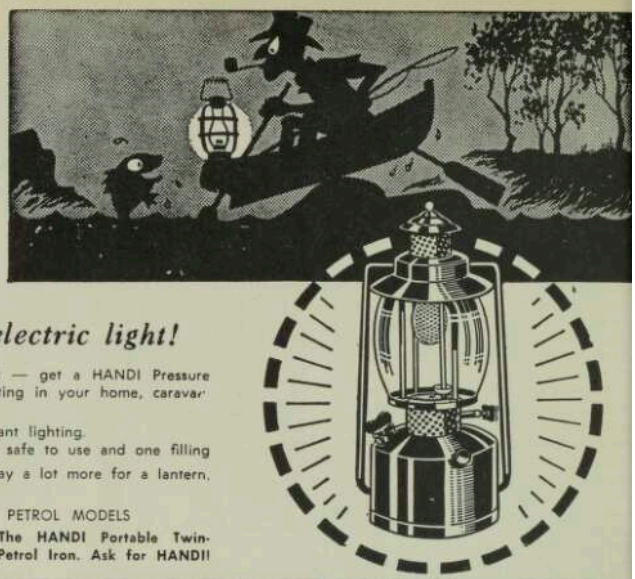

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A Papuan Craftsman Goes Into The Jewellery Business

From a Port Moresby Correspondent

A Papuan craftsman of the old school, and an Australian woman—working as a business team—are producing Islands jewellery with a difference. They have stimulated enthusiastic local demand for jewellery made of tortoiseshell, silver, New Guinea stone and shells. Business is so good they can't keep up the supply of some items.

Oala Reva in his workshop.

PATRICIA BRYANT became fascinated with the craftsmanship of Oala Reva last year when she saw some of his work at a local show. Oala is a former smallships' engineer, who retired in 1941 and now lives in a tiny house over the water at Port Moresby's Hanuabada village.

Oala has always worked local tortoiseshell, and during the war made a few shillings by selling to the troops such trinkets as carved hearts, inlaid with such words as, "Souvenir of Papua".

In recent years he has been attempting to make financial ends meet by producing similar items, cutting up teaspoons to obtain silver for the inlays. He has also made bracelets, watch bands and rings, buying some of the raw materials needed at retail prices from Moresby shops. Often he had to hawk around the streets for sale the items he had just finished, to obtain enough money to go ahead with the next.

New Designs

Mrs. Bryant set Oala up with new equipment, including power tools, but more importantly she gave him new designs for his tortoiseshell ware.

He now produces go-go earings and bangles for the teenage set, and cuff links and tie tacks for mens-wear. His necklaces, which have the same superb craftsmanship as before, now are better designed and threaded on silver chains. Drop earings of tortoiseshell are now set on rolled gold for pierced ears. Sterling silver is now imported in sheets; teaspoons aren't needed.

Oala, on a 50-50 deal with Mrs. Bryant, does not now have to hawk his own wares because Mrs. Bryant has created a wholesale organisation which handles it all. New Guinea Jewellery, as the company is called, supplies wholesale only to shops and hotels throughout the territory.

And as well as tortoiseshell, Mrs. Bryant supplies a line of jewellery

Some of the New Guinea jewellery being produced in Port Moresby. At left are two bracelets, one of New Guinea stones, the other of tortoiseshell. In the centre of the tortoiseshell necklace are key rings ornamented with a carved galip nut and a rubber nut, and at right is a cone shell necklace.

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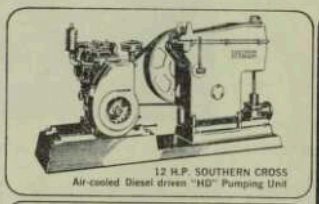

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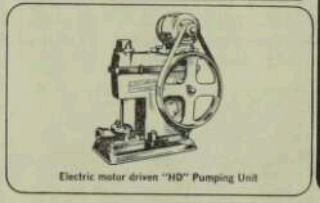

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Carved galip nut key ring. The Madang people do the carving.

she herself has created from the hobby of her husband, New Guinea's Chief Electoral Officer, Mr. Bob Bryant, who for years has been a confirmed rock-hound. Bob Bryant collects and polishes territory gemstones, which his wife now mounts as bracelets, necklaces, brooches, and earrings.

To these she has added such things as cone shell and cowrie pendants and necklaces, and bracelets of nuts from the Papuan rubber trees. The rubber nuts also make popular ornaments for key rings, as do galip nuts, which have been carved with faces by the people of the Madang district.

New Guinea Jewellery can't produce enough rubber nut necklaces for teenagers, each comprising about 16 rubber nuts on a bulky 28 inch chain, and wholesaling for $2.50. The unusual New Guinea green snail has been turned into a bracelet which is worn with sports clothes by teenagers.

Mrs. Bryant has also begun to set Trobriand Island pearls in sterling silver as earrings and pendants, and is currently interested in mother-of-pearl shell. She is also pondering over ideas for setting carved dogs' teeth, which are common native possessions all over New Guinea.

Patricia Bryant comes from Tasmania, and has been in the territory for 12 years. The Bryants have four daughters. Mrs. Bryant is aware that other territories are producing local jewellery, and she is anxious that New Guinea shall establish a reputation for quality right at the beginning.

"We're lucky to start with," she says, "because tortoiseshell from Celebes and New Guinea waters is the best in the world. It is thick and rich in colour."

Oala's skill without doubt enhances the local material. A painstaking craftsman, every facet of his work is finished off to a high polish, whether or not it is likely to be seen in the finished article. Tortoiseshell work available to tourists at the Suva markets or in Tonga is shoddy in comparison.

One of Oala's necklaces has 45 separate tortoiseshell pieces. Twenty-three of these are small beads, each with 12 faces.

With his share of the profits Oala has now repaid the cost of all his new equipment, he has a healthy bank balance and a pile of orders he can't keep up with. He is now training his son.

On the business side Mrs. Bryant has learned many things, including the fact that territory customs laws were not designed to encourage a local jewellery industry. She pays 40 per cent. duty on all materials such as chains, jump rings and clasps she imports from Australia, and this is exactly the amount of duty that is paid by those territory firms which import costume jewellery already made up, and put it on sale just as it comes out of its wrappings.

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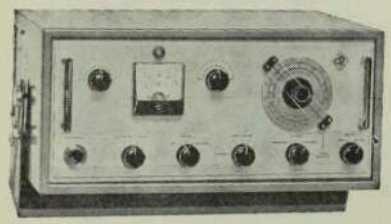

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NEW GUINEA DOESN'T WANT IT DUTY-FREE

The Papua-New Guinea commercial world generally has received with a notable lack of enthusiasm proposals that duty-free shops be introduced to the territory as an encouragement to tourists.

THE territory Administration agrees with commerce, and it is not likely that the territory will get these facilities for the present.

A report outlining attitudes was tabled in the September session of the House of Assembly on behalf of a Government committee.

The seven-page report is a useful document for any other Islands territory interested in the problems of duty-free shopping.

The committee said that if duty-free ports were set up in P-NG revenue amounting to $10,530,000 out of an estimated internal revenue of $34,180,000 for the 1965/66 financial year, would be lost to the territory, and it was questionable whether the removal of duty would generate extra business generally.

It was not practicable that one or two ports only should be declared duty-free in isolation, as this would lead to problems of smuggling.

Duty-Free Concession

It *was* practicable to introduce duty-free concessions on tourist goods, such as transistors, watches and binoculars—as Fiji had done. The revenue lost (about $300,000 during the 1965/66 financial year) could be compensated for in several ways, such as imposition of a port and customs charge; imposition of a stamp duty for every import and export entry lodged; the raising of duty on other items in the tariff schedule; the raising of company and personal income tax; or the introduction of an ad valorem statistical tax of, say, one per cent., on the value of export and import entries.

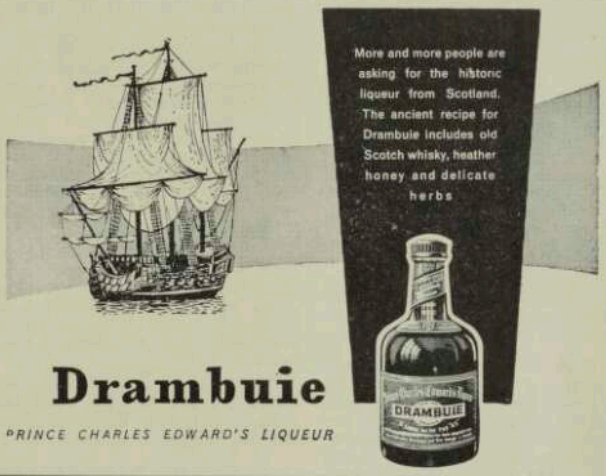
However, a considerable section of the community might regard this as an unwarranted imposition.

It said the idea of duty-free shops was also "not welcomed" by territory businesses because these would create a monopoly resented by other retailers. If they had to have anything, business people preferred the lowering of duty on tourist items, as suggested, rather than complete removal of duty on everything, as it was thought that such a move "might attract too many people into merchandising and render established traders' operations uneconomical".

The committee was in agreement with general business opinion in the territory that the problems of tourist accommodation and transport would first have to be overcome before the territory worried about duty-free concessions as an inducement to tourists.

The report for the first time throws some light on the refusal of the Australian Government to make duty-free facilities at Sydney's airport available to travellers to the territory. The same ban also applies to travellers to Norfolk Island.

The report explains that it is the New Guinea Administration which has "not encouraged" the Australian Government to make duty-free facilities available to travellers to the territory, "because this would affect the trade of territory businesses selling this class of goods". So the problem is in the territory's own backyard.



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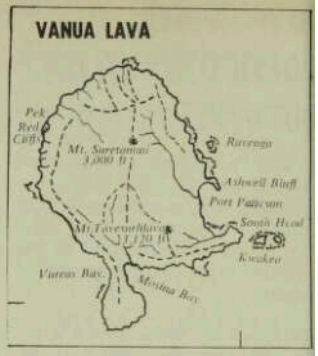
With the price of sulphur soaring . . .

Vanua Lava's Sulphur Deposits Should Be Worth A New Look

By a Staff Writer

A world shortage of natural sulphur that has developed over the past 12 months suggests that the time may again be ripe to investigate the commercial possibilities of sulphur deposits on Vanua Lava Island in the Banks Group of the New Hebrides.



THE existence of the Vanua Lava deposits has been known for more than 80 years. A French company made an attempt to exploit them at the turn of the century; and there were several enthusiastic reports on the deposits in the 1930's.

But the deposits appear to have been forgotten in the past 30 years, and they still await the arrival of a company that can turn them into money.

The deposits could well be of interest to Australian fertiliser companies today, for sulphur is an essential ingredient in the manufacture of single superphosphate, of which about three million tons were used in the Australian agricultural and pastoral industries last year. (Sulphur is not used in the less bulky, and increasingly popular double and triple superphosphates, but continuous use of these fertilisers results in the soil becoming sulphur-deficient).

Big Price Rise

Australia's bill for sulphur has increased spectacularly in the last 12 months or so. In 1964-65, it imported 374,459 tons of sulphur at a cost of $6,391,000. In 1965-66, it imported 407,000 tons worth $9,231,000—an increase in price of about 30 per cent. per ton over the figure for the previous year.

Most of the sulphur imported to Australia comes from the United States and Canada; and it is all brought in by the British Phosphate Commissioners, who operate the phosphate industries at Ocean Island, Christmas Island and Nauru.

The high cost of the imported sulphur is partly due to the high freight rates for the long ocean haul from the US and Canada, and partly to the high wage structure in those two countries.

If the Vanua Lava deposits could be exploited, it should be possible to effect a considerable saving in wage costs by the use of Islands labour; and there would undoubtedly be a big reduction in freight costs, as the distance from Vanua Lava to Sydney is less than 2,000 miles, compared with nearly 7,000 miles to Seattle, for example.

Vanua Lava is about 85 square miles in area. It lies about 50 miles north-east of the big New Hebridean island of Espiritu Santo, and is of volcanic formation. It has two rugged mountain ranges traversing it from north to south.

The highest points are Mt. Tauesurhlava (3,120 ft), about two miles inland from the south coast, and Mt. Suretamati (3,000 ft) in the centre of the island. There are fumaroles and hot springs charged with sulphuric acid in the Mt. Suretamati region.

Good Anchorages

Unlike any of the islands which the British Phosphate Commissioners exploit for phosphate, Vanua Lava has several good anchorages distributed round its coast.

Port Patteson, on the south-east side of the island, provides anchorage in 18 fathoms in its southern half, and six fathoms in its northern half. There is also good shelter, with depths of 10 to 15 fathoms, in Vureas Bay at the south-west corner of the island.

The commercial value of Vanua Lava's sulphur seems to have been

This photograph of a heap of sulphur on Mt. Suretamati, Vanua Lava, was taken by the French geologist Dr. Edgar Aubert de la Rue in the 1930's. It was first published in PIM in September, 1937.

Sulphur "Everywhere And Illimitable"

"One huge mass of pure sulphur from ocean shores to summit" was how a Fellow of the Royal Geographical Society, T. J. McMahon, described Vanua Lava in an article in the "Sydney Mail" for March 2, 1921.

"It is a series of sulphur terraces," he said, "the golden yellow in vivid contrast to green vegetation, plants, shrubs, ferns and creepers and clusters of gorgeously-coloured flowers.

"At 900 feet is the source of a sulphur river which runs through the island, emptying into Port Patteson. This is one of the most sublime of natural scenes. It may truly be described as a 'river of gold'.

"It is a series of waterfalls, one above the other, with sands and boulders, some of giant size, all of golden colour, caused by the sulphur. A golden mist pervades the air, and the waters as they fall are like flashing gold . . .

"At the height of 1,700 feet on one side of the mountain is a wall of sulphur, and this, seen away out at sea, resembles, as the sun shines on it in the afternoon, a slab of burnished gold. Near this slab are innumerable sulphur springs, and the air is so laden with fumes of sulphur as to have for a few minutes a very distressing effect on explorers, making all feel as if seized with colic pains. This quickly passes off after a short rest.

"It is here that the French company began operations. Sulphur is everywhere, and seems illimitable."

Mr. McMahon said that when the French company had abandoned its operations it had been given out that malaria, of a malignant form, had undermined the health of its employees. However, this was "not substantiated in the present-day experience of white settlers, who know nothing of any tropic ailment likely to interfere with white settlement or any enterprise".

first recognised in the early 1880's by a German planter called Zoeppfel.

Zoeppfel discovered a deposit on the River Ngusin, about four miles from its mouth, while recruiting labour for a banana plantation, which he had in Vila in partnership with F. A. Chevillard, Vila's first mayor.

Zoeppfel bought the deposit from a local chief and registered the purchase in Noumea—the Anglo-French Condominium of the New Hebrides not having been established at that time.

£45,000 Spent

After Zoeppfel was killed at Santo in 1882, Chevillard sold the deposit to the Societe Francaise des Nouvelles Hebrides, the successor of a company formed by the celebrated promoter, John Higginson.

Towards the end of the century, the Societe Francaise decided to exploit the deposit, employing convicts or ticket-of-leave men from New Caledonia.

The convicts were landed on Vanua Lava from the ship *La Perouse*, together with a lot of machinery, tram rails, trucks, and so on.

The French company expended more than £45,000 before their attempt to export the island's sulphur was abandoned. Much of this capital was spent on building concrete barracks near the beach and on a large terminal for an aerial ropeway on the reef at Nalglatac Bay.

Lines of concrete blocks, in groups of four for pylons, were built from Nalglatac beach back into the hills —and so solidly that they were reported to be still standing some 40 years later.

The construction work was accompanied by much drunken revelry among the convicts and frequent knife duels. These excesses, plus illnesses, claimed the lives of some 40 workmen.

Only one shipment of sulphur ever got away from Vanua Lava, and this was carried down the mountains by the Islanders—not by the aerial ropeway. However, the shipment never reached its destination.

The schooner that was carrying it, skippered by a Captain Morin, caught fire off Meralav (or Star Peak) Island, about 30 miles south-east of Vanua Lava, and the crew had to abandon ship. They rowed for 14 hours before reaching Hog Harbour, Santo.

It was not long after this—in the year 1900—that the convict labourers were taken off Vanua Lava and repatriated to Noumea. A settler in the New Hebrides, who saw them on the way home, recorded that they

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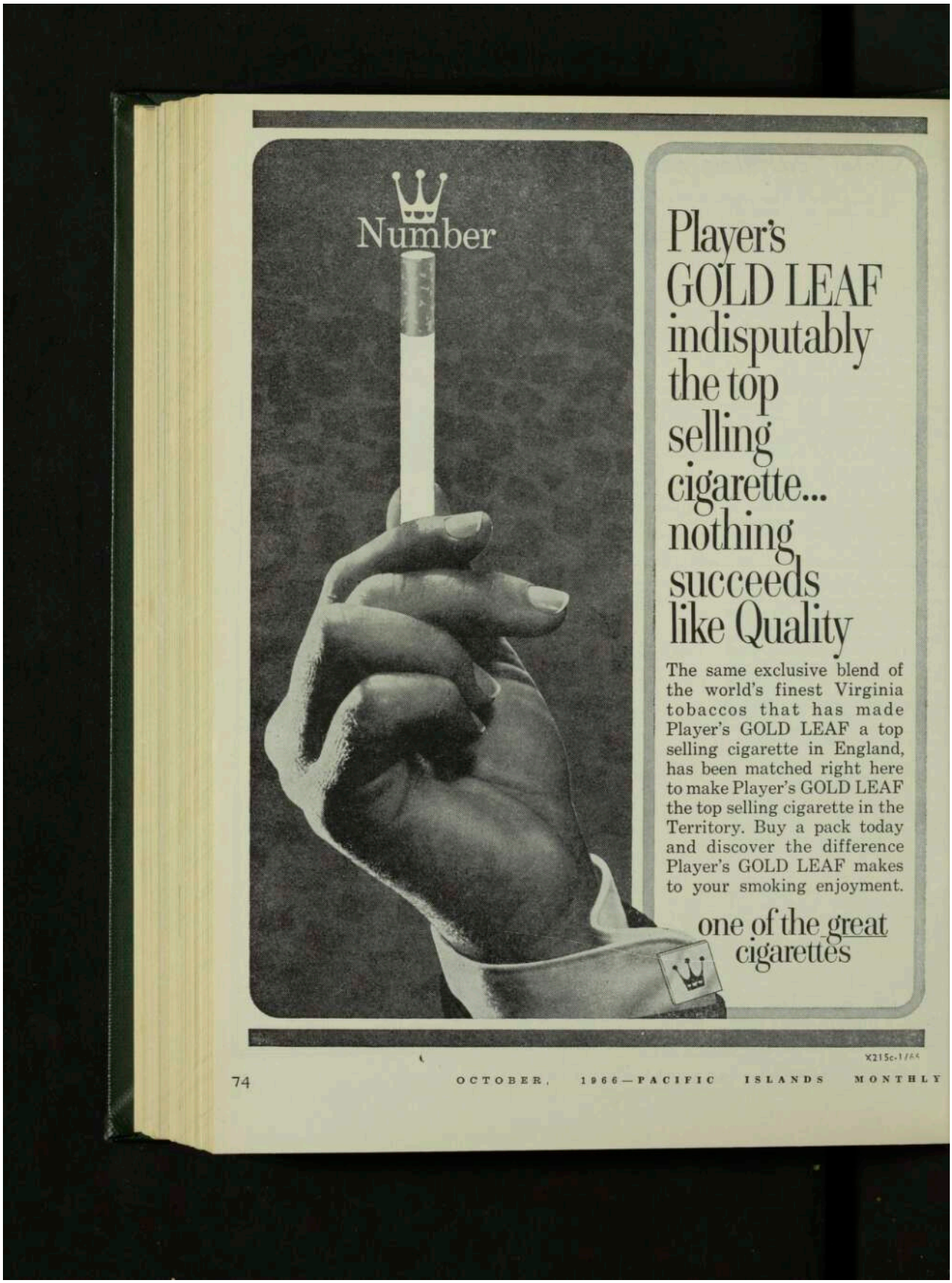
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looked as yellow as the sulphur they had been mining, and more like living corpses than humans.

Two years later, the Societe Francaise went into voluntary liquidation, and much of the machinery and tram tracks were abandoned on Vanua Lava, although the aerial ropeway was taken to Paagoumene in New Caledonia, and was still in use many years later.

New Interest In 1930

No one seems to have thought again about exploiting the Vanua Lava sulphur deposits until 1930 when Mr. B. Dunstan, chief geologist with the Queensland Government, and Mr. F. C. Richards, a Brisbane metallurgist, surveyed them on behalf of Queensland mining interests.

On his return to Australia, Mr. Dunstan was reported as saying that there were thousands of tons of pure sulphur on Vanua Lava; that he had investigated a deposit in the centre of a volcanic crater (presumably Suretamati); and that he had brought many samples back to Australia for further investigation.

Hot springs, forcing their way through the sulphur deposits, at an elevation of between 1,000 and 2,000 feet, formed a remarkable sight, he said.

Mr. Dunstan indicated that the terrain was pretty rugged, but he apparently did not think the sulphur deposits would be too difficult to exploit, as he said that Australian apathy in not developing the mineral resources of the area was "greatly to be regretted".

About two years after Mr. Dunstan's visit, a party of Australians, including Mr. Doug Askew, now of Papua, went to Vanua Lava and spent eight months investigating the sulphur deposits for the Pacific Mineral Development Company.

Transport Problems

Mr. Askew told *PIM* on his return that the deposits were extensive, and that analysis had proved them to be about 97 per cent. pure. About 15,000 tons of sulphur were lying on the surface, he said, but it was impossible to estimate what lay underground until a proper survey was made.

Difficult transport problems would have to be overcome before any of the sulphur could be shipped, as the deposits lay about three miles from the beach, and nearly 3,000 ft above sea level, at the summit of a semi-active volcano.

Between the summit and the beach was some of the roughest country Mr. Askew had ever seen. The deposits were still hot, and the atmosphere rusted tinned meats, rotted clothes, and discoloured silver money.

On the other hand, Mr. Askew described Vanua Lava as "a thermal wonderland", and he said it could become "one of the great holiday resorts of the Pacific".

Not long after the departure of Mr. Askew's party from Vanua Lava, a French geologist, Dr. Edgar Aubert de la Rue, investigated the sulphur deposits and reported favourably on them, in the course of a geological survey of the New Hebrides for the French Government.

Nothing ever came of this survey nor of those of Dr. Aubert de la Rue's predecessors—possibly because sulphur had become a drug on the market by the mid-thirties.

The market is certainly not glutted with it now. So why doesn't someone in the sulphur business have a look at the Vanua Lava deposits again?

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From the Islands Press

THE tremendous interest generated by the marathon race on Saturday; the record number of entries in the annual tennis championships; the proposed cricket and rugby tours to New Zealand and the fund-raising activities to send a Samoan team to the South Pacific Games are all symptomatic of the rapidly-growing interest and activity in all fields of sport in this country [Western Samoa].

The remarkable thing about this upsurge of sporting activity is that it is occurring in spite of the dismal facilities available.

There is not one sport, be it rugby, soccer, tennis, hockey, athletics or even golf that has anywhere near adequate facilities for play, let alone dressing rooms, showers or toilets that players have a right to expect and that without which it is only insulting to invite teams from overseas.—*Editorial in "Samoana", Apia, Western Samoa.*

IT is clear from reading and hearing statements by some of the election candidates [for Fiji's new Legislative Council] that they do not understand the nature and extent of the constitutional change which is to occur as a result of the agreement reached at last year's London constitutional conference.

Their policy declarations are studded with such things as, "I will get the Government to do this," or "The Government must build more roads," or "I will demand that the Government introduce free and compulsory education."

The impression conveyed is that "the Government" is some remote being which can be ordered about and which controls a bottomless cornucopia from which money and services and trained men women can be drawn at will and without limit.

It has apparently not yet dawned on these candidates (or on many of those whom they address) that the Government will in future be recruited almost wholly from the elected members of the Legislative Council. . . .

The candidates now presenting themselves to the electors should be saying not, "I will get somebody else, called the Government, to do this," but, "I have the ability and qualifications and a proven record of integrity and administrative skill which fits me to be part of a group, called the Government, which will direct and control your affairs, as citizens of Fiji, and affect your lives and those of your children.—*Editorial in "The Fiji Times", Suva.*

I THINK that we should change the name of our country because many people do not think of Papua and New Guinea as one whole country. If there was one name instead of two names, there would be no division of the people. There would be no reason for people to say "I am a Papuan" or "I am a New Guinean". There is often fighting between Papuans and New Guineans over silly things. . . .

If we do not change the name, this fighting between Papuans and New Guineans might go on for ever. It is like a bad habit, and, unless we get rid of it, our country will not grow strong in the future.—*Letter from James Ketengnu, Goroka, in "Our News", Port Moresby.*

IT was reported on the radio [in Papua-New Guinea] recently that the first prosecutions in the playing card ordinance were brought against some natives playing a game known as "Lucky".

Allow me to point out that the game of "Lucky" is essentially a game of gambling. Consequently it was covered by previous ordinances.

The present ordinance introduced in the House of Assembly banning all card playing is a dictator's idea on the rights of the people. Only the other day, a Methodist minister's wife said to me, "Does that mean that my children cannot play Grab?" I had to assure her that this was indeed the case.—*Letter from Lance H. Wilkinson, Samarai, in the "South Pacific Post", Port Moresby.*

THE noise during the pictures, mainly on Saturday nights, has to be heard to be believed. At times it is impossible to follow the dialogue.

Is it not possible to stop the pictures, turn on the lights, and refuse to continue the filming until those responsible (mainly children) either leave the theatre or undertake to be quiet?—*Reader's letter in "Pinnacle Post", Nauru.*

NORFOLK Island is fortunate in having what must be some of the most beautiful coastal scenery in the world. Norfolk Island is also fortunate in that up until now, access to any part of the coast has been available to all—no one has ever objected to what in other places would be called trespassing.

With the advent of so many land transactions, are we now to be confronted with fences and "keep out" signs?

Access to some of the most popular fishing grounds is through private property. As Council is currently discussing land subdivision, can it, by legislation, preserve for all time the freedom of access to these fishing and picnic spots—freely enjoyed by all since 1856?—*Editorial in the "Norfolk Islander".*

THE Treasury Department has often noticed marks, words and even names of people written or printed on currency notes. The public are hereby advised that it is illegal to deface currency notes and action will be taken against any person knowing to have done so.—*Public notice in "Tohi Tala Niue", a Niue newsletter.*

WHEN are the people who make rules about burning the watersheds which are the life of [Rarotonga] going to enforce these rules? When will burning become an offence so serious that every citizen will understand its consequences? When will both parents and schools educate children to the waste and danger of watershed fires, and punish those that cause fires so that it won't be repeated?

Year after year, as erosion progresses and the forest recedes alongside the burned hillsides, the water supply becomes more endangered, the soil less and less. Education and strict controls will be the only measures that can save the receding watersheds.—*Editorial comment in the "Cook Islands News", Rarotonga.*

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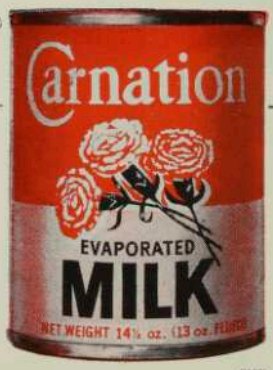

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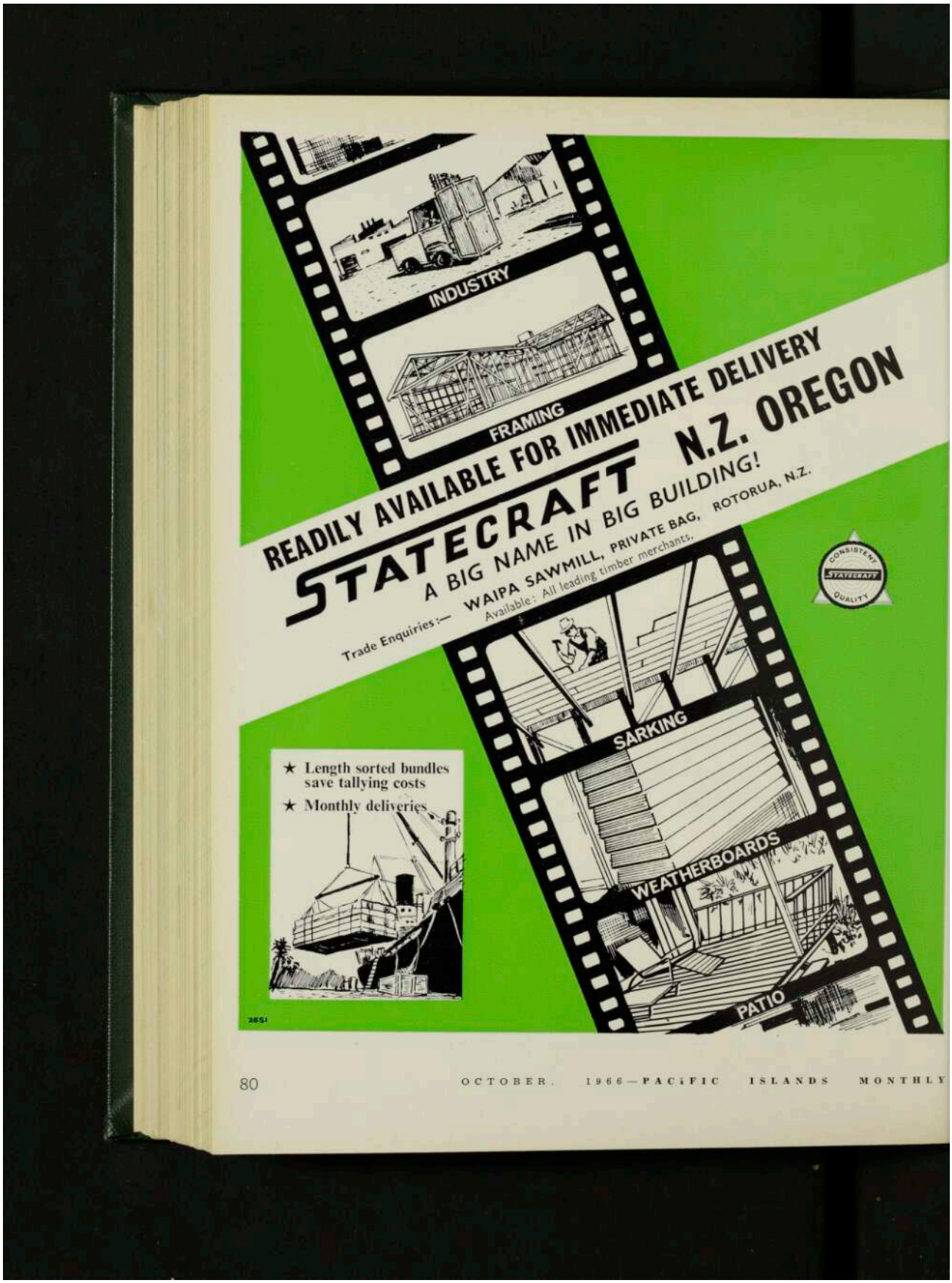

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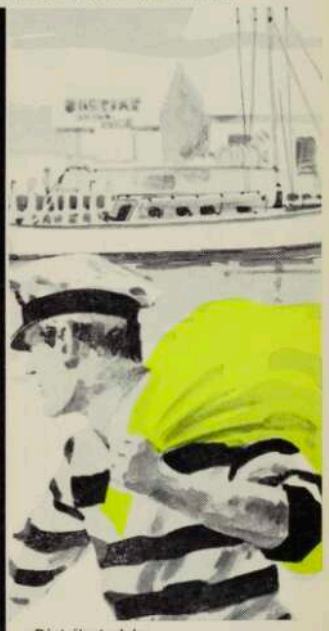

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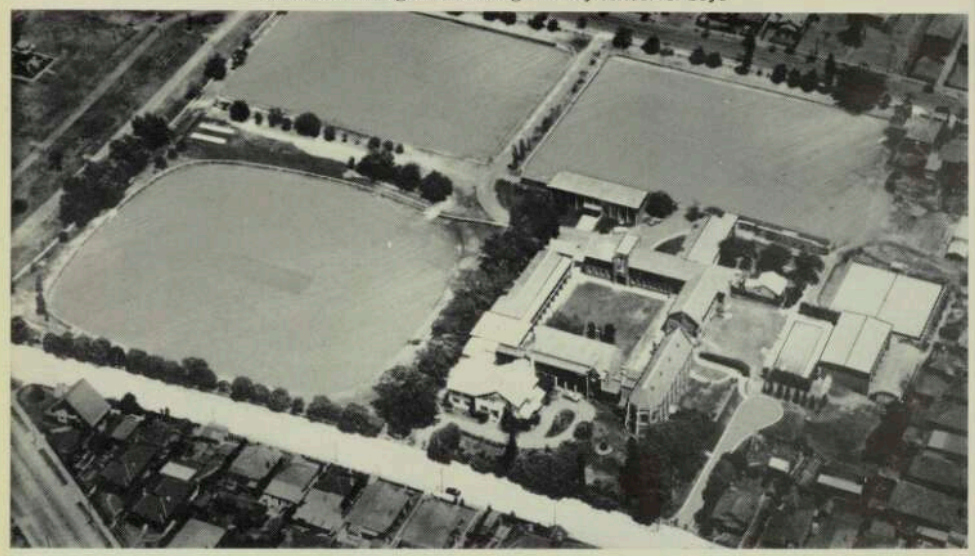

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There was no Burns Philp store on Butaritari when Mr. Chatfield, the author of the accompanying article, visited that island in the BP ship "Ysabel" in 1902. But there was later on. Standing in front of it in this old picture is the storekeeper, Mr. Tom Redfern, a member of a once-famous Sydney family; sitting on the verandah is the late Mr. Fred Wallin, BP's Islands manager, who was visiting the islands; and Mr. Chatfield, himself, is standing on the right. Burns Philp continued trading on Butaritari until the Pacific became involved in World War II.

A TRIP TO THE GILBERT ISLANDS AT THE TURN OF THE CENTURY

By Neville Chatfield

In 1901, when I was 16 years old, I started work as a junior clerk in the Islands Department of Burns Philp and Company in Sydney, at a salary of £24 a year, less 10 per cent. for superannuation.

A YEAR or so later, I was "shanghaied" out of that department and made assistant supercargo of BP's steamer *Ysabel* (524 tons gross), which, in March, 1902, had begun a service between Sydney and the Gilbert and Ellice Islands Protectorate.

On my first trip, the *Ysabel* sailed from Sydney on December 1, 1902. The passengers included Mr. Telfer Campbell, the British Resident Commissioner in the GEIP, and his wife; Miss Jeffries, who was a companion to Mrs. Campbell and nursemaid to baby William Campbell; three fathers of the Sacred Heart Mission; and Robert Capelle, a trader on the island of Little Makin.

We arrived at Betio, Tarawa, on December 19, having spent a couple of days on the way at Vila, New Hebrides.

The Resident Commissioner's flag was flown at our foremast when we entered Tarawa lagoon, and was lowered when the Commissioner and his family boarded the Government boat, which came off from the Residency, manned by Fijian police, and took them ashore in formal style.

The Sacred Heart fathers left in the mission boat for their station at Bairiki; and after we had supplied the Government station with the stores they required, we proceeded up the lagoon.

Our first call was at Captain Kustell's—a fine old American sea captain who had lost one hand in a dynamiting accident some years earlier.

We next proceeded to Peter Grant's station—Peter being an Irishman with two small daughters.

When the tide was high, we moved up to the far north of the island where Francis J. Lodge, a New Zealander, and Russian Tom traded—in bitter opposition.

Russian Tom had a hole in his side, which he said was caused by a copper bullet fired by the English at Balaclava, when he was a young Russian soldier.

Two Chinese

There were also two Chinamen trading on this island. One was Ah Chew; the other name I have forgotten. Both of them traded on stations owned by On Chong and Co., of Sydney.

On Chong had shops all over NSW, and those who fell by the wayside and could not pay their accounts were shipped off to the Gilberts to work "off the dead horse".

Later on we used to get quite a lot of copra from different Chinese in the group, but always on the night tide.

We paid them in sovereigns and got them to buy as much as they could from our traderoom. When they went ashore, they used to put their money in pickle bottles.

Some of them used to say, "One sovereign belong me, and one belong On Chong".

Having finished trading in Tarawa Lagoon we hove up and proceeded to Abaiang, anchoring at Koinawa off Arthur Hitchfield's station, which Hitchfield had leased to Frank Highland while he was in the Carolines.

Also on Abaiang were Peter Garrick; George Hugill, a Yorkshireman; Albert Thomas a fine old

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● **This picture, taken by Rob Wright 22 years ago, shows descendants of Tem Binoka, king of Abemama, who is referred to on p. 89. The people are Tem Tekenaiti and his sister (children of Agnes Murdoch). They are standing beside the tomb of Tem Binoka, who was their great-grand-uncle.**

Norwegian whose correct name I never knew; and Peter Nakoko, a Hawaiian.

Peter was a character who, like a lot of other traders, loved his gin, which we used to sell at 2/- per large squarefaced bottle.

Peter Garrick was a fine boat-builder, who, with George Murdoch, had taken Gilbertese labour to the coffee plantations in Guatamala in the 1890's.

Peter Garrick had a native wife, and a daughter, Katie, who married Kreisig, engineer on the German schooner *Hercules*.

George Hugill was a long, thin Yorkshireman with a straggly beard, whose one son was also called George.

Knowledge Of Astronomy

At Abaiang, there were also two Roman Catholic priests and a brother whose company I enjoyed. They were Father Lebeau, of Liege, Belgium, who was Father Superior of the Gilbert and Ellice mission; Father Tochet a lovable, cultured Frenchman, who would go a mile out of his road to help anybody; and Brother Fuzoller who was a well-educated carpenter and builder, whose hobby was astronomy.

Brother Fuzoller's astronomical knowledge paid a big dividend several years later when Father Lebeau had to go to France and Belgium on mission work.

Before leaving Abaiang, Father Lebeau laid the foundations of a new church, which was to be built out of lime made from coral.

Little progress was made on this church during Father Lebeau's absence until Brother Fuzoller told the natives that, if they did not finish the church quickly, God would put out the sun and cover the island with water.

Not much notice was taken at first of this threat. But towards 3 a.m. on January 3, 1908, towards the top of a spring tide, the sun started to "black out" and the tide kept rising.

From that day onwards, the natives vied with one another to see who could bring the most lime, and the church was finished before Father Lebeau returned.

But to get back to our trading voyage. . . .

On the afternoon of December 24, 1902, we saw a boat coming up the lagoon. It turned out to be a police boat with an invitation from the Resident Commissioner to the captain, engineer, supercargo and assistant supercargo to have Christmas dinner with him and his family at the Residency the following day.

The invitation was, of course, accepted, and we sailed for Tarawa next morning, taking the police boat with us.

It is only some 40 miles from Koinawa to Betio, so even at six knots an hour we made it in good time for dinner.

In those days there was a wall built out about 100 yards from the beach to a landing spot in the Residency ground; but there was no gutter, so that one came ashore clean at high water and told the launch boy—we had a 26 ft launch with a 2½ h.p. Union engine—to go and anchor below high water mark and to expect to hear us call out to him at midnight.

When midnight came the four of us walked along the top of the rough coral wall and hollered to the boy in the launch. There was no answer.

We could see the launch in the distance and the tide was beginning to rise again.

Being the youngest I was told to strip, swim out to the launch and wake the boy—which I did; but I don't mind admitting that I was mighty scared of sharks.

Fortunately, Sir Arthur Grimble's *Pattern of Islands*, with its stories of sharks and their habits in Tarawa lagoon had not then been written, or I might have refused duty.

From Tarawa, we proceeded to Marakei where Harry Halderson, a Scandinavian, was the trader at the north end, and one Schumacher traded at the south end. Father Hoogstraaten was the Roman Catholic priest-in-charge.

Our next call was at Butaritari, where On Chong had their head station. A Chinaman known as Louie was in charge.

On Chong's inter-island steamer was the *Fernmount*, skippered by Captain Menmuir (afterwards in

On Chong Men Still Going Strong

The On Chong company in the Gilbert Islands, referred to in the accompanying article, was sold many years ago to W. R. Carpenter and Co. Ltd., of Sydney, which traded in the Gilberts until the outbreak of the Pacific War. However, there are still numerous "descendants" of the On Chong company in the Islands.

On Nauru, there is a storekeeper, Ben Kum Kee, whose father used to be manager of the On Chong company in the Gilberts. Another brother, Hang, is an electrician in BPC's Nauru workshops. And several other brothers are partners in Kum Kee Bros. store on Tarawa. Most of the Kum Kees have married Gilbertese women.

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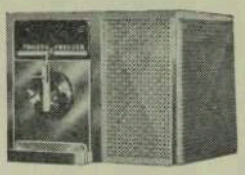

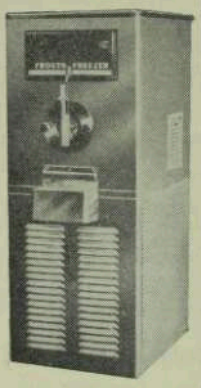

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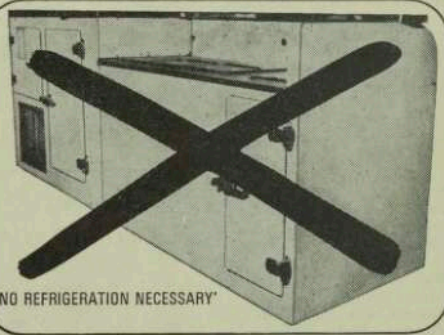

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charge of the *Kulambangra* for Levers). (The *Fernmount*, by the way, sank at its moorings in the inner lagoon in front of On Chong's during the night of Christmas Eve, 1904).

Fritz Muller had the biggest privately-owned station on the island. After his death, this was taken over by Burns Philp and Co. and leased to D.O'N. Flood. After Flood's death BP used it as their own station and a depot. It was a nice store, near the Roman Catholic Cathedral and convent, where a fine Belgian woman, Mother Isabel, was in charge. Bishop Leray had his headquarters there. So did the Jaluit Gesellschaft, which was headed by Captain Janke.

Whistling Of Porpoises

From Butaritari, we sailed to Little Makin where we landed Robert Capelle. A few miles to the south of Little Makin, but on the same reef is the Islet of Kuup.

Ah Moon was the trader there; and it was at Kuup that I heard about the alleged power of certain natives to whistle the porpoises to come ashore. (Grimble wrote about this many years later, but I, personally, never saw it happen).

From Little Makin we went direct to Abemama, arriving there on the morning of New Year's Day, 1903.

A westerly gale started that day and we lay there for six days with two anchors down and unable to work copra.

The Government officer in charge was George McGee Murdoch, about whom much has already been written. He probably understood the native mind better than any other white man.

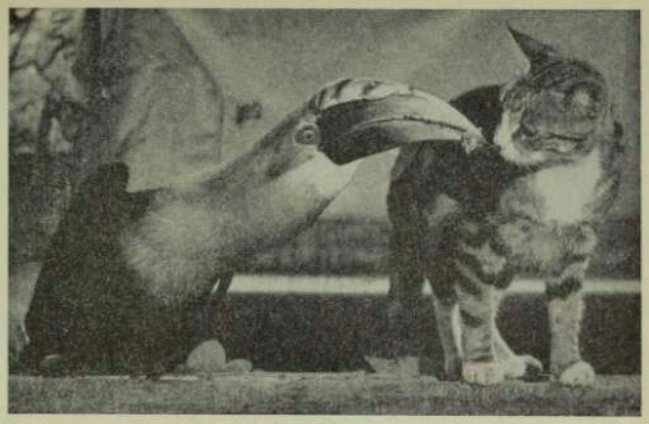
This was the home of Tem Baul who succeeded his father Tem Binoka as king of the Island.

It was Tem Binoka who, in 1892, negotiated with Captain Davis of HMS *Royalist* for his island to come under the protection of Great Britain.

The chief magistrate was Ten Teinoa, one of the most lovable natives I have ever met. Next to him was Benuakai. They were fine men who controlled their people well and were respected by both natives and whites.

On Abemama, I saw the remains of an old Gilbertese war canoe. It was the only one I ever saw.

As may be gathered from the foregoing, the Gilberts had had plenty of contact with the Western world by the time I knew them, and many of the old Gilbertese customs and ways of doing things were already dead.



The bina, or Papuan hornbill, which Mr. and Mrs. Henry Hill, of Tenamba Plantation, Guadalcanal, kept as a pet for several years, was apt to swallow almost anything in sight—cotton reels, pieces of meat, bottles of eye drops, etc. However, it would later regurgitate these morsels; and it is here seen feeding the Hills' cat with some regurgitated meat. Binas normally live on fruit.—Photo: Ted Marriott.

BSIP "BINA" WAS A CELEBRITY AMONG ISLANDS BIRDS

By a Staff Writer

Among people from the Solomons who arrived in Sydney in August in the *Tulagi* was Mr. Henry Hill, formerly of Tenamba Plantation, Guadalcanal, who has "gone finish" after 27 years in the BSIP.

MR. HILL has sold his plantation to the Melanesian Mission and has rejoined his wife in a house they have bought at St. Ives, a Sydney suburb. Mrs. Hill moved to Sydney about 18 months ago.

Soon after his arrival in Sydney, Mr. Hill dropped into our office with an interesting album of pictures.

Among the pictures that particularly caught our eye was the accompanying one of the Hill's pet cat and pet *bina* (Papuan hornbill), taken a couple of years ago by Honiara photographer Ted Marriott.

The *bina* is something of a celebrity, in that it appears on the twopenny Solomons stamp (since overprinted 4c) that was first issued in May last year. It was also a contributory cause of some Solomon Islands legislation, and the subject of a broadcast on one occasion by a top Colonial Office official.

The *bina*, a male, was given to Mrs. Hill when it was only a few months old by a Solomon Islander from a catechists' school on the adjoining property.

The bird then had only a few feathers, and for the first five or six months, it stayed mainly on a perch on the Hill's verandah.

When fully grown, it stood about 2½ ft high and had a wing span of five to six feet. Its wings were never clipped, and it was never shut up, but it seldom flew far from home. When the Hills went on a picnic in their Land-Rover, the *bina* would fly at eye-level beside the driver, and perch on the top of the vehicle when it wanted a rest.

Breakfast Companion

It remained with the Hills for four years or so—its only drawback as a pet being its propensity to swoop down into the house and steal keys, packets of cigarettes and aspirin, bottles of eye drops, lumps of butter, and so forth. It had breakfast with the Hills every morning, sitting on the verandah rail.

With wings rustling like brown paper being crumpled, it would fly through the Hills' house; and if it found someone asleep in bed, it would alight on their mosquito net and shake it until they woke up.

The *bina's* passport to philatelic

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Sir David Trench.

fame was a Christmas card, depicting it, which the Hills sent to the former Western Pacific High Commissioner, Sir David Trench.

This produced an official request for permission to hand over the photograph to an artist so that he could do the art work for a postage stamp.

Meanwhile, the Hills had noticed a decided decline in the *bina* population of Guadalcanal, due, they had no doubt, to the islanders' relish for them in the stew pot.

Afraid that their own *bina* might finish up in the pot, and thinking that *binas* generally might eventually be eaten out, Mrs. Hill wrote to the Chief Secretary to see if legislation could be passed to protect the *binas*.

Such legislation was passed not long afterwards. At the same time, protection was removed from the white cockatoo, which had proved a menace to planters.

The Hills' *bina* subsequently disappeared after it had been on a picnic with them. The islanders told them that it had probably gone off to mate.

Last year, two *binas* perched in a tree outside the Hills' house where the pet one had formerly roosted. When Mr. Hill called them, he thought he got a familiar-sounding reply.

But if one of them was the former pet, it did not renew its former close acquaintanceship.

Footnote: Mr. Hill first went to the Solomons for Lever Pacific Plantations Pty. Ltd. in 1934. In 1941, he joined the AIF, but returned to Levers in 1947. He remained with them until buying Tenamba Plantation in 1958.

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Relic Of Tahiti's Royal Past Falls A Victim To Progress

By Robert Langdon

A two-storey palace in Papeete, that was begun for Tahiti's Queen Pomare IV more than 100 years ago, has become a victim of the Jack-and-the-beanstalk development that has changed the face of the Tahitian capital since it became the supply centre for France's nuclear testing base three years ago.

WORKMEN began demolishing the palace in August to make way for a new building for the Territorial Assembly, French Polynesia's parliament.

But their bulldozers and jackhammers did not swing into action against the palace's august walls and balustrades without a protest.

The Papeete daily, *Le Journal de Tahiti*, described the demolition as "a deplorable act," which was annihilating a unique relic of the past.

"It is too late now, alas, to do anything about the situation," the newspaper said, "but how much more preferable it would have been to have conserved those antique walls, to have surrounded them with a beautiful lawn, and to have created a public garden under the huge trees that surrounded the palace.

"All that would, perhaps, have been costly; but in a world where concrete has become king, where aesthetic, beautiful and natural things give way to the utilitarian, we would have saved at least one small corner where tourists and residents could come and dream at leisure of the marvels of the old times..."

Distant Origins

The origins of the Royal Palace dated back to the beginning of the 19th century when visiting European ships first began regularly to use the protected port of Papeete rather than the open roadstead of Matavai Bay.

To be on hand to trade with, and receive presents from, these ships, King Pomare II built a house for himself and family in the vicinity of the now demolished palace. The building was erected in 1815.

The building of the Royal Palace originated in 1815 when King Pomare I (above) transferred his family's seat from the district of Pare to a family property called Vai-ete, the original name for Papeete, Tahiti's present-day capital.

After King Pomare II died in 1821, the building remained the home of his children, one of whom reigned as King Pomare III until an influenza epidemic carried him off in 1827.

The sovereignty of Tahiti then passed to the young king's 14-year-old sister Aimata, who took the title of Queen Pomare IV.

Queen Pomare occupied her father's house until January, 1844, when—having annoyed the French, who had seized Tahiti and established a protectorate in 1842—she was forced to flee for protection to a British warship then in the harbour. Later, another British warship took her to the island of Raiatea.

Begun In 1860

Following the Queen's flight, the French commandant, Captain Bruat, coolly appropriated her residence for himself, and he remained there until a prefabricated house was shipped out to him from France in 1845.

Captain Bruat had the prefabricated house erected alongside that of the Queen; and he ceremoniously offered the Queen the keys to this when—relations having been patched up—the Queen returned to Tahiti in February, 1847.

However, the Queen preferred to return to her own house; and so the prefabricated house remained the residence of the French commandant.

By this time, the Queen's house was falling into disrepair; but it was

Queen Pomare IV, for whom the Royal Palace was begun, never saw its completion even though work on it started 17 years before her death.

King Pomare V, the bibulous son of Pomare IV, made the completion of the Palace one of his terms when he ceded Tahiti to France in 1880.

not until about 1857 that she expressed interest in having a new palace built for her.

Material for the construction of a new palace—the one that has just been demolished—was sent to Papeete from the districts, and a building fund was opened by order of the Imperial Commissioner (as the French commandant had come to be called). A tax of one or two francs per person was levied on the people, according to their circumstances.

The construction of the palace began in 1860, but it dragged on year after year, and it was still not completed when Queen Pomare died in 1877. However, the Queen used the palace for parties occasionally in its unfinished state.

In his novel *The Marriage of Loti*, Pierre Loti, the French novelist, described one such party, a musical evening, which took place at the palace in November, 1872.

"The old queen," Loti said, "sat at one end of the salon, underneath her own portrait painted some 30 years ago . . . on a golden throne upholstered in red brocade. She held in her arms her little granddaughter, who was dying [of tuberculosis]. She wore a crimson velvet gown and her fat feet were more or less stuffed into satin boots. Next to the throne was a salver full of pandanus cigarettes . . ."

Delicious Perfume

Loti said that among the ladies of the Court were seated the princesses related to the queen. There was Princess Ariitea, Pomare's gentle, dreamy daughter-in-law, who had Bengal roses in her hair which fell to her shoulders. There was the dowager queen of Bora Bora, an old savage with pointed teeth, in a velvet dress. And there was Queen Moe in a dark dress, whose beauty was classical and mysterious, whose strange eyes were half-closed, and whose expression turned inward as in old portraits.

"Behind these groups," Loti said, "brightly illuminated by the indoor lighting, lay the transparent depth of the Pacific night, the mountain-tops silhouetted against the starry sky, in front of which were the gigantic leaves and huge bunches of fruit of a cluster of banana trees. . . . The air was filled with the delicious perfume of gardenias and orange blossom; the deep silence broken only by the murmuring and rustling of insects in the grass, and those typical sounds of a Tahitian night prepared one to enjoy the enchanting powers of music."

The Royal Palace, as it was three or four years ago.

In 1880, when Queen Pomare's bibulous son, Pomare V, ceded Tahiti to the French Government, the completion of the palace was one of the terms of the deed of cession. (The other terms were that the French should pay him an annual pension of 60,000 gold francs, and similar pensions to his divorced wife and two brothers).

The palace was completed and handed over to the king on May 21, 1883. It provided ample space for the boisterous dinners and entertainments that were a feature of the king's last dissipated years.

It was in this palace that the king suddenly expired in June, 1891; and it was from there that the French artist Paul Gauguin, then newly arrived in Papeete, saw his funeral procession leave for his last resting place at Arue—"the troops and the authorities in white helmet and black dress-coat; the natives in their mourning costume".

After the king's death, his heirs offered the building to the French colonial government. But this legacy was refused in 1897 because of legal difficulties.

Three years later, a Papeete merchant bought it for 60,050 francs; but he immediately sold it again for 64,136 francs to the Caisse Agricole.

Exactly nine months later again—on August 23, 1901—the colonial government acquired it and converted it to office use. During the next 60-odd years, it housed the Administration Treasury and the territorial archives, among other things.

Needless to say, the house built by Pomare II near where the palace stood has long been demolished. It came down in 1880.

But the prefabricated house erected by Captain Bruat 120 years ago still stands—or at least it provides the basic framework of the building which is still the residence of the French Governor.

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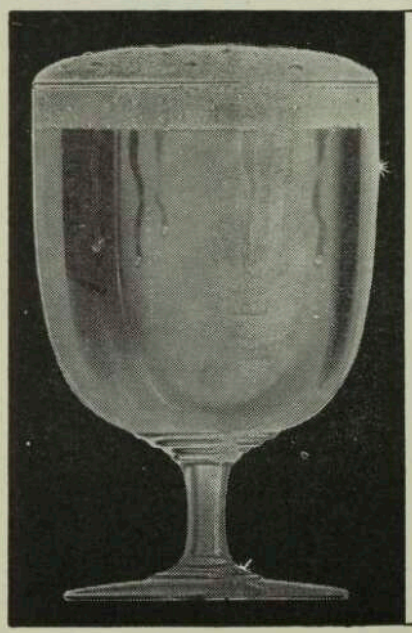

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Yesterday

The October, 1946, issue of the "Pacific Islands Monthly" was notable in at least one respect—it contained the first on-the-spot report from New Guinea from a PIM staff writer since the beginning of World War II.

THE staff writer in question was Mrs. Judy Tudor, whose report said New Guinea had a "depressing present" and a "curiously uncertain future". In Port Moresby, she said, "the administration centre is at Konedobu . . . separated from the township by about two miles of road and an ocean of doubt, distrust and plain misunderstanding". Mrs. Tudor found that the biggest needs in the territory were shipping and "someone to stop planning long enough to fill in the holes in the roads, keep the power stations functioning, the water services running, transport on the roads and the temporary housing and quarters from entirely disintegrating".

Other items in that issue of *PIM* of 20 years ago were:—

THE Western Samoan Administration was planning to create a Samoan Broadcasting Service and to install receiving sets with loud-speakers in all Samoan villages. The receiving sets were to be paid for by the villages but the Administration was to install and maintain them.

A CONFERENCE was to be held in early 1947 to set up a South Seas Regional Commission. Australia and New Zealand had invited the Governments of the United Kingdom, the United States, France and the Netherlands to send representatives.

THE Fiji Department of Mines was planning a survey of iron deposits in Nadroga and Navosa Provinces. Samples of large boulders of magnetite ore and ochre had been treated before World War II and revealed good percentages of iron ore.

SEVERAL landslides were caused by a severe earthquake which struck Rabaul, P-NG, on September 29. A bad slide was visible on the side of Mount Vulcan and there were large cracks in the surrounding area. The road from Kokopo to Rabaul was also put out of commission.

NIUAFOOU (Tin-can) Island in Tonga was devastated by volcanic eruption in mid-September. The eruption was first reported by the pilot of an RNZAF aircraft flying between Auckland and Samoa. The eruption caused serious damage along the north coast of the island. All Government buildings, the radio station, stores, copra sheds, boats and mission buildings were destroyed.

But there was no loss of life and the main food crops were undamaged.

W. R. CARPENTER & Co. Ltd. had inaugurated a new trans-Pacific shipping service between Western Canada, the South Pacific and the Orient with two 10,000-ton ships, *Rabaul* and *Lautoka*.

FOR outstanding courage in the cause of freedom during the war, the King's Medal had been awarded to Mr. C. H. Meen, a Chinese resident of Rabaul, and formerly employed by the Administration there. His citation stated that he had been interned with a small group of Chinese in Japanese-occupied Rabaul, that "in 1943, at great risk, he sent detailed information and maps by runner to the Australian Intelligence Bureau which enabled Allied forces to make successful air attacks on Japanese installations"; and that he had assisted in hiding two stranded American airmen at Sumsum and to have them taken to an Australian camp. Mr. Meen was described as a keen photographer and a frequent contributor to *PIM*. He still is.

Although Tonga has jealously guarded and preserved many of its old customs, there is one, which was still in use before the war, that now seems to have disappeared. In the old days, it was a custom among the Tongans to have the "pet" of the family grow a pigtail. This picture of a pigtailed Tongan boy was taken by Mr. August Hettig and first published in PIM for October, 1939.

ABEMAMA Atoll was reported to have been chosen as the post-war headquarters of the Gilbert and Ellice Islands Colony ahead of Ocean Island, Tarawa and Butaritari, and plans were said to be in hand for the erection of 30 houses for Europeans.

AMERICAN Samoa had been suffering from a severe food shortage, mainly due to the non-arrival of the steamer *Matua*. Canned meats, flour, rice and native foodstuffs were extremely scarce.

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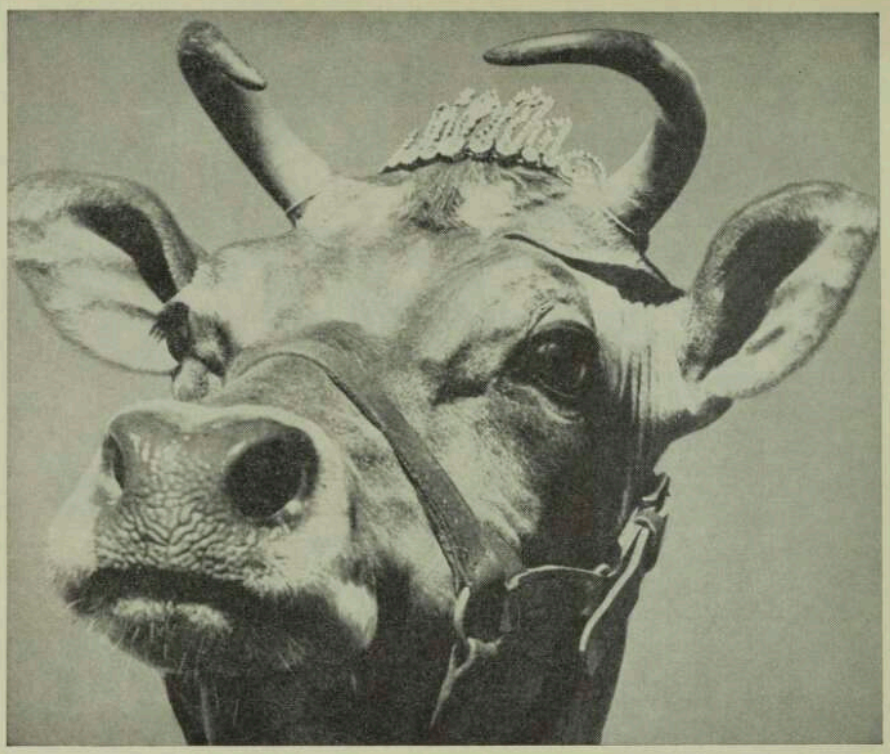

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THE MONTH'S NEW READING

THE WORLD AS IT WAS 160 YEARS AGO

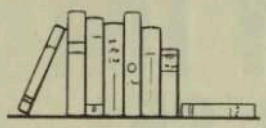
Great Britain had declared war on Spain and was prepared for a possible invasion from France; Napoleon Bonaparte had proclaimed himself emperor of the French and the Pope had agreed to crown him; King George III's state of health had caused the British Parliament to be prorogued; Lord Nelson was thought to have vanquished a French squadron in the Mediterranean; and thousands of people were dying of starvation in Spain . . .

IN the newspapers of Europe of 1805-1806, these were the affairs of the day that people were reading about.

Twelve thousand miles away and many months later, people in the infant colony of New South Wales were also reading about them in their weekly newspaper, the *Sydney Gazette*, which had begun publication in March, 1803.

But to the people of Sydney, the wars and affairs of Europe were a long way off. What interested them most were the problems of their own harsh, alien Australian environment, where hostile, spear-throwing Aborigines roamed, where strange animals were discovered from time to time, where convicts escaped from custody and became lawless bushrangers, where deadly snakes occasionally bit people, and where the arrival of a ship from the outside world was still a more or less notable event.

The *Sydney Gazette* gave its readers a good coverage of these matters.



Facsimile Edition

Now, 160 years later, the Public Library of New South Wales has embarked on the laudable project of reproducing the early volumes of the *Gazette* in facsimile, thanks to a bequest from the late Sir William Dixson which provided money for the reprinting of books and documents relating to Australasia and the Pacific which have become so scarce that they are not available to students . . ."

Two volumes have already been issued. The latest covers the period from March 3, 1805, to March 9, 1806, when the printer, George Howe, was faced with an extreme shortage of paper. Because of this shortage, most of the issues comprised only two pages, and on two occasions there was no issue at all.

But by dint of using his worst and smallest type, by reducing the size of his masthead, and by publishing an occasional supplement, Howe managed to disseminate most of the news that mattered—and a good deal that didn't, but which was interesting nevertheless.

Among the most interesting news items were those concerning the Pacific islands.

In the issue for March 10, 1805, for example, there was a story about the simultaneous arrival at Norfolk Island of nine large ships—an event that has possibly never been duplicated since.

"The appearance of nine large ships standing in regular order for the island . . . occasioned some doubts respecting what nation the ships were of, or their errand," the *Gazette* reported. "However, every active preparation was made by the Commandant, Captain Piper, to defend the island by every means in his power, which became unnecessary, as a boat was sent from the ships, in which Lieutenant Little of the Royal Navy landed, and informed Captain Piper that the ships were the China Fleet, under convoy of *L'Athenien* 64, commanded by Captain Fayerman, had sailed from England in June last, touched at Rio Janeiro . . . that they came through Bass's Straits, were ordered to touch at Norfolk Island, and proceed to the Philippine Isles . . ."

Tahiti, Tonga News

In the same issue of the *Gazette*, there was also news from Tahiti and Tonga. That concerning Tahiti stated that the island had continued in peace since the death of Pomare, but that if Pomare's son Otoo should be "taken off" [i.e. killed or removed] the island would be in a "convulsed state" as there seemed to be "none of sufficient authority to supply his place".

The *Gazette* added that Otoo was building a vessel of about 60 or 70 tons, and that he had some thoughts of sending her to Sydney when finished.

The item about Tonga described how Captain William Campbell of the brig *Harrington* had called there en route to Sydney from Peru, and that he had "observed a strong inclination for attack from the natives".

The *Gazette* said that two Tahitians in Captain Campbell's crew had been "invited, or rather decoyed on shore", but as Captain Campbell had doubts of the Tongan's designs, he "adopted

HOW TO GO-GO

If you should be living on some isolated Pacific Island, remote from discotheques, and not know how to go-go, here is your chance to learn: "Go-Go—a Guide to 12 Discotheque Dances". It's mostly in pictures.

According to the illustrations, professionals go-go in the bottom half of a bikini and a bit of silk fringe. But don't let that put you off. Dress is as varied as the variations of the dance—Traffic Cop, The Monkey, Blue Beat, The Swim, The Jerk, Watusi, Lasso, The Dog, The Duck, The Pony, The Pony and Hitch-Hiker.

As well as telling you how, the booklet tells you where. There are 45 recommended discotheques in Sydney and 21 in Melbourne.

Also from the same publishers, "The Business of Pop", a paperback in which Jim Oram, who writes about show-business in a Sydney magazine, "takes a searching look at the fantastic world of Australian teenage entertainment".

(Published by Horwitz Publications Inc. Pty. Ltd., Sydney; $1 and 50c respectively.)

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such precautions as appeared nece
sary for the safety of the ship a
crew".

The paper added: "The Otaheitar
after a detention of two days, we
permitted to return; and as th
informed that the chief had th
morning arrived, in all probability
plan of treacherous operation wou
have been entered upon, had t
vessel not left the place."

Although Captain Campbe
managed to escape the treachery
the Tongans, he found himself
hot water with Governor King,
New South Wales, when Ki
learned that Campbell had captur
two Spanish ships off the coast
Peru while Britain and Spain, as f
as was known, were not at war.

The result of this discovery w
that Governor King issued a pr
clamation ordering the commande
of His Majesty's ships and vesse
or Colonial vessels belonging to t
Crown, or any officer or magistra
of the territory "to take the mo
efficient measures for the captur
Spanish vessels to be sent to Sydn
whether it be by taking possessi
of them, or otherways".

Proclamation

Captain Campbell's action in ma
ning his own and the two Spani
ships with Islanders from Tahiti a
Hawaii was also a factor which lat
caused Governor King to issue
proclamation—the first of its kin
probably—for the protection of t
Pacific Islanders.

Governor King's proclamation w
dated May 26, 1805, and was pu
lished in the *Sydney Gazette* of th
day.

A month or so later, the *Gaze*
reported that Governor King h
had all the Pacific Islanders in Sydn
assembled at Government Hou
where he personally and separate
interrogated them on the treatme
they were receiving from their e
ployers.

"Not one, we are rejoiced to ad
the newspaper said, "murmured
his present condition; and all retir
sensibly delighted with those
surances of protection, which f
our own credit as well as for t
advantage of our countrymen visiti
their hospitable shores, we sincere
hope none will be obliged to claim

There are a thousand other iter
that one could quote to illustrate t
interesting material to be found
the old *Gazette*. But it is mu
more fun to find them for onese
and, considering the price of t
volume, it is cheap enough.—RL.

(THE SYDNEY GAZETTE. The Truste
of the Public Library of New South Wal
in association with Angus and Robertso
Sydney. $6.30.)

nla.obj-370593496
National Library of Australia

Elegant Book To Mark Opening Of Gauguin Museum

On June 15 last year, in the district of Papeari, Tahiti, the Governor of French Polynesia, Mr. Jean Sicurani, officially opened a museum to perpetuate the memory of the French painter Paul Gauguin, who lived in Tahiti for two periods between 1891 and 1901.

THE idea of building the museum had been first suggested in 1959 by Father Patrick O'Reilly, the well-known historian of the French Pacific.

Father O'Reilly (who is French despite his name) felt that, with an increasing number of tourists visiting Tahiti following the then-projected opening of the international jet airport at Faaa, it would be regrettable if the island could not show them any memorial dedicated to Gauguin.

Father O'Reilly put his idea to the Fondation Singer-Polignac, which agreed to sponsor it.

The fondation was able to buy a site for the museum at Papeari.

A Parisian architect, Claude Bach, was engaged to design the museum, which is strikingly modern in style. Its most notable feature is the library, which has a tall, pyramidal roof.

Although the museum contains no paintings by Gauguin, a large amount of Gauguiniana in the shape of books, letters, photographs, reproductions of paintings, etc., has been gathered together.

Among the books in the museum library there is no doubt a copy of one called *Le Musee Gauguin*. This is an elegant production of 60 pages or so that was issued in Paris in an edition of 1,000 copies last December as a souvenir of the inauguration of the museum.

The book contains an account of the genesis and building of the museum, the text of speeches made at its opening by Professor Roger Heim, president of the Fondation Singer-Polignac, and Governor Sicurani; and a couple of dozen photographs.

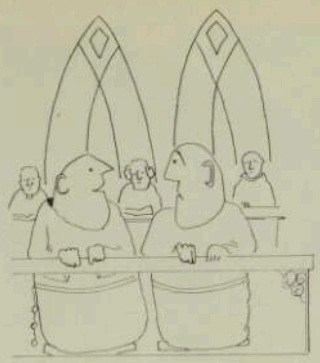
The book is an attractive collector's item; but one which few collectors appear likely to get their hands on, because, as far as we know, it has not been issued for sale. Our copy was sent to us by Professor Heim.—RL.

PICTORIAL AUSTRALIA

Australia '67—The Colourful Continent is a portfolio of 50-odd pages of colour pictures with the minimum of letterpress. Indigo skies, with not a raindrop in sight, blue seas, wild orange, green and red produce a cacophony of colour.

Obviously designed for sending to friends overseas it will reinforce the myth that Australia is a continent on which the sun never sets.

It is published by Ure Smith, Sydney, at $2.25.



"Actually, I'm a lapsed atheist".

Off-Beat Cleric

Graham Jeffery is Brother Graham of the Anglican Bush Brotherhood of St. Barnabas, in North Queensland. About 18 months ago, when he badly needed a holiday, so he says, Barnabas began to disturb his sleep. He put him down on paper—and another cartoon character was born.

Barnabas is a somewhat irreverent cleric and his creator has an off-beat sense of humour.

The above illustration is from a modest little 60c worth, published by Ure Smith, Sydney, showing Barnabas at his best, or worst. The title of the book is "Barnabas".

Tragic Account Of The Plot Of July 20

If July 20, 1944, had not been a warm day at Rastenburg, in East Prussia, World War II may have ended nine months before it did and a million lives may have been saved.

ON July 20 a plot to kill Adolf Hitler failed because he moved from his underground bunker, where the air-conditioning system had failed, to a lightly-built hut, where much of the force of an exploding brief-case bomb was dissipated.

It failed also because of the ineptitude of the plotters, of whom one historian has said, "they were officers and gentlemen, and therefore totally unfit to be conspirators".

They paid dearly. Not one of the principals, who included some of Germany's top-ranking military officers, liberals and clerics, escaped Hilter's vengeance. More than 5,000 people died either by suicide or execution for their part in the plot.

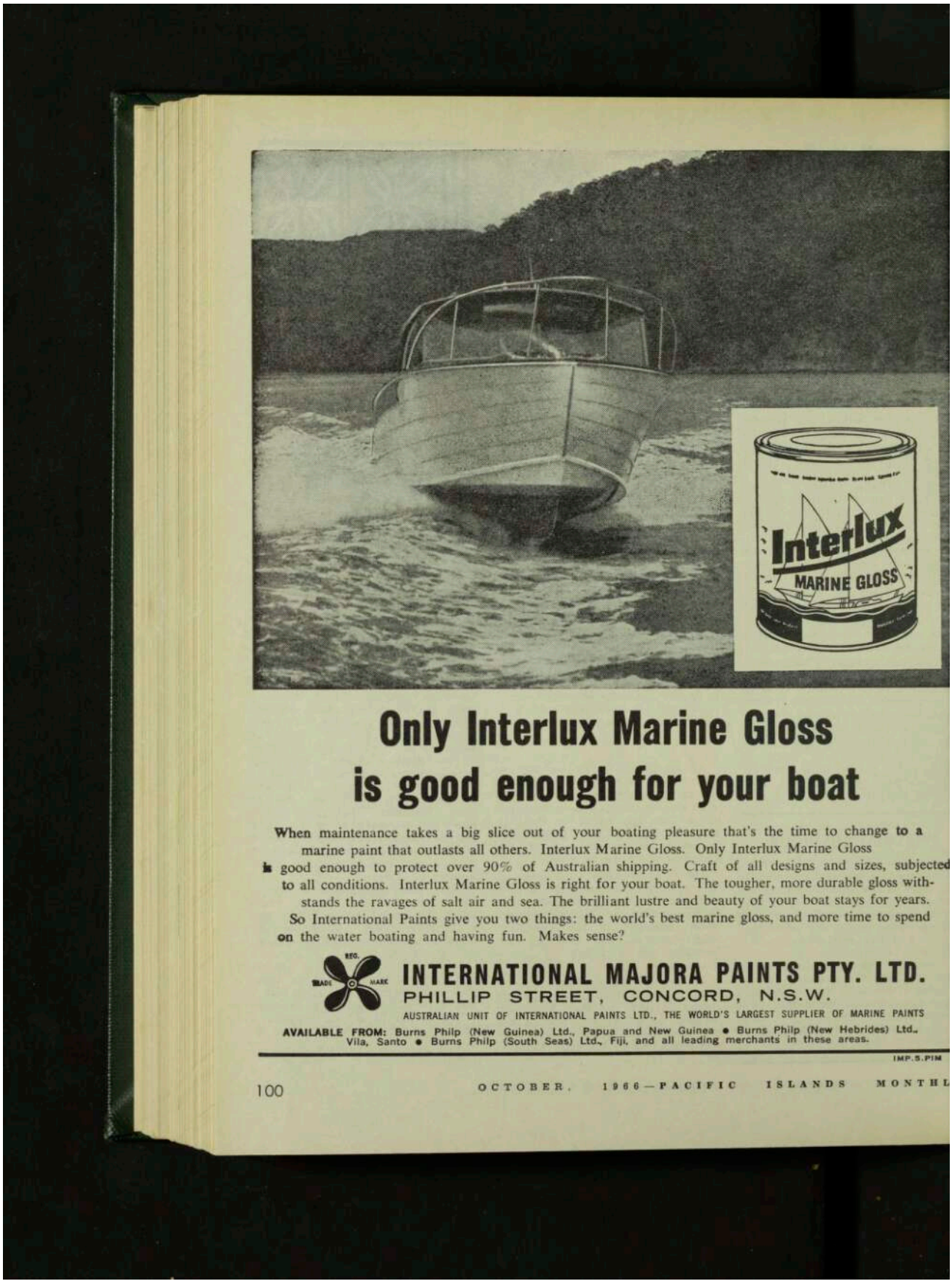
The plotters killed only four people—none of them important to the sucess of the coup. Hitler was so lightly injured he was able to meet Mussolini the same afternoon and to prolong the war (and his life) another nine months, during which an estimated 500,000 Germans died along with about the same number of Allies.

Now Hans Kirst, best known as the author of the *Gunner Asch* series, has turned the bomb plot into a thrilling novel. Much of the dialogue has been taken from detailed official documents.

It is a tragic account of officers and gentlemen who tried to apply their own standards in dealing with a war machine created by a monster.

The lesson is, if you organise a plot, go at it boots and all.—Rob W.

(THE 20th OF JULY. Published by Collins. $3.15.)



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Pacific Shipping And Cruising Yachts

he six Tongan youths who were rescued rom isolated 'Ata Island in September re seen here with some of the crew f the "Just David" shortly before they were landed at Nukualofa. Standing from left) are: Sione Fataua, 17, Harry Hall, Tevita Fatai, 18, Peter Warner, Peter Cary and Howard Neumann. In ront (from left) are: John Derrick, Tevita iola'a, 16, Luke Veikoso, 18, Kolo Fekitoa, 18, and Sione Filipe Totau, 17.
Photo: Paua Manu'atu.

Tongan Robinson Crusoes Gaoled After 15 Months On Lonely Isle

From Dorothy Lavin in Nukualofa.

Echoes of Minerva Reef reverberated around the Kingdom of Tonga in September when six Tongan youths were rescued from the isolated, usually uninhabited island of 'Ata after being marooned there for 15 months.

THE youths, whose ages range from 16 to 18, drifted to 'Ata from Nukualofa after "borrowing" a 24 ft whale boat for a night's fishing and being caught in a storm.

They were found on 'Ata by the crew of the 46 ft Australian fishing boat *Just David*, which brought them to Nukualofa on September 13.

The reunion on the wharf with their families, who had long ago given them up for lost, was a moving experience for all, including those who saw it. But there was some bitter irony afterwards when the youths, who had suffered many privations, were arrested by the police and remanded in custody on a charge of having stolen the whale boat.

The youths are: Sione Fataua, 17, Sione Filipe Totau, 17, Luke Veikoso, 18, Tevita Fefita Siola'a, 16, who claims relationship with Tevita Fefita of Minerva Reef fame, and Tevita Fatai, 18.

The youths were attending school in Nukualofa last year when they took the whaler for a night's fishing.

They dropped anchor five miles north of Tongatapu, fished for a while, and dropped off to sleep.

A sudden squall broke their anchor rope, and as the boat drifted out to sea, they awoke to gale force winds and wild seas. Land was visible nowhere, and the boat was taking in water at an alarming rate.

Boat Breaks Up

For eight days, despite constant bailing, the boat just barely kept afloat. During this time, the youths kept up their strength by eating the fish, raw, they had caught on the first night.

Their boat was beginning to break up when the island of 'Ata was sighted, although the boys had no idea what island it was.

'Ata is the southernmost island in the Tongan group—a volcanic cone about 1,200 ft high, with bush-covered slopes that reach down to rocky cliffs plunging sheer into the Pacific. It is about 85 miles southwest of Nukualofa, and has had no permanent inhabitants since a Peruvian slave raider carried off many of its 200 people about 1862, and King George Tupou I ordered the survivors to move to 'Eua.

With the aid of planks, the boys took to the water and reached the island after swimming all day and half the next night. They were washed up on a rocky ledge, exhausted and battered.

At first, the youths were too exhausted to attempt the climb up the

In The News This Month

Adi Keva
Autu
Awahnee
Bali Hai
Corsair II
Corsaro II
Crewcut
Eilander
Eisha Maru
Gin Shin Yik
Golden Crest
Heng Sheong
Joyita
Just David
La Belle Sole
Matatua
Moana Raoi
Naomi
Nomad
Paulmarkson
Princess
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Rebel
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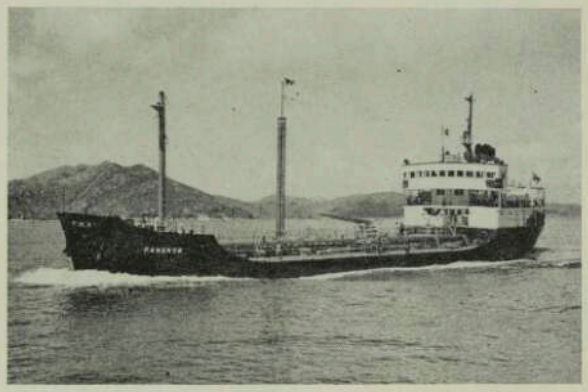
TAIKOO DOCKYARD HONG KONG

SHIP AND ENGINE BUILDERS AND REPAIRERS



LEFT:—

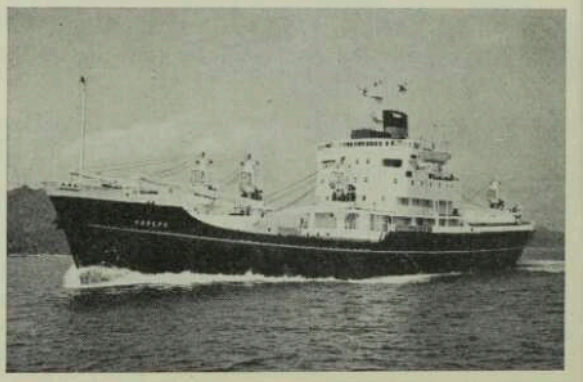
M.T. "PANGKOR"

BUILT FOR THE KRIS SHIPPING CO. OF MALAYSIA.

RIGHT:—

M.S. "KAREPO"

ONE OF TWO CARGO SHIPS BUILT FOR UNION STEAM SHIP COMPANY OF NEW ZEALAND LTD.



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cliff face to shelter, so they burrowed out a small cave with their hands.

It was a month before they had gathered strength to claw their way to higher levels.

During this time they caught sea birds with their hands, drinking the blood and eating the raw flesh. They also ate young coconut shoots growing from the cliff face.

After having found and negotiated the only possible route to the crater, the boys built a Tongan-style shelter of woven coconut leaves.

Each day was carefully planned in a routine aimed at improving their conditions and providing food.

After morning prayers, the boys planted out young banana shoots, as the existing trees were bearing little fruit.

Fishing lines were fashioned from vines, and fire was produced by rubbing two sticks together.

Food was never a major problem as coconuts, bananas, chickens, fish and papaws were plentiful, but water was. Little rain fell during the 15 months they were marooned.

Until they were able to climb for drinking nuts, the boys tapped the trees for water and found a few pools of stagnant water to eke out their supply.

Until they found two old rusty knives, their only tool was a piece of iron sharpened by a stone.

Guitar

With this they fashioned a guitar, using two halves of coconuts as sound boxes and wire salvaged from the planks they brought ashore, as strings.

This gave them the incentive to compose five songs, and their evenings were spent in the traditional Tongan style.

They kept a daily log which proved to be only two days out when they were rescued.

Escape from their island was never far from their minds, and to effect this, they built a log raft with a rough cabin on top. They stocked it with what food they could carry and set off in high hopes for home.

However, about a mile from shore, the raft broke up and they were forced to swim back to their Robinson Crusoe existence.

Although the boys lit signal fires whenever they saw a ship, four vessels passed by before the *Just David* rescued them.

Just David, with John Derrick (skipper), Peter Warner (owner), Peter Currie, of Sydney, and Ralph Johnson, Harold Neumann and Barry Hall, all of Tasmania, was looking into the possibility of commercial crayfishing in Tongan waters when 'Ata was sighted. (Mr. Warner, son of the late Sir Arthur Warner, had visited Tonga last year in the luxury yacht *Bali Hai*.)

Just David's crew knew that 'Ata was usually uninhabited, and when they saw that a patch of bush had been burnt, they decided to investigate.

As they moved in to the island, they saw smoke rising, and next a naked figure waving frantically.

Pulling in as close as possible to the rocky shoreline, they hove to while the figure swam out to them.

On being told that five other youths were ashore, Barry Hall swam back to the island, and returned with six wild-looking, long-haired, exuberant Tongans.

After the boys were brought back to Nukualofa, they were medically examined and were found to be remarkably fit.

There was more than a little criticism when they were taken into custody pending court proceedings for stealing the whale boat.

But on September 20 they were released so that they could return to 'Ata to take part in a TV documentary to be filmed by an Australian crew, which arrived in Nukualofa on that day.

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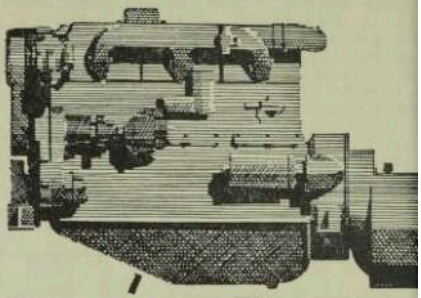

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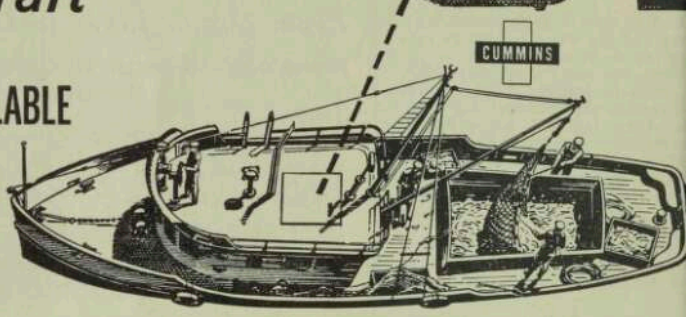

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ADANG'S NEW WHARF EADY SOON

Madang's new $1 million wharf is xpected to be completed on schedule December, according to a spokesan for the contractors, Delta Conructions Ltd., in late August.

The wharf will be capable of proding berthing facilities for the rgest vessels which enter Papuaew Guinea waters. Work on the roject began in May, 1965.

The new wharf, located on the innen Harbour approach, will be 50 ft long with a 44 ft wide conete deck which will involve far ss maintenance than the existing 00 ft long all-timber wharf.

The new wharf scheme will inude a main 300 ft x 80 ft storage ed, a block of four offices, a bond ore, modern toilet facilities, a quor store, a broken cargo shed, a rtiliser store, an open 240 ft x 00 ft storage area surrounded by sealed road, security fence and oodlights, a 150,000-gallon water nk to serve vessels, and a Customs spector's office on the wharf enance approach.

The District Commissioner, Mr. . Clifton-Bassett, said in August at the additional wharf facilities ere being eagerly awaited, not only y Madang District people, but by ousands of Highlands people who present relied heavily on cargo ir-freighted from Madang after harf clearance.

OOD WAS NOT TO OACHERS' LIKING

Several Formosan fishermen, rrested in August for entering apua-New Guinea waters illegally, omplained about the food given to em while awaiting trial in Rabaul rison.

The fishermen said they did not ke European or native foods, so the olice Department arranged for hinese meals to be prepared for em.

The men were from the *Heng heong*.

The prosecution alleged in New ritain District Court that the ship as engaged in pirate activities in the ead Islands.

The Magistrate, Mr. A. Germaine, ealing with 12 men, including the aster, said the ship was on a eliberate expedition to poach or irate clams from territory waters, iregarding the rights of the terriory or individuals.

He described evidence given by e captain as an "ingenious concocions of part-truth and fiction".

The captain, Tan Chin Cheng, claimed the engine of his ship had broken down.

He said he was unable to return to Formosa because of a typhoon, and currents had carried the ship into a bay in the Fead Islands.

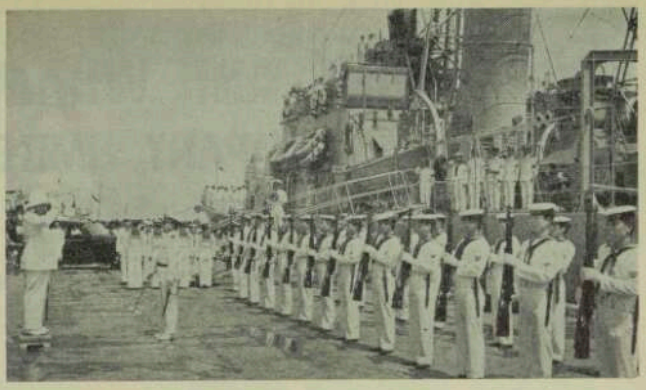
His crew had left the ship to check the hull from a reef and had resisted arrest because they thought the inhabitants of the islands were cannibals.

Fines totalling $A2,130, were guaranteed by the Formosan Embassy in Canberra.

Twelve seamen from another Formosan ship, the *Gin Shin Yik*, were deported from the territory in August by special order of the Administrator, Sir Donald Cleland.

The master, Shar Tsu, was fined $100 on each of 11 charges of permitting the crew to land in the Fead Islands, and each of the 11 members of the crew was sentenced to three weeks' imprisonment with hard labour.

The fines and the costs of provisioning were paid by the Formosan Embassy in Canberra.



JAPANESE DESTROYERS VISIT SUVA

FOUR Japanese destroyers of the training squadron of the Japan Maritime Self-Defence Force paid a three-day goodwill visit to Suva, Fiji, in early September.

The squadron is under the command of Rear-Admiral Hidesumi Mizutani. The Rear-Admiral and officers paid a courtesy call on the Acting Governor, Mr. P. D. MacDonald, at Government House, and the Mayor of Suva, Councillor C. A. Stinson, at the Civic Centre.

A guard of honour, with the squadron band, attended a wreath-laying ceremony at the Suva Military Cemetery. Rear-Admiral Mizutani and officers also attended a Trooping of the Colour ceremony by the 2nd Battalion of the Fiji Military Forces.

Ships of the squadron were thrown open to the public and attracted a large crowd of visitors.

The squadron, which had previously visited Australia and New Zealand, later sailed for Guam.

● *Photo shows the Acting Governor of Fiji taking the salute during a visit to the Japanese squadron. Both the National and the Japanese anthems were played by the squadron band.*

Photo: Rob Wright.

"JOYITA" TO BECOME A MUSEUM

The world-famous Islands trading vessel *Joyita*, which was found abandoned, waterlogged and partly-submerged off the coast of Fiji in November, 1955, is to be renovated and turned into a museum.

The ship has been lying on the beach at Levuka, Fiji, for several years.

She was bought by Viscount Maugham when he visited Fiji four years ago; and was recently acquired by Major Casling-Cottle, who, with

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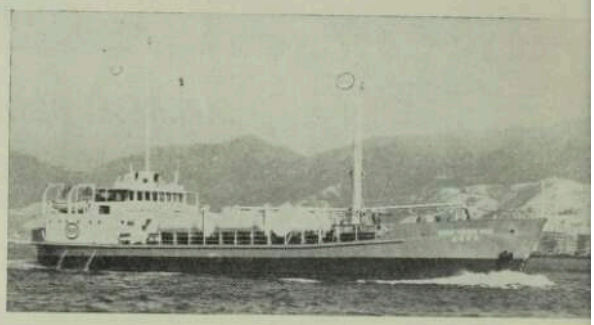

"Esso Tsuen Wan" Twin Screw Harbour Oil Tanker for Hong Kong

The Hongkong & Whampoa Dock Company has built and delivered to Esso Standard Oil (Hong Kong) Ltd. a harbour oil tanker which will commence employment at once in her local service. The vessel was constructed to the Builder's design, to Owners specification, and to the requirements of Lloyd's Register of Shipping Class + 100 A.1. The following are the main particulars:—

Length Overall	170 feet 3 ins.
Breadth Moulded	36 feet 0 ins.
Depth Moulded	12 feet 0 ins.
Draught	9 feet 9 ins.
Deadweight	890 tons

The hull is of all welded construction. The hull is shotblasted and pointed and the internals of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.
Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m. A trial speed of 9¼ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each compri a Gardner 6LX marine oil engine directly coupled to a 35 K 100 volts D.C. Generator, arranged for operation as single u only.
Cargo Pumps comprise two horizontal Hamworthy pumps, each 150 T.P.H. at 80 p.s.i. when operating a cargo of "Bunker oil at 90 deg. Fahr. Pumps are driven by the main engi In addition two centrifugal electric driven Lea Howl Cargo Pun each having a capacity of 200 A.G.P.M. against a head of feet, and suitable for "Low Flash Point" oil fuel and gaso cargo, are fitted.
Other machinery and fittings include Emergency Lighting equipm fresh and sanitary water pumping set, CO_2 system to protect machinery space and cargo oil tanks, fire and ballast pun compressed air system, and the usual navigational and d fittings.
The electrical installation and wiring is specially constructed suit a tanker carrying low flash point cargo.
Steering is by an electric-hydraulic steering gear manufactured Frydenbo, Bergen, capable of operating twin rudders from h over to hard over in 30 seconds. It includes automatic immediate change over arrangement at helm for emergency tran to hand hydraulic operation.

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The "Joyita" photographed at Levuka by Stan Whippy in 1962.

his wife and daughter, has established a tourist and publicity bureau at Levuka.

The major, who was badly wounded during World War II, intends to preserve the vessel as a historic relic.

The *Joyita*, of 70 tons, left Apia, Western Samoa, on October 3, 1955, for the Tokelaus, but failed to reach her destination. Five weeks later she was found 90 miles from Fiji, but there was no trace of her 25 passengers and crew.

REPLACEMENT SOUGHT FOR "MOANA RAOI"

The *Moana Raoi*, which belongs to the GEIC Wholesale Society, will be replaced when her owners find a suitable replacement.

The society has found that the *Moana Raoi* is inadequate for the increasing work she is required to do because she is getting old and lacks speed.

Tenders for a new ship have been invited. The society is also looking at second-hand ships.

FIJI JOINS SHIPS REPORTING SYSTEM

Fiji has joined AMVER (Automated Merchant Vessel Reporting System), an international communications system with headquarters in New York, designed to give a complete picture of movements of merchant ships throughout the world.

AMVER is an international maritime mutual assistance programme which had its origins in the United States Coast Guard.

New Zealand has agreed to join AMVER, Australia is expected to join some time this year when final details have been worked out, and Japan is also expected to join.

Information collected about movements of ships is fed into a computer which can give the position, speed and course of merchant ships at sea in any part of the world within a matter of minutes.

Regular reports of shipping movements are fed to the headquarters of AMVER in New York.

Other information includes what facilities a ship may have for search-rescue work, and whether there is a doctor on board.

In the case of Fiji, Radio Suva, VRO, reports movements.

Information from Australia will be collected from ships at sea by the Overseas Telecommunications Commission, and passed to the Department of Civil Aviation at Mascot.

This information will then be relayed to Honolulu for transmission to New York.

The present system stems from a manual plot, maintained by the US Coast Guard, which included ships in American coastal waters.

In 1958, when the first electronic

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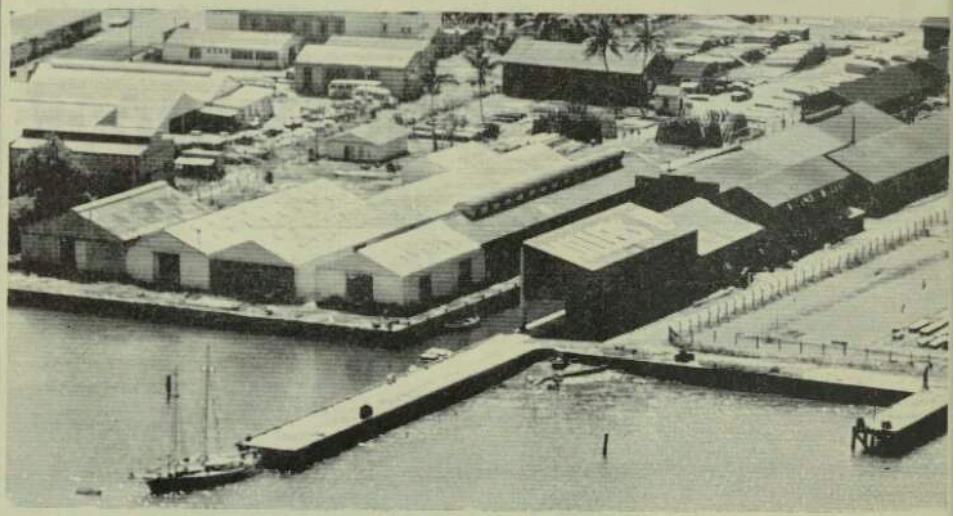

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computer was installed in the AMVER centre, the area of the plot was expanded to mid-Atlantic.

As the participation and communication capability increased, it became feasible to expand the area again, until now it embraces the entire world for countries which wish to join.

The New York computers give out information in 13 languages—Danish, Dutch, English, French, German, Greek, Italian, Japanese, Norwegian, Portuguese, Russian, Spanish and Swedish.

The objective of AMVER is to facilitate maximum efficiency in co-ordinating assistance offered by merchant ships to save life and property at sea.

The information available from the computer gives an immediate picture of the most appropriate, nearby and early assistance.

Ships which respond to emergency calls are able to continue their voyages with a minimum of delay.

It is not compulsory to join AMVER. Voluntary reporting of positions by ships does not infer any special obligation.

Participation in the programme is not a prerequisite for a ship requiring help.

Benefits

The AMVER organisation claims benefits to shipping include:

- Improved chances of aid in emergencies;
- Reduced number of calls for assistance to ships not favourably located;
- Reduced time lost for ships responding to calls for help.

An AMVER participant is under no greater obligation to render assistance during an emergency than a ship not participating.

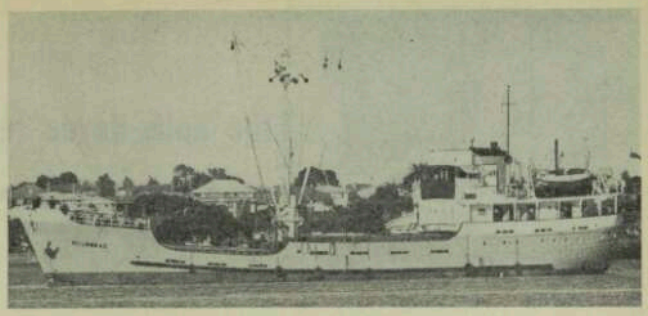
One example of how AMVER fitted into a search-rescue operation was in May, when a Greek cargo ship, the *Aurora*, started to take in water in the Atlantic.

At 12.5 p.m. (GMT) on May 18, the Halifax rescue co-ordination centre advised the New York Coast Guard of the plight of the *Aurora*.

Fifteen minutes later an AMVER surface picture containing the names and positions of 12 ships within a 200-mile radius was passed on to Halifax.

Additional information, as it became available, was passed on to the ships, and to aircraft taking part in the operation.

The *Aurora* was abandoned at 10 p.m. (GMT) and the master and 26 of the crew were picked up by two ships which had reached the *Aurora* and were standing by.



FOR NEW HEBRIDES TRADE: Captain Athol Rusden, of Vila, now has a fleet of six ships engaged in the New Hebrides trade following the recent acquisition of the 500-ton motor vessel "Holmbrae", formerly "Rivercity", from the Holm Shipping Co. Ltd., of Wellington. Captain Rusden has renamed his new purchase "Paulmarkson" (PIM, Sept., p. 105). She is 150 ft long and has a speed of 9½ knots. The other ships in Captain Rusden's fleet are the motor vessels, "Altair", "Darnley", "Tuvalu", "Tui Cakau" and "Darega".

"ADI KEVA" TO BECOME "TOVATA"

Island Transport Ltd., of Fiji, a Carpenter subsidiary, plans to perpetuate the name of *Tovata* in its fleet.

The managing director, Mr. W. G. Johnson, has applied to the board of trade for permission to change the name of the *Adi Keva* to *Tovata*.

The *Adi Keva*, previously operated by Morris Hedstrom, a Carpenter subsidiary, now sails under the Island Transport flag.

The earlier *Tovata* was condemned several years ago and Mr. Walter Whippy, of Charles Whippy and Co., Suva boatbuilders, bought the hull.

Tovata is the name of the confederacy of the Fijian provinces of Macuata, Bua, Cakaudrove and Lau, an area in which the Island Transport ships operate.

NEW KIETA WHARF READY IN JANUARY

A $250,000 steel and concrete wharf being constructed at Kieta, Bougainville, is expected to be completed by January. The wharf is being built by Delta Construction Limited. Work began eight months ago.

The wharf is 200 ft long, and when completed it will be capable of accommodating ocean-going vessels.

ANNUAL SURVEY FOR "WAIMATE"

The USS Co.'s *Waimate* was scheduled to go into dock at the end of the September-October Sydney-Pacific Islands trip, for annual survey.

Her next trip out of Sydney for Suva, Lautoka, Apia, Nukualofa and Auckland has tentatively been fixed for November 4.

JAPANESE SHIP FOR LOGGING TRADE

A former Japanese ship, the *Eisha Maru*, was undergoing refit at Rabaul recently for carrying timber from the Cape Hoskins logging area to other centres. The ship is to be renamed *River Dagi*.

She is capable of carrying 180,000 super ft of timber, and will be operated by South Pacific Lines, an amalgamation of three Rabaul companies.

CAUSEWAYS SYSTEM IN NORTH TARAWA COMPLETED

A causeway and bridge south of Abaokoro in North Tarawa was opened for motor traffic on September 1, and it is now possible to travel from Tabonibara to Buariki without getting wet.

Seven causeways have been built in North Tarawa since early 1965. The system of causeways has now been completed.

VILLAGERS BUILD WHARF

A native society in the Milne Bay District of Papua-New Guinea has built a 225 ft stone jetty and timber wharf facilities on Ware Island at a cost of $1,007 and by the use of voluntary labour.

All the stone, 400 cubic yards of it, was carried by hand and canoe for more than a mile.

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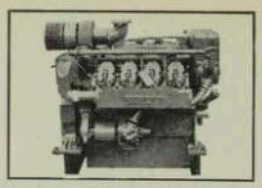

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C6TFLM Mk.IV	,,	6	742.64	12.17	340	2000	282	1800	257	1800
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C8TFLM	,,	8	990.18	16.2	410	2000	350	1800	315	1800
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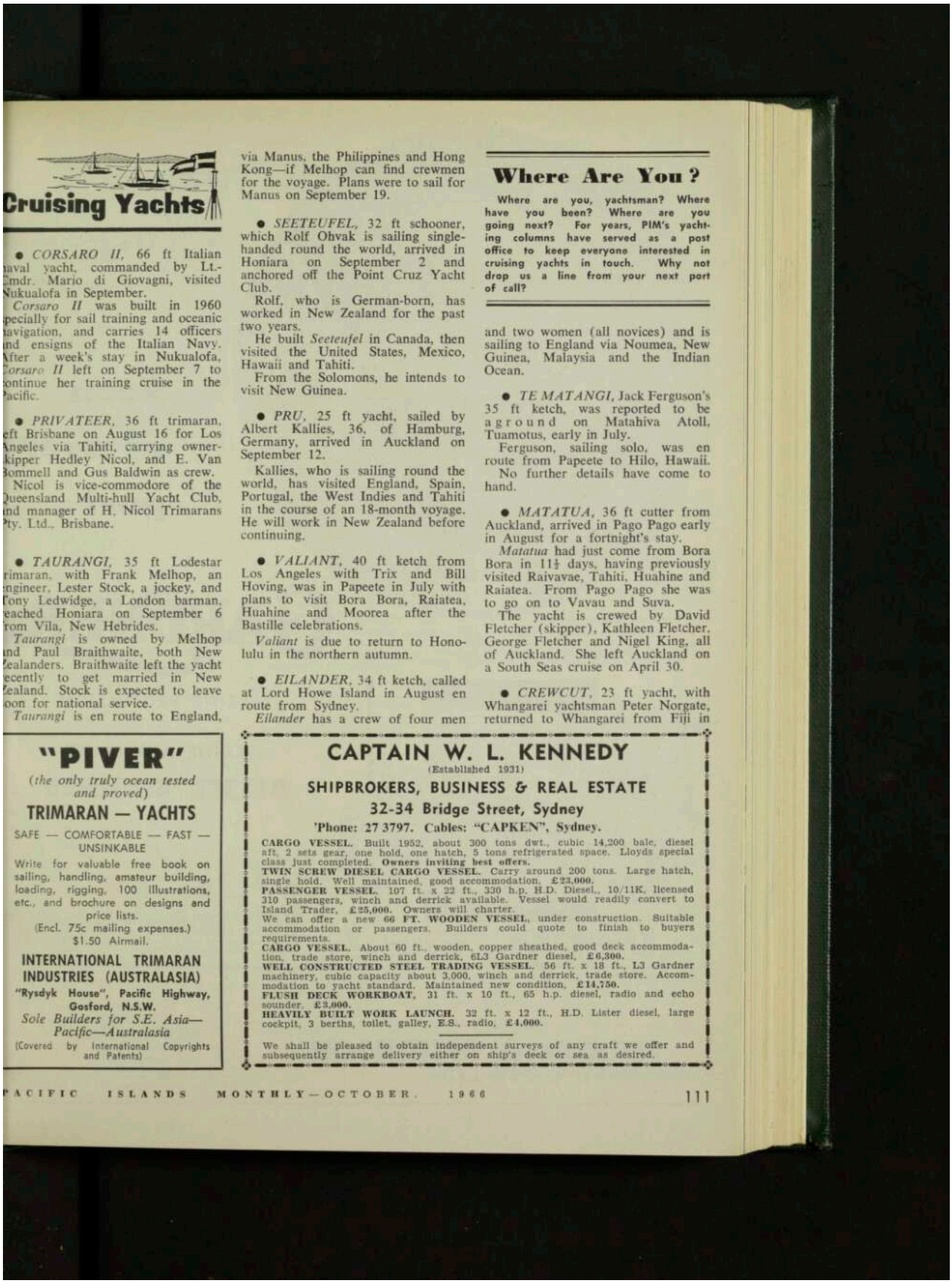

Cruising Yachts

● *CORSARO II*, 66 ft Italian naval yacht, commanded by Lt.-Cmdr. Mario di Giovagni, visited Nukualofa in September.

Corsaro II was built in 1960 specially for sail training and oceanic navigation, and carries 14 officers and ensigns of the Italian Navy. After a week's stay in Nukualofa, *Corsaro II* left on September 7 to continue her training cruise in the Pacific.

● *PRIVATEER*, 36 ft trimaran, left Brisbane on August 16 for Los Angeles via Tahiti, carrying owner-skipper Hedley Nicol, and E. Van Bommell and Gus Baldwin as crew.

Nicol is vice-commodore of the Queensland Multi-hull Yacht Club, and manager of H. Nicol Trimarans Pty. Ltd., Brisbane.

● *TAURANGI*, 35 ft Lodestar trimaran, with Frank Melhop, an engineer, Lester Stock, a jockey, and Tony Ledwidge, a London barman, reached Honiara on September 6 from Vila, New Hebrides.

Taurangi is owned by Melhop and Paul Braithwaite, both New Zealanders. Braithwaite left the yacht recently to get married in New Zealand. Stock is expected to leave soon for national service.

Taurangi is en route to England, via Manus, the Philippines and Hong Kong—if Melhop can find crewmen for the voyage. Plans were to sail for Manus on September 19.

● *SEETEUFEL*, 32 ft schooner, which Rolf Ohvak is sailing single-handed round the world, arrived in Honiara on September 2 and anchored off the Point Cruz Yacht Club.

Rolf, who is German-born, has worked in New Zealand for the past two years.

He built *Seeteufel* in Canada, then visited the United States, Mexico, Hawaii and Tahiti.

From the Solomons, he intends to visit New Guinea.

● *PRU*, 25 ft yacht, sailed by Albert Kallies, 36, of Hamburg, Germany, arrived in Auckland on September 12.

Kallies, who is sailing round the world, has visited England, Spain, Portugal, the West Indies and Tahiti in the course of a 18-month voyage. He will work in New Zealand before continuing.

● *VALIANT*, 40 ft ketch from Los Angeles with Trix and Bill Hoving, was in Papeete in July with plans to visit Bora Bora, Raiatea, Huahine and Moorea after the Bastille celebrations.

Valiant is due to return to Honolulu in the northern autumn.

● *EILANDER*, 34 ft ketch, called at Lord Howe Island in August en route from Sydney.

Eilander has a crew of four men and two women (all novices) and is sailing to England via Noumea, New Guinea, Malaysia and the Indian Ocean.

● *TE MATANGI*, Jack Ferguson's 35 ft ketch, was reported to be aground on Matahiva Atoll, Tuamotus, early in July.

Ferguson, sailing solo, was en route from Papeete to Hilo, Hawaii.

No further details have come to hand.

● *MATATUA*, 36 ft cutter from Auckland, arrived in Pago Pago early in August for a fortnight's stay.

Matatua had just come from Bora Bora in 11¼ days, having previously visited Raivavae, Tahiti, Huahine and Raiatea. From Pago Pago she was to go on to Vavau and Suva.

The yacht is crewed by David Fletcher (skipper), Kathleen Fletcher, George Fletcher and Nigel King, all of Auckland. She left Auckland on a South Seas cruise on April 30.

● *CREWCUT*, 23 ft yacht, with Whangarei yachtsman Peter Norgate, returned to Whangarei from Fiji in

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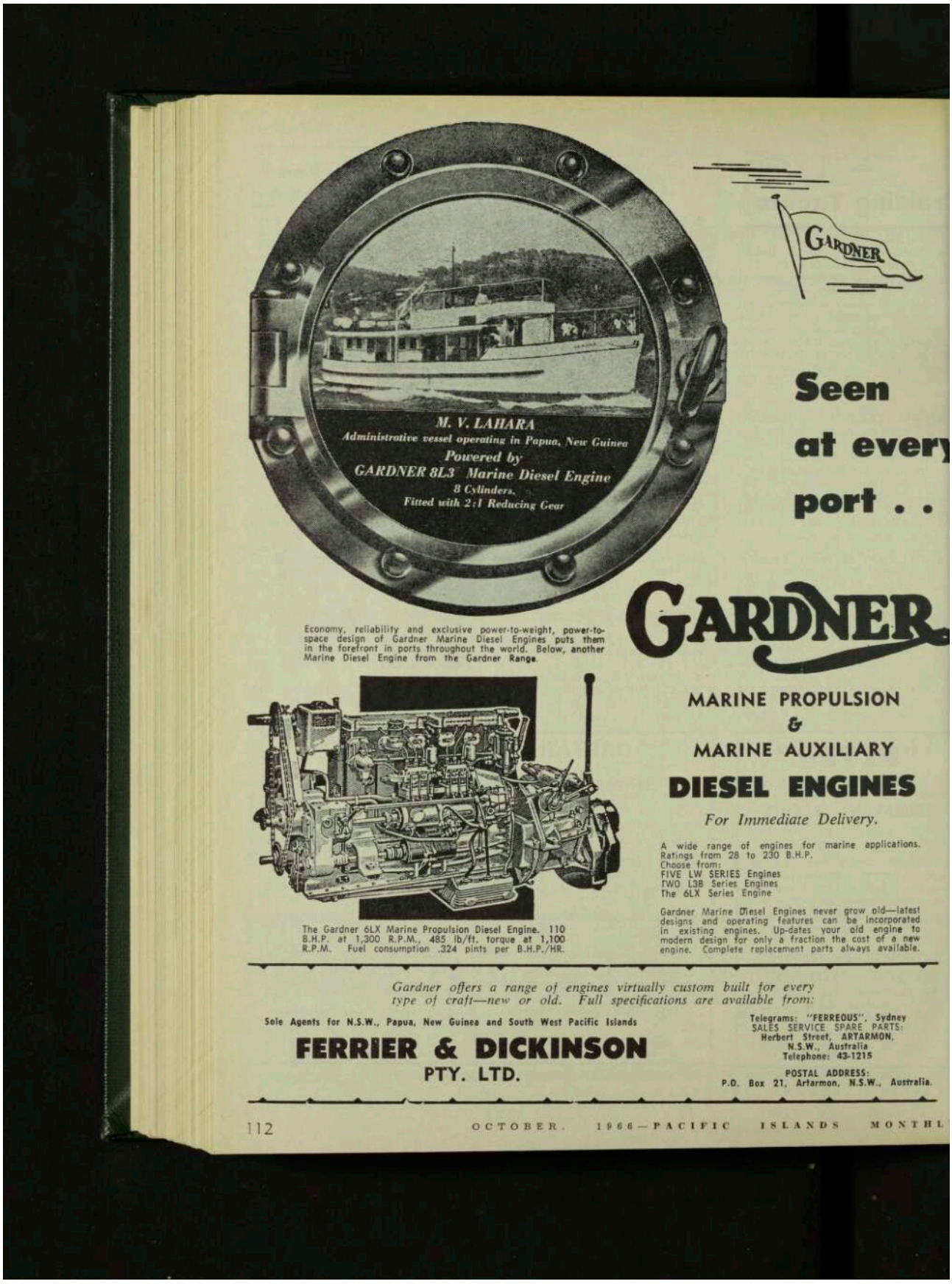

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"Awahnee" off Tierra del Fuego.

late August after an absence of three months.

Norgate, who sailed the yacht solo to Fiji, was accompanied on the return trip by a Fijian, Karai Roago.

His most disturbing experience on the cruise was when two whales swam around his boat off Kadavu.

● *AWAHNEE*, 52 ft ferro-cement cutter, with Dr. Robert Griffith, his wife Nancy, and son Reid, aged 11, were due to sail from Guayacan, Chile, on August 24 for Callao, Peru; the Marquesas; possibly Tahiti; Pago Pago (to complete a circumnavigation) and Honolulu.

Mrs. Griffith gave details of *Awahnee's* plans in a note to *PIM* from Guayacan on August 23.

The Griffiths have been cruising the world since October, 1961, when they left their home in Honolulu in another yacht called *Awahnee*. This vessel was wrecked in the Tuamotus in January, 1964, and the Griffiths subsequently built their present vessel in New Zealand.

From New Zealand, they sailed to Niue, Samoa, Wallis Island, Futuna, Fiji, New Hebrides, Port Moresby, Darwin, Christmas Island, Cococs, the Chagos Archipelago, the Seychelles, Madagascar, Durban, East London, Capetown, St. Helena and Montevideo (Uruguay).

They left Montevideo on May 12 to enter the Pacific again by sailing round Cape Horn.

In a newsletter to friends written in Ushuaia, in Argentine Tierra del Fuego, on June 3, the Griffiths said: "We rounded the Horn in snow squalls in a rising gale. . . . We entered the shelter of the Beagle Channel on the south coast of Tierra del Fuego and holed up in one snug anchorage after another each night under snow-covered mountains, with pine and cypress forests to the water's edge, and penguins, ducks and geese all around. A two-man outpost of the Chilean Navy on Picton Island gave us some real southern (55 deg. S) hospitality: a stoked fire in their cabin, hot coffee, aguardiente, home baked bread and roast meat. A few miles further on we met our southernmost civilisation at Puerto Williams, a Chilean Navy base".

Across the channel from Puerto Williams, the Griffiths visited Ushuaia, the world's southernmost town, consisting of a few blocks of muddy streets, a collection of corrugated iron buildings, and charming people. The last yacht to visit it was *Les Quatres Vents*, sailed singlehanded by Marcial Bardieux, a Frenchman.

"It has snowed every day since we rounded the Horn," the Griffiths' newsletter continued, "and we've had ice on the deck in the morning.

"Our voyage round the Horn completes the first east to west passage south of all continents by yachtsmen."

From Ushuaia, the Griffiths sailed into the Strait of Magellan to the Chilean town of Punta Arenas, then up the coast of Chile to Valparaiso and "the old pirate port of Guayacan".

The Griffiths expect to be home in Honolulu for Christmas. Their address for the time being is: Poste Restante, Pago Pago.

● *NOMAD*, 50 ft steel yawl arrived in Pago Pago for a two-week visit on August 19. The owner and builder, Bryan Williams, was on board with his family, including his wife Pauline, son Mark, 12, and two daughters, Suzanne, 11, and Jannice, 9. Their home is Auckland, New Zealand. The yawl arrived from Tahiti and Bora Bora and plans to sail for Fiji next.

● *NAOMI*, 45 ft yawl, arrived at Niue from Whangarei, New Zealand, in August after a 13-day voyage, with owner Mr. D. J. Gilberd, and a crew of three—Messrs. Keith Jobbitt, Owen McGregor and M. Fleming.

Mrs. Gilberd, who was to have sailed in the yacht as navigator, but had to withdraw because of illness, hopes to fly to Pago Pago on October 2 with other women to join the yacht for the homeward voyage.

Naomi will return home via Tonga.

● *TRENDAWAY*, 35 ft ketch owned and skippered by Mr. Norman

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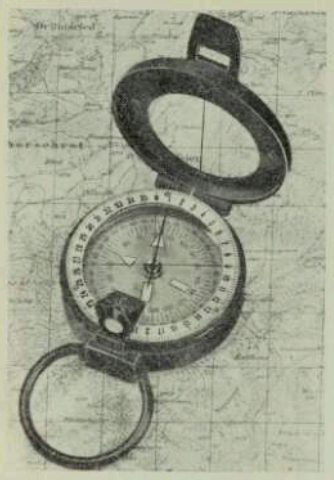

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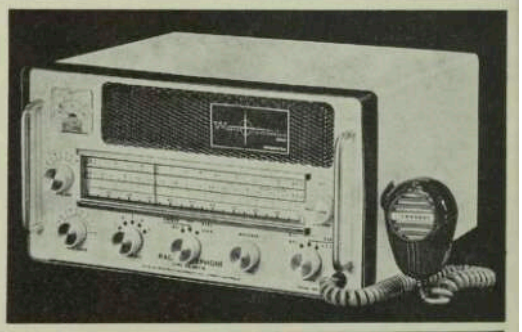

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CALM ANCHORAGE IN MID-PACIFIC—AND NO LAND IN SIGHT!

The 53-ft South African ketch "Corsair II", which reached Russell, NZ, in July from Fiji (PIM, Sept., p. 111) in the course of a round-the-world cruise, chalked up an unusual and eerie experience on her trans-Pacific crossing.

Before reaching Niue, "Corsair II" called at Beveridge Reef, about 125 miles south-east of that island. The ketch had difficulty in locating an entrance but finally managed to sail into the shark-infested "lagoon".

No part of the reef is above the surface of the water, and it was an eerie experience for the crew to find themselves anchored in calm water in the middle of the Pacific without any land in sight.

Baylay, a Canadian, of Oakland, California, is expected to sail to Fiji soon after being refloated from Black Rock Reef at Rarotonga last February.

The ketch has been repaired at Avatiu with local timber.

● *LA BELLE SOLE*, 64 ft German-built luxury ketch, sailed from Rarotonga on September 6 for Samoa, Fiji and possibly Tonga, with owner Mr. R. Franson, his wife and family. Also on board were Mr. A. Hare, from the UK, and Teppy Angermeyer, an Ecuadorian from the Galapagos Islands.

The yacht, a beautiful vessel, is kept in immaculate condition and is registered in Los Angeles. She reached Rarotonga from Bora Bora on September 2.

● *STRIDER*, a reverse-sheer sloop built in Maine, USA, arrived in Rarotonga with skipper-owner Bob Heacock and his wife on August 23 after visiting Tahiti and Bora Bora.

Mr. Heacock, an aircraft engineer, claims that the rather unusual reverse-sheer design gives his vessel the qualities of a dry ship and good buoyancy in addition to an extra foot of headroom amidships.

The Heacocks found Papeete prices exorbitant and Tahiti teeming with French troops, but thoroughly enjoyed their stay at Bora Bora. They sailed from Rarotonga on September 5 for Tonga, Fiji, and New Zealand.

● *AUTU*, a New Zealand trimaran with only 2 ft 6 in. draft, arrived at Rarotonga on August 26 from Tahiti, Bora Bora and Raiatea. On board were skipper Pat J. Duggan and Mr. D. Morgan, and three other men who joined the vessel in Tahiti.

Messrs. Duggan and Morgan are English emigrants who arrived in New Zealand in 1963 and together built their trimaran in 12 months. Their Pacific cruise took them to Rarotonga some months ago, and they plan to return to Auckland via Tonga and Fiji.

Like the Heacocks of the *Strider* they found Tahiti disappointing, and for the same reasons.

● *GOLDEN CREST*, 187 ft 6 in. luxury yacht, arrived off Avarua, Rarotonga, on August 24 from Pago Pago. A converted US Naval vessel, the yacht has a beam of 37 ft. 6 in., a draft of 14 ft and a range of 14,500 miles. The owner, General Johnson, head of Johnson and Johnson Products and about 60 subsidiary companies, was on board. The vessel left the same night for Tahiti, the Marquesas, Galapagos Islands, Panama, and Aruba in the Caribbean.

● *YOUTH*, a 35 ft Australian steel-hulled sloop from Adelaide, with skipper-owner Allan Quigley and four crew members, arrived at Rarotonga on September 5. *Youth* spent some time cruising in northern Queensland waters before crossing the Tasman to Nelson, New Zealand. She reached Rarotonga from Russell in only 12 days.

Mr. Quigley, who built the sloop himself, planned to visit Tahiti, Tonga and Fiji on leaving Rarotonga.

● *REBEL*, 35 ft trimaran of San Francisco, arrived at Rarotonga in early September with skipper-owner Marvin Glenn and his wife on board. Mr. Glenn built his vessel himself and is on a world cruise.

Rebel sailed from San Diego, California, and visited the Marquesas and the Society Islands. It is understood that *Rebel* will sail for Samoa.

● *TREASURE*, 45 ft cutter from Southampton, England, arrived at Rarotonga in early September with skipper-owner John Guzzwell, his wife, and their two small sons on board.

Treasure crossed the Atlantic, passed through the Panama Canal and visited the Society Islands before arriving at Rarotonga.

The Guzzwells intend to visit Tonga, and then New Zealand where they plan to settle.

Mr. Guzzwell and his Australian wife built the *Treasure* themselves in three years.

"La Belle Sole" ties up at Avatiu wharf, Rarotonga.—Photo: H. Pemberton.

John Guzzwell is a yachtsman of considerable experience. In 1957-58, he sailed single-handed round the world via cape Horn in the 20 ft yawl *Trekka*. His experiences provided material for a book.

● *TA AROA*, 50 ft gaff-rigged ketch on a world cruise, reached Rarotonga in early September. Skipper-owner Jack Sederlund and four others were on board.

Ta Aroa is a beautifully appointed vessel which sleeps seven and is powered with an 85 hp diesel. She carries 300 gallons of fresh water, a deep freeze and a refrigerator, and her home port is Newport Beach, California.

Three months were spent cruising down the Mexican coast before leaving Acapulco for the Marquesas and the Society Islands. *Ta Aroa* called at Tahiti, Moorea, Bora Bora, Raiatea and Huahine before arriving at Rarotonga.

Her next island-of-call will be Samoa.

● *PRINCESS*, 36 ft ketch from California with skipper-owner Bill Barnes, his wife, their four and 5-year-old sons, and a Siamese cat, arrived at Rarotonga on September 9.

The Barnes had spent some time in Hawaii before sailing to the Marquesas, the Tuamotus and Society Islands.

After leaving Rarotonga they plan to visit Tonga, Samoa, Fiji, and New Zealand.

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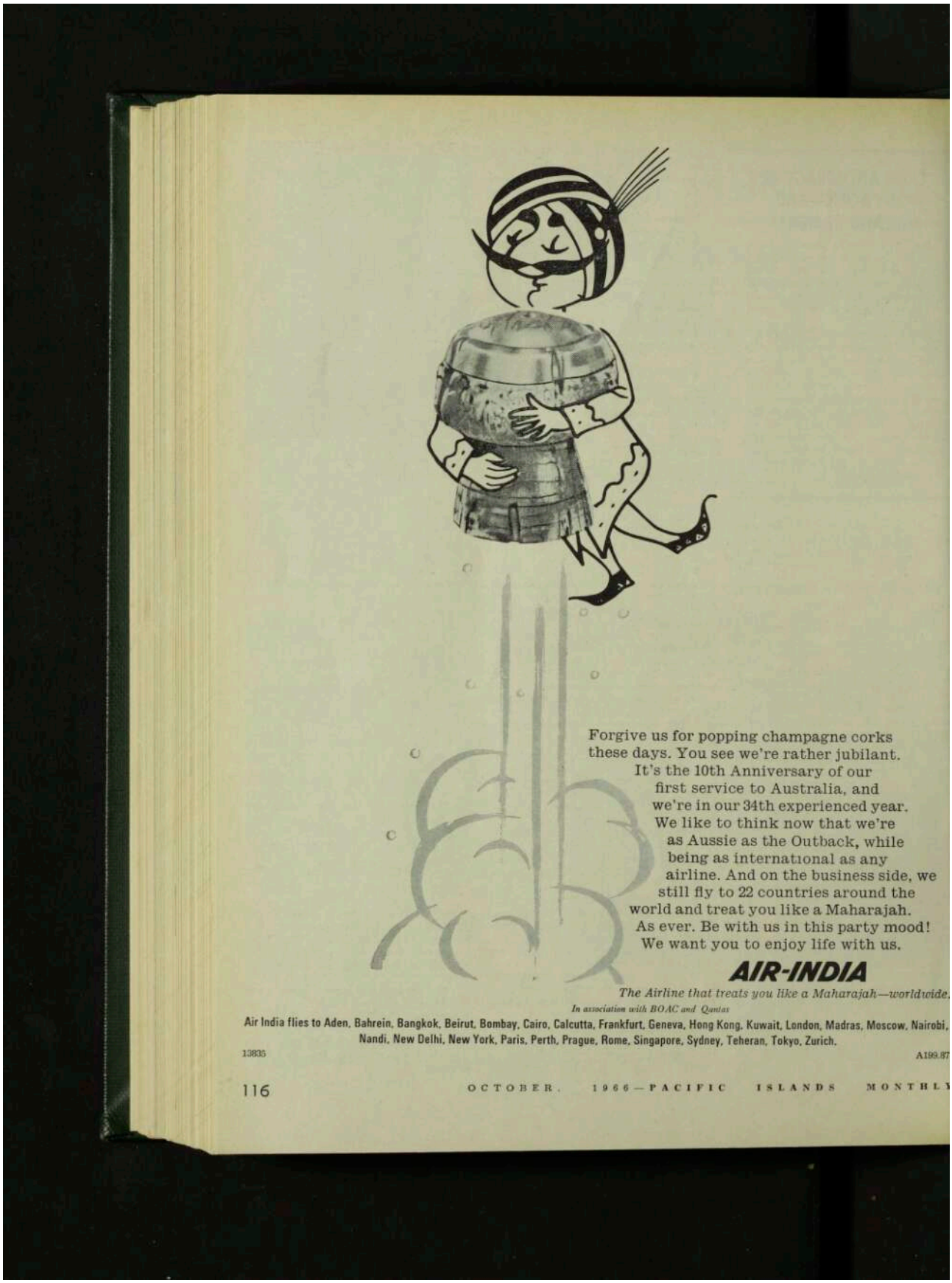

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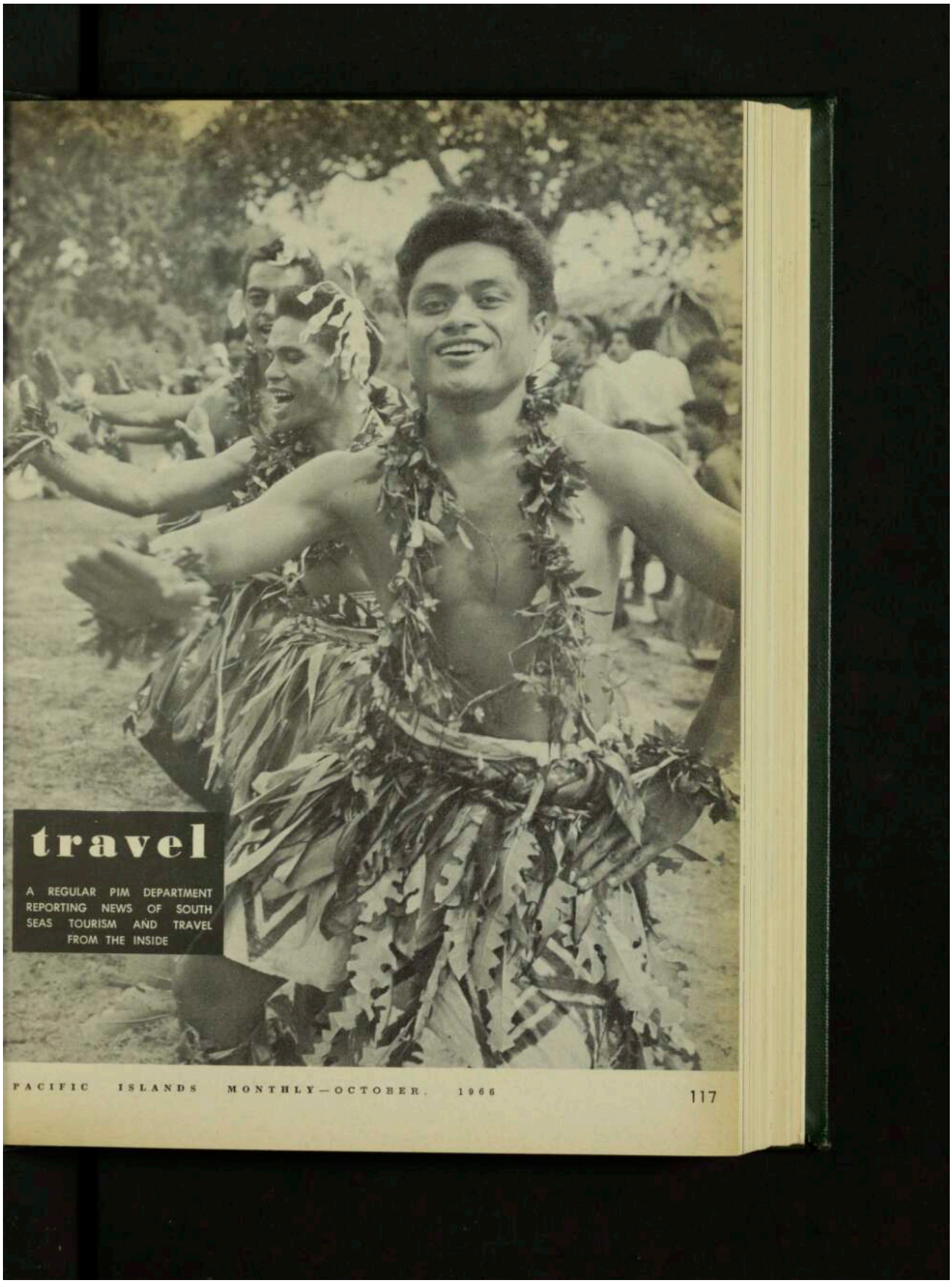

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KING OPENS TONGA'S FIRST HOTEL

From Dorothy Lavin in Nukualofa

The International Dateline Hotel in Nukualofa was officially opened by King Taufa'ahau of Tonga on September 16 in the presence of about 250 guests.

IN a short speech, the king expressed the hope that the success of the Dateline would lead to further ventures in the same field.

A light touch was added to the occasion when the king bestowed the name Tuimalila II on a female Madagascar tortoise which had just arrived in the kingdom as a gift from Mr. Luis Marden of the National Geographic Society.

Tuimalila II was originally intended to be a mate for the famous tortoise Tuimalila, which was reputed to have been brought to Tonga by Captain Cook. However, Tuimalila died earlier this year—in the same week that Tuimalila II arrived in Washington from Madagascar.

After the official opening of the hotel, the Royal party and official guests made a leisurely inspection. Then cocktails and a cold buffet were served. Three bands provided continuous music, and three groups of dancers demonstrated all types of Polynesian dancing.

Although built on modern lines the Dateline has a definite Tongan flavour. Much of the beauty of the surroundings can be attributed to Joe Rapadas, of the Tonga Construction Company, who was responsible for most of the decor, including the magnificent map of Tongatapu in coloured mosaic tiles inset in the floor of the foyer.

Gifts From Royal Family

Gifts from the Royal family have further enhanced the Tongan atmosphere.

King Taufa'ahau presented a priceless ancient kava bowl for the private lounge.

On the wall of the dining room hangs a finely woven mat depicting Tuimalila, which was a gift from Queen Mata'aho.

In the lounge is another large mat with a woven Tongan *fale* scene a gift from Princess Melenaite.

Amenities at the hotel include

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swimming pools and a large recreation hall where indoor bowls, table tennis and darts may be enjoyed.

An air-conditioned bus provides free transport to and from the airport, transport to town and daily trips out to the coastal beaches and scenic spots.

Glass-bottomed boats are under construction for sight-seeing on the coral reefs, and boats are available for visiting the outer small islands.

Although Tonga is off the jet routes, she can now offer tourists accommodation of international standards.

The picture on page 117 shows Tongan dancers performing at the feast to mark the opening of the new hotel.

Opposite (top) is a Tongan girl in a tapa dress serving food at the feast, and (below) young members of the Royal family trying out the hotel's swimming pool for the first time.

On this page (top) is a view of the hotel from the sea; the middle picture shows King Taufa'ahau cutting the ribbon to open the hotel; and (below) is the hotel chef, Mr. E. Bateman, and Mrs. Bateman, with the kitchen staff. Mr. Bateman is fourth from the left in the back row; Mrs. Bateman is in the black dress. The man in the black tie is Mr. Masaso, of the Department of Agriculture.

Photos: Qantas and Hettig.

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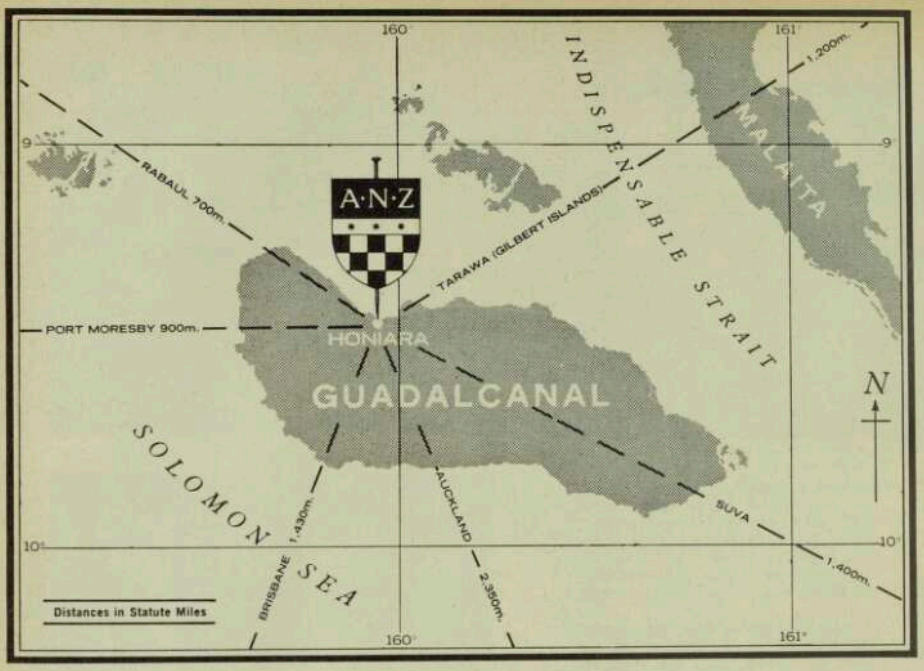

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travel

The head-dress and appearance of many of the people in the spectacular Stone Age Highlands areas of New Guinea remind many visitors of pictures in an illustrated Bible, and it is not unusual to hear visitors say: "These people must be the lost tribe of Israel".

NEW GUINEA'S STONE AGE WORLD

From a Mt. Hagen Correspondent

It is hardly surprising that the tourist industry is booming in New Guinea's Western Highlands, for it is one of the few places in the world where a tourist can come into intimate contact with a Stone-Age culture.

IN spectacular country distributed over altitudes ranging from below 1,000 to over 12,000 ft, the visitor accustomed to driving on nothing more rugged than a four-lane sealed highway can expect to be shaken out of his "Sunday driving" complacency on some of the district's mountain roads. But even the most timid would agree that since it is usually the most breathtaking trip which results in the most breathtaking views, it's well worth the occasional anxious moment.

While tourists do complain about the Highlands roads, it's the potholes and lack of comfort stations they object to, rather than the sometimes perilous roads. In any case, they usually end accepting the fact that you can't expect tarmac bordered at regular intervals by flush toilets in what is one of the most primitive regions in the world.

Twice As Many

Neither can you expect neon signs, hamburger and hot dog stands, milk bars and motels every hundred yards —or, for that matter, Olde Englishe Tea Shoppes (for, in spite of the fact that a territory newspaper reported an old Western Highlands woman as doing brisk business in roadside "Devonshire teas", they were not designed to attract the tourist trade, being plain flour cakes and cups of tea or coffee for sale to passing natives!)

Those tourists looking for neon signs and Devonshire teas go either to Surfers Paradise or to Devon. The others come to the Western Highlands.

And they are coming in larger numbers. Last year something like 300 tourists visited this district, but in the *first half* of 1966 this figure was more than doubled. This increase is in a large part due to a growing belief in the value of the tourist industry to Papua-New Guinea's economy, with a consequent stepping-up of publicity, and the Western Highlands is not the only area to find that the number of tourists is on the increase.

Easy To Reach

Nevertheless, today the Western Highlands has the largest turnover of tourists in the territory; and part of the Eastern Highlands' tourist trade has gone over to the Western Highlands.

One of the reasons for the Highland's growing attraction is that it is *easy to get there!* Both of the territory's main airlines provide frequent passenger flights to and from Mount Hagen airport, which is the seventh busiest in the Southern Hemisphere.

In the past two years the number of scheduled services operated by Ansett/MAL to and from Hagen has increased from 12 to 42 per week, and is still increasing. New aircraft to be introduced within the next six months include Fokker Friendships, Short Skyvans (15 passenger) and a new light twin aircraft (7-8 passenger). With the introduction of these and the advent of 727 Boeing fan jets to the territory, completely new schedules are being planned, which will make it even easier for the tourist to visit the Highlands.

Air Services

At present MAL operates flights Hagen/Lae and return on Mondays, Tuesdays, Wednesdays, Fridays and Saturdays, connecting with the Electra service to and from the Australian mainland. Three flights a week (Mondays, Wednesdays and Fridays) operate from Hagen to Moresby and return. The Monday and Wednesday flights connect with the Electra service to Brisbane, Sydney, etc., and the Friday service with the Fokker Friendship service to Cairns and Townsville.

TAA also provides regular service

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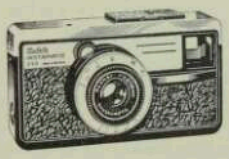

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flights to and from Hagen, connecting with the Electra Bird of Paradise services to and from Australia.

If a tour party is too large to be accommodated on a scheduled flight, an additional aircraft uplifts the party. Depending on the number of passengers, the party may choose either to charter an aircraft or to travel on the special flight.

It is also fairly easy to get to Hagen by road from Lae, but the condition of this road depends on the weather, and 340 miles of rugged driving doesn't appeal to every tourist. For those prepared to put up with a bit of discomfort, there are firms who will arrange hire cars or buses for this trip.

What about transport within the district, accommodation, conducted tours, etcetera? Some tourists like to take pot-luck, but most prefer to make some kind of advance arrangements, and this latter group should leave it all to the experts.

TAA, for instance, will arrange all aspects of a tour, including accommodation, road tours, charter flights and even native "sing-sings". A tour can be arranged for an individual or for a group, by any TAA agent in Australia. TAA are well-known for their "Ann Travaire" tours, conducted by specially-trained girls, generally ex-hostesses, who are familiar with the area. Each tour comprises about 16 people and lasts for two weeks, concentrating mainly on the Western Highlands.

Ansett will also arrange tours—either 5, 7, 10 or 14-day "package deals", or tours tailored for individuals, and any Ansett/ANA agent in Australia can make the arrangements.

Recently Ansett organised for visitors to the Western Highlands such diversions as a boat trip down the Sepik River and a mountain climb—*and* came to the rescue with an interpreter for a party of Italians who could not speak any English.

In arranging their Western Highlands tours both Ansett and TAA make use of the services of a young and enterprising Mount Hagen Company, Central New Guinea Tours, Pty., Ltd. This organisation has proved its worth to the tourist industry and deserves the pioneer's certificate for tourism it is hoping for. As well as working with the airlines, Central New Guinea Tours will also deal directly with the prospective tourist, who has only to write to manager Steve Brady to be sure of a trouble-free holiday.

Police Escort

Mr. Brady will arrange transport for those wishing to make the road trip from Lae to Hagen, and within the Western Highlands the tourist has a choice of various day trips, by plane, bus or car—or even on foot. (Incidentally, all walking tours are accompanied by a police escort).

Central New Guinea Tours has a fleet of buses and cars, and employs only experienced driver-guides, including a number of very attractive girls. There are self-drive cars available.

This organisation aims at showing the tourist as much as possible of the native way of life, and sing-sings are arranged on request.

Mr. Brady stresses that because of heavy demand on accommodation he needs at least two months' notice of large tours, and it is advisable for *all* tourists to make arrangements as far ahead as possible.

Some tourists blanch at the idea

travel

Planning a trip to Honiara, Solomon Islands?

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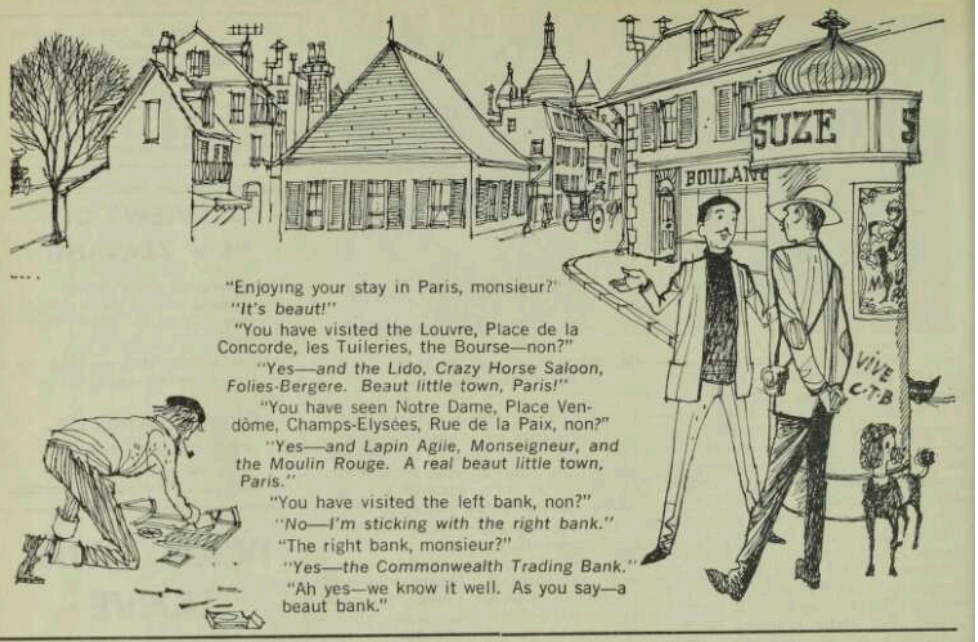

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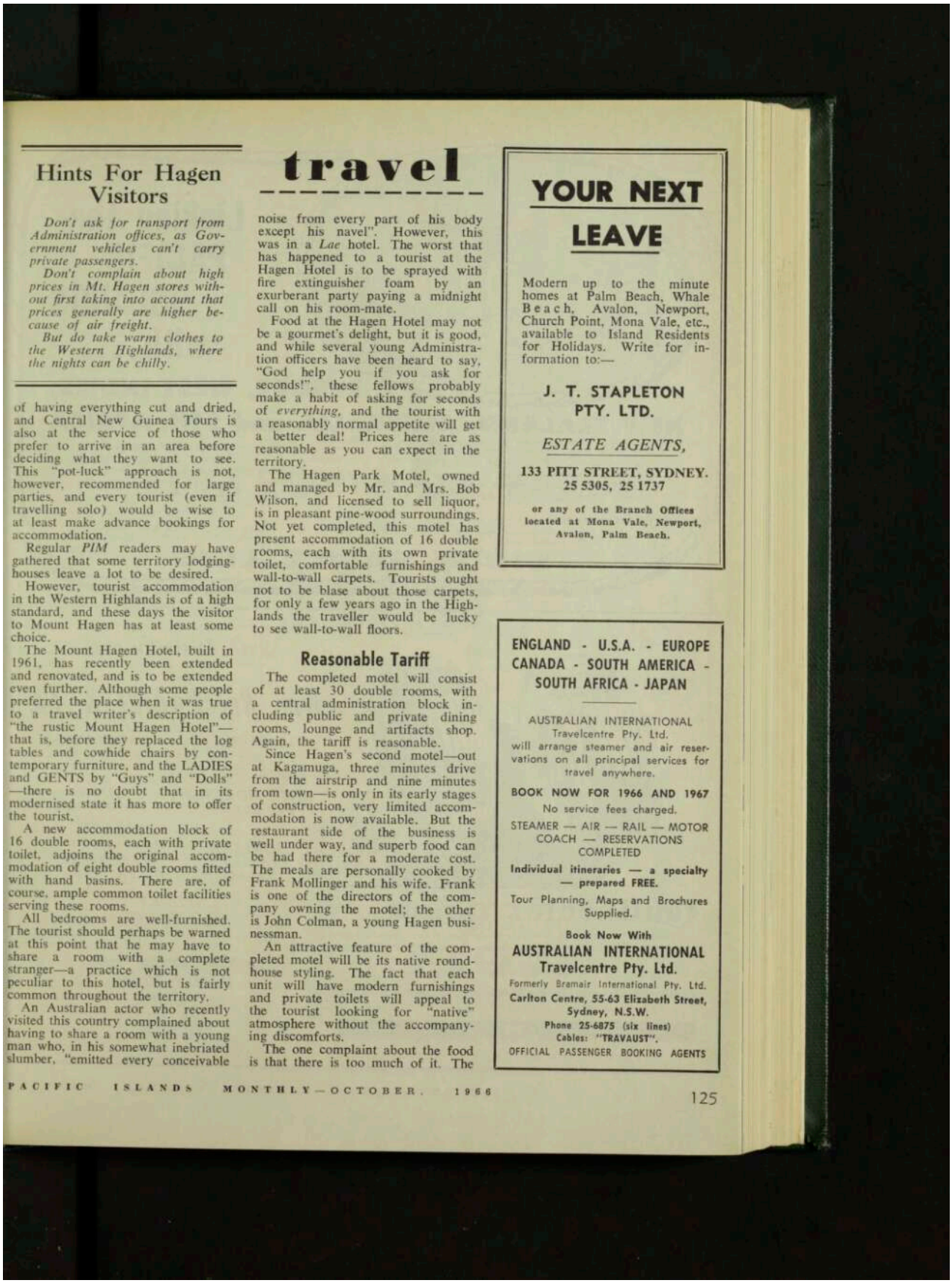

Hints For Hagen Visitors

Don't ask for transport from Administration offices, as Government vehicles can't carry private passengers.

Don't complain about high prices in Mt. Hagen stores without first taking into account that prices generally are higher because of air freight.

But do take warm clothes to the Western Highlands, where the nights can be chilly.

of having everything cut and dried, and Central New Guinea Tours is also at the service of those who prefer to arrive in an area before deciding what they want to see. This "pot-luck" approach is not, however, recommended for large parties, and every tourist (even if travelling solo) would be wise to at least make advance bookings for accommodation.

Regular *PIM* readers may have gathered that some territory lodging-houses leave a lot to be desired.

However, tourist accommodation in the Western Highlands is of a high standard, and these days the visitor to Mount Hagen has at least some choice.

The Mount Hagen Hotel, built in 1961, has recently been extended and renovated, and is to be extended even further. Although some people preferred the place when it was true to a travel writer's description of "the rustic Mount Hagen Hotel"—that is, before they replaced the log tables and cowhide chairs by contemporary furniture, and the LADIES and GENTS by "Guys" and "Dolls"—there is no doubt that in its modernised state it has more to offer the tourist.

A new accommodation block of 16 double rooms, each with private toilet, adjoins the original accommodation of eight double rooms fitted with hand basins. There are, of course, ample common toilet facilities serving these rooms.

All bedrooms are well-furnished. The tourist should perhaps be warned at this point that he may have to share a room with a complete stranger—a practice which is not peculiar to this hotel, but is fairly common throughout the territory.

An Australian actor who recently visited this country complained about having to share a room with a young man who, in his somewhat inebriated slumber, "emitted every conceivable noise from every part of his body except his navel". However, this was in a *Lae* hotel. The worst that has happened to a tourist at the Hagen Hotel is to be sprayed with fire extinguisher foam by an exurberant party paying a midnight call on his room-mate.

Food at the Hagen Hotel may not be a gourmet's delight, but it is good, and while several young Administration officers have been heard to say, "God help you if you ask for seconds!", these fellows probably make a habit of asking for seconds of *everything*, and the tourist with a reasonably normal appetite will get a better deal! Prices here are as reasonable as you can expect in the territory.

The Hagen Park Motel, owned and managed by Mr. and Mrs. Bob Wilson, and licensed to sell liquor, is in pleasant pine-wood surroundings. Not yet completed, this motel has present accommodation of 16 double rooms, each with its own private toilet, comfortable furnishings and wall-to-wall carpets. Tourists ought not to be blase about those carpets, for only a few years ago in the Highlands the traveller would be lucky to see wall-to-wall floors.

Reasonable Tariff

The completed motel will consist of at least 30 double rooms, with a central administration block including public and private dining rooms, lounge and artifacts shop. Again, the tariff is reasonable.

Since Hagen's second motel—out at Kagamuga, three minutes drive from the airstrip and nine minutes from town—is only in its early stages of construction, very limited accommodation is now available. But the restaurant side of the business is well under way, and superb food can be had there for a moderate cost. The meals are personally cooked by Frank Mollinger and his wife. Frank is one of the directors of the company owning the motel; the other is John Colman, a young Hagen businessman.

An attractive feature of the completed motel will be its native round-house styling. The fact that each unit will have modern furnishings and private toilets will appeal to the tourist looking for "native" atmosphere without the accompanying discomforts.

The one complaint about the food is that there is too much of it. The

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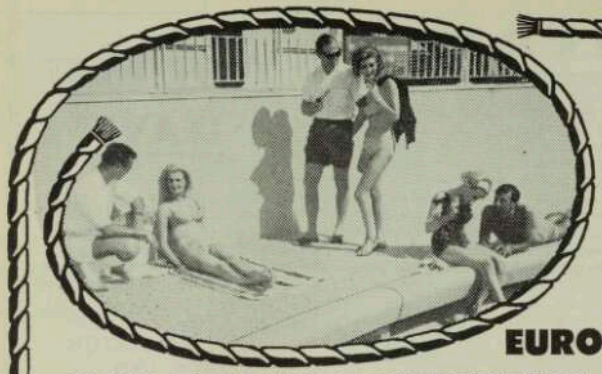

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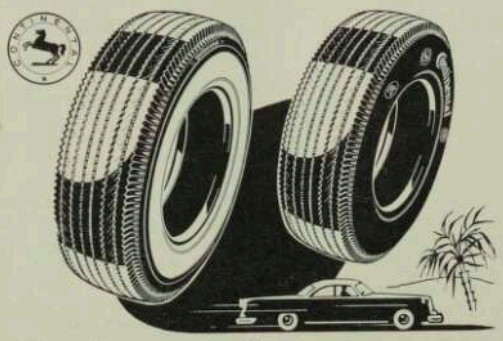

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cook frequently offers seconds of all four courses. You may order your meal, and your wine, in nine languages, as the Mollingers between them have a command of that many.

The restaurant has become by far the most popular place in Hagen for a meal, so it is advisable to book in advance, at least for dinner.

Kimininga Hostel, about half a mile outside Mount Hagen, is owned by the Hagen Local Government Council, and efficiently run by a European manageress. While not for the tourist looking for luxury accommodation, the hostel is ideal for those with a limited budget, the maximum tariff being $4.75 per day, inclusive of three good meals.

Rooms have either two or three beds; the rate for a room shared with two others is $4.25. Bookings can be made either by phone (165) or through the council offices in Hagen.

Trips Restricted

At present the only facilities for tourists wishing to stay elsewhere in the Western Highlands are at Minj, 57 miles from Hagen. The Minj Hotel, which has eight twin and five single units, provides very good accommodation these days, and there is some talk of erecting a second hotel or motel at Minj, and a motel at nearby Banz.

However, since there are no facilities at all on any of the outstations, all tours within the Western Highlands at present are restricted to day trips. For those tours crossing over the border into the Southern or the Eastern Highlands excellent accommodation is provided at the Mendi Guesthouse and the Kundiawa Hotel.

But even if the tourist must return to base at Mount Hagen each night, he still manages to take in a great deal on these trips. And he doesn't really need to move out of the town area to see "native life".

The twice-weekly market (Wednesdays and Saturdays) provides heaps of local colour, and visitors have only to walk through Hagen's main shopping centre on a Saturday morning to rub shoulders with any number of fierce-looking warriors clad in little more than a layer of grease and a few leaves and feathers.

As Mr. David Newman said recently, this is the unique attraction of Mount Hagen. Here the tourist is able to see people directly out of the Stone Age mingling with those of the 20th century. Mr. Newman, of Vancouver, who is making an extensive study of tourism for the Universal Travel Service, said that he had not seen this attraction to the same degree anywhere else in the world.

Hagen's beautiful botanic gardens and zoo are open to the public from daylight to dark, and the nearby golf club welcomes visitors. The town also boasts some good tennis courts, and the bowling green is expected to be completed shortly.

Mount Hagen also possesses Australasia's only pyrethrum extraction plant. While, of course, the manager does not make it a general practice to run conducted tours of the factory, he will always welcome those visitors having an introduction.

The same applies to the district's first commercial tea factory at Kurumul, and to its numerous tea and coffee plantations.

No tourist worth his fare leaves the Western Highlands without several pounds excess luggage in the form of artifacts, and it is not even necessary to move out of Hagen to obtain some outstanding examples of native work.

Wally Smith's artifacts shop in Mount Hagen stocks—in addition to a selection of local artifacts including the famous Hagen axe—a large range of weapons, carvings, pottery and basket-work from the islands, the Sepik and other areas.

Prices range from 13 cents and upwards for arrows, to $3 and upwards for Hagen axes and $6 and

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upwards for the grotesque Sepik masks.

Incidentally, it is no longer necessary for the tourist to have artifacts sprayed by the Department of Agriculture before taking them out of the territory.

Mr. Smith's artifacts business shares the same premises as Central New Guinea Tours. This building, known as the Mount Hagen Tourist Bureau, also includes an art gallery and a camera shop. While this building aims at providing a comprehensive service for visitors to the area, the tourist should not expect the whole of the town to be similarly geared to his requirements.

Hagen gets on with its normal business. There are a few postcards and souvenirs on sale in some of the stores, but Hagen is far from being tourist-conscious to the extent of over-commercialisation. Which is a fact appreciated by those visitors who come to see the natural attractions of the area rather than to purchase articles emblazoned with the legend, "A Gift from Mount Hagen".

What does need to be done is to extend the accommodation at present available. There must be more of it, and there is a real need for tourist facilities to be extended to other parts of the Western Highlands district. There has for some time been talk of building "safari villages" throughout the Highlands, and the sooner this is done the better.

Visitors planning to see the Western Highlands in the next 12 months might like to have their visit coincide with the next Hagen Show, August 19-20, 1967. It will be well worth it.

Some details of transport costs in the Western Highlands are:

AIRCRAFT CHARTERS

Territory Airlines and Ansett-MAL have light aircraft available for charter at Mount Hagen, and the local mission sometimes has a light aircraft at limited periods. DC3 aircraft can be chartered through TAA and Ansett-MAL. Travellers can arrange payment through the Administration Treasury for a seat on the regular Administration and charter and freezer runs to outstations not served by regular transport. The Hagen Park Motel operates the Mount Hagen taxi services.

Charter rates for aircraft are: Three-passenger Cessnas, $44 per flying hour; four/five passengers, $53; five-passenger twin Cessnas, $65; nine-passenger twin Piaggios, $110; 24-30 passenger DC3's, $160.

ROAD TOURS

Following are the schedules and prices of coach and car tours of the area, arranged by Central New Guinea Tours, Mount Hagen. Coach trips are based on $95 a day, excluding driver's accommodation. Coaches take 17 passengers with luggage, and 21 on day tours without luggage. A nine-seater Toyota bus is available for day tours at $65.

Organised coach tours are: Hagen-Minj, one day, $95; Hagen-Kundiawa-Goroka, two days, $305; Hagen-Kundiawa - Goroka - Kainantu, three days, $505; Hagen-Kundiawa-Goroka-Kainantu-Lae, four days, $620.

Car trips are based on $50 a day, excluding the driver's accommodation. The details of these are: Hagen-Minj, one day, $50; Hagen-Kundiawa-Goroka, two days, $170; Hagen - Kundiawa - Goroka - Kainantu, three days, $230; Hagen-Kundiawa - Goroka - Kainantu - Lae, four days, $350.

Hire of a car with a European driver, for the Hagen area, costs $40 a day and $20 a half-day. Self-drive cars are $15 a day, with the client providing the petrol.

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Connie Francis and Hank Williams, Jnr., Sing Great Country Favourites —Blue, Blue Day; Bye, Bye, Love; If You've Got the Money, I've Got the Time; Making Believe; Mule Skinner Blues; No Letter Today; Please Help Me, I'm Falling; Send Me the Pillow You Dream On; Singing the Blues; Wabash Cannonball; Walk On Boy; Wolverton Mountain. E—4251—52/6 ($5.25).
Born Free — Cattle Call; Cold, Cold Heart; Daybreak; Funny How Time Slips Away; Half As Much; He'll Have To Go; I Can't Get Enough of Your Kisses; A Legend in My Time; Love Song of the Waterfall; My Kind of Girl; Please; Riders in the Sky; Scarlet Ribbons; Wolverton Mountain. 33—OSX—1534—52/6 $5.25)
Greenback Dollar — Everglades; Greenback Dollar; The Reverend Mr. Black; Tom Dooley. EAP—1—20513—15/6 ($1.55)
Country Music Greats — The Blue Velvet Band; Mississippi Delta Blues; My Old Canadian Home; Wedding Bells. SEGO—70075—15/6 ($1.55)
Wild Colonial Boy — The Overlander; The Crocodile; Stockman's Last Bed; The Dalby Ram; Jabbin Jabbin; Ten Thousand Miles; Wild Colonial Boy; On the Banks of the Condamine; Old Bark Hut; Brisbane Ladies; Dust in the Sun; Black Velvet Band; A Nautical Yarn; Fools Fold. 33—OSX—7674—52/6 ($5.25).
Nina and Frederik — I Would Amor Her; O, Sinner, Man; Listen to the Ocean; Sippin' Cider. SEGO—7926—15/6 ($1.55)
Best of Buck Owens — Above and Beyond; Act Naturally; Excuse Me; Foolin' Around; High as the Mountains; I Can't Stop (My Lovin' You); Kickin' Our Hearts Around; Love's Gonna Live Here; Nobody's Fool But Yours; Second Fiddle; Under the Influence of Love; Under Your Spell Again. T—2105—52/6 ($5.25)
The Highway Hobo — She Was Happy Till She Met You; I'll Never Be Fooled Again; The Highway Hobo; I Wasn't There. SEGO—70038—15/6 ($1.55)
Requests — Don't Leave Your Mother, Son; Heaven; Rusty Goes Home; Standing at the End of My World. SEGO—70090—15/6 ($1.55)
Tex Ritter — High Noon; Green Grow the Lilacs; I'm Wastin' My Tears On You; Jealous Heart; EAP—1—431—15/6 ($1.55)
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Buddy Williams Sings — Jimmy Rodgers — Moonlight and Skies; Mother Was a Lady; For the Sake of Days Gone By; Gambling Polka Dot Blues; Daddy and Home; My Old Pal; Dear Old Sunny South By the Sea; Hobo Bill's Last Ride; Mother, Queen of My Heart; When the Cactus Is In Bloom; She Was Happy Till She Met You; Nobody Knows But Me. 33—OSX—7665—52/6 ($5.25).

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New Guinea Visitors Need Malarial Suppressives

During the past 10 years, the Papua-New Guinea Department of Public Health has been engaged in a Territory-wide campaign to progressively control and finally eradicate malaria. But visitors should be warned that there is a long way to go before New Guinea is malaria-free.

A SENIOR official of the Department of Public Health said in Port Moresby recently:

"Only in small isolated areas has malaria been eradicated, and even in these there is a danger of its re-introduction from other areas. Thus, the whole of Papua-New Guinea remains malarious or potentially malarious.

"The risk of illness or death from malaria is negligible provided prophylactic drugs are taken regularly.

"Despite the virtual absence of malaria from some areas of Papua-New Guinea, the Department of Public Health strongly recommends all overseas officers and their families living permanently or temporarily in the Territory to take prophylactic drugs regularly."

The official added: "It is particularly important that visitors to the Territory take appropriate drugs for the duration of their stay and for 28 days after departure. Airlines, or shipping lines, will advise travellers about the names of malarial suppressives that are on the market."

ONE result of the recent New Zealand currency restrictions applied to New Zealanders travelling overseas has been that Norfolk Island is now spending less on tourist promotion in New Zealand and more in Australia.

A $2,000 grant recently received by the Norfolk Island Tourist Bureau from the Norfolk Island Administration, will be spent on advertising in Australia. From the same source the bureau has also been promised $30,000 over five years, subject to submission of a tourist development plan.

After years of effort and heartbreak, tourism is now established as the island's leading industry, and it is receiving support from both the Administration and the Norfolk Island Council.

THIRTEEN representatives of the hotels industry in Fiji have decided to form a Hotel Association. One of the objects is to maintain and promote standards within the tourist industry.

A SUGGESTION that Tarawa, headquarters of the Gilbert and Ellice Islands Colony, may be linked in future by air with the United States Trust Territory (Micronesia) to the north to provide a novel route for tourists will be brought up at the Pan-Pacific tourism conference, organised by the Fiji Visitors' Bureau, to be held at the Korolevu Beach Hotel in October.

travel

The idea will be raised by a representative of the Gilbert and Ellice Islands. Representatives of other Pacific Islands territories and New Zealand will also attend.

Although the theme of the conference will be "Tourism and Fiji", the question of closer tourist relationships between Fiji and her neighbouring territories will also be discussed.

The GEIC newsletter, *Colony Information Notes*, said recently:

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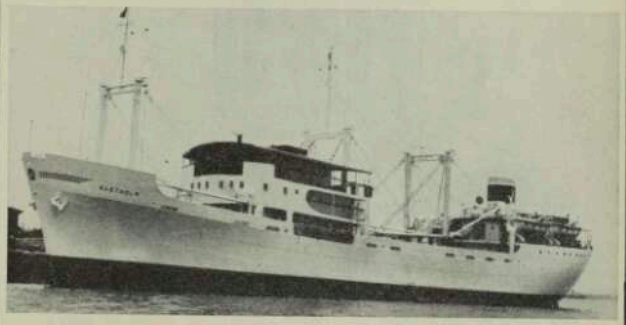

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"Although the colony has, as yet, only limited facilities for tourists, an expansion of the tourist industry outwards from Fiji could have a marked effect on the development of our own tourist potential.

"With larger aircraft likely to be operating in the near future between Suva and Tarawa, it is probable that the colony will attract tourists in the region who have already visited the larger islands and would like to see something different.

"Tourism would also be encouraged with the development in the future of an air link between Tarawa and the Trust Territory of the Pacific Islands to the north which would permit tourists to encircle the Pacific on a novel route.

"This could result in Tarawa becoming an important tourist station on a trans-Pacific airway rather than a terminal as is now the case. These and other possibilities will be examined at the tourism conference."

travel

A CROWD of people from Lamap (Malekula) and the Maskelyne Islands of the New Hebrides made their first contact with aviation recently when an aeroplane landed at Lamap airport. The airport was constructed by an enthusiastic Public Works team, and regular flights will soon connect Lamap with other islands in the New Hebrides group.

THE French airline UTA will start a weekly service between Auckland and New Caledonia on December 14.

A return flight starting from Noumea will be made every Wednesday using twin-engined Caravelle jet planes.

Another new weekly service that UTA will inaugurate soon will be from Auckland to Los Angeles via Tahiti with a Caravelle. This service will begin on November 14. There will then be five overseas airlines calling at Auckland.

CHARLES F. Klemes has taken over as general manager of the Hotel Pago Pago Inter-Continental, American Samoa. Mr. Klemes was most recently night manager of Inter-Continental's Southern Cross Hotel in Melbourne, Australia. He was born in Czechoslovakia.

Between 1963 and 1965 he was executive assistant manager in charge of food and beverages for the Clift Hotel and the Plaza Hotel in San Francisco.

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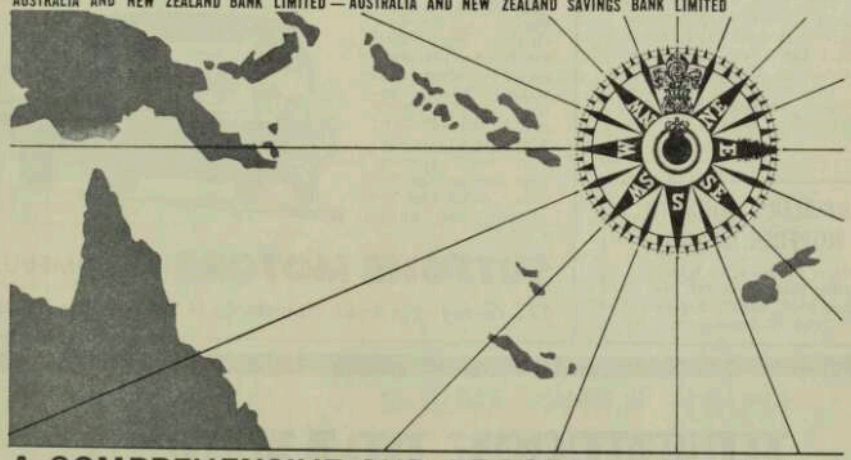

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People

● The University of Papua and New Guinea has announced the appointment of Dr. R. Gerard Ward as Foundation Professor of Geography. Dr. Ward, who is a graduate of the University of New Zealand and the University of London, has been Lecturer in Geography at University College, London, since 1961.

● The District Officer for the Ellice Islands, Mr. Peter Jackson, was married at Funafuti recently to a Funafuti girl, Miss Samoala Kofe.

● A Papua-New Guinea Administration patrol has made contact for the first time with a group of people —116 of them—living in the isolated Om Valley area of the West Sepik District. Led by the Assistant District Officer at Oksapmin, Mr. L. Bragge, the patrol was heading north to Eriapmin and the head of the Leonard Schultze River in early September.

● Mrs. Betty Evans, popular secretary and receptionist in the Sydney office of the Fiji representative in Australia, returned to Fiji in September. Mrs. Evans, Fiji-born, came to Sydney two years ago when the office was established by Colonel Basil Rogers, and continued in the post for the present representative, Mr. R. M. Major. After a holiday in Fiji, Mrs. Evans hopes to take up work in the travel business. Ellen Allan has taken over Mrs. Evans' post in Sydney. Mrs. Allan was formerly Miss Ellen Heffernan, of Suva.

● Mr. Reid Cowell, in charge of the South Pacific Office in Suva for many years, and a British Commissioner on the South Pacific Commission, has accepted a post as assistant to the registrar at the Australian National University. The registrar is Mr. Ross Hohnen. The South Pacific Office has been responsible for British liaison with Pitcairn, and until changes were made a few years ago it was also responsible for liaison with Tonga.

● After 19 years' service in the Cook Islands, and upon completing 40 years' superannuation service, Mr. W. H. Ryan, Director of the Cook Islands Public Works Department, retired on September 2.

Mr. Ryan, a much-decorated Army officer of World War II, went to the Cooks as Resident Agent on Mangaia in September, 1947. In February, 1951, he became Superintendent of Public Works and he remained with that Department until his retirement. He did much to assist the progress of the Cook Islands by building roads, schools and other buildings and improving boat harbours and reef passages.

Mr. Ryan has now accepted the position of Harbour Project Engineer for a two-year term, when further harbour development work will be carried out at Avatiu and Mangaia.

Mr. F. M. Borrell, who has had many years experience in construction work in the Cook Islands Public Service, became Acting Director of Works upon Mr. Ryan's retirement.

● The Venerable C. W. Whonsbon-Aston, Archdeacon of Polynesia, departs from Fiji on November 11 on retirement leave. He is 67, still a good-looking man with an alert interest in his church and public life, and it is unlikely that his future years will be spent in idleness. He was a law student, a civil servant, and then a school housemaster, before he underwent theological training and became a curate in Sydney about 1928.

By 1931 he was vicar of the Anglican Church in Levuka, Fiji, and since then he has served his church in Papua, Samoa and again in Fiji. He had some lively experiences in the war as a chaplain with the Fiji Terri-

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torials, and liaison officer with the American forces.

In the next few months, the Archdeacon is going to look up old friends and examine old missionary stamping-grounds in Australia, New Guinea, the Solomons, New Hebrides, and New Caledonia, before he returns to Suva in 1967 to live in retirement in that bustling South Pacific metropolis.

The fact that, despite his "dog-collar" and the burden of his double-barrelled name, he has friends and well-wishers all over the South Pacific, is sufficient testimony to the character and tolerance of this devoted officer of the Anglican Church in the South Seas.

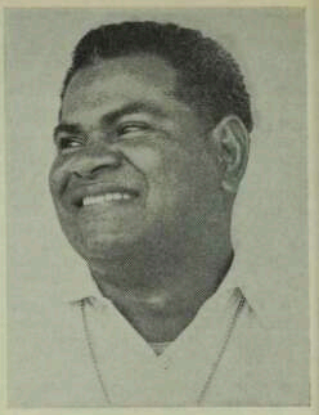
● Mr. Lindsay M. Buick-Constable, for seven years a NZ education officer in charge of radio education in Fiji, has been appointed to the newly-created post of Information Officer to the Office of the High Commissioner for Canada, Wellington, NZ. For the past two years Mr. Buick-Constable has been NZ secretary-organiser of the Leadership Training Committee of the NZ National Council of Churches.

● Mr. R. H. Regnault, Deputy Director of Lands, Mines and Surveys in Fiji, is to become Director of the department. He will take up his new post when the Director, Mr. D. T. Lloyd, leaves Fiji in mid-November after serving in the Colony for about 12 years.

● The associate editor of *The Fiji Times*, Mr. John Stone, began a 30-day tour of the United States in September with journalists from 20 Asian and Pacific countries. The tour is being made at the invitation of the United States Government. Mr. Stone will also visit Saigon to observe the war in Vietnam.

● Te Tabunawati Takoa, formerly District Officer for the Central Gilberts, left Tarawa on September 4 for the British Solomon Islands Protectorate where he will spend a tour on secondment to the Administration. He was accompanied by his wife, Faasaleleanga, and four children. Tabunawati will be posted to the Western District headquarters at Gizo where there is a large Gilbertese settlement.

● Ratu Laione Qorere Vuki, after training at St. John's Theological College in Suva, was admitted into the Holy Order of Deacons by the Bishop in Polynesia, Rt. Rev. John Charles Vockler, in Holy Trinity Cathedral, Suva, on September 18.



Ratu Laione Qorere Vuki.

Ratu (an hereditary title of princedom handed down from the first chiefs to land in Fiji centuries ago) Laione Vuki is the first Fijian to be admitted into Orders in the Anglican Communion.

● Miss Evelyn Bingham, a great-granddaughter of Dr. Hiram Bingham (who became the first Christian missionary in the Gilbert Islands when he settled at Abaiang in 1857) arrived in Tarawa on September 3 for a week's visit. Miss Bingham planned to travel to Abaiang to see the mission station at Morikao where Dr. and Mrs. Bingham lived and worked.

● Mr. J. H. Terrey has been appointed to the board of Burns Philp and Co. Ltd., replacing the former general manager, Mr. Joseph Mitchell, who has retired. Mr. Terrey is the manager of the plantation section of Burns Philp.

● Mr. Alexander Hixon has been appointed Regional Representative of the United Nations Development Programme in Western Samoa. He replaces Mr. Harry L. Spence, who has retired. Mr. Hixon, who was born in Pasadena, California, served as Deputy Resident Representative of the Technical Assistance Board in Ghana, 1964-65. Since then he has been Acting Resident Representative of UNDP in Accra.

● Mr. Lamodiere, former French District Agent at Santo and Vila, New Hebrides, has been appointed to succeed Mr. Andre Duc Dufayard as Administrator of Wallis and Futuna.

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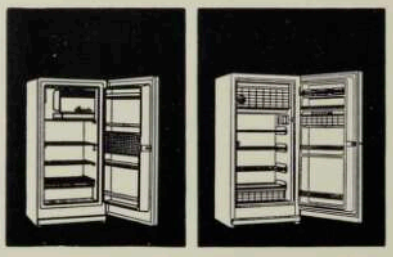

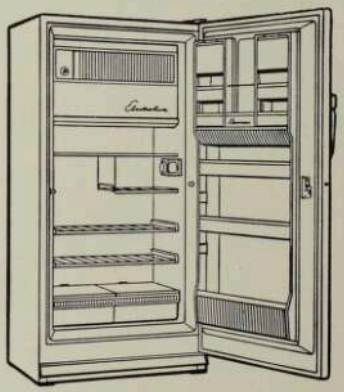

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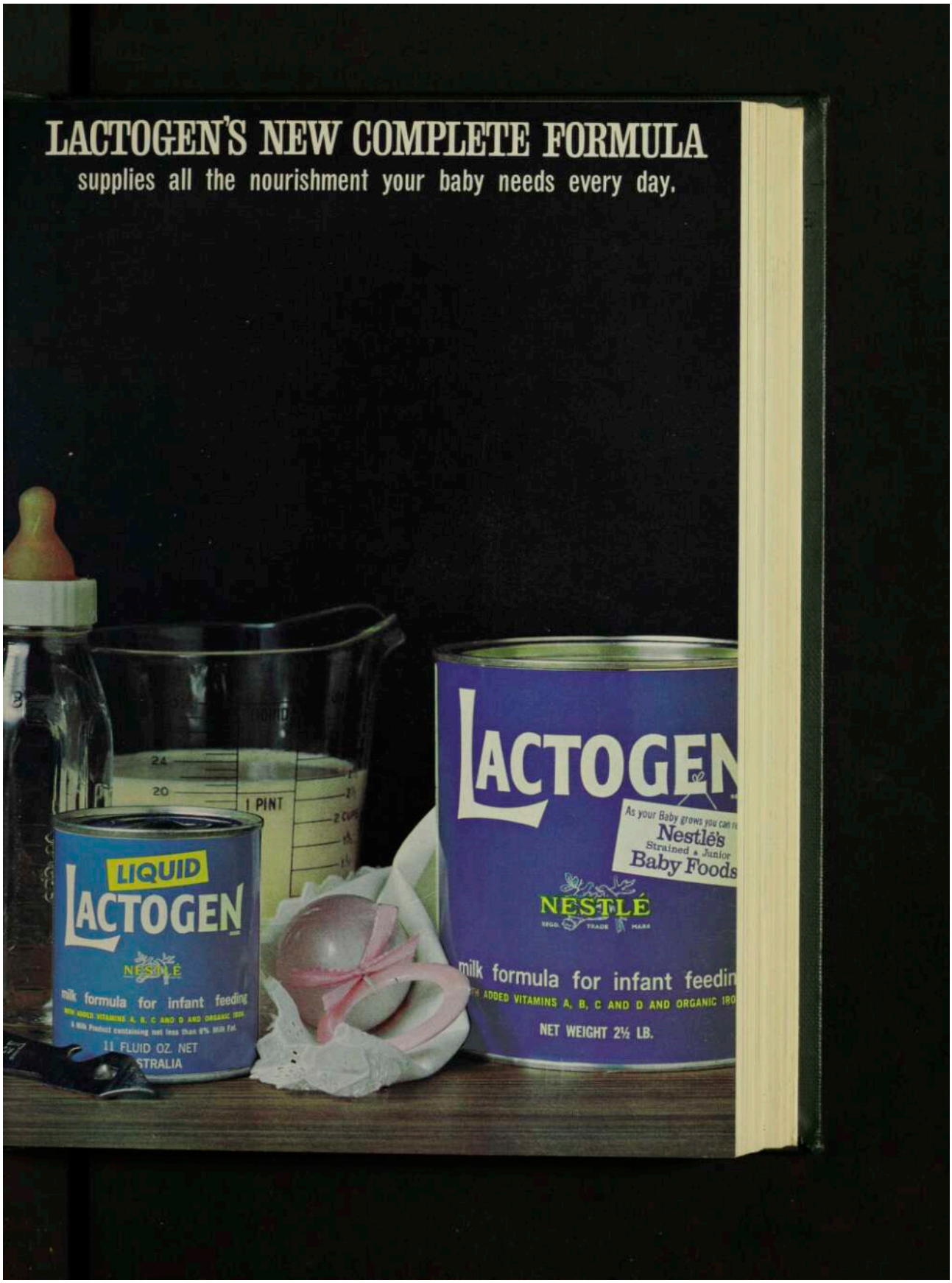

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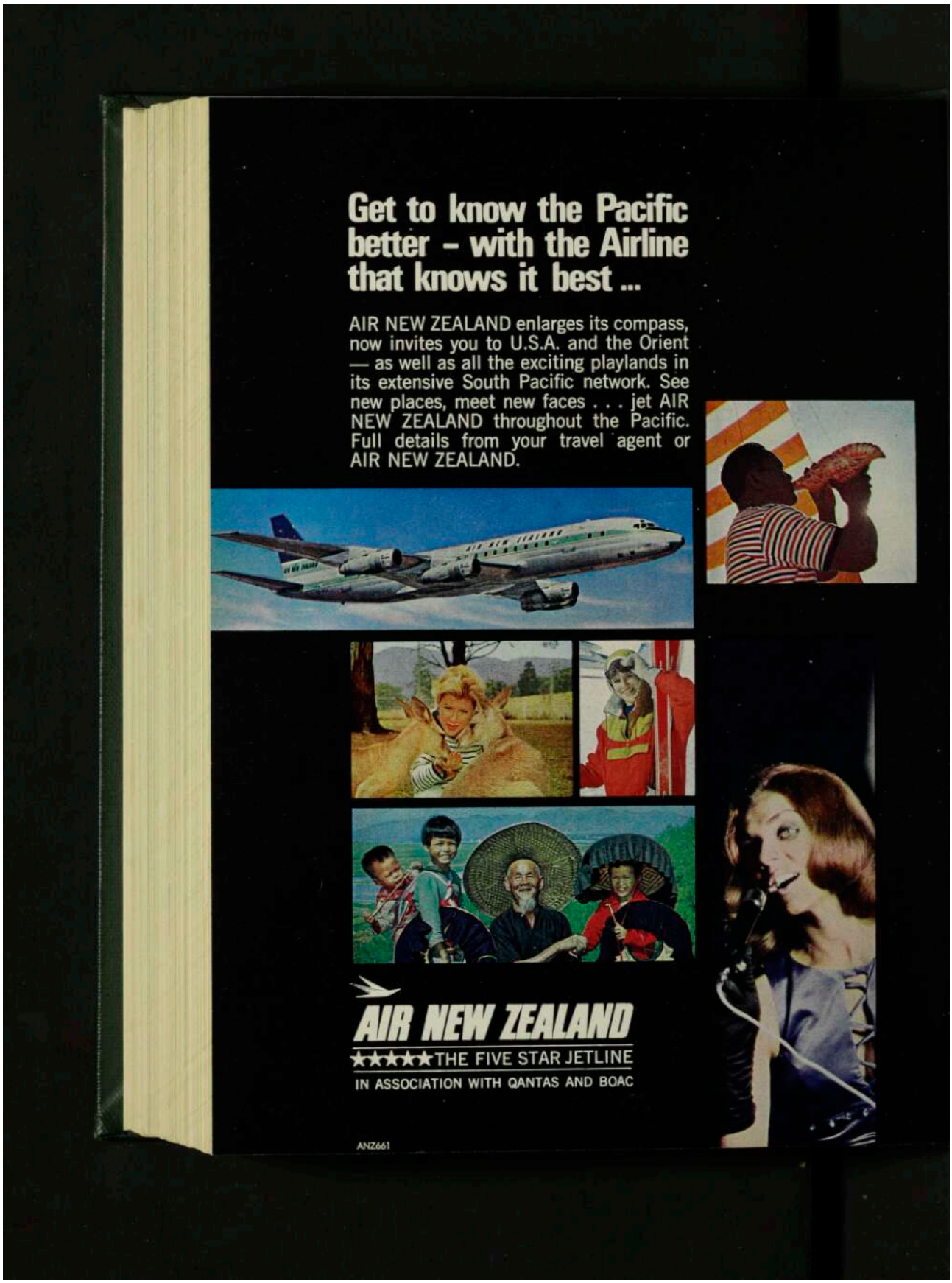
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Business and Development

The Sugar Economy: How Fiji's Major Industry Survives

From a Suva Correspondent

Being a British colony under British protection, Fiji enjoys many privileges that it certainly would not have if it were the "free and independent nation" envisaged recently by the United Nations' Committee of Twenty-Four. Nothing shows this more clearly than the conditions under which Fiji sells the product of its chief industry, sugar-growing.

THERE is enormous world over- production of sugar, and the irrent quotation for sugar, an- ounced daily in London, is around Stg.15 per ton. That is much less an the cost of production in any untry. Then how do the economics the industry work?

British sugar-growers survive be- use, to protect their sugar-produc- g industries, the Commonwealth untries maintain a form of control er imports and distribution.

Fiji gets a guaranteed £F47/10/- r ton for about one half of its nual exportable production of ound 280,000 tons. For the other lf, the price is very much catch- -catch-can—being the daily world arket quotation, plus whatever else n be gained by keen selling. The ice varies with market fluctuations.

Main Sources

Here it is in more detail, presented th the help of Judge C. C. Marsack, e chairman of the Fiji Sugar Board:

There are two main sources of gar—sugar-cane, grown in tropical untries, and sugar-beet, in colder imates. Production from maize, aple and some palms is insignificant.

Although the process of preparing gar from cane is entirely different om that of beet, the resultant sugar identical. The total world produc- n of sugar from these two sources somewhat in excess of 60,000,000 ng tons—approximately 57 per cent. om cane, and 43 per cent. from gar-beets.

For 12 to 18 months now the orld market price has been sub- antially less than the cost of pro- ction in any country in the world.

On average figures the price on the open world market has for that period represented little more than one-half the average cost of production.

The most important of the various factors which help keep the world sugar industry on a financial footing are:

- *Local Consumption:* In some sugar-producing countries, such as Australia, there is a very large local market in which sugar can be sold at a price ensuring an adequate return. This is not available to Fiji, as the local market in the colony and surrounding islands is only some 15,000 to 18,000 tons, out of a total annual production of over 300,000 tons.
- *Government subsidies,* such as those paid in some countries to support primary industries, mainly the growth of agricultural products. No Government subsidy is available to the sugar industry in Fiji.
- *An International Sugar Agreement,* among all importing and exporting countries who subscribe to it, under which production of sugar for export is limited by what may be called the "international quota" fixed under the agreement. As a result of the world sugar shortage obtaining at the time, the quotas formerly fixed under the International Agreement were lifted in 1962. They have not yet been re-imposed; but negotiations for an International Sugar Agreement to replace the former one are now taking place among the member countries.

When the international quotas applied, Fiji's total production of sugar, including local markets, was limited to 199,000 tons. Since those quotas were lifted, the production has expanded until it exceeds 300,000 tons; and a target has been set for the future at a substantially higher figure than that.

- *Agreements between importing and exporting countries,* whereby importers agree to purchase a stated quantity of sugar at a price based, not upon the world market price, but upon the cost of production. These constitute the factor now operating to Fiji's benefit.

Judge Marsack

The agreements which give Fiji the protection without which her industry could not carry on are the Commonwealth Sugar Agreement, and the United States Sugar Act. The latter has allocated to Fiji a quota of approximately 30,000 long tons in the United States market.

By the terms of the Commonwealth Sugar Agreement—aptly described by Lord Silsoe as "the very life-stream of the Fiji sugar industry and of

Inquiry Into Bank Needs In Cook Is.

Mr. I. Pullar, a senior official of the National Bank of New Zealand, arrived in Rarotonga in August at the invitation of the Cook Islands Government to study the feasibility of establishing a trading bank in Rarotonga.

Lack of banking and credit services have retarded the progress of economic development in the Group for many years, "PIM's" Rarotonga correspondent says. It is hoped that a trading bank will be established.

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the country"—Fiji has what is known as an "overall quota" of 225,000 tons. Under that quota Fiji is entitled to export to preferential markets within the Commonwealth 225,000 tons of sugar annually.

Of this total of 225,000 tons, 140,000 tons represent what is known as the negotiated price quota; the price being fixed by negotiation in London between the Ministry and delegates from the exporting countries. It is assessed on a basis which will render a reasonable return to the efficient producer.

The present negotiated price is £Stg.43/10/- per long ton, f.o.b. stowed bulk. To this is added further sums for the benefit of less developed countries such as Fiji; with the final result that for the present 1966 season the negotiated price to be paid for 140,000 tons of Fiji sugar exported to the United Kingdom will be £Stg.47/10/- per ton.

The price paid for the balance of the overall quota (225,000 tons less 140,000 tons) represents an increase over the price paid for sugar sold on the open world market and reflected in the London daily price, though this latter is the basis upon which the Commonwealth preference price is calculated.

For the United States quota the price paid is also one which can be said to render a reasonable return to the efficient producer. This price has not been made public.

Market Prospects

With the balance of Fiji's production, to be sold in markets not covered by the Commonwealth Sugar Agreement or the United States Sugar Act, the price received is based on the world market price. On that market, supply has for a long period greatly exceeded demand; with the inevitable result that prices have crashed.

There has been no price improvement, because a number of countries have preferred to sell their exportable sugar surplus at substantially less than the cost of production merely for the sake of foreign exchange.

While world production of sugar remains greatly in excess of world consumption these surpluses will continue to exist. While the countries concerned are prepared to sell at a loss, there is little likelihood of any material improvement in the world market price, unless a new International Sugar Agreement operates.

The Commonwealth Sugar Agreement is meanwhile Fiji's protection —the one factor which makes it worthwhile growing sugar in the colony.

Last Shipment Of Makatea Phosphate

THE last shipload of phosphate from Makatea, French Polynesia, was due to leave that island for New Plymouth, NZ, about September 17 in the 7,798-ton Norwegian phosphate carrier *Utsira*.

Makatea has been one of three important sources of phosphate in the Pacific in the 20th century. The others are Ocean Island and Nauru.

For the past 53 years, Makatea's phosphate has been mined by a French company, Compagnie Francaise des Phosphates de l'Oceanie, and shipped out at the rate of about 300,000 tons a year.

About 2,000 people on Makatea will be returned to their home islands, mainly Tahiti; but most of the buildings will be left there, as it would be too expensive to dismantle and take them away.

There will still be a small amount of phosphate on the island, but insufficient to be commercially workable.

New Idea For Copra Industry

THE Philippines, the world's largest producer of copra, expects to increase its annual income from this product by more than 10 per cent. soon by the adoption of a dip treatment to cut down spoilage and losses caused by mould.

The dip treatment is simple and inexpensive. Fresh kernels are loaded into baskets and dipped into metal drums filled with a chemical solution.

The solution protects the coconut flesh from moulds, which cause up to 15 per cent. losses in the wet season.

The dip treatment has been worked out by several Filipino scientists in association with Dr. V. Subrahmanya, an FAO food technologist.

Reporting this recently, the *Manila Bulletin* quoted Godofredo Reyes, chairman-general manager of the Philippine Coconut Administration, as saying that the dip treatment increased the oil yields of copra and improved its quality.

Field studies showed that a producer normally making 18 tons of oil a month increased his production to 21 tons from the same number of coconuts, while another increased his production from 15 tons to 17 tons a month.

Manila oil milling firms reported that treated copra yielded oil of the best edible quality, with practically no colour and a low free fatty acid content.

A trial shipment of treated copra to San Francisco recorded a free fatty acid content of only 0.1 per cent. The shipment earned more dollars because copra with less than three per cent. free fatty acid content was entitled to a two per cent. premium.

The *Manila Bulletin* said several solutions had been developed by the scientists to treat coconuts. Soda ash solution was extensively used for copra products.

A mixture of dilute acetic and sulfuric acids treated kernels to be manufactured into flour and protein.

Rice Factory In The Solomons

A RICE-HULLING and polishing factory is being established in Honiara, British Solomon Islands Protectorate, which will process the 200 tons of rice being harvested at Metapona on the island of Guadalcanal.

The entire crop will be sold on the local market at a price estimated to be $A20 to $A24 per ton cheaper than imported rice. The new crop to be planted later this year will have double the present acreage. Australian irrigation experts will survey the land for the possible development of an irrigated rice scheme.

It is hoped to export rice within five years.

The Solomons have been described as the "potential rice-bowl of the South-West Pacific".

Plantation With A Difference

NEW GUINEA'S "plantation with a difference", Aropa, near Kieta on Bougainville, earned $39,000 net profit for its new owners in the financial year just ended, despite the low price for cocoa, its main crop.

The owners, the New Guinea Biological Foundation, in their latest annual report, say they are prepared to offer this year a special sum of $20,000 which will be used as a grant to promote "some idea of useful and practical purpose" of benefit to the territory.

The New Guinea Biological Foundation is a limited company registered in P-NG in January, 1964. A group of nine people subscribed a total of $484,904 for the foundation, which then bought Aropa from Mr. Robin McKay. Aropa was

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German experimental plantation prior to 1914.

The foundation was created through the belief that the world's equatorial zone holds latent and unexploited potential, capable of improving the welfare of mankind at large.

The board operates Aropa for profit and uses the profit for research "in the interests of human welfare".

On the plantation profits side, the annual report says that since the figures were taken out cocoa production is now attractively profitable.

The gross profit from sale of 157 tons of cocoa was $30,000.

Copra earned $28,000 gross from 304 tons, which was 30 tons lower than the previous year.

There was $10,000 gross profit from sale of 841 bales of smoked rubber, an increase of 41 bales over the previous year. Rubber was not particularly profitable because of severe competition with synthetics. Rubber under cultivation would not be increased, but new varieties with greater yield would be examined.

The report says there is "intense building activity" during the year, with new native quarters and staff housing and a visitors' house for research scientists and others.

A native welfare officer would probably be appointed. Of him, the report says:

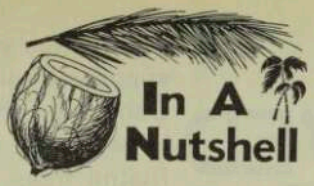
Welfare Officer

"The man chosen to be a Papuan or New Guinean, will control hygiene, sporting activity and other aspects of our native employees' lives associated with their health and relaxation. A simple educational programme is envisaged to help native employees better able to read, write and enjoy their surroundings, both aesthetically and socially.

"We desire to set an example of human understanding of our employees, and to use our labour efficiently and wisely; in addition, to improve things which they enjoy and to introduce them to concepts which will enlarge their interests and happiness.

"An area planted to coconuts near the dormitories and mess hall has been cleared, and will be converted to a playing field. Soccer and basketball fields are planned, and the native welfare officer will help organise sporting activities which we hope will bring into increasing harmony with local surroundings the 260 men from the Sepik area working under a two-year agreement with us, who are a group of New Guineans far away from their native villages.

(Continued on p. 153)



In A Nutshell

SYDNEY pearl consultant C. D. George, who earlier this year was interested in the possibilities of establishing a pearl industry in the Cook Islands, is now establishing himself in the Milne Bay area of Papua. He is attempting to arrange a co-operative pearl farm with Papuans near Samarai and has enlisted the support of Messrs. John Guise and Lepani Watson, MHAs for the area.

LAE PAINT FACTORY: BALM Paints (New Guinea) Pty. Ltd., a subsidiary of ICIANZ, is to build a paint factory at Lae. The initial investment, including housing, will be more than $280,000. The new factory is expected to go into production about the middle of 1967, and will be able to supply about 90 per cent. of the Dulux products now sold in Papua-New Guinea.

ANOTHER GOOD YEAR: Fiji Industries Ltd., cement manufacturer, lifted net profit by $A43,254 to $166,103 in the latest financial year. Dividend will be lifted from 10 per cent. to 14 per cent. After a loss of $5,932 in 1962, its first year of operation, the company has turned in profits of $45,119, $90,051, $122,849 and $166,103. CSR Co. Ltd., W. R. Carpenter, and Burns Philp (SS) are among its shareholders.

PROFIT UP: Sogeri Rubber Plantations Ltd. had a net profit of $41,817 in the year ended June 30, an increase of $1,563 compared with 1964-65. The dividend is held at 12½ per cent., including a final of 7 per cent.

PROFIT STEADY: The profit of Makurapau Estates Ltd., New Guinea planter, was almost steady in the latest financial year at $36,992. In 1964-65 the profit was $54 lower. A final dividend of 4 per cent. makes the total payout an unchanged 9 per cent. Cocoa production fell sharply during the year; but copra production rose by 35 tons to 467 tons.

KINJIBI REORGANISES: Kinjibi Holdings Ltd., New Guinea coffee planter, had a net profit of $2,062 in 1965, compared with $14,332 in the previous financial year. Narikori Coffee Ltd., a subsidiary, in which Kinjibi Holdings has an 84 per cent. interest, had a net profit of $14,552 in the year, compared with a loss of $2,562 in 1964.

A new board took over the company after the annual meeting in September, 1965, and started a programme to reorganise financial and managerial control. The chairman, Mr. R. E. Corben, in a statement printed with the annual report and accounts, said the board had started progress which it hoped would result in a steady income to shareholders on their investments, and a realistic and available market for their shares.

PROFIT DOWN: A shortage of copra in Fiji, causing loss of production in the crushing mills, and less buoyant trading conditions in Fiji, were among factors in a lower net profit for Hackshalls Ltd. in 1965-66. Hackshalls, Fiji copra crusher, soap maker, etc., and Sydney baker and flour miller, etc. had a group net profit of $225,237 for the year, compared with $253,226 in the previous financial year.

The directors reported there was every indication that trading conditions would continue to be difficult, both in Fiji and Australia.

CSR DIRECTOR: Mr. T. J. N. Foley has been appointed a director of the CSR Co. Ltd. in place of Mr. C. G. Crane, who did not seek re-election at the annual meeting. Mr. Foley is chairman of British Tobacco and is a director of a number of British Tobacco subsidiary companies and associates, including the Fiji Tobacco Co. Ltd. and of the Bank of NSW.

BURNS PHILP CHANGES: Mr. G. R. (Ross) Simpson, manager of the Suva branch of Burns Philp (SS) Co. Ltd. and a director of the company, will retire on October 31 after 31 years' service with the company. He was shipping manager before taking up his present post late in 1964. Mr. G. D. Murray, of the company's head office staff in Suva, will succeed Mr. Simpson.

FIJI DECIMALS: The date for Fiji's change over to decimal currency is Monday, January 13, 1969, subject to confirmation that all arrangements can be completed by then.

A decimal currency board will be set up soon to plan the changeover.

The new system will be based on a major unit of a dollar, which will be equal to the present 10s.

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FOR IMPROVED COFFEE CROPS

High coffee yields depend on correct supplies of nutrients to the plant, and Complete Fertilizer RUSTICA 15-15-15 is especially recommended to ensure fruitful trees on potash-rich soils. It provides simultaneously nitrogen, phosphoric acid, potash and important trace elements. RUSTICA 15-15-15 promotes uniform fruit growth and ripening, thus improving quality. RUSTICA

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15-15-15 is climate-proof packed, easily stored and spread, and its highly concentrated nutrients make it economical in transport, storage, and spreading.

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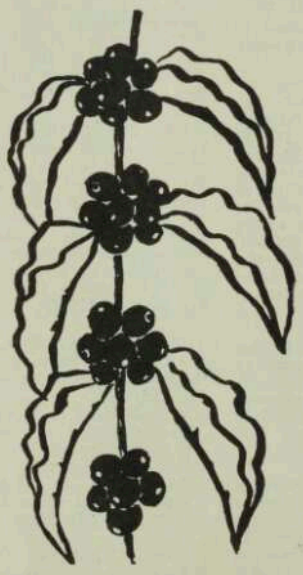

RUSTICA MEANS MORE PROFIT

For supplies of fertilizers manufactured by RUHR-STICKSTOFF AG, Bochum, West Germany, and for information, write to:

Theo Thomas & Co. Pty. Ltd., Rainau Plantation, P. O. Box 84, Kokopo, T. P. & N. G.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. $ equals approximately 8/- Stg., NZ, or W. Samoa; 7/- Fiji; 10/- Tonga; 5.38 Ceylon rupees; 98 Pac. Frs.; $US1.125.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's tentative purchase prices for copra delivered main ports are: Hot-Air Dried, $143 per ton; FMS, $140 per ton; Smoke-Dried, $138.98 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices in Suva to Oct. 16 were: first grade, £F51/15/-; second grade, £F48/17/6; third grade, £F39. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA: — Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Prices, in Sept., were: 1st grade, $130; 2nd grade, $126; 3rd grade, $116 per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade $29.36 per ton, Second Grade $18.16 per ton.

NEW HEBRIDES:—Official price on Sept. 7 was approximately $72 (7,200 Pac. Francs). French price in Sept. was 835 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for last quarter, Oct.-Dec., 1966, were £NZ56/6/1 1st grade, £NZ55/1/1 standard grade—both per ton, f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Sept. 23 these were approx. £Stg.187/10/- per ton, c.i.f., Sydney.

On Sept. 26, Quote No. 1: In store Rabaul, export quality $365 per ton, ex-wharf Sydney, $412. Quote No. 2: Best quality, ex-wharf Sydney, $430, in store N.G. ports $377-$384 (for UK, continent and USA shipments).

W. SAMOA:—Current prices quoted in Sydney, on Sept. 7 were: Grade 1, £Stg.290; grade 2, £Stg.256/10/- per ton, f.o.b., Apia.

COFFEE.—P.-N.G.: Sept. 26, Quote No. 1, good quality A grade 40c per lb; B grade 38c; C grade 35c, c.i.f., Sydney. Quote No. 2, A grade 43c per lb; Plantation X 39c; Native X 37c, c.i.f., Sydney.

Approximate overseas f.o.b. coffee prices were reported on September 15 as:

Uganda Robusta (Std. Grade) £Stg.240 per ton, f.o.b., Mombasa, Oct.-Dec.; Spread shipment £Stg.236 per ton, f.o.b.; B.H.P. type, average quality, Oct., £Stg.215. Arabian, Ethopian and Sumatran coffees were unquoted.

PEANUTS.—P.-N.G.: Sydney agents reported Sept. 26, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Sept. 22 was: Oct. shipment 58¾ Straits cents per lb, c.i.f. (17.04c Aust.); Prompt, nom. 58½ Straits cents per lb (16.97c Aust.); Nov. shipment 59¾ Straits cents per lb (17.33c Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported on Sept. 26: Prices are: white and yellow label processed, standard packs, $5.40, green label, $5.30, c.i.f., Sydney.

RICE (Aust.): Prices, until May, 1967, are—**P.-N.G.:** Dried brown rice, 112 lb bags, $121 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 112 lb bags, $134 per ton, f.o.w. **Other Pacific Islands:** Polished white or dried brown rice, $142 per ton, f.o.w.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on Sept. 26 by Sydney independent shell agents were: Sound $1,650 per ton, D $1,180, E $670, EE $470 (in store Sydney). **Cook Islands: Penrhyn** £NZ320 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: Sept. 26 — **Papua** — $160-$180 per ton; **N.G., B.S.I.**—$150-$170 per ton, f.o.b. Islands ports.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji,** basis £F100: Buying, $A221.73; Selling, $A226. **Fiji-London,** basis £Stg.100: B. £F112; S. £F110/15/-. **NZ-Fiji,** basis £NZ100: B. £F111/11/9; S. £F110/4/3.

WESTERN SAMOA. — Through **BANK OF WESTERN SAMOA. Australia on W. Samoa** basis £WS100: B. $A246.67; S. £A249.08. **W. Samoa-NZ,** basis £NZ100: B. £WS99/11/3; S. £WS100/10/-. **Fiji-W. Samoa,** basis £WS100: B. £F109/17/6; S. £F111. **W. Samoa-London,** basis £Stg.100: B. £WS100/1/3; S. £WS101/10/-.

NORFOLK IS. AND PAPUA-NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Ecompte de Paris,** Sydney, in Sept., 1966, quoted: Selling, Noumea, 98 Pac. francs to $ Aust.; Papeete 98 (nom.) Pac. francs to $ Aust.; 247 Pac. francs to £ Stg., approx. 90 Pac. francs to US $; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Selling 13.732 francs to £Stg.

Stock Market

SYDNEY

	August 25 Seller	Sept. 23 Seller
Bali Plantations	.52	.48
Burns Philip	3.80	3.55
Burns Philip (SS)	b 3.90	b 3.95
Camalec	.52	.49
Carpenter, W. R.	b 2.50	2.46
Choiseul Plntn.	5.36	5.40
C.S.R. Co.	2.85	2.86
Dylup Plantations	.61	.60
Fiji Industries	2.05	2.10
Hackshall's	1.13	1.20
Kerema Rubber	.25	.25
Koitaki Rubber	1.50	1.45
Lolorua Rubber	.50	.43
Makurapau Plntn.	.45	.45
Maribol Rubber	.41	.34
Plantation Holdings	.43	.42
Queensland Insurance	4.20	4.20
Rubberlands	.28	.28
Sogeri Rubber	.65	.62
Sthn. Pac. Insurance	1.85	1.85
Steamships Trading	1.06	1.09
Watkins Consolidated	.46	.43

OIL AND MINING SHARES

	August 25	Sept. 23
Emperor	b .58	b .46
N.G.G. Ltd.	s .63	s .65
Oil Search	s .19	s .17
Pac. I. Mines	s .48	s .43
Papuan Apin.	s .20	s .16
Placer Dev.	s23.80	s23.10

(Quotations are in Australian Dollars $A2 = £A1.)

Sydney Stock Exchange share price index for "Ordinaries" on Sept. 23 was 314.70; on Aug. 25, it was 320.10.

GREEN SNAIL SHELL.—Sydney buyers quoted: Sept. 26, No. 1, 1st grade, $490, f.o.b. Islands ports, 2nd grade, nom., $240 on wharf, Sydney. No. 2, $440 (best quality), on wharf, Sydney.

CROCODILE SKINS. — On Sept. 26 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) $1.80 per in. **B.S.I.** $2.90 (small scale) del. Sydney.

PAPUAN GUM: $190 per ton, del. Sydney; New Guinea graded gum $210 per ton, f.o.b., New Guinea ports.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Sept. 23, Philippines, in bulk, $US174 (equal to £Stg.62/7/2) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Sept. 23, Philippines, c.i.f., Pacific Coast ports, nom. $US158. CEYLON: Spot, 900 Rupees per ton.

COCONUT OIL: LONDON, Sept.-Oct. shipment, Ceylon, 1% in bulk, £Stg.103 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Sept. 26, Spot 17-15/16d Stg. lb; Oct. shipment 17¾d Stg. lb; Dec. shipment 18-9/16d Stg. lb.

Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and East Australian ports, with the Pilar Regidor, Gunung Guntur and Gunung Tambora.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

The CSR Company operates a passenger/cargo service, usually with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka.

Details from Colonial Sugar Refining Co. Ltd., 1-7 Bent St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimate from Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel Australis maintains a two-monthly passenger service from Sydney via New Zealand and Fiji to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba calling at Sydney, Melbourne, Suva, Lautoka, Honolulu, Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from Sydney or Brisbane to Tarawa, Gilbert and Ellice Islands Colony, continuing via Honolulu to Los Angeles.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitien and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila Noumea and Sydney, and return by same route.

Polynesie maintains three - weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, occasional calls are made at Pago Pago and Nukualofa.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, generally calling at Sydney, Wellington, Rarotonga, Papeete and Fiji (Southern Cross only).

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Europe-Canada Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports.

Bulolo maintains a six-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul.

Braeside sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang and Lae.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul and Bougainville ports.

Moresby maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang, Wewak, Lobrum, Kavieng and Rabaul.

Montoro sails every eight weeks fro Melbourne, Sydney and Brisbane to P Moresby, Samarai, Rabaul, Kavieng Wewak, Alexishafen, Madang and Lae.

Details from Burns, Philp and Co. Ltd 7 Bridge Street, Sydney (2-0547).

China Navigation Co. Ltd. vessel Soochow and Shansi provide a regula fortnightly passenger-cargo service fro Sydney to Brisbane, Pt. Moresby Samarai and Sydney, sailing from Sydne every second Monday.

Details from China Navigation Co. Ltd (Swire and Yuill Pty. Ltd., genera agents), 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line carg vessels Sletta, SletFjord and Sarang leav Sydney approx. weekly for P-NG port calling at Brisbane, Pt. Moresby, Rabau Lae, Madang, Wewak, Kleta and Honiar (BSIP).

Details from Karlander NG Line (I H. Stephens Pty. Ltd., agents), 13 Bridg Street, Sydney (27-8311).

Austasia Line's passenger/cargo vesse Makati runs monthly between Australia ports (turn round at Melbourne) an Papua-New Guinea, calling at P Moresby, Rabaul, Madang and Lae.

Details from Blue Star Line (Aust.) Pty Ltd., 32-34 Bridge St., Sydney (27-1271

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessel Australasia and Malaysia run monthl between Australian ports (turn roun at Melbourne) and Singapore, via P Moresby.

Details from Blue Star Line (Aust. Pty. Ltd., 32-34 Bridge St., Sydne (27-1271).

Australia-West Pacific Line vessel maintain passenger-cargo services fro Japan and Hong Kong to Australia callin fortnightly at Pt. Moresby, Rabaul, La and Madang, on northbound trips an monthly on southbound trips.

Details from Wilh. Wilhelmsen Agency 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessel Woosung, Wenchow and Wanliu ca monthly at Rabaul, Lae and Madang o their way north from Melbourne, Sydne and Brisbane to Hong Kong, Okinawa an Japan.

China Navigation Co. Ltd. vessel Changsha and Taiyuan provide a monthl passenger-cargo service calling at Pt Moresby when northbound between Aus tralia, Manila, Keelung and Hong Kong

Details from China Navigation Co. Ltd (Swire and Yuill Pty. Ltd., genera agents), 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Franci Drake and George Anson maintai monthly passenger-cargo services betwee Sydney and Japan (via Manila, Hon Kong and Formosa), return via Guam an Rabaul.

Details from H. C. Sleigh Ltd., 11 York Street, Sydney, Tel. (2-0253).

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National Library of Australia

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service every two months from Sydney via New Zealand and Papeete to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney. Tel. 28-2451.

EUROPE - NEW GUINEA - BSIP, GEIC

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a service every six weeks from the Continent and London via Suez to Port Moresby, Honiara or Tarawa (alternating each voyage), Rabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mars, Mauricien and Maori, run monthly between France and New Zealand, via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges, run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service every three weeks from the Continent and UK, via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa and Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman, Nanchang and Kwungtung operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via New Zealand and Far Eastern ports.

FAR EAST - FIJI - NZ - SYDNEY

Royal Interocean Lines operate a monthly passenger-cargo service with the Tjimanuk, Tjitarum and Tjiliwong from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels Kweilin and Chekiang maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels Yechow, Yunnan and Chefoo maintain a monthly cargo service from Japan and Hong Kong southwards to Wewak, Rabaul,

DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V-11

Dep. **JAPAN** October 31.
GUAM November 6.
APIA November 17-18.
PAGO PAGO November 19-20.
SUVA November 23-24.
LAUTOKA November 25-28.
NOUMEA December 1.
VILA December 10.
SANTO December 11-13.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Tahiti Maru", late November, 1966.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE" **TOKYO: "FUNEDAILINE"**

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

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National Library of Australia

Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Honiara, Santo, Vila and Noumea returning to Japan direct.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Nukualofa, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Fiji, Tonga and Samoa.

Tofua maintains a service every four weeks from Auckland to Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Matua maintains a service every four weeks from Auckland to Lautoka, Nukualofa, Apia, Suva, and return to New Zealand (usually Auckland).

Details from Union Steam Ship Co. of NZ, 247 George St., Sydney (2-0528).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels Ruahine, Rangitoto and Rangitane, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a six-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney.

Details from agents: H. C. Sleigh, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, and other Pacific Islands.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Sydney, Brisbane, Melbourne, Fiji, Pago Pago, Papeete (occas.) and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - SYDNEY - USA

Matson Line vessels Mariposa and Monterey maintain a regular service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea, and return.

Details from agents: Birt and Company (Pty.) Ltd., 2 Castlereagh Street, Sydney (2-0313).

AIRWAYS TIMETABLES

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HONOLULU - NORTH AMERICA

By QANTAS (with 707's)

Sun.: Dep. Sydney 0900, arr. Brisbane 1015, dep. 1100, arr. Honolulu Sat. 2340, dep. Sun. 0045 for San Francisco, arr. 0825.

Sun.: Dep. San Francisco 1000, arr. Honolulu 1200, dep. 1300, arr. Nadi Mon. 1715, dep. 1745, arr. Brisbane Mon. 1930, dep. 2015 for Sydney, arr. 2125.

SYDNEY - FIJI - HAWAII - USA

By QANTAS (with 707's)

Thurs., Sat.: Dep. Sydney 0900, arr. Nadi 1440, dep. 1525, arr. Honolulu Wed., Fri. 2330, dep. Thurs., Sat. 0045, arr. San Francisco 0825.

Tues., Thurs., Fri., Sun.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, arr. Honolulu 0930, dep. 1040, arr. San Francisco 1820. (Extends to Vancouver alt. weeks Oct. 7, 21, Nov. 4, 18, etc.)

Mon., Wed., Sat.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, arr. Honolulu 0930, dep. 1040, arr. San Francisco 1820 (to New York, London).

Mon., Wed., Fri.: From New York, dep. San Francisco 2000, arr. Honolulu 2200, dep. 2300, arr. Nadi Wed., Fri., Sun. 0315, dep. 0400, arr. Sydney 0615.

Tues., Thurs., Sat., Sun.: Dep. San Francisco 2000, arr. Honolulu 2200, dep. 2300, arr. Nadi Thurs., Sat., Mon., Tues. 0315, dep. 0400, arr. Sydney 0615. (From Vancouver via San Francisco alt. weeks Oct. 8, 22, Nov. 5, 19, etc.).

Thurs., Sat.: Dep. San Francisco 1000, arr. Honolulu 1200, dep. 1300, arr. Nadi Fri., Sun. 1715, dep. 1800, arr. Sydney 2015.

(International Dateline is crossed between Nadi and Honolulu.)

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Thurs.: Dep. Sydney 2000, arr. Nadi 0145, dep. 0230 for Papeete, arr. Wed. 0840, dep. 2230 for Acapulco, arr. Thurs. 1035, dep. 1135 for Mexico City, arr. 1225 (to Nassau, Bermuda, London).

Sat. (from London, Bermuda, Nassau): Dep. Mexico City 2145 for Acapulco, arr. 2235, dep. 2335, arr. Papeete Sun. 0345, dep. 0445 for Nadi, arr. Mon. 0725, dep. 0815 for Sydney, arr. 1035.

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS (with 707's)

Tues., Sat.: Dep. Sydney 1730 (arr. Nadi 2310, dep. 2359), Honolulu arr. Tues., Sat. 0805, dep. 1000 for Los Angeles, arr. 1755.

Mon.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0130, dep. 0210), Honolulu arr. 0815, dep. 1000 for Los Angeles, arr. 1755.

Thurs.: Dep. Sydney 1600 for Auckland (arr. 2040, dep. 2145) for Honolulu arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1755.

Sun., Thurs.: Dep. Los Angeles 2145 for Honolulu, Nadi, arr. Tues., Sat. 0515, dep. 0615, and Sydney, arr. 0830.

Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, and Sydney, arr. Mon. 0915.

Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0830 for Sydney, arr. 0945.

SYDNEY - N. CALEDONIA - FIJI TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0010, dep. 0900 for Los Angeles, arr. 2010.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0620, dep. Sun. 0700 for Nadi (cross Dateline) arr. Mon. 0950, dep. 1035 for Noumea, arr. 1135, dep. 1250 for Sydney, arr. 1450.

Fri.: Dep. Noumea 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0010, dep. 0900 for Los Angeles, arr. 2010.

Thurs.: Dep. Los Angeles 0100 for Papeete, arr. 0620, dep. Fri. 0700 for Nadi (cross Dateline) arr. Sat. 0950, dep. 1035 for Noumea, arr. 1135.

(NOTE: Flights from Sydney to Noumea and return are operated in association with Qantas.)

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SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Fri.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).
Tues., Sat.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Sydney 1035, thence London via Singapore.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)

Fri.: Dep. Sydney 1535, arr. Nadi 2130 Fri., dep. 2220, cross International Dateline, arr. Honolulu 0640 Fri., dep. 0800 for Vancouver, arr. 1625, dep. 1800 for Amsterdam.
Sun., Mon., Wed., Fri.: From Amsterdam, arr. Vancouver 1740 Wed., dep. 1910, arr. Honolulu 2155 Wed., dep. 2355, cross International Dateline, arr. Nadi 0410 Fri., dep. 0520 for Sydney, arr. 0735 (alt. Fri. to Auckland, arr. 0810).

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS (with 707's)

Wed.: Dep. Los Angeles 1300 for Honolulu, dep. 1700 for Papeete, arr. 2225.
Thurs.: Dep. Papeete 1700 for Honolulu, arr. 2220, dep. 2330 for Los Angeles, arr. Fri. 0725.
Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0515, dep. 0600 for Auckland, arr. Mon. 0950.
Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1850 and San Francisco, arr. 2105.

AUSTRALIA-NEW ZEALAND

Because days and frequencies of trans-Tasman services change at short notice, it is impossible to give reliable detailed information on the services outlined below. Intending passengers are advised to check timetables with the airlines or travel agents.

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Twice weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Three times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Three times weekly, both ways.

MELBOURNE - WELLINGTON

AIR-NZ (with Electras)

Twice weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Daily, both ways.

BOAC (with 707's)

Twice weekly, both ways.

PAN AMERICAN (with 707's)

Once weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)

Five times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Daily, both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1010, arr. Nadi 1555.
Wed.: Dep. Nadi 0730, arr. Sydney 0955.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Sandringham Flying-boats)

Frequent services from Rose Bay Base each week. Departure time is dependent on time of high tide at Lord Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with Electras.

NORTHBOUND

TAA: Daily (exc. Tues., Sun.): Dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Pt. Moresby 0600, dep. 0650, arr. Lae 0740.
Ansett-ANA: Daily, exc. Wed., Sat., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200, arr. Pt. Moresby 0605, dep. 0655, arr. Lae 0745.

SOUTHBOUND

TAA: Daily (exc. Mon. Wed.): Dep. Lae 0930, arr. Pt. Moresby 1020, dep. 1100, arr. Brisbane 1455, dep. 1530, arr. Sydney 1705.
Ansett-ANA: Daily, exc. Thurs., Sun., dep. Lae 0925, arr. Pt. Moresby 1015, dep. 1055, arr. Brisbane 1450, dep. 1525, arr. Sydney 1700.
NOTE: The Ansett-ANA service from Sydney to Lae and return will operate daily to the above schedule from Nov. 28 to Dec. 25.

QLD. - PAPUA-NEW GUINEA

TAA (with Fokker Friendships)

Mon.: Dep. Townsville 1300, arr. Cairns 1355, dep. 1500, arr. Pt. Moresby 1720.
Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

CAIRNS-PT. MORESBY-CAIRNS
ANSETT-ANA (with Fokker Friendships)

Fri.: Dep. Cairns 1330, arr. Pt. Moresby 1545.
Fri.: Dep. Pt. Moresby 1625, arr. Cairns 1840, dep. 1920, arr. Townsville 2015.

NEW ZEALAND-PACIFIC IS.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Mon., Tues., Thurs., Fri., Sun.: Dep. Auckland 2130, arr. Nadi 0020.
Wed.: Electra dep. Auckland 1000, arr. Nadi 1355.
Wed., Sun.: Electra dep. Auckland 1000, arr. Nadi 1355.
(Sun. service commences Oct. 15)
Wed., Sat.: Electra dep. Auckland 2030, arr. Nadi 0025.
(Sat. service commences Oct. 15)
Tues., Wed., Fri., Sat.: Dep. Nadi 0505, arr. Auckland 0755.
Sun., Thurs.: Electra dep. Nadi 0505, arr. Auckland 0900.
Mon.: Dep. Nadi 0930, arr. Auckland 1220.
Mon., Fri., flights ex-Auckland and Tues., Sat. flights ex-Nadi are operated by BOAC.
Sun., Wed.: Electra dep. Nadi 1500, arr. Auckland 1855.
(Sun. service commences Oct. 15)

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada
and
TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.
PAPEETE — Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Pallande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

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National Library of Australia

NZ - FIJI - AM. SAMOA
AIR-NZ (with DC8's)

Sun.: Dep. Auckland 2130, arr. Nadi 0020 Mon. Dep. Nadi 0200, cross International Dateline, arr. Pago Pago Sun. 0445.
Sun.: Dep. Pago Pago 0715, cross International Dateline, arr. Nadi Mon. 0815. Dep. Nadi 0930, arr. Auckland 1220.

NZ - HAWAII - USA
AIR-NZ (with DC8's)

Wed., Fri.: Dep. Sydney 1500, arr. Auckland 1945, dep. Auckland 2100, arr. Honolulu 0720, dep. 0900, arr. Los Angeles 1655.
Wed., Fri.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr. Sydney 1005.

NZ - NEW CALEDONIA
AIR-NZ (with Electras)

Fri.: Dep. Auckland 1315 for Noumea, arr. 1540.
Fri.: Dep. Noumea 1645 for Auckland, arr. 2105.

NZ - NORFOLK IS.
AIR-NZ (by Qantas DC4's) (Charter)

Sat.: Dep. NI 1600, Auckland, arr. 1945.
Wed.: Dep. NI 1600, arr. Auckland 1945.
Sun.: Dep. Auckland 1030, arr. NI 1330.
Thurs.: Dep. Auckland 1030, arr. NI 1330.

INTER - TERRITORY SERVICES

FIJI - GILBERT & ELLICE ISLANDS
FIJI AIRWAYS LTD. (with Herons)

Fri.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Sat., dep. Funafuti 0700, Tarawa, arr. 1140.
Sun.: Dep. Tarawa 0630, Funafuti, arr. 1130, dep. 1230, Nadi, arr. 1625, dep. 1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI
FIJI AIRWAYS LTD. (with Herons)

Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0900, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.
Wed., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1205, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - TONGA
FIJI AIRWAYS LTD. (with DC3's)

Tues., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1200. Dep. Nukualofa 1245, arr. Suva 1445, dep. 1600, arr. Nadi 1645.
Details from Fiji Airways Ltd., Victoria Parade, Suva.

FIJI - WESTERN SAMOA
FIJI AIRWAYS LTD. (with Herons)

Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0750, cross Dateline, arr. Apia Fri. 1300.
Fri.: Dep. Apia 1350, cross Dateline, arr. Suva Sat. 1700, dep. Sat. 1730, arr. Nadi 1815.

HAWAII - AM. SAMOA - TAHITI
BY PAN AMERICAN AIRWAYS (with 707's)

Tues.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.
Tues.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735.

NEW CALEDONIA - NEW HEBRIDES
UTA-FRENCH AIRLINES (with DC4's)

Tues.: Dep. Noumea 0900, arr. Vila 1055, dep. 1230, arr. Santo 1345, dep. 1415, arr. Noumea 1655.
Sat.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1225, dep. 1400, arr. Noumea 1555.

NEW CALEDONIA - WALLIS ISLAND
UTA-FRENCH AIRLINES (with DC4's)

Monthly service (second Wednesday)
Wed. (Oct. 12, Nov. 9): Dep. Noumea 0800 for Wallis Is., arr. 1430.
Monthly service (following Friday)
Fri. (Oct. 14, Nov. 11): Dep. Wallis Is. 0900 for Noumea, arr. 1530.

P-NG - SOLOMONS
TAA (with Fokker Friendships and DC3's)

Alt. Tues.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Oct. 4, 18, etc.).
Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae arr. 1545 (Oct. 5, 19, etc.).
Alt. Tues.: Dep. Lae (Fokker) 0845 for Rabaul, Buka, Munda, Honiara, arr 1630 (Oct. 11, 25, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 0715 for Munda, Buka, Rabaul, Lae, arr. 123 (Oct. 12, 26, etc.).

P-NG - WEST NG

TAA and Garuda Indonesian Airways using DC3's, run services between La and Sukarnapura Both services ar fortnightly.

TAHITI - HONOLULU
UTA-FRENCH AIRLINES (with DC8's)

Sat.: Dep. Papeete 1000, arr. Honolul 1525, dep. Sat. 1700, arr. Papeet 2220.

TAHITI - USA
UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Papeete 0900, arr. Los Angele 2010, dep. Thurs. 0100, arr. Papeet 0620.
Fri.: Dep. Papeete 0900, arr. Los Angele 2010, dep. Sat. 0100, arr. Papeet 0620.
PAN AMERICAN AIRWAYS (with 707's)
Wed.: Dep. Los Angeles 1300, dep. Hono lulu 1700, arr. Papeete 2225.
Thurs.: Dep. Papeete 2359, arr. Honolul Fri. 0520, dep. 0900, arr. Los Angele 1655 Fri.
Sat.: Dep. San Francisco 2200, dep. Lo Angeles 2359, arr. Papeete 0515 Sun.
Mon.: Dep. Papeete 0800, arr. Los Angele Mon. 1850, arr. San Francisco Mon 2105.

W. SAMOA - AM. SAMOA
POLYNESIAN AIRLINES LTD. (with DC3)

Sun.: Dep. Apia 0300, 0530, 0800, 1900 Mon. 0800; Tues. to Thurs. 0600 Fri. 0930, 1600; Sat. 1430.
Sun.: Dep. Pago Pago 0415, 0645, 0915 2015; Mon. 0915; Tues. to Thurs. 0715 Fri. 1045, 1715; Sat. 1545.

W. SAMOA - FIJI
POLYNESIAN AIRLINES LTD. (with DC3)

Tues.: Dep. Apia 1000, Thurs. 0900, arr Nadi 1315 Wed. and 1215 Fri.
Wed.: Dep. Nadi 1445, Fri. dep. 1330, arr Apia 2015 Tues. and 1900 Thurs.

W. SAMOA - TONGA
POLYNESIAN AIRLINES LTD. (with DC3)

Alt. Sun. (Oct. 2, 16, etc.): Dep. Api 1030, arr. Tonga Mon. 1345.
Alt. Mon. (Oct. 3, 17, etc.): Dep. Tonga 1445, arr. Apia Sun. 1800.

INTERNAL SERVICES

FIJI
FIJI AIRWAYS (with Herons, Drovers, and DC3's)

Suva-Nadi-Suva: Daily.
Suva-Ura-Suva: Wed., Sun.
Suva-Labasa-Suva: Mon., Wed., Thurs. Sun.
Suva-Savusavu-Matei-Suva: Mon.
Suva-Matei-Savusavu-Suva: Sat.
Suva-Labasa-Matei-Labasa-Suva: Tues. Fri.
Suva - Labasa - Savusavu - Labasa Suva: Sat.
Suva - Savusavu - Labasa - Savusavu Suva: Wed., Thurs., Sun.
Details from Fiji Airways Ltd., Victori Parade, Suva.

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RAI (with DC4 and Bermuda Flying-boats)

apeete-Moorea-Papeete: Mon., Tues., Thurs., Sat.
apeete - Raiatea - Bora Bora: Mon., Tues., Wed., Thurs., Fri., Sat., Sun.
apeete - Huahine - Raiatea - Bora Bora: Thurs.
ora Bora - Raiatea - Papeete: Mon., Tues., Wed., Sat., Sun.
ora Bora - Raiatea - Huahine - Moorea - Papeete: Thurs.
ora Bora-Rangiroa-Papeete: Thurs.
Details from RAI, Quai Bir Hakeim, apeete, or any UTA office.

GUAM - US TRUST TERRITORY

TRUST TERRITORY AIR SERVICE (with SA16's and DC4's)

GUAM-MARIANAS

uam - Saipan - Rota - Guam: Mon., Wed. (DC4).
uam - Rota - Saipan - Guam: Tues., Sat. (DC4).
uam - Saipan - Guam: Thurs., Fri. (DC4).

GUAM-CAROLINES

uam-Yap-Koror: Thurs. (DC4).
oror-Yap-Guam: Fri. (DC4).
uam - Yap - Koror - Yap - Guam: Sun. (DC4).

GUAM-CAROLINES-MARSHALLS

uam-Truk-Kwajalein: Tues. (DC4).
wajalein - Majuro - Kwajalein - Truk - Guam: Wed. (DC4).
ruk - Ponape - Kwajalein: Tues. (SA16).
wajalein - Ponape - Truk: Wed. (SA16).

NEW CALEDONIA

TRANSPAC (with Heron and/or Aztec)

oumea-Mare-Noumea: Mon., Tues., Fri.
Noumea-Lifou-Noumea: Tues., Wed., Fri., Sat.
Noumea-Ouvea-Noumea: Mon., Thurs., Sat.
Noumea-Isle of Pines-Noumea: Daily.
Noumea - Houailou - Poindimie - Houailou-Noumea: Sat., Sun.
Noumea - Kone - Koumac - Kone - Noumea: Mon., Wed., Fri.
Noumea - Kouaoua - Houailou - Kouaoua-Noumea: Daily except Sun.
Noumea - Poindimie - Hienghene - Poindimie-Noumea: Daily except Sun.
Noumea-Thio-Noumea: Daily.
Noumea - Thio - Kouaoua - Thio - Noumea: Wed., Sat., Sun.
Noumea - Houailou - Noumea: Daily exc. Sun.
Noumea - Tontouta - Noumea: Connecting with UTA, and Qantas flights. (Charter only).

NEW HEBRIDES

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VILA-SOUTHERN ISLANDS

Mon.: Vila-Tanna-Vila.
Wed.: Vila - Tanna - Vila - Erromanga (optional).
Fri.: Vila-Tanna-Vila.
Alt. Fri.: Tanna-Aneityum-Tanna.
Fri. (monthly): Tanna-Futuna-Tanna.

VILA-NORTHERN ISLANDS

Mon.: Vila - Norsup (Malekula) - Santo - Aoba - Pentecost (optional) - Aoba - Santo.
Tues.: Santo-Norsup-Vila.
Vila-Tongoa-Vila.
Wed.: Vila-Tongoa (optional)-Pentecost (optional)-Aoba-Santo.
Thurs.: Santo - Aoba - Pentecost - Aoba-Santo.
Santo - Aoba - Tongoa (optional) - Vila.
Vila - Norsup - Vila - Santo (optional).
Fri.: Vila-Norsup-Santo.
Sat.: Santo-Norsup-Vila.
Vila-Tongoa-Vila.
Details from Air Melanesia, Vila, or local agents.

PAPUA - NEW GUINEA

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LAE-RABAUL-LAE (Fokker Friendships and DC3)

Mon., Tues., Wed.: Lae-Rabaul.
Mon., Wed.: Rabaul-Lae.

PORT MORESBY-DARU (Beechcraft)

Mon., Fri., Sat.: Pt. Moresby - Daru - Balimo - Pt. Moresby.

PT. MORESBY-WEST PAPUA (Aztec)

Mon., Wed., Fri.: Pt. Moresby-Kerema-Baimuru - Kerema - Pt. Moresby. Reservations beyond Kerema subject to administration requirements.

PT. MORESBY-EAST PAPUA (Beechcraft)

Tues.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.
Wed.: Pt. Moresby-Gurney*-Pt. Moresby.
* Launch connects at Gurney to and from Samarai on Wed. only.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL (DC3)

Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.
Mon.: Rabaul-Kavieng-Manus-Wewak.
Sat., Tues.: Lae-Madang-Wewak.
Sat.: Wewak-Lae.
Sat., Sun., Tues.: Wewak-Madang-Lae.
Mon., Wed., Thurs.: Kavieng-Rabaul.
Mon., Tues., Fri.: Rabaul-Kavieng.

RABAUL-NEW IRELAND (Beechcraft)

Fri.: Rabaul-Namatanai-Rabaul.

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FAR EASTERN AGENTS: Japan—Dodwell & Co. Ltd. Hong Kong and Manila—Everett Steamships Corporation.

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CENTRAL HIGHLANDS (DC3)

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.
Tues.: Lae - Goroka - Minj - Banz - Mt. Hagen - Baiyer R. - Madang.
Wed.: Madang - Wabag - Hagen - Banz - Minj-Goroka-Lae.
Fri., Sat.: Lae-Goroka-Madang-Wewak.
Thurs.: Lae - Goroka - Minj - Banz - Hagen-Wabag-Madang.
Tues., Sat.: Mt. Hagen-Goroka-Lae.
Sun.: Lae - Goroka - Minj - Banz - Mt. Hagen-Madang.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Pt. Moresby-Kokoda (opt.)-Popondetta-Garaina-Lae.
Sat.: Lae - Garaina - Popondetta - Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-BULOLO-LAE (DC3)

Thurs., Sun.: Pt. Moresby-Bulolo-Lae.
Thurs., Sun.: Lae-Bulolo-Pt. Moresby.

PT. MORESBY-WAU-BULOLO (Beechcraft)

Sat.: Pt. Moresby-Wau-Bulolo-Pt. Moresby.

MADANG-GOROKA-LAE (DC3)

Tues.: Lae - Goroka - Minj - Banz - Hagen - Baiyer R. - Madang.
Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

PT. MORESBY-GOROKA-MADANG (DC3)

Fri., Sat., Tues., Thurs.: Madang-Goroka-Pt. Moresby-Goroka-Madang.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Lae-Rabaul.
Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.
Thurs.: Lae - Finschhafen - Cape Gloucester - Talasea - Hoskins - Jacquinot Bay-Rabaul.
Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea - Kandrian - Cape Gloucester - Finschhafen-Lae.

RABAUL-BUIN-RABAUL (DC3)

Mon., Wed., Fri.: Rabaul - Nissan Is. (optional Fri. only) Buka-Wakunai-Kieta - Buin - Kieta - Buka - Nissan Is. (optional Mon. only) - Rabaul.

RABAUL-TALASEA-RABAUL (DC3)

Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea.
Sun.: Talasea-Hoskins-Rabaul.
Tues.: Rabaul-Hoskins-Talasea.
Thurs.: Talasea - Hoskins - Jacquinot Bay-Rabaul.

PAPUAN AIRLINES PTY. LTD. (with DC3's and Piaggios)

Mon.: Dep. (DC3) Pt. Moresby-Popondetta-Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.)-Kairuku (opt.)-Bereina-Woitape - Tapini - Bereina - Kairuku (opt.)-Aroa (opt.)-Rorona (opt.)-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini - Woitape (opt.)-Pt. Moresby.

Tues.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.
(DC3) Pt. Moresby - Daru - Balimo - Daru-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney-Palli (opt.)-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.) Aroa (opt.) - Kairuku - Bereina - Pt. Moresby.
(DC3) Pt. Moresby-Mt. Hagen-Pt. Moresby.
(DC3) Pt. Moresby - Gurney (Samarai) - Pt. Moresby.

Wed.: (DC3) Pt. Moresby - Kokoda - Popondetta-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt. Moresby.

Thurs. (Piaggio): Pt. Moresby - Woitape - Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.) - Kairuku - Bereina - Kairuku (opt.)-Pt. Moresby.

Alt. Thurs. (Oct. 6, 20, etc.): (DC3) Pt. Moresby - Popondetta - Wanigela - Vivigani - Losuia - Popondetta - Pt. Moresby.

Alt. Thurs. (Oct. 13, 27, etc.): (DC3) Pt. Moresby - Popondetta - Losuia - Vivigani-Popondetta-Pt. Moresby.

Fri.: (DC3) Pt. Moresby - Popondetta - Pt. Moresby.
(DC3) Pt. Moresby - Gurney (Samarai)-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney-Palli-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt. Moresby.

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Sat.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.

ANSETT-MAL (with DC3's and Piaggios)

Mon.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae-Goroka-Madang.
Goroka-Lae-Bulolo-Pt. Moresby.
Pt. Moresby - Bulolo - Lae - Goroka - Mt. Hagen-Madang.
Lae-Wewak-Vanimo-Wewak.
Madang-Momote-Kavieng-Rabaul.
Lae-Mt. Hagen.
Mt. Hagen-Banz-Lae.
Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Mt. Hagen-Madang.
Mt. Hagen-Mendi-Mt. Hagen.

Tues.: Rabaul-Lae-Rabaul.
Wewak - Madang - Lae - Goroka - Madang-Wewak.
Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.
Madang - Mt. Hagen - Banz - Minj - Goroka.
Mt. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.
Mt. Hagen-Lae-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak - Hayfield-Yangoru-Wewak.
Wewak-Telefomin-Ambunti-Wewak.
Wewak-Angoram-Wewak.
Mt. Hagen - Goroka - Kainantu - Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.

Wed.: Rabaul-Lae-Rabaul.
Lae-Madang-Wewak.
Madang-Lae.
Lae-Goroka-Madang.
Lae - Goroka - Madang - Wewak - Momote-Kavieng-Rabaul.
Goroka - Lae - Bulolo - Pt. Moresby - Bulolo-Lae-Goroka-Madang.
Wewak-Lae.
Mt. Hagen - Kainantu - Lae - Kainantu - Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.

Thurs.: Rabaul - Kavieng - Momote - Wewak-Madang-Goroka-Lae.
Madang - Goroka - Bulolo - Pt. Moresby-Bulolo-Goroka.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak - Hayfield - Yangoru - Wewak.
Mt. Hagen-Goroka-Mt. Hagen.
Wewak-Aitape-Dagua-Wewak.
Wewak-Vanimo-Wewak.
Wewak-Angoram-Wewak.
Wewak-Ambunti-Wewak.

Fri.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae - Goroka - Madang - Wewak - Momote-Kavieng-Rabaul.
Goroka - Lae - Bulolo - Pt. Moresby - Bulolo-Lae-Goroka.
Wewak - Lae - Goroka - Minj - Banz - Mt. Hagen.
Madang - Mt. Hagen - Banz - Minj - Goroka-Madang.
Mt. Hagen-Pt. Moresby.
Mt. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.
Mt. Hagen-Tari-Mt. Hagen.
Mt. Hagen - Lae - Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen - Mt. Hagen-Lae.

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Aropa Plantation

(Continued from p. 143)

"It is hoped through sport, entertainment, etc., to open the minds of our indentured set to enjoying life together with local Bougainville natives. This has been anything but the case up to the present, as neither group likes or trusts the other, and the hope is easier to express than to accomplish.

"The native welfare officer will be chosen as a man of strong character, a keen sportsman and of good intelligence."

On the matter of the $20,000 grant for an idea, the report says suggestions will go before a committee headed by Dr. John Gunther, vice-chancellor of the P-NG University, for selection. The money would be used for some scheme not likely to attract a normal grant.

Proposals must be in writing and can be in English, Pidgin or Motu. The ideas may come from inside or outside the territory but they should be for the benefit of the wider welfare of the people of the territory.

TIMETABLES (Cont.)

Lae - Madang - Wewak - Vanimo - Wewak.
Rabaul-Kavieng-Rabaul.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak - Hayfield - Yangoru - Wewak - Angoram-Wewak.
at.: Rabaul-Lae-Rabaul.
Wewak-Madang-Lae-Madang.
Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.
Goroka-Lae-Goroka.
Pt. Moresby-Mt. Hagen.
Mt. Hagen - Kainantu - Lae - Kainantu-Goroka-Mt. Hagen.
Mt. Hagen - Mendi - Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.

SOLOMON ISLANDS

MEGAPODE AIRWAYS (with Dove)

NOTE: See P-NG-Solomons timetable under Inter-Territory Services for connecting flights.)
oniara-Auki (Malaita)-Honiara: Tues., Fri.
oniara-Yandina (Russell Is.)-Honiara: Thurs. (Fortnightly, Oct. 13, 27, etc.).
oniara - Yandina (Russell Is.) - Sege - Munda, and return: Wed. (Fortnightly, Oct. 12, 26, etc.).
oniara-Kira Kira-Honiara: Wed. (Fortnightly, Oct. 5, 19, etc.).
oniara-Munda (New Georgia)-Barakoma (Vella La Vella)-Munda-Honiara: Fri. (Fortnightly, Oct. 14, 28, etc.).
oniara - Yandina - Munda - Barakoma - Munda-Yandina-Honiara: Mon. and every second Fri. (Oct. 7, 21, etc.).
oniara-Avu Avu-Honiara: Thurs., Sat. (Three times monthly) Oct. 6, 20, 22, etc.).

Details from Megapode Airways, PO ox 103, Honiara, BSIP.

New Man From Kaindi

(Continued from p. 14)

his electorate which includes Wau, Bulolo and Menyamya—home town of the famed Kukukukuku tribesmen.

For his campaign he visited every one of 85 polling places in his rugged domain, distributing "Vote Toni" badges to his supporters. His election tactics were completely opposite to those of Bloomfield, who told the electors to vote first for the man of their choice and second for him—and won on preferences after the eighth count.

Voutas suspects that some electors still believe that both Bloomfield and "the man of their choice" got into parliament, and that this was dishonest of Bloomfield.

Voutas asked his electors for the number-one vote, and told them to vote for no other man—and thus he turned the election into a first-past-the-post race. He got an outright majority, of 12,333, with a 70 per cent. poll on a roll of 28,588 electors. His four native rivals divided the rest between them.

Voutas does not consider he is anti-European, as some Europeans have already claimed. He says that he tries to see things the native way, and that this is neither pro- nor anti-European.

"There is some anti-European feeling in my electorate," he says. "But you can't ignore the fact that the New Guineans become submissive and feel inferior because the whites have so much. There is a way of getting people together, and this must be done, but you don't do it by ignoring issues that hurt."

Whether he is politically wet-behind-the-ears remains to be seen. He's dedicated, and not afraid of work, and his speeches in the Budget session show he has no illusions that the House of Assembly has any power or that most of his work needs to be done outside the House.

The big problem ahead of him is whether, because of a forthcoming change in electoral laws, he will have the residential qualifications to enable him to stand for parliament in 1968.

Some elected members who already see in Toni Voutas a future threat to their leadership of the House are also interested in the outcome of his dilemma.

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Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called **Nixoderm** that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get **Nixoderm** from your chemist to-day under positive guarantee to return your money if not entirely satisfied

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DEATHS OF ISLANDS PEOPLE

Mr. P. J. McDonald

Mr. P. J. McDonald, the "grand old man" of Port Moresby and one of the heroes of the Kokoda Trail, died in hospital at Port Moresby on September 4. He was 75.

"P.J.", as he was known locally, became famous during the World War II when he refused to be evacuated from his rubber plantation, Ilolo, the last staging point for troops moving up the Kokoda Trail to the front line.

The Japanese advance was halted only a few hundred yards from his front door, about 20 miles from Port Moresby.

Mr. McDonald was commissioned by the Australian Army when it became clear that he would not leave his home.

He often boasted that he was the oldest man ever to receive a commission in the Australian Army.

In World War I he had served with the Australian Hight Horse at Gallipoli and in France.

Mr. McDonald went to Papua in the early 1920's as a carpenter and built the first store in Port Moresby for the Steamships Trading Company.

He started Ilolo Plantation in the 1930's. Mr. McDonald was born near Melbourne in 1891—on the day Carbine won the Melbourne Cup. He used to boast that he had been going like a winner ever since.

Mr. H. O. Wright

Mr. Henry Oscar Wright, one of Fiji's most colourful "characters", died suddenly at the Mocambo Hotel, Nadi Airport, on September 8, aged 52. He had had an adventurous career both in Fiji and abroad.

In Fiji, one of his first enterprises was a restaurant—"Oscar's Place"—which specialised in sea food and local dishes.

He served in the Fiji Labour Corps during World War II and was demobilised with the rank of captain.

When the war ended he joined the late Harold Gatty in a marine research enterprise, South Sea Marine Products.

Leaving Fiji in the early 1950's on travels which were to take him all over the world, Mr. Wright tried his hand (once) at bullfighting in Spain; he was associated with Errol Flynn in a skin-diving enterprise; he spent some years developing a lobster fishing industry in the Persian Gulf; and he worked for a New York company which ran a shrimping fleet.

His overseas travels ended in late 1963, when he returned to Fiji, to become associated with the tourist industry.

He was master of the cruise yacht *Stardust* for some time, and then started deep sea game fishing from the launch *Kingfisher*. From there he moved over to the cruise ship *Sayandra* as master.

Mr. Wright joined the staff of the Mocambo Hotel early this year.

Mr. Wright had two daughters by his first marriage—Mrs. L. Whiteside, of Suva, and Mrs. Betty Jones, of Hayward, California.

His second wife Constance and their two sons, Henry and Alexander, live in Fiji.

Mr. Rob Wright, Fiji Government Public Relations Office photographer, is a brother.

Mr. L. H. Storck

Mr. Ludwig Henry Storck, the last surviving son of Mr. Jacob Paul Storck, the "original Storck" of Fiji, died on September 8, aged 83.

Mr. Storck worked for the CSR Co. Ltd. for many years, and was chief engineer at Labasa when he retired.

Rev. R. Jones

The Rev. Robert Jones, who built the cathedral of St. Peter and St. Paul, at Dogura, New Guinea, died in Townsville in September, aged 70.

He enjoyed a distinction, believed unique in Christendom. He was ordained a priest in the cathedral which he built.

He was a layman during his building days in New Guinea, but later he became one of North Queensland's Anglican priests.

Mrs. S. E. Waugh

Mrs. Sarah (Sally) Waugh, former resident of New Guinea, died at a convalescent home in Sydney on July 31 at the age of 79.

Mrs. Waugh married Mr. Donald Waugh who went to NG with the Australian Expeditionary Forces during World War I and later joined the Administration. Mrs. Waugh joined him some years later. Don (Skipper) Waugh became a District Officer and was stationed at Madang, Kavieng, Kieta and Rabaul. In 1939 he retired and left the Territory for Australia—where he died in 1940. Mrs. Waugh returned to Australia in 1936.

She leaves two daughters and a son.

Mr. A. H. Affleck

Mr. Arthur H. Affleck, the firs Flying Doctor pilot in Australia an a pioneer aviator in Papua-Ne Guinea, died aboard the passenge liner *Orsova* off Vancouver on Sep tember 12. Mr. Affleck, who was 6 was on a Pacific cruise recoverin from an illness.

He joined the Civil Aviatio Branch of the Defence Departmer in 1936. In 1959 he went to P-N as Regional Director of Civ Aviation—retiring in 1963 at th age of 60.

After the entry of Japan int World War II, Mr. Affleck organise an air evacuation of 732 women an children from the territory to Cairn

Mr. Affleck was the author of th book *The Wandering Years*.

R. J. Coe

Robert Jonas Coe, a link with tw well-known figures of Pacific histor died at Matauta-uta, Western Samo on August 21 at the age of 80.

Mr. Coe was the son of Jonas M Coe, American consul in Weste Samoa in the latter part of the 19t century, and the last surviving hal brother of Emma Eliza Coe ("Quee Emma") of New Guinea fame.

Jonas M. Coe had 18 children b three of his six wives—"Queen Emma being a daughter of his first wife, member of the Malietoa family, an Robert Jonas being a son of the sixt the daughter of a Tongan Methodi missionary. There is now only on survivor of the 18 children—Mr Nellie Lydia Davidson, of Wellingto New Zealand.

The late Mr. Robert Jonas C was employed by the Copra Board Western Samoa for many years. H resigned last year because of i health.

Mr. Coe is survived by his wif Nui, three daughters, four sons, 4 grandchildren and 60 great-gran children.

Dr. T. A. U. Clunie

Dr. Thomas Anderson Urquha Clunie, who held a number of seni appointments in the Fiji Medical D partment, died in the CWM Hospita Suva, on September 14, aged 71.

He leaves a widow and seve children.

Kondom Agundo

Tribute was paid in P-NG's Hou of Assembly on the first day of i Budget meeting to the memory Kondom Agundo, of Chimbu, wh

(Continued next page)

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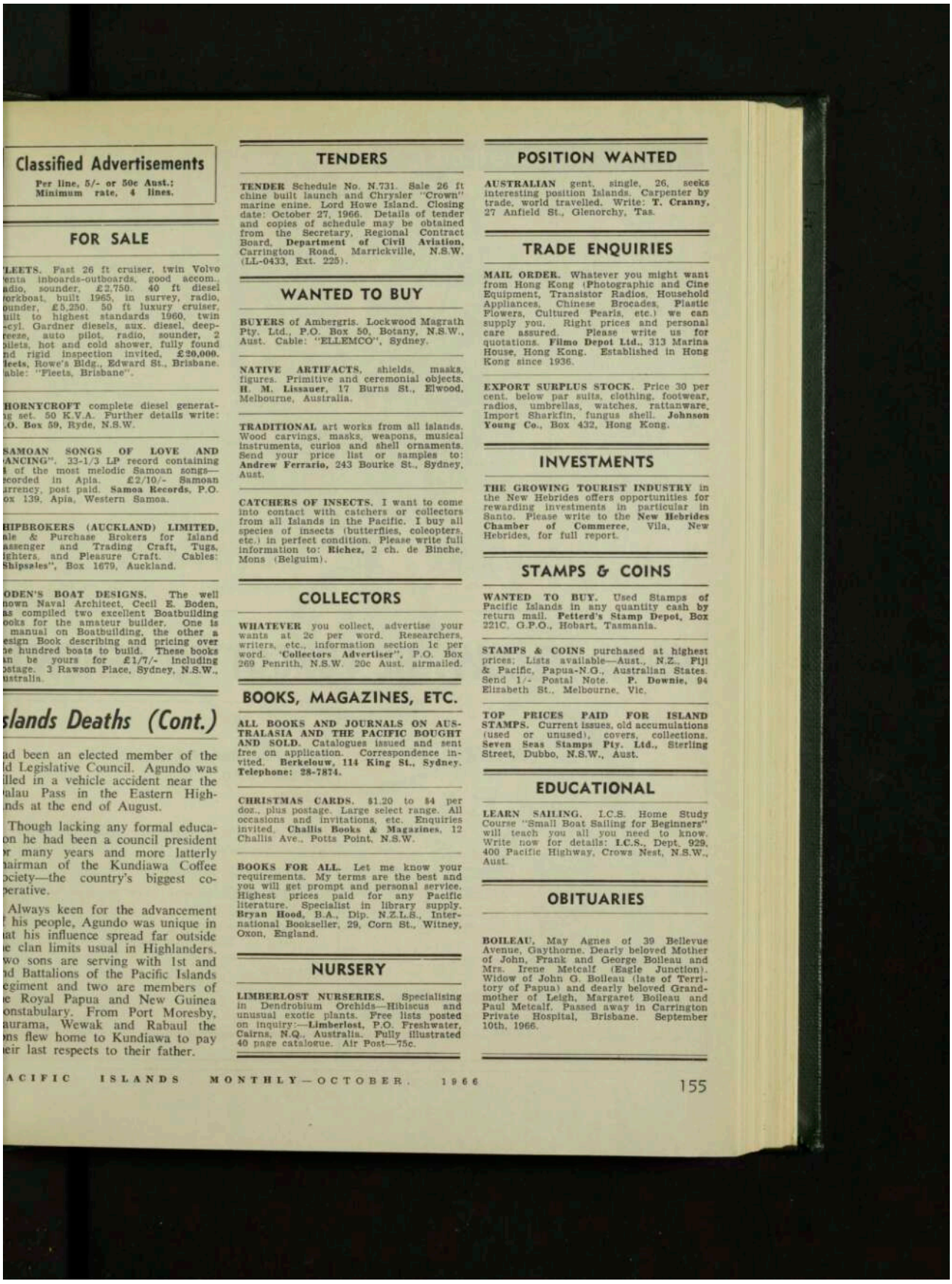

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Islands Deaths (Cont.)

had been an elected member of the old Legislative Council. Agundo was killed in a vehicle accident near the Balau Pass in the Eastern Highlands at the end of August.

Though lacking any formal education he had been a council president for many years and more latterly chairman of the Kundiawa Coffee Society—the country's biggest co-operative.

Always keen for the advancement of his people, Agundo was unique in that his influence spread far outside the clan limits usual in Highlanders. Two sons are serving with 1st and 2nd Battalions of the Pacific Islands Regiment and two are members of the Royal Papua and New Guinea Constabulary. From Port Moresby, Laurama, Wewak and Rabaul the sons flew home to Kundiawa to pay their last respects to their father.

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TENDER Schedule No. N.731. Sale 26 ft chine built launch and Chrysler "Crown" marine enine. Lord Howe Island. Closing date: October 27, 1966. Details of tender and copies of schedule may be obtained from the Secretary, Regional Contract Board, **Department of Civil Aviation,** Carrington Road, Marrickville, N.S.W. (LL-0433, Ext. 225).

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BOILEAU, May Agnes of 39 Bellevue Avenue, Gaythorne. Dearly beloved Mother of John, Frank and George Boileau and Mrs. Irene Metcalf (Eagle Junction). Widow of John G. Boileau (late of Territory of Papua) and dearly beloved Grandmother of Leigh, Margaret Boileau and Paul Metcalf. Passed away in Carrington Private Hospital, Brisbane. September 10th, 1966.

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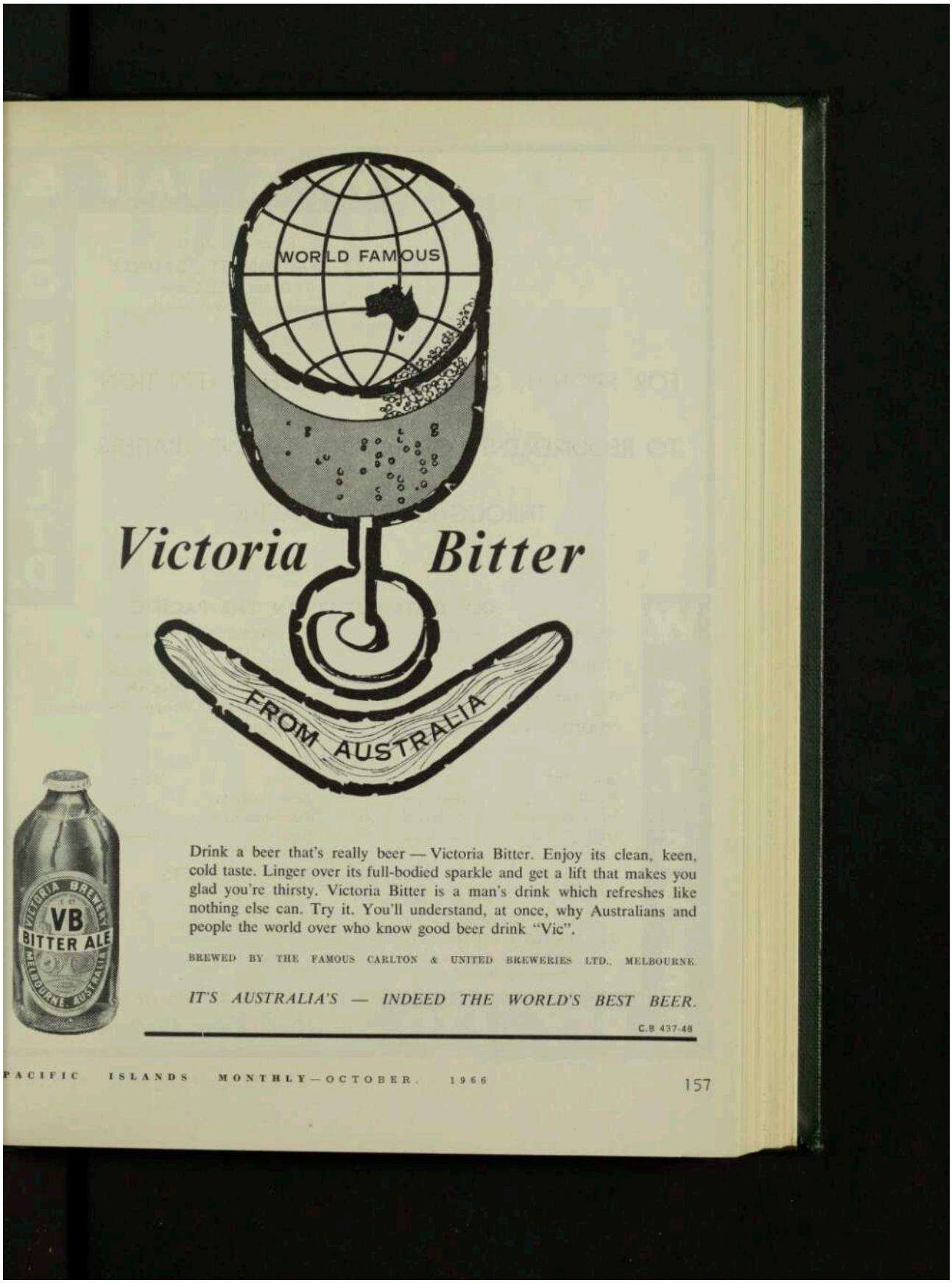

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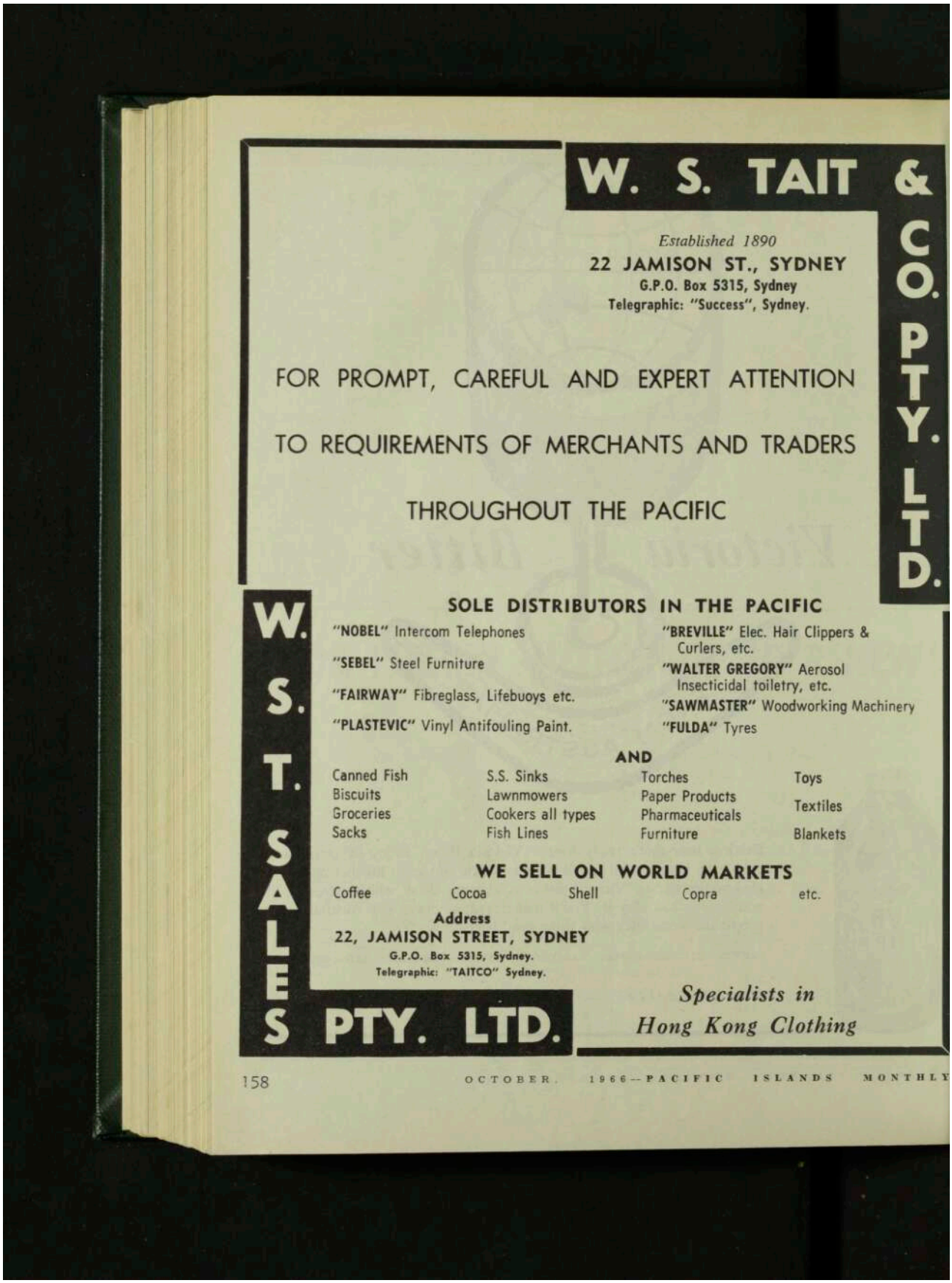

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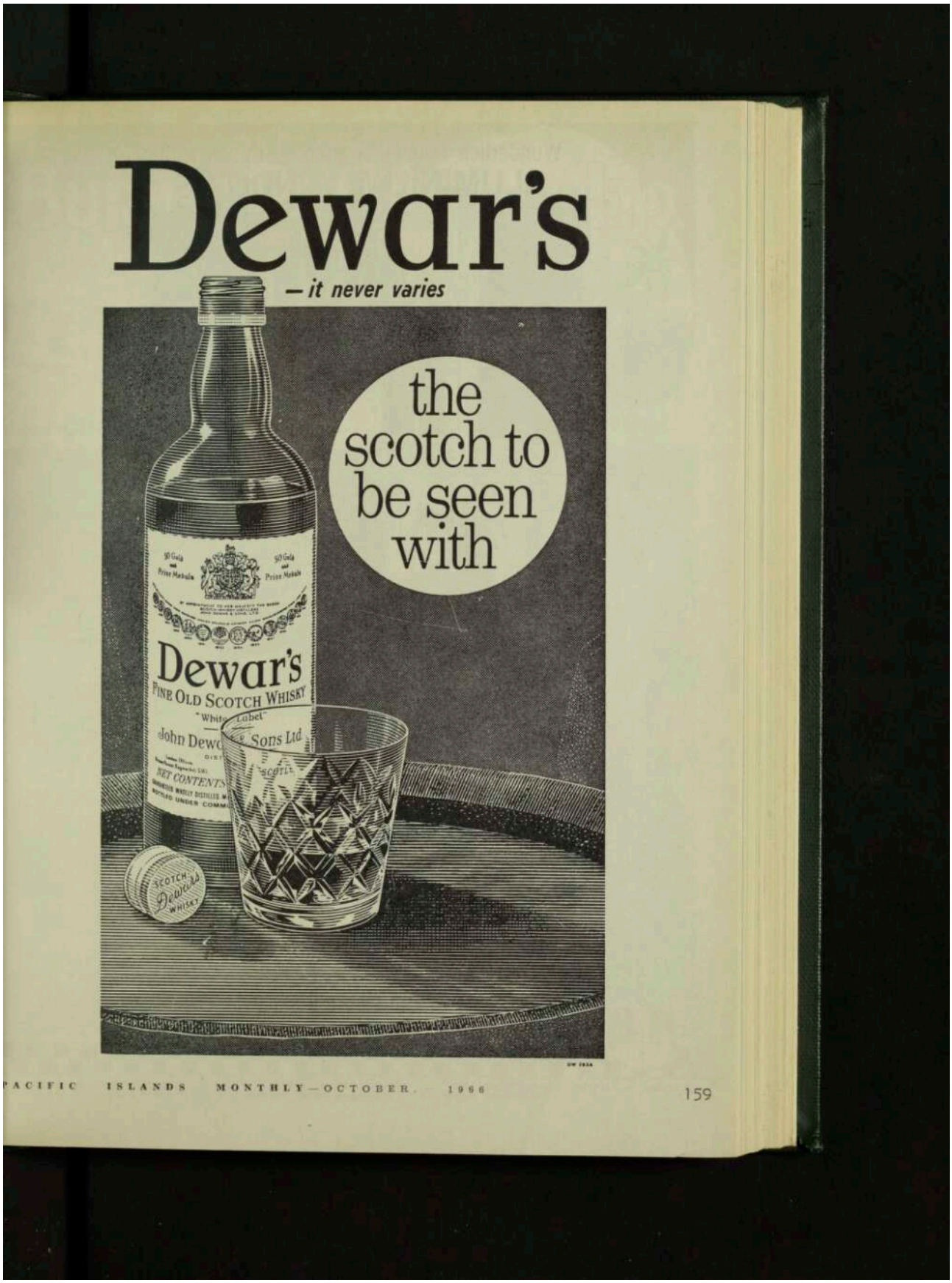

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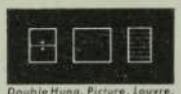
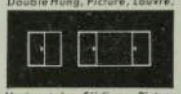
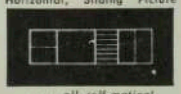


Double Hung, Picture, Louvre.



Horizontal, Sliding Picture



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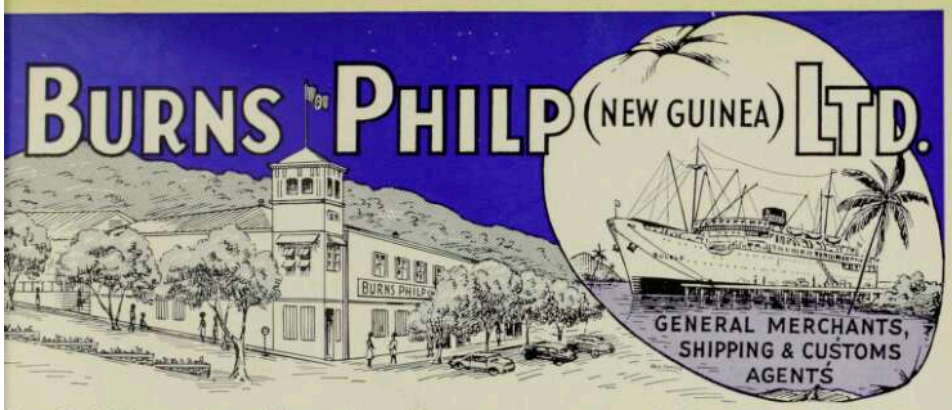

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