

Vol. 38, No. 2 (Feb. 1, 1967)

Date : 7/17/26, 5:14 AM

<https://nla.gov.au:443/tarkine/nla.obj-326080071>

Copyright varies by issue and article

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

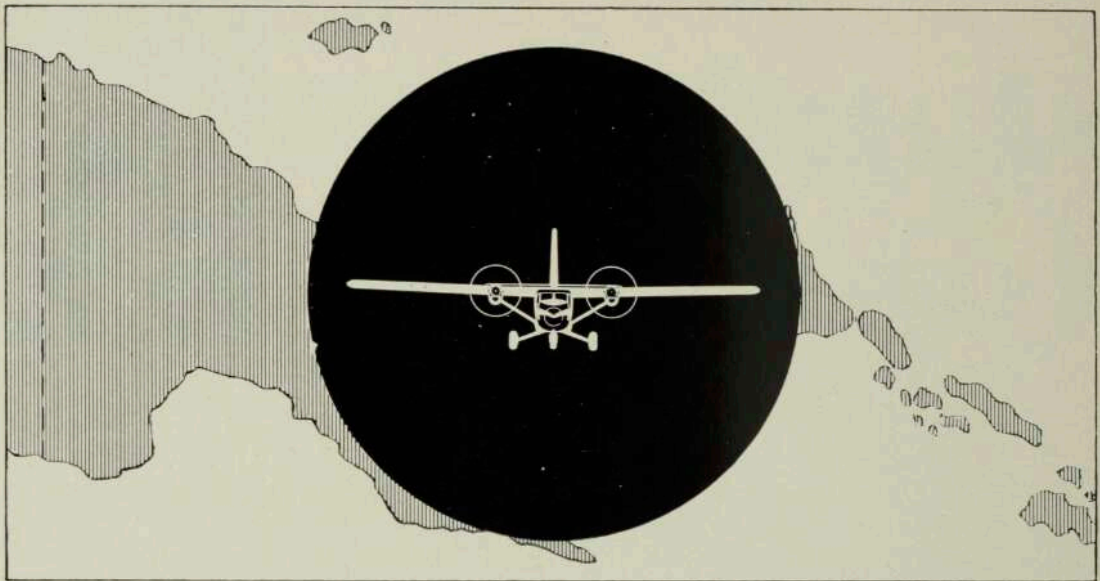
Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

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

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





Now TAA's entire Sunbird fleet is twin-engined

Twin engines mean greater dependability, and that's pretty important in Papua/New Guinea. Now, no matter where you fly in the Territory, you'll have the **double dependability** of twin engines.

The twin-engined TAA Sunbird fleet now at your service numbers six aircraft types — Friendships, DC3's, Twin Otters, Bristols, Aztecs and Beechcraft.

TAA's all twin-engined fleet is the result of a continuing multi-engined fleet policy . . . a policy of increased service to all peoples of the Territory.

For flight or charter bookings contact your Travel Agent.

Or call TAA:

**Port Moresby 2101 ■ Madang 78, 268 ■ Rabaul 2567 ■ Lae 2311
Goroka 8 ■ Mt. Hagen 4 ■ Wewak 103**

Fly the Friendly Way

TAA 

SUNBIRD SERVICES

TAA1704/66

FEBRUARY, 1967 — PACIFIC ISLANDS MONTHLY



Number

Player's
GOLD LEAF
indisputably
the top
selling
cigarette...
nothing
succeeds
like Quality

The same exclusive blend of the world's finest Virginia tobaccos that has made Player's GOLD LEAF a top selling cigarette in England, has been matched right here to make Player's GOLD LEAF the top selling cigarette in the Territory. Buy a pack today and discover the difference Player's GOLD LEAF makes to your smoking enjoyment.

one of the great
cigarettes

X215c-1/66

PACIFIC ISLANDS MONTHLY — FEBRUARY, 1967

1

Mothers!

Give your children the B Group Vitamins they need for energy - every day!

Give them VEGEMITE! It's absolutely delicious spread on toast or in sandwiches. And just one teaspoonful supplies half their **daily** requirement of the B Group Vitamins, the energy vitamins their bodies can't store up. It's so easy to ensure that your family stays happy, healthy and bouncing with vitality, when you give them VEGEMITE every day!

VEGEMITE is pure concentrated yeast extract, the richest natural source of the B Group Vitamins. ➡

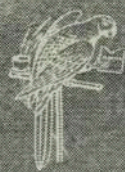


***for good food and
good food ideas***

*Reg'd Trade Marks



BURNS PHILP (SOUTH SEA) CO. LTD. GENERAL MERCHANTS AND SHIPOWNERS SHIPPING, CUSTOMS AND FORWARDING AGENTS					
BRANCHES					
Fiji: SUVA. LEVUKA. LAUTOKA. LABASA. SAVU SAVU.		Samoa: APIA. PAGO PAGO.		Tonga: NUKUALOFA. HAAPAI. VAVAU.	
				NORFOLK ISLAND. NIUE ISLAND.	
AGENTS FOR: QUEENSLAND INSURANCE CO. LTD. BURNS PHILP TRUST CO. LTD. SHELL COMPANY (P.I.) LTD.			OVERSEAS AGENTS BURNS, PHILP & CO. LTD., Sydney. BURNS, PHILP & CO. LTD., London. BURNS PHILP CO. OF SAN FRANCISCO		
SHIPPING AGENCIES					
• The New Zealand Shipping Co. Ltd. • Shaw Savill & Albion Co. Ltd. • Port Line Ltd. • Bank Line Ltd. • General Steamship Corporation Ltd. • Blue Star Line • Cunard Line • Compagnie des Messageries Maritimes • British India Steam Navigation Co. Ltd. • Royal Interocean Lines • Nederland Line Royal Dutch Mail/Royal Rotterdam Lloyd.					
EXCLUSIVE DISTRIBUTORSHIPS INCLUDE					
• AKAI TAPERECDERS • DUNLOP PRODUCTS • EPIGLASS PRODUCTS • FERGUSON TRACTORS		• HELENA RUBENSTEIN • HITACHI ELECTRONICS • HOLDEN VEHICLES • JOHNSON'S WAXES		• ROLEX WATCHES • REVLON COSMETICS • PENTAX CAMERAS • SUNBEAM APPLIANCES	
INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES for					
QANTAS EMPIRE AIRWAYS LTD.		::	AIR NEW ZEALAND		
UNION DE TRANSPORTS AERIENS		::	ALITALIA		:: PAN AMERICAN AIRWAYS
ASSOCIATED COMPANIES BURNS PHILP (NEW HEBRIDES) LTD. AUTOMOTIVE SUPPLIES CO. LTD. CORRIE & CO. LTD. • NARAIN FURNITURE CO. LTD.			SPECIALISED SERVICES EXPERT ADVICE ON WORLD AND LOCAL TOURS — TRAVEL — SHIPPING — FORWARDING — CUSTOMS FORMALITIES — INSURANCE.		
REGISTERED OFFICE: SUVA, FIJI Code Address: "BURNSOUTH"					
C I F I C I S L A N D S M O N T H L Y — F E B R U A R Y , 1 9 6 7					

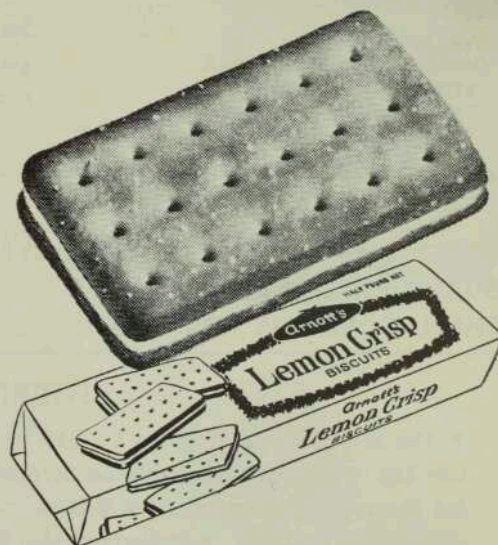


Arnot's *famous* Biscuits

in triple wrapped, tropical packs



Arnot's Nice Biscuits
Crisp and sugar-sprinkled



Arnot's Lemon Crisp Biscuits
With tangy lemon centres



Arnot's Orange Slice Biscuits
Tangy orange cream in biscuit sandwich

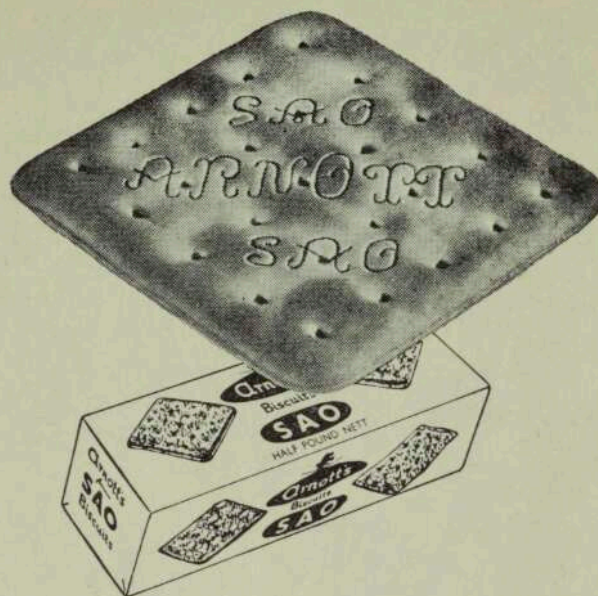


Arnot's Shredded Wheatmeal Biscuits
Golden-grain goodness for morning tea.

H699



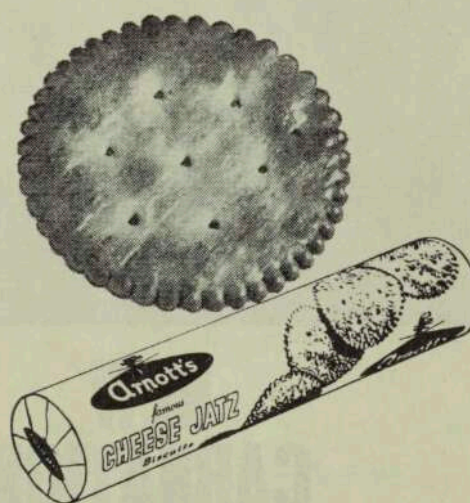
Arnott's MILK ARROWROOT Biscuits
All-day energy for children —
a favourite with all the family.



Arnott's SAO Biscuits
Ideal for snacks, suppers or between meals.

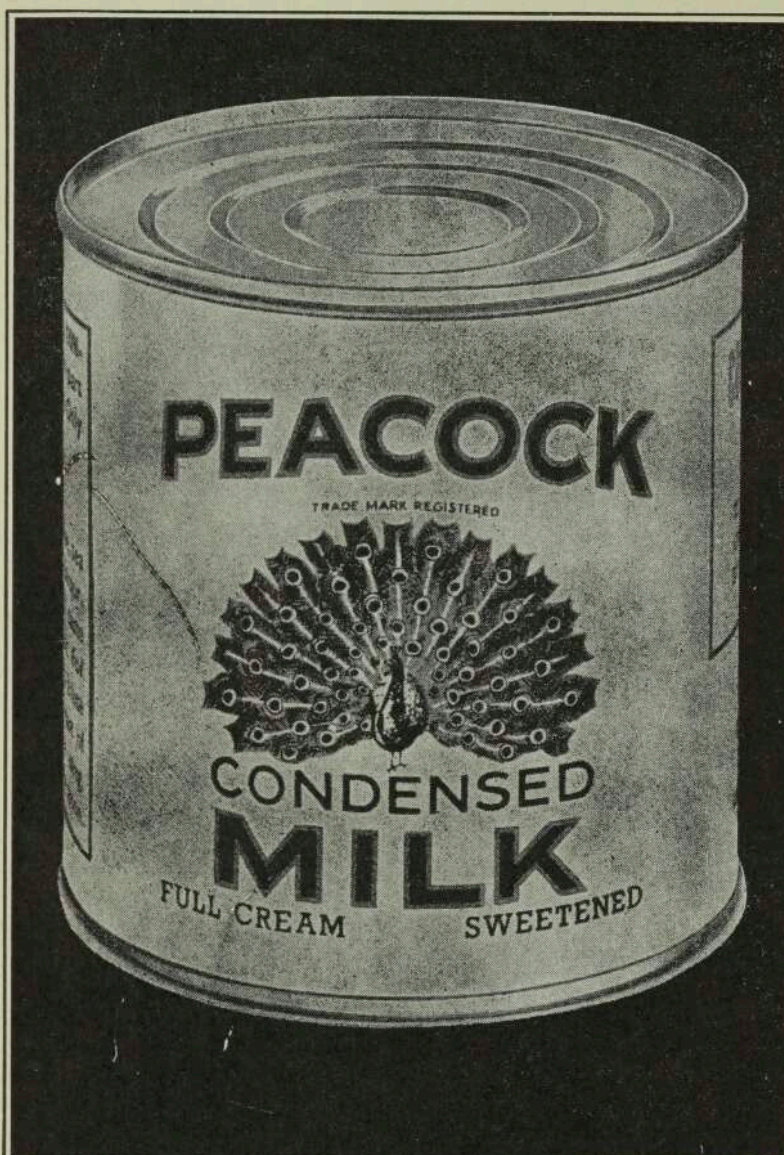


Arnott's SCOTCH FINGER Biscuits
Chunky and butter-rich,
with the true shortbread flavour.



Arnott's CHEESE JATZ Biscuits
Crisp as could be with a fine cheese
flavour — perfect for entertaining.

There is no Substitute for Quality



NEW CARNATION PRODUCT!

Now you can enjoy Peacock Full Cream Sweetened Condensed Milk... a top quality condensed milk made by the producers of Carnation Evaporated Milk. It's on sale at your local store at a value-for-money price.

OUR COVER: It looks as if it's Tahiti perhaps Rarotonga, Bora Bora or Aitutaki. But the scene is, in fact, Nauru, Australian-administered phosphate island. The girls were celebrating the opening of the island's Legislative Council year. — Photo: Australian News Information Bureau.

PACIFIC ISLANDS MONTHLY

OWNED AND PUBLISHED BY
PACIFIC PUBLICATIONS PTY. LTD.
29 ALBERTA ST. (G.P.O. BOX 3408), SYDNEY
TELEPHONES: 61-9197, 61-7101, 61-4369
Telegraphic Address: PACPUB, Sydney

CHIEF EXECUTIVES

Managing Director: R. W. Robson.
General Manager: Selwyn Hughes.

BOOK PUBLISHING DIVISION

Editor: Judy Tudor.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.
Assistant Editor: Robert Langdon

BRANCH OFFICES

Melbourne: Newspaper House, 247 Collins St.
Tel.: 63-7053.

Fiji: Pacific Publications (Fiji) Ltd., Fiji Times Building, 20 Gordon Street, SUVA, Tel.: 251.
Fiji Times Office, Vidilo Street, LAUTOLOU, Tel.: 60-422.

Papua-New Guinea: Pacific Publications (N.G.) Pty. Ltd. Representatives: Mrs. Joan Cairns, P.O. Box 16, PT. MORESBY (Tel.: 2504); Pat Robertson, P.O. Box 227, LAE; Mr. S. Simpson, P.O. Box 154, RABAU (Tel.: 251).

REPRESENTATIVES

New Zealand: J. D. Whitcombe, C.P.O. 2229, Queen Street, Auckland, Tel.: 7601.

Hawaii: C. C. Spencer, 203 Yap Bldg., 300 Waiialae Ave., Honolulu, Tel.: 775538.

United States: Mrs. A. L. Craib, 1631 Broadway Avenue, Oakland, California, 94621.
Tel.: L0ckhaven 8-1201.

United Kingdom: S. R. Warman, Candlish House, 116-126 Cannon Street, London, E.C.4.
Tel.: Mansion 3674/7.

H. A. Mackenzie, 4A Bloomsbury Square, London, W.C.1. Tel.: Holborn 3779.

AGENTS

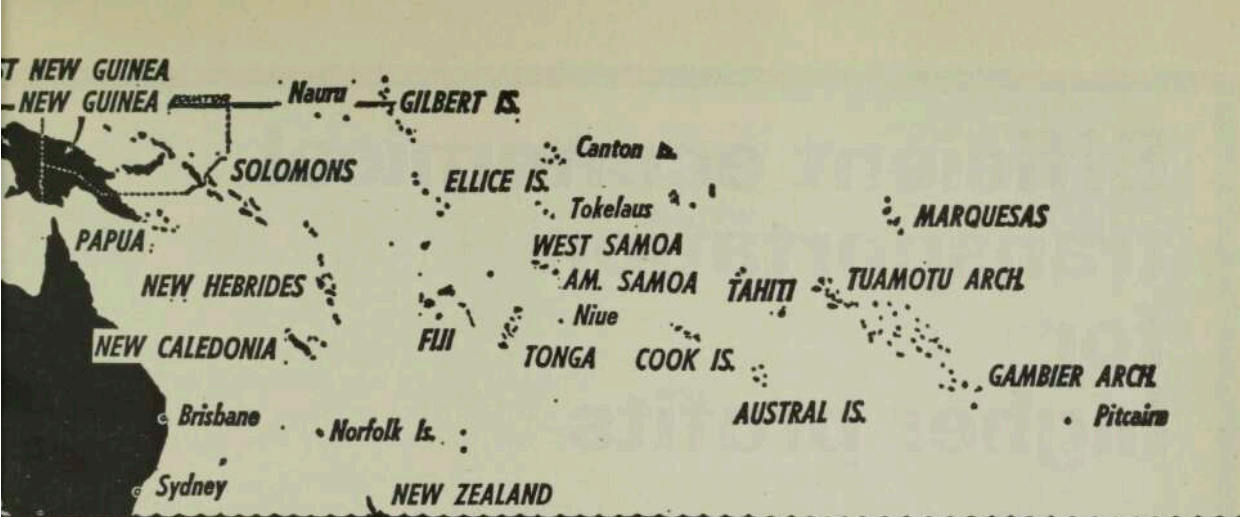
All main trading firms and stores in the Pacific Islands.

Pacific Publications Pty. Ltd. is the Australian agent for THE FIJI TIMES.

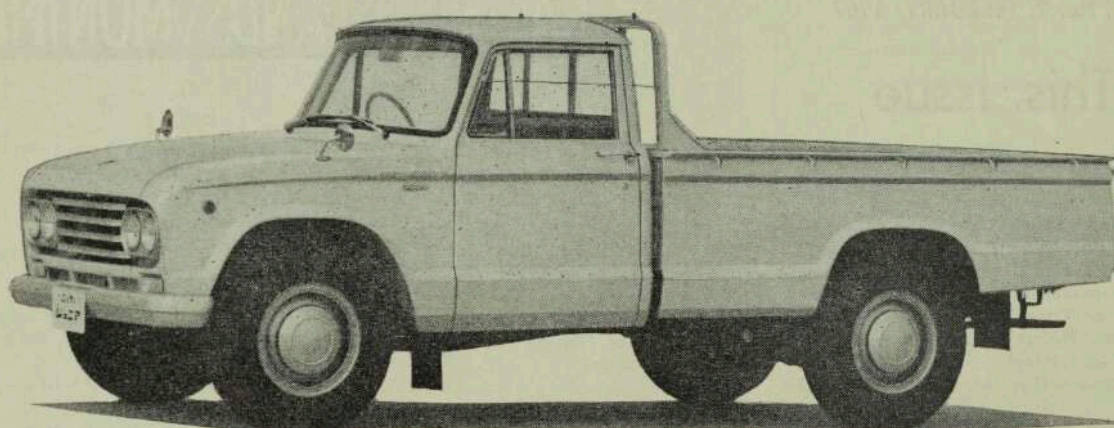
SUBSCRIPTION RATES:

Australia: 30 cents Aust. or 3/- (\$3.60 A. or 36/- for 12 months). New Zealand, British Commonwealth South Pacific Territories, Tonga, New Hebrides and Western Samoa: local currency (36/- local currency per annum). Elsewhere in the South Pacific: 50 Frn Pacific francs or 70 US cents (600 Frn Pacific francs or \$8.00 US posted per annum). Posted to USA, \$8.00 US per annum. Post to the UK and all other countries: £5.00.

"Pacific Islands Monthly" is air-freighted; all subscribers and agents in the South Pacific areas go by surface mail.

		
Vol. 38, No. 2, FEBRUARY, 1967		
PACIFIC ISLANDS MONTHLY		
In This Issue		
GENERAL Business in Stamps 11 Islands Policemen (pictorial series) 21 New Year Honours List 33 OPA Prizes 69 Books for Islanders Learning English .. 97 Study of Rainfall in Pacific .. 97 Research on Cone Shells 109 Capt. Cook Memorial Expeditions 111 Higher Copra Prices 142 Capt. Gillespie Pty. Ltd. Sold 142	GILBERT and ELLICE ISLANDS COLONY Resident Commissioner's Functions 19 Training Vessel 105 Ship Sold to BSIP 107 Tourism Study 125 NEW CALEDONIA Nouvelle Prison Scandal 15 New Aircraft for Transpac 133 Interest in "Niaouli" .. 142 NEW HEBRIDES Red Cross (letter) 51 Vanua Lava Sulphur Deposits 85, 86 Hui's Prehistoric Michaelangelo 91 Captain Athol Rusden .. 101 NIUE New Steps Forward 39 NORFOLK ISLAND Noted Yachtsman's Nostalgia 17 No Nobbs in Nobbs Store Now 33 "Morayshire" Picture Sought 39 Duty Free Shops .. 135 PAPUA-NEW GUINEA New Administrator 9, 19 1969 Port Moresby Games 16 Disillusionment Over Pensions 16 Famous Patrol Post Closes 17 Back to Days of St. Francis 19 Worsening Road Toll .. 33	Wartime Plane Wreck Found 35 Hands Off the Parish Pump! 45 Book by J. P. Sinclair .. 95 13 Die in Rabaul Tragedy .. 103 Japanese for Shipbuilding .. 105 Award for Moresby Seamen 107 Formosan Ship Wrecked 109 Jet Service for Port Moresby 133 International Bank Mission 142 Oil Search in New Britain .. 142 Income Tax for New Guineans .. 143 Bougainville Copper 143 SOLOMON ISLANDS Study of Sea Bed 59 Local Airways Record 67 Mendana's 400th Anniversary 89 Bosun's Night of Adventure 105 Ship Bought from GEIC 107 Crayfish Industry .. 107 Secondary Industries 141 SOUTH PACIFIC COMMISSION Crisis Year Looms 54 TONGA London Trip for King .. 10 Swamp Land Reclaimed 33 More Tourists 131 UNITED STATES TRUST TERRITORY New Air Services Proposed 133 New Deputy High Commissioner 136 WESTERN SAMOA Parliamentary Election 13 Economic Situation Improves 37 Five-year Development Plan 37 Minister Dead 37, 154 Move to Develop Hotels 125 Tourism Conference 125
DEPARTMENTS: Tropicalities, 16; To The Point, with Percy Chatterton, 45; Letters to the Editors, 51; Planters' Digest, 71; From The Islands Press, 76; Magazine Section, 85; New Books, 95; Shipping, 101; Cruising Yachts, 113; Travel, 121; People, 136; Business and Development, 141; Shipping, Airways Schedules, 146; Deaths of Islands People, 153.		
PACIFIC ISLANDS MONTHLY — FEBRUARY, 1967		

Efficient economical transportation for higher profits



This functionally-designed general-purpose truck has all the rugged, sturdy qualities which have made NISSAN trucks the choice of efficiency-minded businessmen the world over. Where quick loading and unloading, ready access and rapid turn-

around, are the deciding factors, the NISSAN JUNIOR leads the field. The 2 ton load capacity is adequate for the great majority of hauling requirements, and steady, dependable service at high speeds and low, in stop-and-go city traffic as well as on the

highway keeps your costs down and your profits rising. Bright, comfortable driver's compartment, with extra-wide-angle visibility and human-engineered placement of instruments and controls means safe, reliable operation.

NISSAN JUNIOR



NISSAN MOTOR CO., LTD./Tokyo, Japan

DISTRIBUTORS—Territory of Papua & New Guinea: Papua: Boroko Motors & Transport Pty. Ltd. P.O. Box 102, Port Moresby. New Guinea: New Guinea Co., Ltd. Lae, Madang, Goroka & Mt. Hagen. New Britain, New Ireland area: Rabaul Garage Ltd. Rabaul. Fiji: Suva Motors Ltd. P.O. Box 34, Suva.

backward look and a forward glance as . . .

SIR DONALD STEPS DOWN IN P-NG; MR. HAY TAKES OVER

By a staff writer

In the first week in January, Papua-New Guinea said good-bye to Sir Donald Cleland, who had been Administrator for 14½ years—13½ if you subtract the year Canberra kept him “acting”—and welcomed the new Administrator, Mr. David O. Hay.

Of the length of his administratorship, Sir Donald was second only to the doyen of them all, Sir Hubert Murray, whose reign in Papua lasted from 1907 until he died, still in office, in February 1940.

But in political and economic change, Sir Donald's era was the most remarkable and this gave the technocrats and prognosticators several field-days in early January. Probably the most remarkable thing about the last 14 years, however, has been the lack of personal controversy that attended the administrator—something that neither Sir Donald's predecessors, Colonel K. Murray, nor the illustrious Sir Hubert, escaped.

Even the machiavellian aspects of all political manipulation seemed to come from subordinates, while the administrator continued to stolidly sit up there at the top, apparently unmoved and unmoving. Yet, in view of his history before he became

Administrator, and the method of his appointment, it is hard to believe that this was really so.

From 1945 to 1951, Donald Mackinnon Cleland was director of the Federal Secretariat of the Liberal Party and it was largely due to his organisation that the Menzies Liberals swept Labour from power in 1949.

It was the new Australian Government's intention to reverse the process of socialisation that had been the policy of the Labour government in Papua-New Guinea, and their prime target was the then Administrator, Colonel Murray, who had been appointed in 1946 and reappointed for a further five years in 1949.

Getting rid of Colonel Murray did not prove easy, although the first Liberal Minister for Territories, Mr. Percy Spender, tried hard and, although, as a step in the right direction, Mr. D. M. Cleland was appointed Assistant Administrator in 1951.



Mr. Hay

But what Spender failed to do, the next Territories Minister, Mr. Paul Hasluck, did do in 1952. After what Colonel Murray later described as a year in which he had been subjected to an organised war of nerves, Colonel Murray's appointment was terminated in 1952 and Mr. Cleland appointed Acting Administrator.

The way in which this was done caused misgivings among many Territorians who had a high personal regard for Colonel Murray and his wife (Colonel Murray's policies, in retrospect, seem mild in comparison with what came later), and storms from the Labour opposition in Canberra.

Although the Liberals had had a landslide win in the 1949 elections, their austerity budgets (to right the economic blunders of the previous Labour administration) had produced a mini-depression in 1951-52 and their stocks were correspondingly down.

After his head

Labour confidently expected to win the next election and promised that the first head to roll would be that of Administrator Cleland.

In the event, Labour did not win (nor has it yet) and Mr. Cleland was confirmed in office. But those who expected a dynamic political leader were disappointed.

He never wielded a big stick nor indulged himself in a personality cult; his arguments, if any, with Canberra were not public.

He never attempted—as many in 1952 thought that he might—tear loose to play hell and break things. In fact, on the surface, his period in office might be interpreted as a



Donald Cleland and Lady Cleland are piped to their aircraft by pipers from the Battalion, Pacific Islands Regiment, on their departure from Port Moresby in January. Sir Donald had been honorary colonel of the regiment since 1958.

Problems for new Administrator

straight attempt to translate Canberra policy into P-NG action.

How much Sir Donald (as he became in 1961) influenced Canberra, we don't know, and unless he writes his memoirs and tells all, we probably never will.

Although in the context of the local scene, what he was likely to do or not do could be reasonably predicted, he played his cards close to his chest and there must be few people who can claim to know what he really thought.

He gave little that he did not want to give away to those purveyors of inside information—the Port Moresby Press corps.

Proudest achievements

It is, perhaps, significant that during the rounds of speeches that preceded his departure from office, he said that the two things that gave him the most personal satisfaction during his administratorship were the saving of Rabaul from extinction (early post-war plans were to abandon Rabaul and build a new town at Rapopo near Kokopo); and his decision to give the then District Commissioner of Eastern Highlands, Mr. Ian Downs, £9,000, 100 picks and 100 shovels and the go-ahead to build the Highlands road.

Most people in a similar position would probably have pandered to what is currently fashionable and cited P-NG's political advance as their finest achievement.

At his last Press conference in Port Moresby, Sir Donald, enigmatic as usual, reiterated that Australia would be there in P-NG as long as the people wanted it; that he did not see the next few years as critical, given a strong hand and wise policies; and that the territory had passed through its most critical period three years earlier when there was uncertainty about its future and capital investment seemed risky.

As a practical demonstration of his real feeling that the territory is a fit place for an ordinary citizen to live in, Sir Donald and Lady Cleland will make their home in Port Moresby after a six-month trip overseas. A new house is being built for them, high on a hill overlooking the sea.

Mr. David Hay was welcomed to the territory as Administrator at a public gathering in Port Moresby on January 9. In a long speech, which was taken as an indication of the

shape of things to come, he made several predictable points.

Continued Australian financial aid to the Territory is assured, he said; political changes will be made as quickly as Papuans and New Guineans want them; and economic development will be rapid.

In the following week he foreshadowed a form of ministerial government in the near future and an increase in local financial responsibility in keeping with the Territory's increasing contribution to the budget.

He foresaw, too, that if the emphasis is now to be put on economic development at a time when the indigenes are still not capable of handling all of it, it will mean a greater influx of overseas people and, in turn, a probable aggravation of race-relationships.

What Mr. Hay did not say, but no doubt recognises, is that the next 14 years are likely to be far more difficult for him than those Sir Donald Cleland has just seen out.

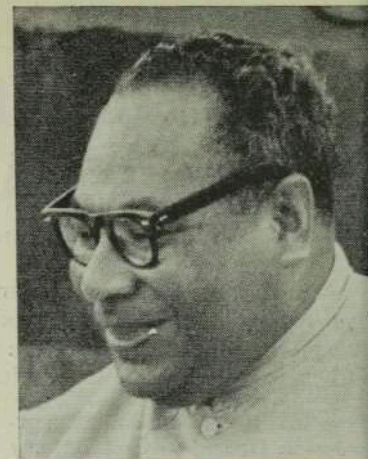
The political changes since 1953 have been great, but none of them has been the result of any deep fundamental movement from the people themselves. All have been hammered into shape by non-natives and imposed from the top, with the people they were designed to emancipate scarcely aware of what it was all about.

Changing situation

Although there have been crises, like the one of 1962, referred to by Sir Donald Cleland, which followed the Foot report and the Indonesian take-over in West New Guinea, they have been minor compared with the troubles that other formerly backward countries have suffered.

But the situation is now changing. Mr. Hay inherits a House of Assembly with a native majority that has just begun to sniff the power that it has; and a hard core of politicians, power-seekers and would-be intellectuals in and out of the House who, while they do not represent the majority of the people (most of whom have never heard of them), could put an end to any orderly, political progress towards self-government.

In comparison with other Pacific territories, P-NG is potentially rich in natural resources; free grants from the Australian Government in the last 14 years have amounted to hundreds of millions of dollars; there is scope there for outside investment



King Taufa'ahau

London visit for Tonga's king

King Taufa'ahau and Queen Mata'aho of Tonga will arrive in London on February 4 for a four-week private visit.

The visit will begin some 18 months after the death of the king's mother, Queen Salote.

One of the purposes of the visit is to order robes for the king's coronation, which will be held in the Royal Chapel, Nukualofa, on July 4—the king's 49th birthday.

and enterprise as there is in no other South Pacific territory.

But because of these very facts because of the size of the land of its population; because of stresses between traditional village life and the sophisticated parliamentary democracy that has been established, there is also the potential for chaos on a larger scale than any other Pacific territory.

Mr. Hay brings to the task interpreting Papua-New Guinea, Canberra and Canberra to the territory an obvious capacity for getting down to hard work, enthusiasm, his experience as Australian ambassador to the United Nations, where he met and worked with scores of representatives of emerging nations.

His appointment is regarded as a good one. For the first time since 1940, no political party has seemed to raise a squawk about the chosen for the post of Administrator.

Even the cynics wish him well at a post that is likely to get tougher as the years roll on.

● See also "From That to This" p. 19.

STAMPS, STAMPS, STAMPS— EVERYONE'S JOINING THE PHILATELIC BANDWAGON

By a staff writer

Until the beginning of World War II, about the only industries that anyone had dreamed up to keep the islands of the South Pacific on their economic feet were copra, coffee, cocoa, bananas, sugar, gold-mining, timber, phosphate, and vanilla.

THEN, in the year 1939, someone in the British Colonial Service had the brilliant idea of issuing a set of postage stamps for tiny, isolated Pitcairn Island (which had previously used New Zealand stamps) and, lo, the Great Postage Stamp Industry of the South Pacific was born.

IM commented sourly when the Pitcairn stamps were mooted that the issue would be "a gentlemanly p against philatelists". But it predicted that every stamp collector in the world would soon be in full cry after the new stamps, and that the stamps should bring in a profit to the Pitcairn post office of £10,000 to £20,000.

IM's prediction for Pitcairn has more than come to pass in the last 27 years, for Pitcairn is indulging in its gentlemanly ramp against the world's stamp collectors, and is still making a lot of money out of them.

Until well after World War II, Pitcairn Island was pretty well the

only South Pacific territory which deliberately made a business of its postage stamps.

Nowadays, however, almost every territory has hopped on the philatelic bandwagon to rake in the stamp collectors' shekels. About the only exceptions are American Samoa (which uses US stamps), Nauru (which makes so much money out of phosphate that postal revenue is unimportant) and Niue (which has not woken up to the idea of money-making stamp issues yet).

Even the most unlikely territories have blossomed forth with philatelic bureaus to keep the collectors and dealers informed of their forthcoming issues.

The Solomon Islands, with only six post offices, has just produced the first issue of a quarterly stamp magazine; the Fiji Post Office has its regular *Philatelic Bulletin*; and almost all the other territories produce a regular stream of literature ranging from attractive three-colour brochures from the New Hebrides to single



These are two of the beautiful Nativity stamps issued by the Cook Islands in November. The 4d stamp depicts the "Adoration of the Wise Men" by Velasquez. The 10d is a reproduction of a painting with the same title by Hieronymus Bosch.

duplicated sheets issued by the Central Post Office at Tarawa, Gilbert and Ellice Islands Colony.

A perusal of this philatelic literature makes it clear that the various Islands administrations are constantly trying harder to snare more and more of the stamp collectors' discretionary dollars.

New definitive issues, commemorative issues, and issues overprinted on one pretext or another seem to roll off the presses at the rate of about one a week these days, and the uninitiated observer might well wonder who on earth is ever going to collect them all.

It seems, however, that the Islands have no need to worry about finding collectors to buy their stamps, so long as the stamps are attractive and "philatelically clean" (i.e., that they are free of deliberate printing errors and there is no suggestion of the market being cornered with official connivance, etc.).

At present, according to leading Sydney stamp dealers, Islands stamps are enjoying an unprecedented boom in popularity among collectors. This is because the South Pacific has previously been a largely neglected area; because its stamps are exotic and romantic in the eyes of most collectors; and because, in the case of some territories, it is still possible to obtain all the stamps ever issued

Official First Day Cover



Definitive Stamps

Part of any modern post office's duty when issuing a new stamp these days is to provide an attractive first day cover to go with it. This design, printed in red, green and black, appeared on the first day cover put out by the New Hebrides recently for a new definitive issue.

at a reasonable cost. (Norfolk Island, for example, has only been issuing stamps since 1947; while the first Tokelau stamps did not appear until 1948 and the first Papua-New Guinea stamps were issued as recently as 1952).

The dealers say that the issues of all the British territories in the South Pacific are "highly respected" because "no one can monkey with the Crown Agents", and that the same can also be said about Western Samoan, and Papua-New Guinea and most other Islands stamps.

However, Tongan and Cook Islands stamps are not as popular as they used to be because word has spread among collectors that some issues have not been "philatelically clean".

Tongan stamps, once the most popular of all, have slumped in popularity in recent years mainly because of ugly overprints and lack of advance publicity about new issues, which has enabled some people virtually to corner the market.

Orders cut

One Sydney dealer told *PIM* that he had cut his orders of Tongan stamps by 85 per cent., but even so, they were not selling quickly.

Another dealer said: "The Tongan stamps seemed to lose popularity from the time they issued those big round stamps on gold foil."

The Cook Islands stamps have not fallen from grace quite as badly as the Tongan stamps, but there was a definite adverse reaction to them a year or so ago when collectors learned that, in the overprinting of an airmail series, a small aeroplane did not appear on some of the stamps, while on a few others, it was reported to be upside down. There were also irregularities in a series of Churchill commemorative stamps (*PIM*, June, 1966, p. 19).

Since then, however, the Cook Islands has made a strenuous effort to retrieve its good name in the philatelic world.

A few weeks before Christmas, the Cooks placed on sale five of the most beautiful stamps ever issued in the South Seas—a multicoloured series depicting five great Renaissance paintings by Fra Angelico, Hans Memling, Diego Velazquez, Hieronymus Bosch and Jusepe de Ribera. All the stamps depicted scenes of the Nativity. Their values ranged from 1d to 1/6.

As an added attraction for collectors, the stamps were printed in sheets of six, with a decorative motif in the margins conveying the Christmas

IS YOUR BIOGRAPHY IN THE "PACIFIC ISLANDS YEAR BOOK"?

REVISION has started on the *Who's Who* section of the next edition of the *Pacific Islands Year Book*. Some months ago proofs of all biographies from the last edition were sent to the persons concerned for revision. Most of these have now been returned, but a number have not.

If you have not yet returned your corrected biography; or if you did not receive a proof sheet for correction, **WOULD YOU PLEASE LET US HAVE CORRECTIONS, BY AIRMAIL, AT ONCE.**

In many cases, failure to get corrections back is the result of retirements of expatriate personnel who have returned to live in their home countries, presumably without leaving forwarding addresses.

Judging by our experience, "return to sender" mail that comes out of all Islands territories must constitute something of a record—although it is not always easy to understand how a man who has given 30 years of his life to a specific Territory, and who reached the head of his organisation, can sometimes be completely "unknown" to that organisation a few months after his retirement.

Because the first *Who's Who* section in the 9th edition of the *Pacific Islands Year Book* was experimental, it was not as comprehensive as we would have wished. We hope to make it more so in the next edition to be published this year. We will, therefore, be happy to consider suggestions for additions—just send the correct name and address and some indication of who the person is. We will take it from there.

The first *Who's Who* contained about 1,400 biographies of people of all races living or working in the Pacific Islands, plus persons not normally living in the Islands who had contributed politically, scientifically, culturally or through commerce to the Islands.

All communication should be addressed to The Editor, *Pacific Islands Year Book*, GPO, Box 3408, Sydney, New South Wales.

spirit of the series, and a line identifying the painting reproduced.

The Christmas stamps were to remain on sale until January 20 unless sold out beforehand.

Meanwhile, on January 12, a new series of six Cook Islands stamps commemorating the 20th anniversary of the founding of the United Nations Educational, Scientific and Cultural Organisation (UNESCO). They depicted education (5c), science (10c) and culture (20c). The stamps are to be on issue for three months from December 1.

New issues

Almost all the other territories were busy with new issues, too.

In the Gilbert and Ellice Islands Colony, three stamps were issued commemorating the 20th anniversary of the founding of the United Nations Educational, Scientific and Cultural Organisation (UNESCO). They depicted education (5c), science (10c) and culture (20c). The stamps are to be on issue for three months from December 1.

In the New Hebrides, six stamps—three in the English series and three in the French—were issued on December 1 to commemorate the 20th anniversary of UNESCO.

Then on January 24, the New

Hebrides issued two new five franc stamps in the definitive series—one English and one French. This is the fourth and last issue of a new series to replace the 19 definitive issue. The new stamps depict a white-collared kingfisher, a bird known in almost every island of the Condominium.

On Norfolk Island, as has been the custom for the past few years, a new stamp with a Christmas motif was issued at Christmas time. The stamp was designed by a local resident, Mr. Baker McCoy, and said to have been "beyond expectations".

Norfolk Island is now planning a new definitive issue ranging from 1c to \$1, featuring ships associated with the island's history. It is hoped to issue the first stamps next April.

As far as possible, the series will be issued in chronological order, starting with the *Resolution*, the stamp in which Captain Cook discovered the island on October 10, 1774. The *Resolution* will appear on the next stamp.

The 2c stamp will show the vessel *Boussole* and *Astrolabe*, which, under the command of the French navigator La Perouse, passed Norfolk Island early in 1788.

new stamps from everywhere

Lieutenant Henry Ball's ship the *Supply* will appear on the 3c stamp. The *Supply*, a vessel of Australia's First Fleet, arrived at Norfolk Island from Sydney in March, 1788, with Lieutenant P. G. King and party to establish Norfolk's first settlement. Captain John Hunter's ship *Sirius* will be shown on the 4c stamp. The *Sirius*, the flagship of the First Fleet, was wrecked on the reef at Kingston (Norfolk Island) on March 19, 1800. All hands were saved, but 11 months passed before they could be taken off the island. Norfolk's Official Secretary, Mr. J. Cowap, is still seeking a drawing of one of the most important ships in the island's history—the *Morayshire*, which, in 1856, brought the emigrants to Norfolk—so that a stamp depicting that ship can be designed (see also p. 39).

Flower stamps

Papua-New Guinea issued a set of four attractive stamps featuring flowers of the territory on December 7 in denominations of 10c, 20c and 60c. The designs were prepared by Mrs. Demaris Purce, of Lae. They showed the *Cucurbita novoguineensis* (5c), *Prostanthera dendrophila* (10c), *Rhododendron macgregoriae* (20c) and *Rhododendron konori* (60c). A series to mark the South Pacific Games in Noumea also came out in December.

A set of five stamps commemorating the commencement of higher education in Papua-New Guinea will be issued on February 8. The stamps will feature fine arts (1c), surveying (2c), civil engineering (4c), science (6c) and law (20c).

Pitcairn Island also commemorated the foundation of UNESCO in December with an issue of three stamps (1d, 10d and 2/-) and in March, it will issue a further five

stamps to mark the bicentenary of the discovery of what are known as the Pitcairn Islands (PIM, Dec., p. 89).

In July this year, when decimal currency comes to Pitcairn, the present sterling values on the 13 stamps in the definitive issue will be overprinted in decimal values.

The Solomon Islands have been less active in issuing stamps than some of the other territories recently, but some big things are planned for the future.

The only recent issue was a series of three to commemorate the founding of UNESCO. However, in February, 1968, the BSIP plans to issue a set of four stamps to mark the fourth centenary of the discovery of the Solomons by Alvaro de Mendana.

It is also planning a new definitive issue to replace the current stamps, which have been overprinted since the change to decimal currency. The issue will probably come out early in 1968 to coincide with the end of the currency changeover period.

In Tonga, on December 16, an overprinted series of stamps went on sale to commemorate the first anniversary of the death of Queen Salote. The series was created by overblocking with metallic foils the entire residue of the Pan-Pacific and South-East Asia Women's Association conference series, which was withdrawn on December 31, 1964. The overprinted stamps were to remain on sale until January 31 unless previously sold out.

Tonga is also overprinting its present definitive series with decimal values for release in April when the kingdom changes over to decimal currency.

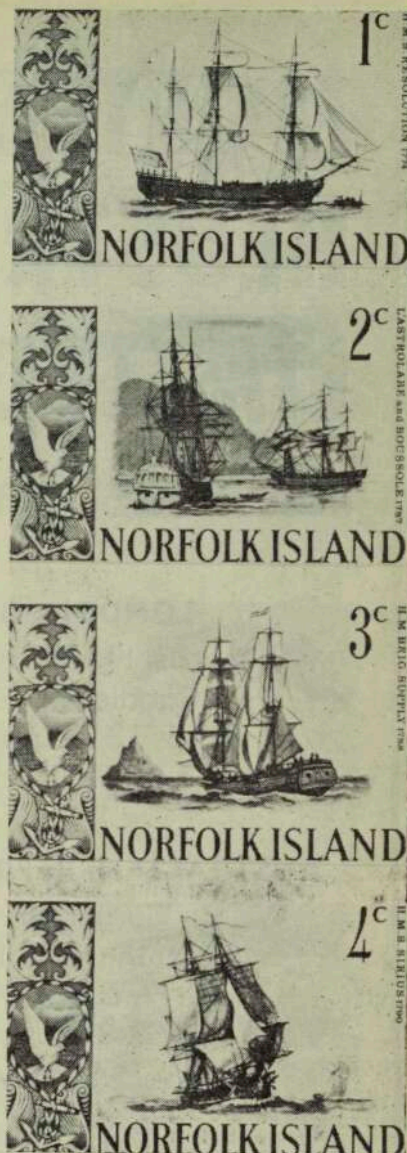
Fifth anniversary

Western Samoa marked its fifth anniversary of independence in January with the release of four stamps of 3d, 8d, 2/- and 3/- values. Each value carries a portrait of a Cabinet Minister.

Western Samoa plans three other commemorative sets this year. They are the centenary of Mulinu'u (seat of parliament) in April; 21st anniversary of the South Pacific Health Service (September), and the Samoa Agricultural series (November).

A new definitive issue depicting birds will appear in July when the country changes over to decimal currency.

In addition to all the new stamps



These four stamps, featuring famous ships associated with Norfolk Island, will form part of a new definitive issue for Norfolk Island to be released soon.

mentioned above, there is a constant stream of attractively-designed and printed stamps emanating from the three French Pacific territories—New Caledonia, French Polynesia and Wallis and Futuna.

Many of these stamps are superior in appearance to those from the English-speaking Pacific territories. But most collectors of Pacific stamps do not chase after them much.

They have a hard enough job keeping up with the others—and judging by the way things are going, their job is going to get worse.

W. SAMOAN ELECTION

Nominations closed in Apia on January 20 for a general election for Western Samoa's parliament on February 25. Five candidates are standing for the two seats provided for representatives of individual voters and 126 candidates are contesting the 45 Samoan seats.

Few people doubt that Fiame Mataafa will again be Prime Minister.

MORRIS HEDSTROM LIMITED

HEAD OFFICE : SUVA, FIJI

LONDON OFFICE

Morris Hedstrom Limited
Candlewick House,
116/126 Cannon St.,
LONDON, E.C.4.

AUSTRALIAN REPRESENTATIVE

W. R. Carpenter & Co. Ltd.
(Merchandise Division)
the A.&N.Z. Building
68 Pitt Street,
Sydney

REGISTERED CABLE ADDRESS:

DELMBA—SUVA, MORRISHED—LEVUKA, CAMOHE
SYDNEY, SUVAMARK—LONDON, MORRISCO
NUKU'ALOFA, DEUBA—APIA, CODES: ALL

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

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

AGENTS & DISTRIBUTORS FOR:

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

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

FIJI — SAMOA — TONGA

Sensational prison scandal shocks New Caledonia

From Fred Dunn in Noumea

A sensational prison scandal, with lurid details emerging nearly every day, kept New Caledonians agog and horrified throughout most of January.

THE scandal involved the head warder and six of his assistants at Noumea's Nouville Prison. They are alleged to have brutally assaulted three prisoners after they escaped from the prison and were recaptured on New Year's Eve.

One of the prisoners, Marx Arsapin, 25, was so badly injured that a special plane was chartered to fly him to Australia for medical treatment. However, he died on the way and the plane returned to Noumea.

When his body was laid out in the city morgue, hundreds of people queued to see it; and when his funeral was held next day, the cortege was a mile long, despite pouring rain. Meanwhile, the head warder, Henri Pommelet, and his six assistants had been arrested and imprisoned, pending the laying of charges against them; and the administration of Nouville Prison was placed in the hands of the gendarmerie. Later, a two-man commission was appointed by the government to investigate the scandal and conditions at Nouville generally.

Nouville Prison is on Ile Nou, a large island which nearly landlocks Noumea Harbour. The island is notorious in the annals of New Caledonia, for it was there that some 40,000 convicts, transported from France, were incarcerated in the second half of last century.

Recognised by shopkeeper

Arsapin and the two other prisoners involved in the assault case escaped from the prison on Christmas Eve.

They were at large for nearly a week, being recaptured 15 miles from Noumea after a shopkeeper recognised them and tipped off the gendarmerie when they went into his store to buy food.

The three men had left a trail of robbed houses and stores behind them. Their intention had been to reach the Bay of Prony, get aboard a nickel ship bound for Australia, and go from there to Thailand.

Arsapin's companions had been serving short sentences at Nouville for stealing dynamite, car stealing and assault and battery. Arsapin, himself, was awaiting trial on a charge of having fired a shot at a Tahitian, who had thrashed him after finding him in bed with his wife.

The three escapees were returned to Nouville on New Year's Eve. Pommelet and the other warders are alleged to have assaulted them three times that same night.

Bloodstained

Next morning, Pommelet gave some bloodstained clothing and a bloodstained blanket to a "trusty" prisoner and ordered him to burn it.

However, the trusty, having an errand in Noumea, took the bloodstained articles to the Procureur-General, the highest judicial authority in New Caledonia, and told him what he knew of the assaults.

Meanwhile, a prison doctor from the mainland arrived at Nouville to make his daily visit, but Pommelet told him there was no case needing his attention.

Subsequently, the doctor was asked by the Procureur-General's office to go back to Nouville to investigate the "trusty's" story, and this led to the three prisoners being hospitalised and to the arrest of Pommelet and his assistants.

The warders, ironically, were placed in the cells formerly occupied by the assaulted men while a *juge d'instruction* (magistrate) made a further investigation before laying charges against them.

Appalled

The doctors called to treat the injured prisoners were reported to be appalled by the extent of their injuries. Arsapin had apparently suffered critical damage to the kidneys; one of the other men had severe spinal injuries; and the third had three broken ribs.



Mr. Henry

Trip to hospital for Mr. Henry

The Cook Islands Premier, Mr. Albert Henry, was admitted to Auckland Hospital on January 23, for a medical examination for a stomach ailment.

He said that after a recent illness he had been advised by the Director of Health for the Cook Islands, Dr. A. Guinea, to seek specialist opinion in Auckland.

"I am hoping," he told the New Zealand Press, "that the specialist will say that I have been cured by the treatment I was given in the Cook Islands so that I can return by the end of the month."

By January 5, Arsapin was so ill that the authorities decided to fly him to Sydney for emergency treatment.

He was placed aboard a French Navy DC-4 aircraft next day with a high-ranking doctor and a relative. However, the plane had only gone about a third of the way when the doctor announced that Arsapin was dead. The plane then returned to Noumea.

News of Arsapin's death caused a wave of public indignation in Noumea; and there was a sensational turn on the day of his funeral when a young French conscript, Francis Holzman, went to the *juge d'instruction* and asked to give evidence.

Holzman, it turned out, had been in Nouville Prison for some weeks

(Continued on p. 145)

Tropicalities

While plaintive post-mortems were still going on in January in some territories over where things had gone wrong at the Second South Pacific Games in Noumea in December, we were happy to note that some people were already getting a move on for the Third Games in Port Moresby in 1969.

THE fastest mover of them all was Fiji's 11-year-old swimmer Olive Pickering, who won a silver and a bronze medal in the individual events in Noumea, plus two silvers in the relays.

Soon after the Noumea Games ended, Olive came to Australia to train under Casino coach John Brown and to take part in the New South Wales championships at Sydney's Drummoyne Pool. She was soon setting a lively pace.

In the championships, Olive established a Fiji open record for the 200 metres medley with a time of 2m. 47.2s. in her qualifying heat for under-12 women.

This was 2.3s. better than the gold medallist's time for the event in Noumea; 5.3s. better than Olive's own silver medal-winning time in Noumea; and 7.3s. faster than her nearest rival in the Drummoyne Pool.

Her time in the final—2m. 51.5s.—was not quite so good, but good enough to win the event.

NSW record

Olive also won the under-12 100 metres freestyle in 1m. 6.9s., which established a New South Wales record.

In the under-12 100 metres backstroke, she came second in 1m. 19.4s.—1.4s. slower than the winner.

Olive later put in some outstanding performances in the NSW country championships, and finished up with five gold and four silver medals to take back to Fiji. (She could not leave Sydney as planned on January 31 because her passport was lost).

Several Sydney sports writers became almost ecstatic over Olive's performance. These included Australia's former Olympic champion, Dawn Fraser, who predicted an outstanding future for her.

Coach John Brown went as far as to say that Olive could be "one of the fastest swimmers in the world

Getting a move on for the Moresby Games

inside three years"—which should make her pretty hard to beat in Port Moresby.

Meanwhile, it was announced in Port Moresby that reclamation work would begin at the end of the month on the 28-acre Sir Hubert Murray Reserve, which is expected to be the main site for the Third South Pacific Games in 1969.

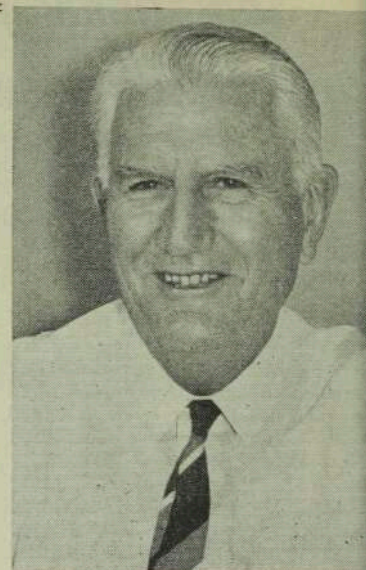
The District Commissioner of the Central District, Mr. R. T. Galloway, said that when established, the reserve would provide badly-needed sporting and recreation facilities for the public, and that it could be one of the most beautiful sporting complexes in the world.

Few other sporting centres, he said, had such a picturesque setting, with a protected harbour on one side and high hills on the other.

Mr. Galloway said that trees were being grown by the P-NG Department of Forests for transplanting when the reclamation work was completed and the landscape design was ready.

Every square foot of the reserve, of which three-quarters would be reclaimed land, would be planned to contain all the essentials of a world-class park, including traffic access and parking areas.

Death note: 1967 was only a few hours old when one of Noumea's leading Rugby players, Jean Pierre Bernanos, was shot dead by his wife. Bernanos, a pastrycook, played Rugby for New Caledonia at the recent South Pacific Games. His wife shot him at point blank range after she returned from an all-night party.



WELL-KNOWN P-NG MAN "GOES FINISH"

Mr. Percy Cochrane, chief of the division of broadcasts for Papua-New Guinea's Department of Information and Extension Services, "went finish" at the end of January after an association of nearly 20 years with territory broadcasting. He has returned to Sydney with his wife, writer Renata Cochrane, who has resigned from the department's publications section.

Mr. Cochrane went to the territory in 1949 as senior broadcasts officer in charge of preparing the Administration's "Native People Session", presented daily over the ABC. His future plans call for producing a book of plays tailored to the NSW secondary school syllabus and catching up with "a vast backlog of creative work".

Disillusionment over pensions

EVERY now and then we hear some disillusioned words from some of Papua-New Guinea's old public servants on the subject of pensions and inflation.

The refrain is always much the same.

"I am due for retirement in a couple of months," one of them told us recently, "but I must keep working."

"I have not got a home, and

ould not live on my miserable pension.

"What a fool I was ever to have been on superannuation. It seemed a fine idea long years ago, and I made sacrifices at times to keep up the payments.

"But year by year, under inflation, the value has run out of the £'s I received—and now I can't live on it."

Hundreds of men and women, who live the best years of their lives to service in P-NG have learned the same hard lesson—that what was worth, say, £1,000 when they first planned for it 20 years ago is now only £500, or less, in purchasing power.

This, of course, is true of all cash savings.

Which leads us to ponder on the fact that although Australia spends millions of dollars in P-NG each year, it has never made any real attempt to compensate its public servants for the losses they have suffered through something for which they are in no way responsible—namely, inflation.

Nostalgia for old landing "grounds"

At his final Press conference in Sydney on January 27 before leaving on his non-stop, 15,000-mile voyage around Cape Horn to England, Sir Francis managed to ask noted English sportsman Sir Francis Chichester if he would like to have visited Lord Howe and Norfolk Islands during his month-long stay in Sydney.

Sir Francis (he was knighted the year before he left Sydney) was the first man to land a plane at Norfolk Island and Lord Howe. The plane was a *Gipsy Moth* fitted with floats; and the year was 1931.



Sir Francis Chichester



Sir Francis is now sailing solo round the world in his 53 ft yacht *Gipsy Moth IV*.

"Yes," Sir Francis told us, "I wish I could have gone back to Norfolk or Lord Howe.

"Some of the best friends I ever made were in those islands. I loved the people there and remember many of them.

"There were the men who helped me repair my plane, and others who put me up for several days.

"But I am on a project now and I must stick to it. I'm running a little behind as it is—I would like to have got away in the middle of January."

Sir Francis said he was as confident as he could be of rounding Cape Horn in *Gipsy Moth IV* and of sailing up the Atlantic to England.

He hoped to reach the Horn after a 40-day passage from Sydney, via the south of New Zealand, and to arrive in Plymouth 70 days later to equal the 110-day times of the old clippers.

Sir Francis reached Sydney from England in 107 days in December (*PIM*, Jan., p. 109). He sailed again on January 29.

Sydney Harbour came alive to see him leave. Thousands of people lined its reaches, hundreds of yachts and small boats escorted him to the Heads, and the radio, television and newspapers gave his departure an extensive coverage.

Noted patrol post closes down

THE most beautiful lake in Papua, Lake Kutubu which few Europeans have seen will be seen by even fewer in future. It will once more, after 30 years, become the sole

● Francis Chichester's *Gipsy Moth* aircraft is brought alongside Cascade Pier, Norfolk Island, in 1931 after Chichester completed the first leg of his solo flight from New Zealand to Australia. Chichester later landed at Lord Howe Island, where his plane was severely damaged in a storm. But after repairs, which took six weeks, he made it to Australia.

preserve of the 400 Fasu people who live around it and propel their dugout canoes over its deep water.

On January 13, Government officials completed the transfer and hauled down the flag of the patrol post. A new post has been opened at Orakana, about 15 miles away, which is accessible to about 4,000 people.

Kutubu's usefulness began to fade in the mid-1950's when Qantas withdrew its Sandringham flying-boats that used to alight on the lake to take in supplies from Kikori in the course of a Port Moresby-Daru flight.

After the seaplanes went, a small land strip was made at Moro to supply Kutubu, but now it is not considered safe for regular service and is too costly to bring up to all-weather condition.

The lake is a 10-12 mile expanse of turquoise-green water surrounded by hills and studded with small wooded islands. Its elevation is at about 3,000 feet and it is 100 miles inland from the Gulf of Papua.

In another context, in another country, it might become the resort of tourist who would be towed on water-skis in and out the islands on the lake; or would gape at Beaver Falls that have a spectacular drop over 200 feet and which you fly over about 45 miles from Kutubu.

It is a comforting thought, therefore, that at least this part of Papua-New Guinea is going to see fewer

ADVERTISEMENT

- Condensed from a research report issued by A.N.I. Chemical Research (Australia, United Kingdom, America and South Africa).

FEELING THE BITE AT NIGHT

SINCE time immemorial, man has been plagued by the tiresome and, often dangerous, nocturnal activities of the mosquito, a pest recognised as the carrier of such dreaded diseases as malaria, yellow fever and dengue; and whose persistent attacks have had a hand in the winning of wars, deposing of monarchs and the digging of canals. As a direct contrast to his blood-sucking mate, the innocuous male mosquito is content to wile away his days sucking the juice of fruit or vegetables.

Disease on the Wing

Research has revealed that the female adult must obtain a 'blood meal' before she is able to propagate the species—and as a result there are few people in the world today (for the mosquito is as much at home within the Arctic Circle as she is in the Tropics) who can claim that they have not suffered a night of repeated buzzing, irritating attacks resulting in lack of sleep and itchy, bumpy skin in the morning. One of the great health problems still facing the Pacific Islands is malaria. Every year thousands of victims suffer at least one acute attack and in most instances more often.

How Malaria Spreads

Malaria is caused by a microscopic organism which enters the blood stream and lives as a parasite on the blood cells. If a mosquito bites an



infected person some of the parasites are sucked in with the blood. In about ten days these invade the salivary glands of the mosquito. When such a mosquito bites another victim it injects some of the infected saliva into his blood, and thus the cycle recommences.

This chain of man-mosquito-man can only be broken if the mosquito is killed.

Mosquitoes thrive in stagnant water, from which the larvae obtain bacteria, protozoa, etc., to feed upon and it is quite likely that there are several pockets of still water near your home that are the breeding grounds to several thousand mosquitoes. Water in old cans, blocked gutters, disused drains, old motor tyres, as well as stagnant pools are the main breeding places.

Although, by utilizing favourable wind currents, female mosquitoes are sometimes able to cover 25 miles in a night, it is the breeding ground of still water close to your home from which you suffer 'the bite at night'.

Homing Aids

Generally, mosquitoes locate their blood meals by 'homing in' on a victim, in much the same way that an aircraft employs radar or radio beams for navigation. One method is by body heat, which results in convection currents fanning upwards and outwards from the subject, and which prove ideal 'home aids' for the female. Vibration is the other 'homing aid'. In the female adult's antennae there exists an organ termed 'Johnston's organ' and its function is to register and record vibrations. This unique

characteristic present in the female allows her to 'Home in' on vibrations radiated by the human body. It is totally impossible to avoid attracting a mosquito as we continually send out impulse waves (talking, snoring, breathing), which act as a magnetic force to the bloodseeking female adult. Yet if simple remedial steps are followed, your family can avoid the bite at night.

Firstly, eliminate all stagnant water pockets around your home, and then kill off mosquitoes in your home by directing a few bursts of safe and effective wide 'umbrella-spread' Pea-Beu into curtaining and dark shadowed areas of the room where female mosquitoes lurk.

Finally to enjoy undisturbed sleep close the windows and doors of the bedroom and direct a few bursts of safe Pea-Beu aerosol well into curtaining and shadowed areas prior to retiring. Keep the room sealed for a few minutes and all mosquitoes, flies, moths, cockroaches, etc., present are wiped out. The pleasant perfume in Pea-Beu also delightfully refreshes the room.

Powerful Pea-Beu, although killing insect pests 'on the pattern as if the premises had been fumigated', is guaranteed safe and non-poisonous—it does not contain poisons such as D.D.T., B.H.C. and Chlordane. Therefore it is perfectly safe to use even with children and food in the room. Pea-Beu is equally effective against all insect pests. None is immune to the powerful killing action of Pea-Beu. Supplies of Pea-Beu are being distributed as quickly as possible to all areas. Your local chemist or store should be able to supply you.



avellers rather than more and is unlikely to take part in the great, promised tourist boom. Ivan Champion and the late Jackides are believed to have been the first Europeans to see Lake Kutubuh when they flew over it in 1936. Ivan and his brother Claude later led several expeditions to it on foot and became an advanced police post in 1937.

It was from there that patrols set out to discover the hundreds of primitive people living in the great plateaus of what today is known as the Southern Highlands District.

News that doesn't get reported

ONCE or twice previously in these columns, we have had occasion to remark on, and even marvel at, the way the otherwise excellent newsletters put out by the various Islands Administrations sometimes manage to miss recording the most startling news items in their territories.

The latest instance of this to come under our notice concerns *Colony Information Notes*, the weekly needed newsletter of the Gilbert and Ellice Islands Colony, which failed to record an extremely important resolution passed by the GEIC Advisory Council last October.

The resolution suggested that the EIC Resident Commissioner should be given the powers now exercised by the British High Commissioner for the Western Pacific in Honiara, so that he (the Resident Commissioner) could be directly responsible to the Commonwealth Office in London.

This would mean a major alteration in the constitutional set-up which has existed in the Gilbert and Ellice

FROM THAT TO THIS: We were reminded of that old hymn about going from "Greenland's icy mountains to India's coral strand" when these two pictures came to us. One shows the new Administrator of Papua-New Guinea, Mr. David Hay, and his wife all rugged up for the blizzardy blasts of Bay City, Michigan, USA, in January, 1964, when Mr. Hay was Australia's High Commissioner in Canada and Ambassador to the United Nations. The occasion was the launching, performed by Mrs. Hay, of Australia's second guided missile carrier, HMAS "Hobart". The picture at right by Chin H. Meen shows Mr. Hay, in summer whites, inspecting a detachment of the Pacific Islands Regiment on his arrival in Port Moresby in January.

Islands ever since they came under the British Crown in 1892.

The text of the resolution stated: "That in view of the advance of the Colony in constitutional affairs, the link of the colony with the rest of the world by air service, and the need for direct consultation between the Colony Government and the Secretary of State, this council recommends that the powers and prerogatives of the High Commissioner should be re-examined by the Secretary of State; it being the council's opinion that his statutory functions should now be transferred to the Resident Commissioner."

Back to the days of St. Francis

THE Anglican Society of St. Francis, which has been working in Papua-New Guinea for the past eight years, is about to embark on a new experiment in those parts.

A few of its friars, who will live in a house to be built in the Port Moresby suburb of Hohola, are to go out and work in ordinary jobs.

As Franciscan friars have no money or other possessions of their own, the wages earned by each of them will go into a common pool and it is hoped that their house will be self-supporting.

Brother Geoffrey, who is in charge of the Franciscans' territory work, says: "This venture, which seems so new, is in reality a return to St. Francis' own days, when brothers went out to earn their living. We are setting up the house in Hohola so that we can be closely identified with ordinary people who have to run their homes and work for their living".

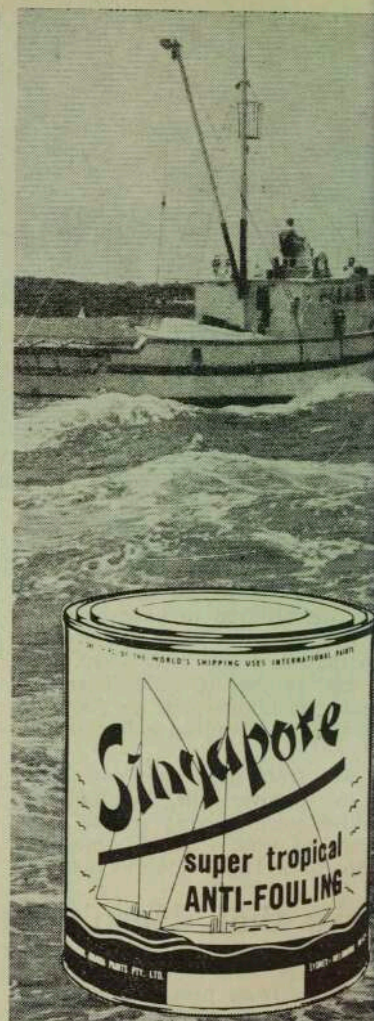
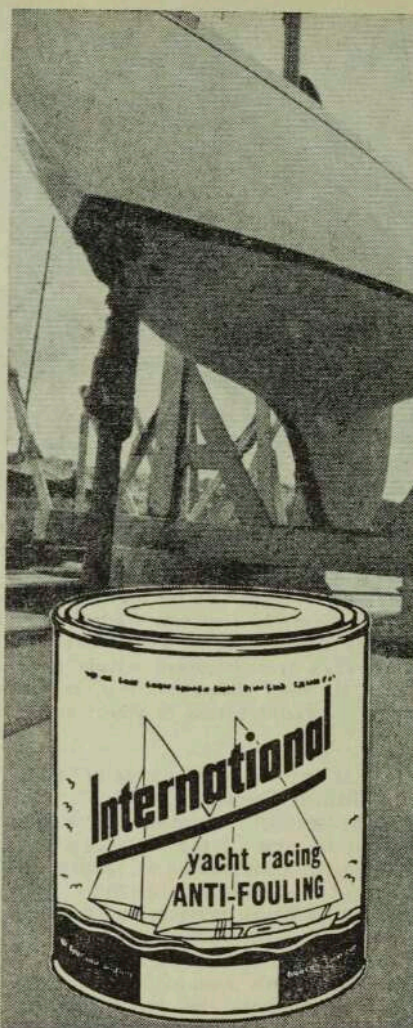
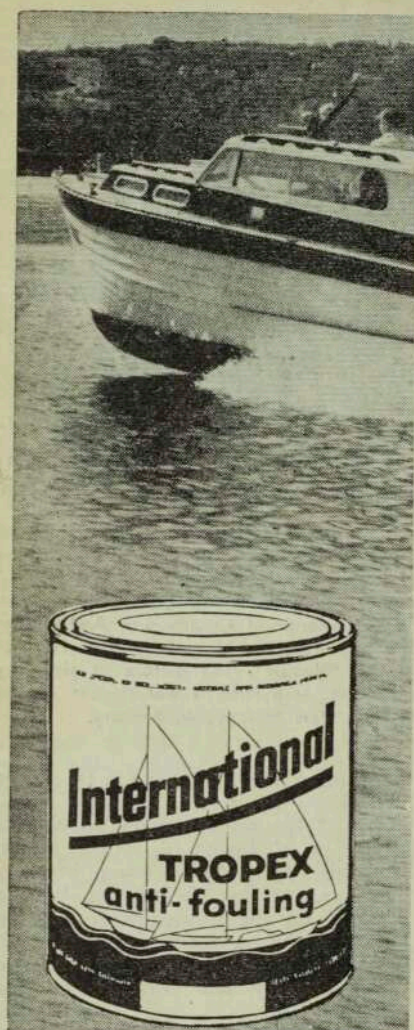
If the Hohola experiment is successful, it may be introduced to other parts of Papua and New Guinea.

Meanwhile, other friars of the Franciscan houses already established at Koki and Jegarata, near Popondetta, will continue in the society's traditional work of preaching, teaching and social work.

The Hohola experiment is one of two important developments expected within the society this year.

The other is a plan to form an independent South Pacific province of the order. This would be the first self-governing province to be formed outside England, from where territory Franciscan life is at present administered.

The new province would take in Franciscan work in Australia and any future developments in the South Pacific, as well as Papua-New Guinea. It would have its own elected Father Minister (or head) and governing body.

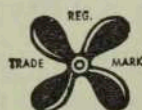


**Only International
Anti-foulings
are good enough
for your boat**

International Anti-Foulings will reduce your slipping time by nearly half! That's why they're used to protect over 90% of Australian-owned shipping. There's an International Anti-Fouling for maximum protection under all conditions. International Tropex Anti-Fouling gives durable all-round protection in all waters. International Yacht Racing Anti-Fouling gives positive protection with a minimum of drag for high-speed racing. Singapore Super Tropical Anti-Fouling has a tougher, improved formula for long-life protection in heavy fouling waters.

Save money on maintenance and spend more time on the water!!

See your local marine dealer for the specialised protection of International Anti-Foulings.



INTERNATIONAL MAJORA PAINTS PTY. LTD.
PHILLIP STREET, CONCORD, N.S.W.

AUSTRALIAN UNIT OF INTERNATIONAL PAINTS LTD., THE WORLD'S LARGEST SUPPLIER OF MARINE PAINTS

AVAILABLE FROM: Burns Philp (New Guinea) Ltd., Papua and New Guinea • Burns Philp (New Hebrides) Ltd., Vila, Santo • Burns Philp (South Seas) Ltd., Fiji, and all leading merchants in these areas.

IMP 551 PIM



**fry crisp, fry clean, fry tasty—
Everything fries better with
HI-FRI—the solid oil
that melts like magic.**





**for richer taste, finer texture,
bake it with **MARVILLE**—
the margarine specially
blended for cooking.**



27-279

For finer texture, better taste



"Mother's Choice" FLOUR

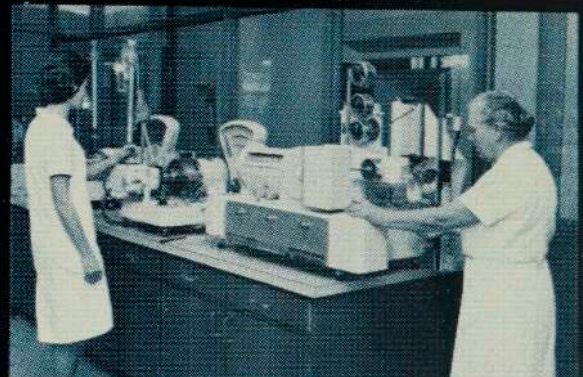
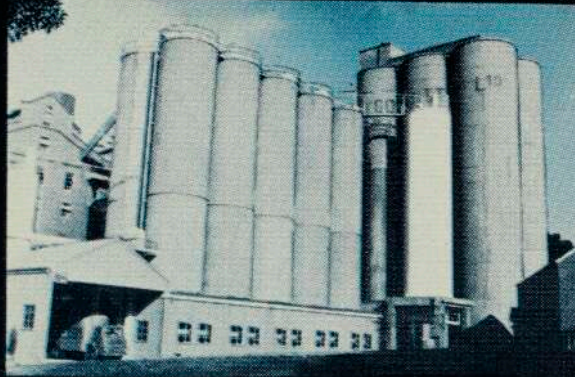


Mother's Choice Plain Flour... vitamin enriched, and entoleted for purity. Makes smoother, creamier sauces, batters and gravies. Mother's Choice Plain Flour is marvellous for pancakes, too! In 2 lb. & 4 lb. packs.



Mother's Choice Pure Semolina Suji... best for making Halua! Available in 2 lb. packs and 7 lb. plastic bags.

LV258



Flour that's

**MILLED
FRESH**

when called for by
your shipping agent.



Milled fresh—when called for—then packed in clean, strong sacks or drums. That's the reason why Mungo Scott's have the largest output of any mill in Australia.

Mungo Scott's skilled laboratory staff put to practice, every modern method to ensure you receive the finest quality entoleted flour.

Since 1894 . . . Mungo Scott "a good firm to do business with." We pride ourselves on documentation.

Bakers Flour
Sharps
Meals
Cake Flour
Biscuit Flour
Sponge Flour



SUPERB

MUNGO SCOTT PTY. LTD.

Summer Hill, NS W., Australia

Cable & Telegraphic SUPERB Sydney

RBA94

No other spread at any price has more goodness for your family than ETA Table Margarine.

Here's why

Energy: No other spread at any price is a better source of energy than ETA.

Nutrition: No other spread has more nutritive value than ETA—and its

food value satisfies appetites too.

Vitamins: ETA is a good source of vitamins A and D.

Quality: ETA is a wholesome food made from carefully processed

ingredients and is foil wrapped to preserve its goodness. Blends smoothly for cooking, too.

When you change to ETA — you keep the change.



27.278



Three major industries under strain

FIJI'S NEW GOVERNMENT FACES SOME MASSIVE PROBLEMS

By R. W. Robson

Fiji's new Government, set up under the colony's new constitution had been functioning for over three months at the end of January. My outstanding impressions of it are:—

- The single-minded purposefulness with which portfolio-holders (so far, they are called Members of the Executive Council—but they really are Ministers) have applied themselves to the little nation's problems.
- The difficult—almost appalling—problems with which Fiji is confronted. Three are outstanding.

Three major headaches

The first problem, of course, is over-population. There are now just over a half-million people in this British colony—around 250,000 Indians, around 200,000 Fijians, the balance Europeans, part-Europeans and Chinese.

This is now more than the country can support, in comfort. Despite a lively birth control campaign, the Indians have a birthrate of just under 40 per thousand per annum, and the Fijians about 30 per thousand. A well-balanced birthrate, under modern hygienic conditions, is 24 per thousand.

Consequently, the problem of feeding Fiji's half-million grows ever more acute.

The second problem therefore is economic. Fiji *must* produce more food, or more goods and services which can be sold abroad in exchange for essential needs.

So the new Administration is now applying itself, almost frantically, to plans for the development of new industries, or background for same. It is being cruelly handicapped by two overriding factors—namely, Fiji's limited natural resources and the apparent reluctance of overseas investors to put new capital into anything other than the tourist hotel industry (of which more later).

The third problem follows our inability to solve the first two problems. This is unemployment. There are not enough jobs for the oncoming mass of young people. That, in turn, creates social unrest. And social unrest, inevitably, breeds political trouble.

Little planning

The new Ministers are dealing with innumerable minor problems. But the majority, as can be understood, lead back to the colony's three major headaches—too many people to be carried by the economic structure, at its present stage of development; the country's limited natural resources; and the fact that the development of those resources, anyway, cannot be speeded up to take care of the present population without the introduction of much additional capital, and developmental know-how.



Fiji's Governor, Sir Derek Jakeway

Much blame for this situation rests with the British Colonial Office, which governed Fiji for some 90 years. Until 1945, little attempt was made to plan the country's politico-economic future.

Too much need not be made of that—it was typical of colonial administration generally.

But immediately World War II was over, various thoughtful non-official observers noted the phenomenal birthrate of both Indians and Fijians, and saw what was coming.

Their representations to the Governors and the Colonial Office were most urgent. I know—I was frequently in Fiji, and I read much of their memoranda.

Bureaucratic pussy-cats

From 1930 onwards, I personally met all the Fiji Governors. Most of them could be written off as bureaucratic pussy-cats, ineffectual and incapable of positive planning.

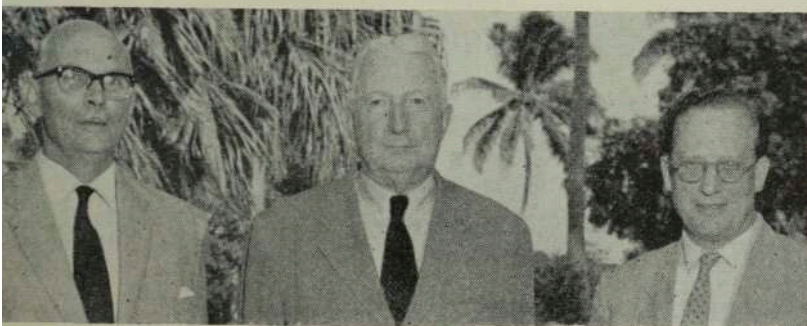
But two of them, in my opinion, were impressed by the need for forthright, early action, to take care of the rapidly growing population.

They did their best—and their best produced valuable down-to-earth plans and recommendations like the Burns and the Eve Reports—but nothing worthy of note was achieved.

Under the British system, each Governor (who needed at least two years to grasp Fiji's needs) was in turn retired, complete with knight-hood and pension, to an England that now was bedevilled with new ideologies and the collapse of her once vast colonial empire, and could not care less about Fiji.

Fiji had five Governors inside two decades.

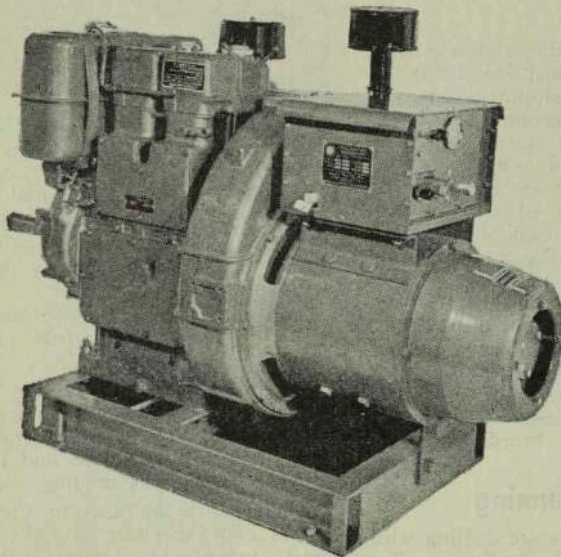
The new Fiji constitution, under which the Jakeway-Mara Govern-



In 1959, the Burns Commission spent several weeks in Fiji preparing recommendations for the orderly development of Fiji. The commission comprised (from left) Mr. T. Y. Robson, Sir Alan Burns (chairman), and Mr. A. T. Peacock. The commission produced a valuable report, but little was done to implement it.

BRAYBON —

LISTER POWERED DIESEL SETS



Illustrated: 6 KVA Unit.

(available as)

- ★ **Manual Start**
- ★ **Electric Start**
- ★ **Remote Control**
- ★ **Fully Automatic**

Self regulating self exciting BRAYBON diesel electric sets are manufactured in capacities from 2 KVA to 25 KVA as standard stock units—larger alternator supplied to order. Features include: • High motor starting capacity • Fully impregnated windings for tropical conditions • Battery charging panel and control switch • Self regulating and self exciting • All Australian construction.

May we give you a quote?

Braybon Bros.
PTY. LIMITED

27-33 WASHINGTON STREET, SYDNEY

DISTRIBUTORS: Steamships Trading Coy. Ltd., Papua/N.G.

ment now is urgently at work, should have been introduced a couple of decades ago.

It was urgently sought, then, by Fiji interests, but there was no indication that the idea even penetrated the heads of the Whitehall bureaucrats.

The new Ministers should remember those facts. The colossal tasks with which they now are faced, could have been handled much more easily in the mid-fifties.

Not much more can be done with Fiji's No. 1 problem—over-population. Data from every Indian implantation around the Indian Ocean, including India itself, indicate that the Indian reproduction rate is usually double that of Western Europeans.

It is no use putting pressure on the Fijians to reduce their birthrate, while that of the Indians remains so high. Already, there is sharp resentment in the Fijian villages against the way in which the Indian population has overtaken and outnumbered that of the indigenous people.

Anyway, whatever way they come, here are half-a-million people; and the new Government's prime responsibility is to provide means by which they can be fed, trained and employed.

Leadership

A survey in January indicates that the people generally are happy about the way in which the Ministers have set themselves to work.

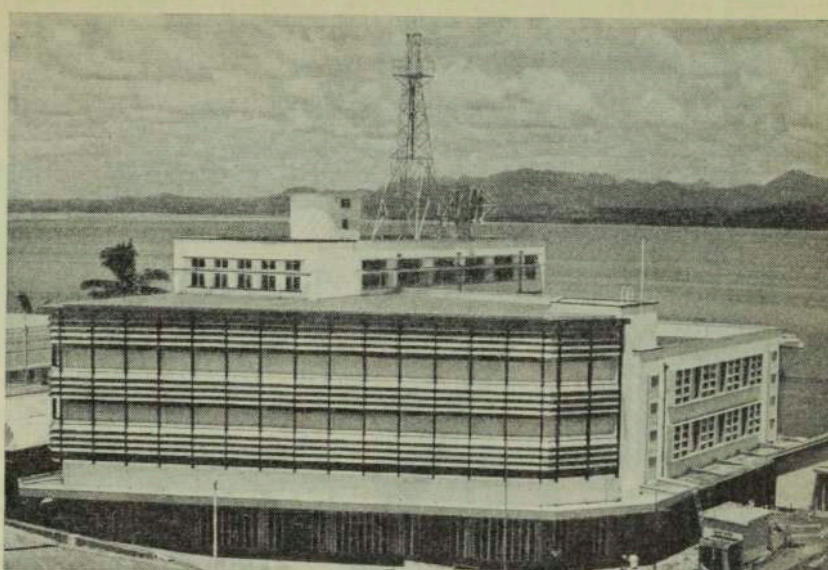
The colony was fortunate in having available for leadership a man like Ratu Mara—young, highly respected by all races, and with an alert, constructive mind based on an English University education.

He has an impressive grasp of Fiji's basic problems, accepts the need for racial co-operation, and is eager for progress.

But Mara does not suffer fools gladly. So far he has shown exemplary patience in his encounters with the few agitators and malcontents which a section of the Indian community sent into the new council.

The country was fortunate, also, in having a young and strong Governor in Sir Derek Jakeway at this critical time of change-over. He, too, as a background guiding force, displaying patience and wisdom in handling his new team of Fijians, Indians and Europeans, and in helping them to shape policy.

Up to this writing—and contrary to some expectations—the Jakeway-Mara combination is working very well. That is reflected also in a good,



NEW BUILDINGS IN SUVA

Quite a number of buildings have been going up in Suva lately. Among the more notable are the new General Post Office (above) which was officially opened on January 23, and the Wesley Church in Butt Street (right).

Photos: Rob Wright,
Judy Tudor.



co-operative spirit among the departmental heads.

There have been important changes there. A new Chief Secretary in Mr. G. P. Lloyd has replaced both Mr. P. D. Macdonald and Mr. J. S. Thomson (who acted for a long time and whose transfer to another colony was strongly opposed by Fiji); and Mr. R. H. T. Beaumont, long-time Police Commissioner (who was ill in New Zealand in January) has retired.

Despite the changes, the new government is functioning smoothly and impressively.

Old industries "tired"

But the economic situation calls for everything the new Ministers have got. There is a leeway to make up, and the development of new industries simply must be undertaken.

Take a glance at the old industries.

Hitherto, Fiji has moved and had its being on sugar production. The CSR Company of Australia introduced the sugar industry, and maintains it efficiently. But among the world's many crazinesses today is a vast over-production of sugar. The world price now is below the cost of production in even the cheapest-labour countries.

As everyone knows, the Fiji sugar industry keeps going only because it is British—Britain, in association with USA and certain other interests, buys a large proportion of Fiji's sugar. Without Britain's support today, the sugar industry would die—and Fiji with it.

Copra production is Fiji's second industry—a long way back. The world copra market is a chancy thing, but usually there is a price offering which keeps coconut planting alive. There could be more coconut planting in Fiji—but it must be high-grade copra, and that in-



**S. E. TATHAM
& Co. Pty. Ltd.**
MELBOURNE, AUSTRALIA
G.P.O. Box 8, Cables "SET"
Telephone 60-1125

SOME OF THE FIRMS
WE REPRESENT ARE

Sunshine Biscuits
Sunrise (Confectionery)
Flamenco (Instant Coffee)
Cremota (Quaker Oats, Jets)
Marchants (Canned Soft Drinks)
Hancock's (Spaghetti, Cereals)
Melbourne Canning (Jams, Bleach)
Water Wheel (Flour, Sharps, Wheat)
General Food Corporation (Twisties)
Edward Zorn (Margarine, Cooking Fats)
MacRobertson's (Chocolates, Confectionery)

EXPORT AGENTS
PACIFIC ISLANDS
AGENTS

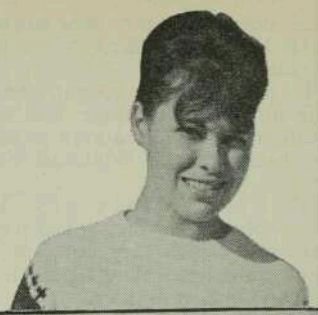
Australian buying
and shipping agents
for the
Gilbert and Ellice
Islands Colony
Wholesale Society

Rodd (Cutlery)
Palm (Mattresses)
Esteel (Cookware)
Vendolux (Cafe Bars)
Warner-Drayton (Fans)
Mitchell's (Abrasives)
Regent (Swiss Watches)
Gainsborough (Furniture)
Austramax (Pressure Lamps)
Preservene (Soap Products)
Charles Tims (School Requisites)
Ascow and Philadelphian (Shirts)
Lawn Chair and Tubco (Garden Furniture)
Sunrise Lustreone (S.S. Sinks, Plumbers' Supplies)
Electronic Industries (Electrical Household Appliances)

DIRECT ENQUIRIES WELCOMED

Associate Company
S. E. TATHAM (FIJI) LTD.
Suva, G.P.O. Box 671.
Lautoka, P.O. Box 366

SINCE 1924



**AUTHORISED
Fiberglass
DEALER**

MOST EXPERIENCED FIBERGLASS FIRM IN THE SOUTHERN HEMISPHERE !

We have everything in Fiberglass—and the know how!

Write for **FREE** pamphlets
Fiberglass sheathing and
"ARMOURGLASS"!

*We are at present appointing
local agents in the South Pacific
and would welcome enquiries*

**THOUSANDS OF SATISFIED
CUSTOMERS**

Fiberglass
(A/asia.) Pty. Ltd.,
Willoughby, N.S.W., Australia
Fiberglass is here — for GOOD

Marking time

volves far more technical training of Fijians and Indians than now is provided.

Next is gold-mining. Here is another headache. Over 6,000 people live at the Emperor gold-mining town of Vatukoula. There are vast reserves of good telluride ore there, but deep down; and the gold-mining company (Australian) for years has been recovering only enough gold to keep the industry functioning and pay a very modest dividend. Further development would not pay, with gold at its present fixed price. The company has been marking time for over 10 years.

Lately, the Government imposed new taxation (provident fund). The company has let it be known that it cannot carry the new costs. Either the Government must subsidise the industry to keep Vatukoula in existence (in the hope of a better gold price) or the mines may close down.

The new Government is still sweating over that one.

There are a few little, old industries, but in this situation they are not important.

Sugar is sick, copra is sluggish, gold is semi-paralysed.

Tourism, pro and con

The government and people now are turning eagerly to the vigorous new tourist industry, established in the last 10 years, and, as evidenced by the increasing number of first-class hotels, still growing.

The trouble is that no one knows actually what it is worth. Tourists pay their fares in Australia, or America, or New Zealand—Fiji gets none of that—but they arrive in Fiji with money to spend on goods, accommodation, sightseeing. How much does the average tourist leave behind?

Tourism now may be bringing in 5 million a year. If so, the industry takes second place to sugar. Unquestionably, tourism is helping Fiji's finances just when they really need help; it could double in value in the next year or two; but it is no permanent solution to Fiji's employment problem.

New tourist hotels have been built recently at Ba and Nadi (Northern); Nadi Airport (Tanoa); Suva (Outigger); and Taveuni. More are being built at Yanuca (a very big project); Savu Savu; Bay of Islands, near Suva; and on an island off autoka (Castaway). Another big

Advertisement



A Beautiful Complexion all Your Life

A smooth, flawless skin is one of the fundamentals of beauty. You were born with this priceless asset, and today it is possible for you to hold and keep it all your life, for scientists have discovered a tropical fluid with remarkable properties that can preserve and revive the youthful splendour of your skin.

For generations now women have learned the paramount lesson that care and encouragement are very necessary to the skin if it is to stay young and beautiful.

The naturally fine, petal-soft complexion of childhood is sustained through the early years by a consummate supply of natural skin oils. In the fullness of time, however, the skin matures and the body processes slow down, and this is where science steps in with a solution to the problem of skin deterioration. Through the aid of this tropical moist oil, the perfect conditions under which your childhood skin blossomed are re-created to maintain a superbly supple, unlined complexion.

A lovely skin depends on a balanced supply of natural elements to the sub-surface cells, and this moist oil has a particularly important "isotonic" action, an ideal osmotic pressure that penetrates deep down where the skin is reborn and where the replenishing fluids are most needed.

This moist oil enables the skin to absorb nutritive oils easily and thoroughly because it is "peeled" of the sealing elements present in ordinary oils. You can discover the

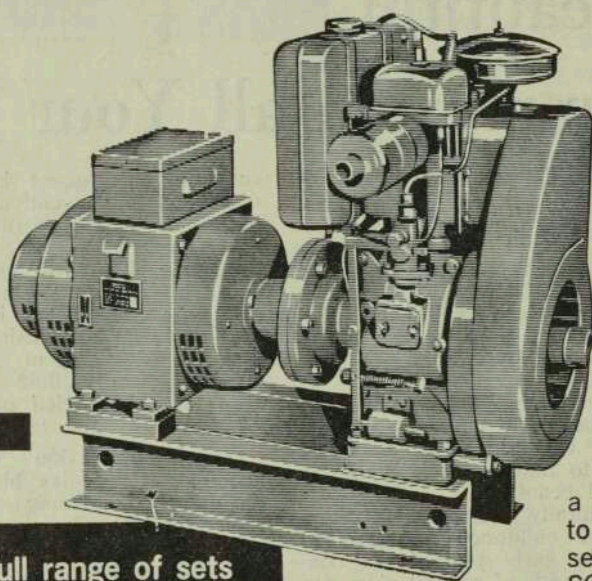
value of this aspect by dipping a rose stem in conventional oil before placing it in a vase of water. The rose, rendered powerless to absorb life-giving fluid, will gradually fade and die, but not so in the isotonic solution; a significant indication indeed that your complexion will benefit tremendously from this unique "peeled" beauty fluid that affords such an unparalleled propensity for rapid, uninhabited assimilation.

Your complexion will rapidly acquire a flower-like bloom because the moist oil not only stimulates and replenishes the plasma colloids (tiny water carriers of the skin) from within, but brings into operation an external, hygroscopic action which attracts and draws in moisture from the atmosphere, overcoming dehydration of the epidermal skin and ensuring that the complexion is completely "proofed" against the formation of wrinkles.

Smoothed over the face as an invisible powder-base, the moist oil prevents make-up and impurities from penetrating and clogging the pores, encourages cosmetics to blend beautifully and stay matt, nourishes and brings back the attributes of an exquisitely lovely complexion.

The moist oil is known in Britain as oil of Ulay, in America and other parts of the world as oil of Olay. In the Pacific Islands it is available from chemists as oil of Ulan. Everywhere, beautifying Ulan oil is being acclaimed as a means for women to gain lovelier complexions at any and every age of beauty.

light up your life with a...
SOUTHERN CROSS
4^{STAR} GENERATING SET
best value in Australia!



Full range of sets
available from 1 and
1½ Kilowatt D.C. sets
to 35 K.V.A. 3 phase
A.C. Electric Power
Units

- ★ **FULLY AUTOMATIC**
- ★ **LOWEST OPERATING COST**
- ★ **LONGER LIFE**
- ★ **FAMOUS SOUTHERN CROSS ENGINE**

It's just like city power — switch on a light and your set starts; the last light to be switched off at bedtime stops the set — a big convenience feature in the SOUTHERN CROSS 2.9 K.V.A. and 6 K.V.A. Single Phase, 240 volt, A.C. Generating Sets. Minimum voltage drop with changing loads gives you better performance and longer life from appliances. Low operating cost is assured from the famous SOUTHERN CROSS Air-cooled Diesel Engines — the most reliable power units made. In all you get better electrical output with a SOUTHERN CROSS Generating Set. Install this essential living necessity now!



BRISBANE: Cnr. Ipswich & Ashover Roads, Rocklea, Qld.
SYDNEY: 1 Grand Avenue, Granville, N.S.W.

NEW GUINEA DISTRIBUTORS—LAE: V. Bryant, Cnr. 15th & 17th Avenue.
MADANG: J. Duncan. **POPONDETTA:** F. S. Maynard. **PORT MORESBY:** Lohberger Engineering, Lawes Road, P.O. Box 810. **RABAU:** J. L. Chipper & Co.

one is announced for Suva city, near the GPH. These operations provide work for hundreds of artisans and labourers—but that kind of building is easing off.

Tourist money is spent mostly on hotels and transportation and on imported goods bought from city retailers. It is welcomed by the trader and the tax-gatherer, but it does not directly help the rural dwellers.

So the new Government, while encouraging tourism, is turning rather feverishly to an examination of other possible industries. (See "New zest badly needed in Fiji tourist industry", p. 121).

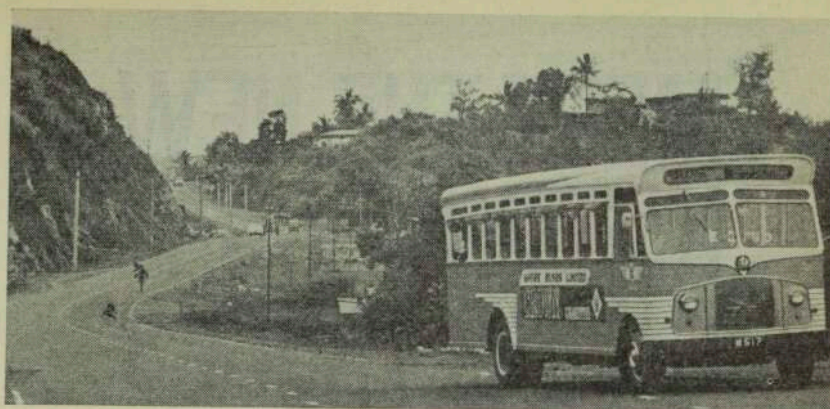
New industries?

First in that category is afforestation. Far-reaching activities now are afoot to earmark, in most of the principal islands, large areas classified as unfit for agriculture, but suitable for tree-planting.

This calls for surveys, establishment of camps, growth of trees for planting out, training of tree-planters. It could be a big and important industry, absorbing a lot of labour, and creating an important national asset.

But afforestation—like extended coconut planting, cattle-farming, coffee and cocoa cultivation, all of which are practicable and possible—needs years of time and millions of money, for successful establishment.

All are agreed that improved and extended land communications must go hand-in-hand with agricultural and pastoral development; and the



Most motorists in Viti Levu wish fervently that the excellent new section of tar-sealed road recently completed in the Lami area of Suva, and near to the Bay of Islands, could be extended right round the island, thus eliminating many of the hazards and much of the discomfort encountered on the gravel roads, with alternating sections of dust and mud.—Photo: Rob Wright.

new Government promises better highways and more access roads.

There are hundreds of little valleys in Fiji which could support peasant families but which, even if available under existing land laws, are not accessible.

At present there is in Fiji a team of some 10 transportation experts (provided from overseas by UN and similar instrumentalities). They are making a thorough examination of the country, at little expense to Fiji. Their report will guide the Government in the steps to be taken, in a scientific and effective way, to improve Fiji's transportation systems.

Transportation comes under the administration of Mr. Charles Stinson, one of the most energetic and far-sighted Ministers, and Suva's former mayor. He believes that Fiji's future development must include the early provision of a first-class arterial road between Suva and the Nadi-Lautoka area.

Wanted: money and peace

So far, so very good. If Fiji can get ahead with the economic development it wants, it can feed and house its half-million people adequately. But here are the obstacles in its path, and all the ardent new Ministers recognise them:—

- A great deal of money, for capital works, must be provided—much more than is now in sight.

- If a solution of Fiji's major problems is to be found, Fiji must have at least five years of racial co-operation and political peace. Otherwise, essential money and technical aid will not come in from overseas.

Skilled emissaries from Fiji have been knocking respectfully at chancellery doors in Canberra,

London and New York, but the money is not in sight—not in sufficient volume, anyway. Fiji, to really get going on essential capital works, needs from £20 to £30 million.

It could come. There is much goodwill in the world for Fiji. But both governments and finance institutions cock a wary and thoughtful eye on Fiji's political structure and history. How safe would the investment be?

Fijians and Indians

Fiji, in that respect, is not easy to assess. There are those two unpredictable races—the Fijians, who for the most part still cling lovingly to their communal villages, show little inclination for hard work and individual enterprise—and own most of the land; and the Indians, who can exercise all the technical skills of Europeans and work hard but cannot get nearly enough land.

In politics, the Fijians generally accept the leadership of their chiefs, who are conservative, content with things as they are, and work harmoniously with the Europeans. A respectable, and growing section of Fiji-born Indians also work agreeably with British officialdom—the new Indian Ministers have made a very good impression.

But a large—no one really knows how large—section of the Indians are vociferously anti-European; and, whenever they get a chance, they howl alarmingly in the market place for "an independent Fiji based on a common roll", which, of course, would place political power in the hands of the Indians.

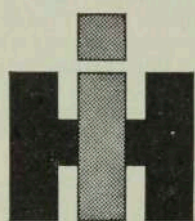
So money-owners with millions available for investment are not rushing into Fiji. They are interested,



Mr. Stinson

MEET THE NEW INTERNATIONAL C-LINE TRUCKS

The new C-Line trucks are big in performance and features. There are two new power-units, bigger capacity transmissions, brilliant new styling, adjustable seats with heavy-duty pleating — plus much more that's new. New International C-Line trucks are quality made to be the ideal trucks for work in the tropics. See the new C-Line trucks soon!



**INTERNATIONAL
TRUCKS**

FOR FURTHER INFORMATION, CONTACT:

• **SOLOMON ISLANDS:** Solomon Motors Ltd., Honiara. • **NEW GUINEA:** N.G.G. Trading Co., Lae; Steamships Trading Co. Ltd., Rabaul; New Guinea Goldfields Ltd., Wau; Goroka Motors Pty. Ltd., Goroka; B & G Motors, Wewak. • **TAHITI:** Mintze & Company, Papeete. • **PAPUA:** Steamships Trading Co. Ltd., Port Moresby. • **FIJI:** Niranjan's Service Station, Suva. • **NEW HEBRIDES:** Kerr Bros. Pty. Ltd., Sydney. • **NEW CALEDONIA:** Agency Automobile, Noumea.

H1925 EPIM

but they want to see more clearly the shape of things to come. Memories of events in many, many ex-colonies are sharp in their minds.

What is Britain going to do with these remnants (Fiji is a remnant) of her once vast colonial empire? That is what we all want to know. That is why the new Fiji Government is being closely watched.

If Britain stands behind the new constitution—as she has promised—and the restless, ragged minority of Indian political agitators is kept in place, the new government could achieve something, and Fiji could become a sound investment and a happy little nation.

But a quiet period, for economic organisation and the establishment of harmonious racial relations, is vital. That is what the potential investors are looking for. But it could be a period of belt-tightening. There is a lot of poverty in Fiji.

Union of Melanesia?

If only Britain, Australia, United States and New Zealand—with France, if she'd come, but without her, if not—would lift their eyes above Fiji, and survey the South Pacific, they surely could create a better Islands world than now exists.

Why cannot over-populated Fiji, the under-populated Solomons, the over-populated Gilbert and Ellice, and the under-populated New Hebrides, jointly representing enormous undeveloped natural resources, be thrown together in one political union of some kind?

The control of that region, the training of its peoples for the economic development of such a union, the creation of opportunities for the now thwarted Indians of Fiji and the crowded Micronesians of the Gilberts, could be a worthwhile task for the South Pacific Commission, which has spent most of the last quarter-century twiddling its academic thumbs more or less uselessly in Noumea.

Now it's valuable

MORE than 300 acres of formerly useless swamp land in the Navu-oku area of Tongatapu, Tonga's main island, will shortly be classified as one of the richest agricultural areas on the island.

This follows a successful project to reclaim the area by planting it wholly with taro—at the rate of 11,560 plants to the acre.

The taro finds a good market both locally and overseas, especially in American Samoa where taro is the staple diet, and where little is now grown.

NO NOBBS IN OLD STORE NOW

AFTER being run by the Nobbs family for more than 80 years, Norfolk Island's oldest store has passed into other hands—for the time being, at least. From January 13, the store was leased to Mr. A. J. Graham, former manager of R. Hopkins Limited on Norfolk.

The business was previously run by Miss V. A. (Val) Nobbs and Mrs. C. L. (Kit) Donkin, who will now devote their time to a flourishing catering business they have built up.

The Nobbs' store was founded in 1886 by Charles Chase Ray Nobbs in a convict building (now in ruins) under a large banyan tree on the corner of Bumboras and New Farm Roads. The store became known as CCR's and sold everything from tacks to food, cement to women's under-clothing.

In 1902 the store was moved to its present site in New Farm Road, near Longridge Corner. The store, with its variegated supplies, was vital to the island's early whaling ventures.

Today CCR's still sells everything and will retain its name under the new management.

FOOTNOTE: The Nobbs families of Norfolk are all descended from George Hunn Nobbs, an Irish-born adventurer, who settled on Pitcairn in 1828 after a colourful career in the British and Chilean navies. He became an ordained pastor and was a leader of the Pitcairn community when it moved to Norfolk in 1856. He died in 1884—two years before CCR's was opened.

Islands people honoured

Mr. T. R. (Reid) Cowell, who has been in charge of the South Pacific Office, Suva, for several years, was awarded the Order of the British Empire in the New Year's Honours list.

MR. COWELL, who joined the British Colonial Service in the early forties, recently retired to become Assistant Registrar at the Australian National University, Canberra.

Other Islands people to receive awards in the New Year's Honours list are:

FIJI

MBE (Civil)—Mr. Desmond Singh, chairman of Ba Township Board; Sister Mary Herve, Fiji Leprosy Hospital, Makogai.

MBE (Military)—Warrant Officer Isoa Vakaciwa, Fiji Military Forces.

Queen's Police Medal—Senior Superintendent T. Hamilton, head of CID.

NORFOLK ISLAND

OBE—Mr. Frederick James Needham, president of the Norfolk Island Tourist Bureau for 12 years and president of the Norfolk Island Council from 1960 to 1965, for services to the community.



Miss Morva Kekwick, who was awarded the MBE in the New Year's Honours List, has been a missionary with the Anglican Church in Papua for 30 years—first as housekeeper at Dogura, the cathedral station in the Milne Bay District, and later as matron of St. Agnes Home for Girls.

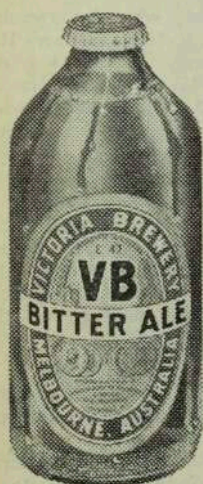
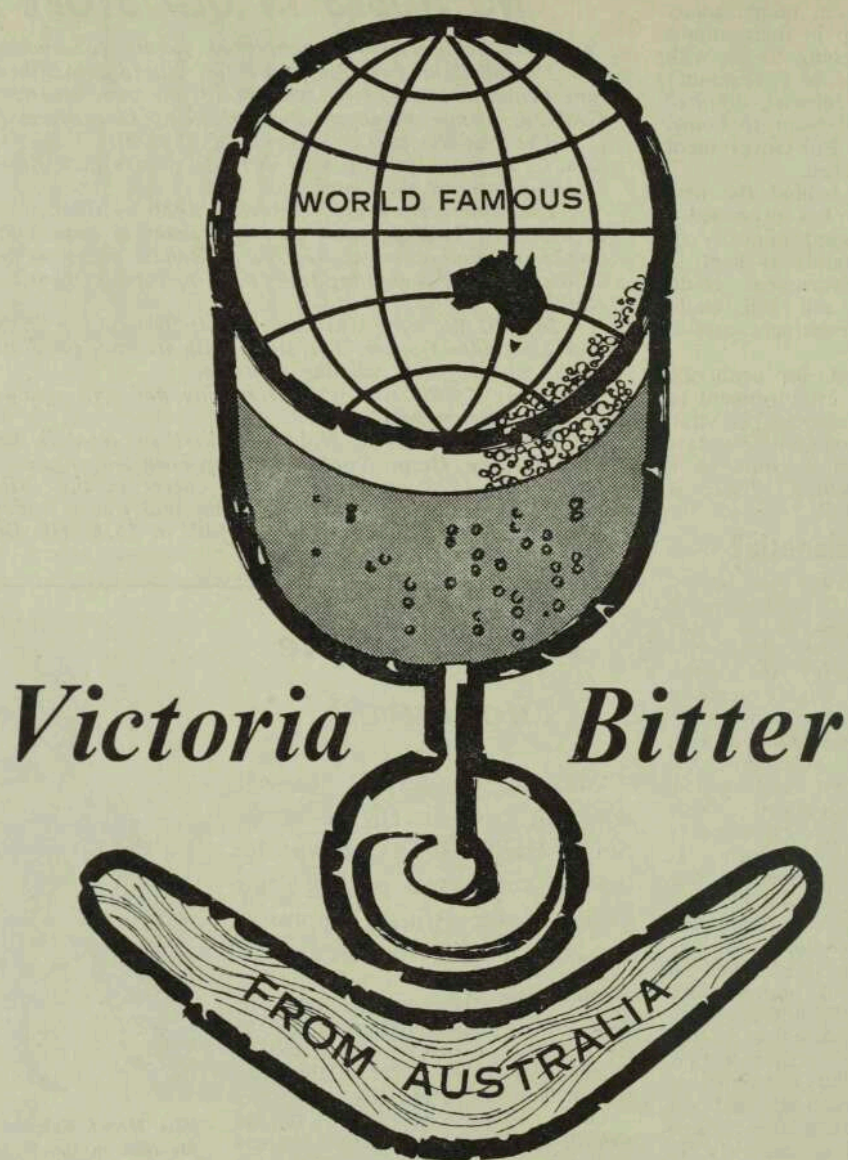
PAPUA-NEW GUINEA

MBE (Civil)—Miss Morva Kekwick, matron-in-charge, St. Agnes Home for Girls, Port Moresby; Mrs. Thelma May Price, Port Moresby, for services to the welfare of the people of Papua.

SOLOMON ISLANDS

MBE (Civil)—William Arthur Bennett, Assistant Broadcasting Officer, BSIP.

British Empire Medal—Jabin Warahimiae, District Headman, Malaita.



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

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

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

C.B. 437-48

MANY EUROPEANS TO BLAME IN WORSENING P-NG ROAD TOLL

From a Port Moresby correspondent

The upsurge in traffic accidents, which has already reached alarming proportions in such countries as the United States, Australia and Britain, is beginning to cause serious concern in Papua-New Guinea's two busiest towns, Port Moresby and Rabaul.

IN Port Moresby, a town of something over 30,000 people, 289 accidents were reported between June 1 and November 15. Of these 183 were classified by the police as major accidents, and there were 13 deaths.

Rabaul in the same period had 115 accidents—53 major ones.

Doubtless the great increase in the number of vehicles using urban and semi-urban roads has some bearing on the alarming accident rate.

However, it seems equally certain from an examination of accident records at Police Headquarters in Port Moresby that gross negligence on the part of some or many drivers is an important contributing factor. Magistrates have commented on excessive speed and failure to stop at "stop" signs as being far too frequent occurrences.

There is often a tendency for expatriates to suppose that most accidents are due to Papuan or New Guinean drivers.

These people, admittedly, are sometimes slow in their reactions and have a tendency on country roads to halt almost anywhere.

Wartime plane wreck found

Parts of an old plane and bones believed to be those of the pilot were found recently near Kokopo, on the Gazelle Peninsula of New Britain (P-NG). The plane is thought to be one which crashed during the war and is apparently either Australian or American.

An RAAF spokesman in Port Moresby said that such finds were becoming infrequent, and that the last reported find was more than 18 months ago.

However, the records for six months of 1966 show that in both the Port Moresby and Rabaul police districts, seven of the drivers involved in accidents were Europeans to every one native driver.

As vehicle registrations throughout the territory continue to increase, the accident toll will increase also unless stern and effective measures are taken.

Against the sombre background of an accident death rate in 1965 of 1.9 per 1,000 vehicles registered in Port Moresby and 2.2 in Rabaul, the territory's 1966-67 budget provided only \$2,000 for road safety.

Police officers in many centres complain at being unable to obtain road signs. Yet visitors to Port Moresby note a proliferation of elaborate "official cars only", "visitors", "no parking" and other signs around Administration headquarters at Konedobu, locally known as "Happy Valley."

Even where signs are obtained and erected—often with the assistance of local residents—the Motor Traffic Ordinance and its regulations are so muddled that legal advice is required to decide which section or regulation is to be regarded as the ultimate one. And, of course, the signs made under contract and issued as official signs most often do not comply with the shape and dimensions laid down in the ordinance and regulations!

Why standard international signs have not been adopted and used throughout the territory is hard to understand.

In Rabaul, where a large percentage of New Guinean drivers are not literate in English, signs such as "dual carriageway—keep left" have little value.

Road safety

Doubtless, even some expatriate drivers would ponder the meaning of such delightfully Victorian instructions, and on being enlightened could be pardoned for wondering why the sign did not say "two-lane highway" in the first place.

A Road Safety Council exists in Papua-New Guinea and is aiming at teaching road safety to schoolchildren.

This, in itself, is excellent. But a much more immediate need is to educate drivers in road courtesy and the observance of the basic rules.

It is true that the present traffic code is outmoded and that copies are difficult to obtain.

But this does not excuse the flagrant breaches that occur daily in the major towns.

District Court magistrates in Port Moresby and Rabaul obviously share this view for they have warned that



"Saves chasing the little blighters"

Tinned fish straight from sea

A Kasua villager in West New Britain (P-NG) sat down recently to a meal of imported tinned fish which he found in a shark's stomach.

He was one of a group of villagers who speared a 10-ft shark while fishing. When the shark was being cleaned, an apparently well-preserved tin of fish was found inside the shark.

Colleagues of the villager who opened the tin and ate the fish told Radio Rabaul about the event—but neglected to say whether the shark was eaten, too.

traffic offenders will be dealt with harshly in future, with heavy fines and long periods of licence suspension.

Meanwhile in an attempt to streamline procedures for minor traffic offences, amendments were made to P-NG's rather outdated Motor Traffic Ordinance at the November meeting of the House of Assembly to allow for "on the spot" fines for such offences as faulty lights.

But implementing such fines is still something of a problem, for the Police Department is ill-equipped to cope with the increasing traffic on urban roads and in the highly developed rural areas, and there is a shortage of trained traffic police.

GUARANTEED

for total eradication of
MOULD, FUNGI AND BACTERIA GROWTHS
"DENTOLITE" BACTERICIDAL AND
FUNGICIDAL PAINTS



Member Paint
Advisory Service
Group.



From all leading
Paint Stores

DENTON'S PAINTS (NZ) LTD

727 Great South Road, Penrose. P.O. Box 22-146, Auckland.
DENTON'S PAINTS LTD., BARKING, ESSEX, ENGLAND.

Dentolite and Fungi-Check — proved effective in hospitals, food factories, breweries, freezing works and private homes throughout New Zealand. (Testimonials on request.) Unique fungicidal action is guaranteed effective for three years — thoroughly tested as effective after seven years. Write for free information.

Distributed throughout the SOUTH PACIFIC by Messrs. W. H. GROVE & SONS LTD., AUCKLAND.— In FIJI—W. H. GROVE & SONS (FIJI) LTD.—In COOK ISLANDS—J. & P. INGRAM LTD., RAROTONGA.

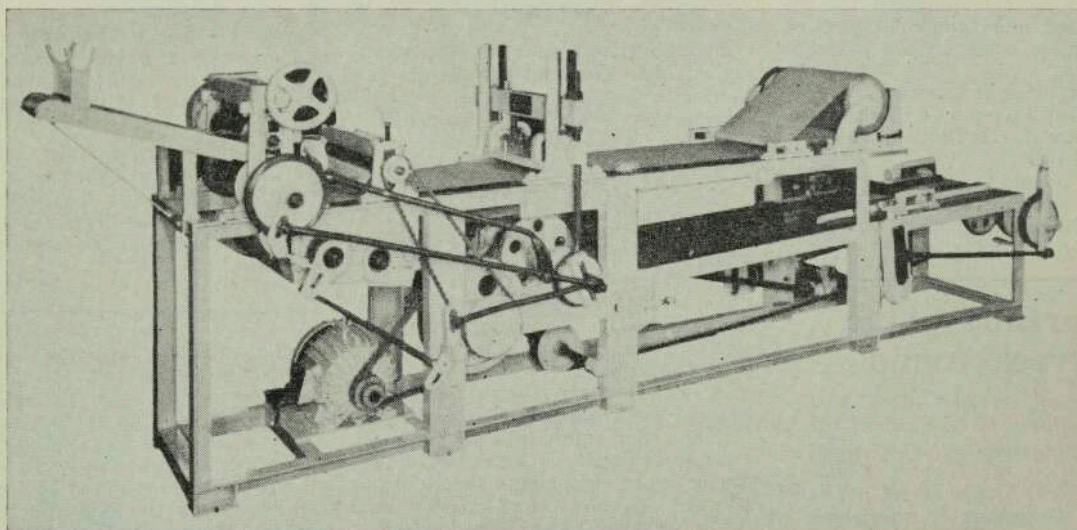
DJ

(Advertisement)

Beautify Your Hair



Your hair will be alive with highlights and exquisite new beauty. It will look clearer and more youthful, free of all dulling film and glowing with rich deep-down tones and lustre when shampooed with the modern 'Peek-In' Glow shampoo by Delph.



The Islands Choice For Cabin & Other Types Of Biscuit Manufacture

SMALL & SHATTELL PTY. LTD., 41-49 Johnston St., Fitzroy, Melb., Vic., Australia

WRITE US FOR INFORMATION ON ITEMS OF FOOD MACHINERY

"REMARKABLE ECONOMIC RECOVERY"

Better days ahead for Western Samoa, Minister says

From R. F. Rankin in Apia

Western Samoa's economy should make a "remarkable recovery" this year and tremendous progress in the next five years, according to the country's Minister of Finance, Mr. G. F. D. Betham.

ALL indications are that, provided the country suffers no further reverses such as the January hurricane of 1966, Mr. Betham is correct.

Despite the hurricane, 1966 ended on a far better note than expected. Copra production actually increased; cocoa earnings were well up; and the only major loss was suffered by the banana industry.

Export figures for 1966 with the figures for 1965 in brackets were: Copra, 14,019 tons worth £WS822,000 (12,370 tons, £839,139); cocoa, 7,723 tons worth £604,000 (2,991 tons, £454,466) and bananas, 61,970 cases worth £80,000 (481,565 cases, £609,873).

A vigorous replanting and new planting programme in coconuts, cocoa and bananas is now well under way. This was greatly stimulated by the devastation in plantations caused by the hurricane.

As a result agricultural production should show spectacular and continuing increases over the next few years.

Meanwhile, tourism is showing a



The fierce hurricane that devastated Western Samoa's banana plantations just over a year ago has stimulated a vigorous new planting programme.

definite upward trend. To cope with the increase in visitors Aggie Grey's Hotel is rapidly being expanded, and plans are afoot to upgrade the Casino Hotel this year (see also p. 125).

Other factors likely to influence the economy favourably during 1967 are the commencement of operations by the US firm of Potlatch Forests Inc., which has undertaken to spend \$US8 million in developing a timber industry on Savaii over the next five years or so; and the possibility of low interest loans for development from the newly formed Asian Development Bank, of which Western Samoa is a charter member.

Development plan

Meanwhile, a five-year-development plan for Western Samoa has been presented to the country's parliament.

The plan, which fills 240 pages, was prepared by the Director of Economic Development, Mr. A. Gerakas, with the assistance of a fellow United Nations economist, Mr. C. J. van Rees.

It states that by 1970 some 7,530 new jobs, requiring investment of £WS6,320,000, will have to be created if the present population growth is maintained.

By 1985, some 36,490 new jobs requiring investment of almost £32 million will have to be created.

Despite the awesome figures involved, Mr. Gerakas states that with continued Government effort towards the promotion of industry and diversification of produce, the targets can be achieved.

He predicts that by 1975, tourist expenditure will total more than £1,320,000 making the tourist industry Western Samoa's biggest single money earner.

The plan calls for Government borrowing over the next four years of £1½ million. Of this amount £515,000 will be used in educational development and £250,000 to establish a Government-operated development bank.

The balance will be used in other projects in addition to the five-year programme.

Mr. Gerakas says that present credit facilities are hopelessly inadequate, so that many operations are forced to start on a "shoestring", and low agricultural productivity results from the meagre input of capital.

He points out that by utilising reserves and savings now invested overseas, and by forcing insurance companies to invest premiums within the country, almost £1½ million of additional capital could be injected into Western Samoa apart from outside capital.

LIBRARY VISITS WERE NOT FOR CULTURE

If Western Samoa is interested in attracting more tourists, it looks as if it will have to install more toilet facilities along the Apia waterfront.

When the *Queen Fredericka*, with 850 Australian and New Zealand tourists, visited Apia recently, the tourists spent more time looking for toilets than they did for Samoan handicrafts and other shopping bargains.

Samoana reported that the tourists strained the toilets at the police station to the limit, and at the public library more people entered looking for a toilet than to look at the books.

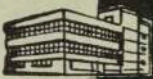


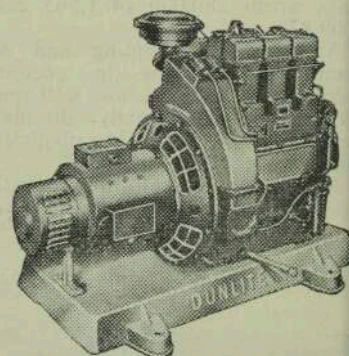
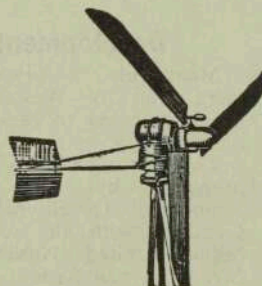
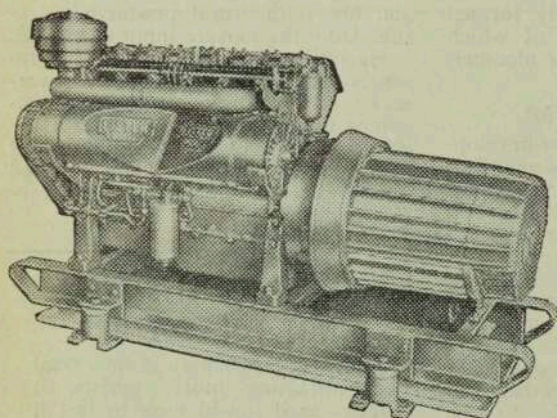
MINISTER DEAD: Mr. F. C. F. Nelson, Western Samoa's Minister of Works, Transport, Marine and Civil Aviation since 1957, died suddenly on January 5 after visiting a dentist. He was 49. For an outline of Mr. Nelson's career, see p. 154.

THINK POWER PLANTS

Whatever your power needs—for plantation, workshop, machinery, household appliances—there is a Dunlite power plant to exactly suit, specially built for a specific load capacity. For over 30 years Dunlite have been the makers of Australia's finest lighting and power plants—plants proven by years of service to provide extreme reliability, trouble-free economical service with ease of maintenance. The famous "single unit" design of Dunlite plants eliminates troublesome belts and couplings—providing greater safety because there are no exposed terminals or wires and no danger from belts or moving parts. Every Dunlite unit is fully run-in, thoroughly load tested, and is a ready-to-run, tropic proofed package unit with no special installation requirements.

The Dunlite brochure "10 Essentials" show step by step how to choose a power plant to exactly suit your needs. Ask your nearest distributor for a copy.

THINK  **DUNLITE**



**ENGINE OPERATED POWER PLANTS • WIND DRIVEN POWER PLANTS • BELT DRIVEN
ALTERNATORS • BATTERY CHARGERS • GENERATORS • D.C. MOTORS**

Manufactured by

DUNLITE ELECTRICAL

CO. PTY. LTD.

21-27 Frome Street, Adelaide, S.A.

Cables/Telegrams: "DUNLITECO", Adelaide.

Distributed by

Rural Services Pty. Ltd., 65 Ipswich Road, Woolloongabba
Brisbane.

Steamships Trading Company Ltd., Port Moresby.

N.G.G. Trading Company Ltd., Lae.

New Britain Electrical Co., Rabaul.

Colyer Watson (N.G.) Ltd., Goroka.

Niue takes some new steps forward

From a Niue correspondent

The Niue Assembly has discussed and approved a scheme whereby water supplies to villages can be provided from the deep well bores.

THE scheme involves the use of windmills and engines to draw up fresh water and deliver it through pipes and storage tanks to a reticulation system in the villages.

In each village there would be standpipes every 300 feet so that no house would be more than 150 feet from water.

It is not known what the exact cost of the scheme will be. But a favourable reply has been received to an inquiry sent to the United Nations for assistance.

It is hoped that the cost will be split three ways—one-third from UNICEF, one-third from the Government of Niue, and one-third from the villages in the form of unskilled labour for digging trenches, laying pipes, erecting tanks and so on.

It is expected that village councils, yet to be set up, will look after the water supply.

IN another step towards self government, the local courtroom has been cut in half to provide office space for the executive committee of the Assembly.

The members will have a regular meeting on Mondays and will also attend to the business of their portfolios and be available to the public on the same day.

A SHIPMENT comprising 140 lbs of siratro seeds, a tropical legume which was introduced to Niue in 1962, has been sent to New Caledonia and the New Hebrides.

The Niue Agriculture Department hopes to build up seed production and open up markets in other Pacific territories.

ANYTHING is news on a small island like Niue—even the fact that a tree fell to the ground in Avatele village recently.

It was not, perhaps, a very momentous piece of news, but to the fishermen of Avatele, it was a disaster in its way.

The tree, a telie tree, was a land-



Picture sought of noted Norfolk ship

THE Norfolk Island Administration, which is featuring ships associated with Norfolk Island on its new definitive issue of postage stamps, has so far been unable to locate a picture of the most notable ship of all—the "Morayshire", which brought the Pitcairners to Norfolk Island in 1856. The Pitcairners were the pioneers of the present Norfolk settlement. The "Morayshire", built of wood at Moulmein, Burma, in 1853 for D. Dunbar, of London, was chartered in Sydney for the Pitcairn-Norfolk job. Burns Philp's senior skipper, Captain Brett Hilder, made an extensive search for a picture of the ship in 1956 so that he could design a postage stamp to commemorate the centenary of the Pitcairners' arrival at Norfolk. However, he was unable to find one and he finished up using a picture of another Moulmein-built Dunbar ship, as the model for his stamp design. The design (which is reproduced above) was not accepted, and the stamps that were issued for the centenary showed the Norfolk Island Seal and two Pitcairners landing. Captain Hilder's design shows the "Morayshire" (right) and HMS "Herald" anchored off Kingston pier, with some of the Pitcairners coming ashore in boats. The "Herald", under Captain H. M. Denham, happened to be surveying at Norfolk Island at the time. Captain Denham stood on the pier to welcome the newcomers, despite rain which fell occasionally during the landing.

mark to fishermen who used the landing place of Maiehi at Avatele.

In falling, the tree smashed across three canoes, damaging two irreparably. The fishermen were especially sorry because the fishing had been particularly good for a few days before the disaster and they are now landbound.

ANOTHER steel lighter has joined the Niue fleet. It has been named *Maui-Tama* after one of the ancient legendary folk of Niue, and has joined the other two, *Sihamaui* and *Mata-Kuhifi*.

Maui-Tama was named by Mrs.

Pat Rex, wife of the Leader of Government Business, at its recent launching, witnessed by the Resident Commissioner, members of the Administration, the Public Works Department staff and the boat builders.

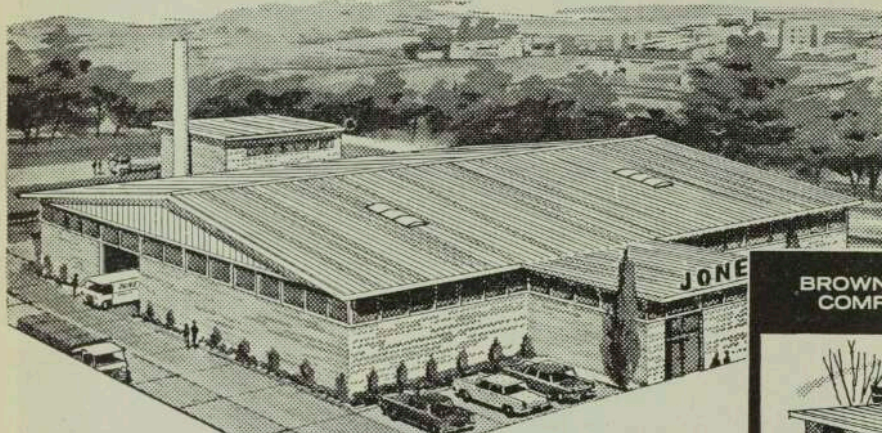
A fourth steel lighter is being built.

THERE is still no news on when or if the Niue airfield will be constructed, but formalities for the acquisition of the land are largely completed.

Next to the airstrip is land obtained for a farm. It is planned that the proposed farm supply fresh milk for the island.

FACTORIES OFFICES FLATS

EXTRA



SMARTNESS
STRENGTH
ECONOMY

with Brownbuilt ROOF DECKING

best for all industrial and commercial applications!

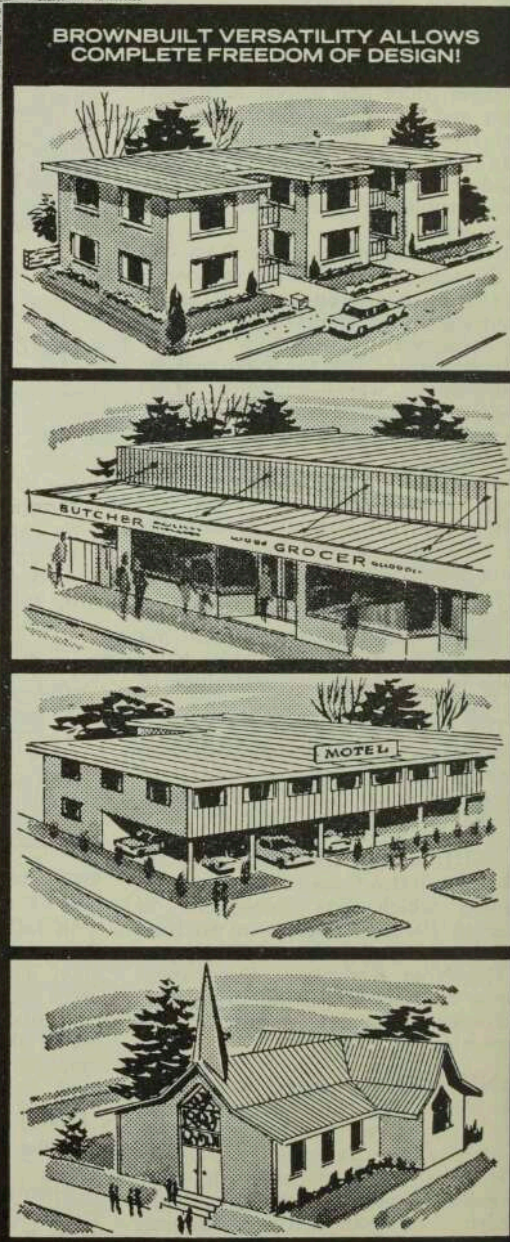
Consider these big Brownbuilt benefits in commercial and industrial building; unique vertical rib design gives greatest strength. Exclusive Button-Punch fixing ensures permanent stability. Strong, light weight, Brownbuilt needs less structural framework. Keeps installation costs down. Allows broad, unsupported spans, wider purlin spacings. Shops, offices, factories, schools, flats, halls, churches. You name it—Brownbuilt roofs it. And does a better job everytime! Brownbuilt Roof Decking is the perfect choice for every roofing need.

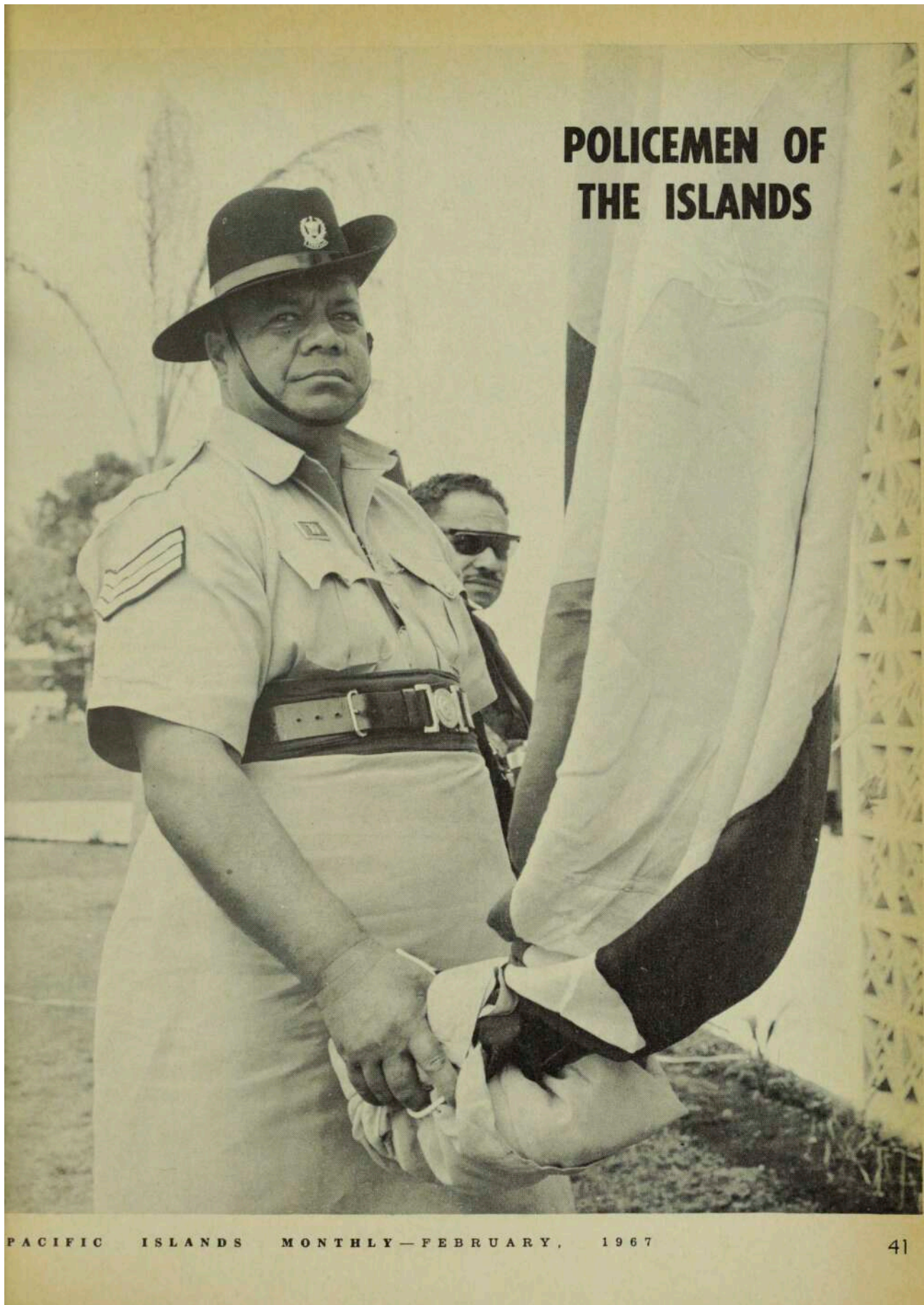


Brownbuilt LIMITED METAL SECTIONS DIVISION

- MOROBE CONSTRUCTIONS LIMITED
Saraga Street, Six Mile, Port Moresby, PAPUA.
- D. C. WATKINS LIMITED
Angau Drive, Boroko, T.N.G.
- JOHN STUBBS & SONS (PAPUA) LIMITED
Lawes Road, Port Moresby, PAPUA.
- FIJI REDDY CONSTRUCTION CO. LTD.
Box 80, G.P.O., SUVA.

BB.P8







Policemen of the Islands

ALTHOUGH there is not much serious crime in the South Pacific, each Islands territory has a police force to maintain law and order, control traffic, inspect passports, register this and that, and put on a show on ceremonial occasions.

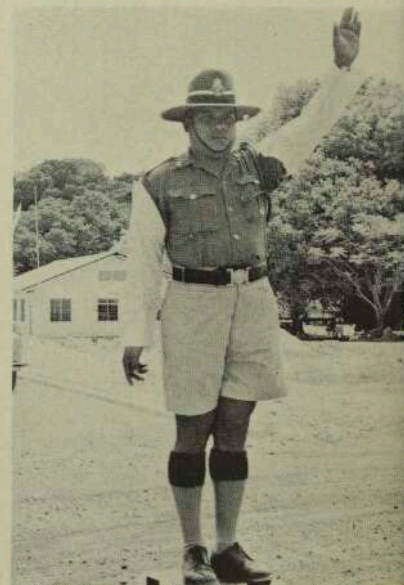
The uniforms of the various Islands forces are usually a reflection of the historical backgrounds of the territories, with possibly the whim of an early police commissioner shining through here and there.

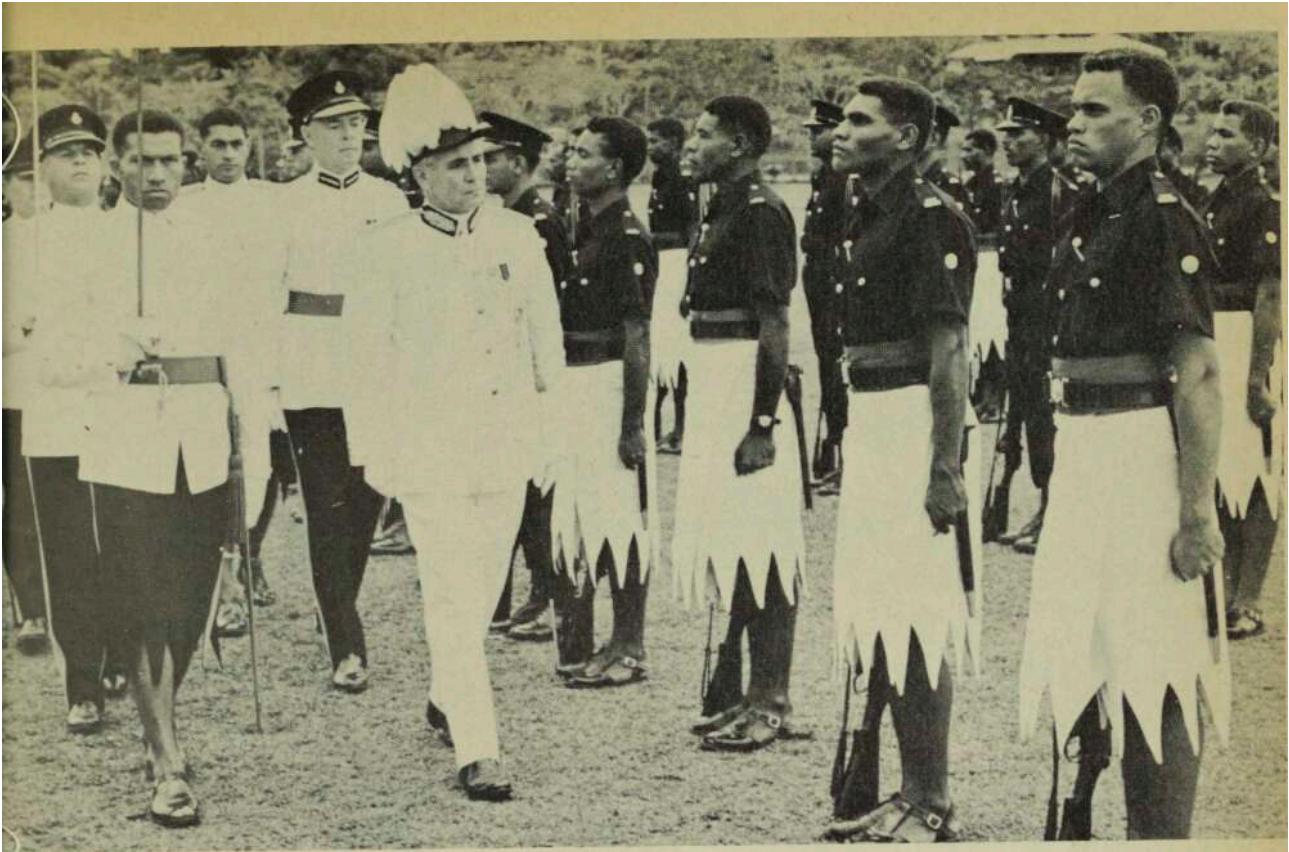
One of these days, no doubt, someone will write a thesis on the rise of the Islands police forces and the development of the various uniforms. Meanwhile, here is a study in pictures of the policemen of eight of the Islands territories.

● The one on the previous page is a sergeant in the Tongan police force, pictured at the opening of Nukualofa's International Dateline Hotel late last year.

● At left is a member of New Caledonia's gendarmerie, which, except that it contains quite a number of Melanesians, is virtually a carbon copy of the parent force in France.

● Below (left) are four members of the Cook Islands force, photographed several years ago; and to their right is a Nauruan policeman on point duty.





Fiji's policemen, seen above being inspected by the colony's Governor, Sir Derek Jakeway, are justly renowned for their smartness and colour. Until a few years ago, they were also noted for their big mops of woolly hair. But "big hair" is now a thing of the past throughout the force—just as lap-laps and bare feet (lower left) are in the Papua-New Guinea Constabulary. The P-NG policeman's uniform gave way to shorts, shirts, long socks, puttees and boots (lower right) in 1964.





Policemen of the Islands

Policemen in the Gilbert and Ellice Islands Colony—like the Tongans, Fijians and Western Samoans—still prefer the lap-lap style of uniform to shorts or trousers.



At left are members of the New Hebrides Constabulary in their dress uniforms being inspected by the French and British Resident Commissioners, Mr. J. Mouradian (left) and Mr. C. H. Allan, respectively. The occasion was the opening of the budget session of the Condominium Advisory Council in Vila last November. The New Hebrides Constabulary consists of a British section (left picture) and a French section (in the white uniforms).

Photos in these pages are by Qantas, Rob Wright, P-NG Dept. of Information, Australian News and Information Bureau, Max Hayes.



TO THE POINT

WITH
PERCY
CHATTERTON

As an elected member of the House of Assembly of the Territory of Papua and New Guinea, I am tired of being told that I mustn't be parochial in my outlook. I am not only tired of it. I resent it.

FOR one thing I resent the debasement of a fine old English word, and I am not at all placated to find that the Oxford English Dictionary reports this debasement. For another, don't think that it's good advice. After all, a parliamentary constituency is a sort of parish, and its elected member has a duty to be concerned for its welfare. In the case of the P-NG House of Assembly, the indigenous members are in almost every case natives of their "parishes". Unlike the situation in Australia or Britain, where the "member" is all too often an outsider foisted on the electorate by a party machine, here in Papua-New Guinea he is generally a son of the soil.

He was born and has grown to manhood in the electorate he now represents. He has lived among its people and shared their way of life.

Sons of the soil

This may not continue to be so. There may come a time when many of the electorates will be represented by members of an educated and sophisticated elite who have grown up from and no longer understand or sympathise with the life of the village or the resettlement area.

Whether the fact that they will be better able to cope with the mass of paper that accumulates on the parliamentarian's desk will adequately compensate for this disability remains to be seen.

Anyhow, at present our indigenous MHA's are sons of the soil. They are deeply concerned for the welfare of their people. And why shouldn't they be?

Not so many years ago, Port Moresby consisted only of the area dominated by Paga Hill (top right). Now it has spread on to and well beyond Tuaguba Hill (centre), and even this aerial picture taken well above Konedobu does not get it all in.

Of course, they mustn't stop there—and they don't. They must look beyond the welfare of their "parishes" to the welfare of the territory—and they do.

On the whole, I think that they do pretty well in balancing the needs of their own electorates against the needs of the territory as a whole.

Sneers about "parish pump politics" are quite uncalled for.

Incidentally, many members of the House would be only too thankful to have a few pumps in their parishes. Most of their people don't even have that much. They get their water from open wells and water holes, or running streams.

I repeat that most indigenous members do realise that they must look at things from a territory-wide viewpoint, and are doing their best to do this.

But to expect them to give a hearty "aye" to schemes which mean in effect that their kith and kin will be

Hands off the parish pump!

left to stagnate in poverty and squalor while others more fortunate in their terrain advance along the road to prosperity is to ask too much of human nature.

We need a dash of the parish pump in our politics to keep us human. Especially just now, when our more cold-blooded economists are telling us that we must sacrifice everything to top-speed economic development.

Sentimental nonsense

Every effort must go into the development of areas of maximum economic potential. Those of a lesser economic potential must be by-passed; the fact that they are inhabited by human beings with a yearning for a better way of life is of no importance.

Even the kids must be sacrificed. The ideal of universal education is just sentimental nonsense.

What we need to do is to calculate in advance just how many doctors,



PRICKLY HEAT?

relief is swift with

ISOPHYL

(for adults)

OR

EGOZITE

(for infants or young children)

*ask your family
chemist!*

EGO LABORATORIES PTY. LTD.

5566

AIRVIEWS OF NEW ZEALAND

Photographs of every district . . . also pictorial ground scenes. Representative views of South Pacific Islands.

Pictures supplied for use in books or feature articles—send for price list.

WHITES AVIATION LTD.

C.P.O. BOX 2040, AUCKLAND, NEW ZEALAND.

RAMBLER'S GUIDE TO NORFOLK ISLAND

78c at bookstalls or from

PACIFIC PUBLICATIONS PTY LTD., Box 3408, G.P.O., Sydney.

(plus 7c postage).

teachers, lawyers, engineers, surveyors, accountants—and, of course, economists—we shall need, and then working backwards and allowing "wastage" at each stage, arrive at a figure for the number of six-year-olds we need to admit to the prep. class of our primary schools to get the output at the other end of the factory.

This sounds like a fairly difficult calculation, but no doubt the electronic computers can do it for us. And once we know what the number is, it would be foolish sentimentalism to offer the benefits of education to a larger number.

To be fair, our top territorial economists and educators are not quite so hard-boiled as this. But when there are any around who advocate such devilish doctrines, what is the answer? Hands off the parish pump.

National unity

Nowadays, our administrators and politicians are loudly proclaiming the need for "national unity". What is sometimes overlooked is the fact that the churches have been quietly working away for three-quarters of a century in this field, beginning at the bottom, at village level, and working upward towards district, regional and national levels.

Perhaps this is a better way of tackling the problem than starting at the top with a synthetic national anthem, and working downwards.

For many years I was responsible for guiding the life and work of a group of village churches in an area which covered several tribal and linguistic groupings.

Periodically, representatives of the village congregations came together at the local mission headquarters to confer on their mutual problems, co-ordinate their work, and to plan united action.

During the day, they met in conference. In the evenings, they gathered their hair down by lamplight or firelight in the village street or the mission compound, singing, dancing and miming, not as a single group but village by village, each singing its own songs and dancing its own dances to the enthusiastic applause of those who had already made their contribution to the entertainment and those who were still awaiting their turn to do so.

Was this unity? Or should they all have been wearing Beatle hairdos and Hawaiian shirts and playing phony Polynesian music on Spanish guitars made in Japan? I think that it was not only unity, but the best sort of unity.

Of course, it's possible to carry the

Local rules difficulty

part of thing too far, as when at the stage it was found difficult to promote inter-village netball, because the women and girls of each village had their own local rules.

Talking of local rules reminds me of a very odd one I once came across. My predecessor on that particular mission station had been an enthusiastic cricketer and also a dedicated gardener. The cricket ground was bordered on one side by rough bush, and on the other by the missionary's garden.

Under this gentleman's coaching, local cricket had reached a high standard. But his divided loyalty had led to the curious local rule to which I have referred. A lusty swipe into the bush scored six. But a similar swipe into the missionary's garden put the batsman out.

Getting back to unity. My illustration was drawn from the field of fun and games, but it does perhaps make a point, or even two.

The first is that the only sort of unity likely to succeed amid such diversity of tribes and cultures as we have in New Guinea is one which accepts and uses this diversity, trying to find out how each group can make its appropriate contribution to the common good.

In the second place, there is plenty of evidence from other parts of the world to suggest that a unity imposed from the top, or left as a legacy from colonial administration, is unlikely to survive the strains and stresses of independence. The only lasting unity is one that grows upwards from village to district to region to nation.

Not all my Papuan friends see eye to eye with me on this. Many think that regionalism would be a hindrance to national unity. I believe that it could be a stepping stone to national unity.

Delightful word

I have lost count of the number of names proposed for the Territory, from Paradesia onwards. The one that intrigued me most was Newpap. What a delightful word!

Frankly, I don't think that it could do as the name of the one hundred-and-somethingth member of the United Nations. But as a description of some of the schemes devised by the Department of Territories it is superb.

For instance, what better code name could be found for the latest plan for a reconstructed Public Service than Newpap?

Papuans and New Guineans who

Forminex

VERSATILE ALL-PURPOSE POLYURETHANE
PAINT ON PLASTIC



Meet Mr. Forminex
At Your Hardware Store

FORMINEX POLYURETHANE COATING

Give a luxurious finish to all types of surface interiors, timber floors, furniture, kitchen cupboards, cement floors, etc.

FORMARINE: For boats, swimming pools, skis, homes, etc.

SPECIAL INDUSTRIAL COATINGS for all industries. In clear and 20 attractive colours.

FORLINYL: For vinyl and lino floors—never needs polishing.

Other famous Forminex products include: **Paint Stripper, Brush Kleen, Dewaxer, Thinners.**

VARNISH: In clear and timber shades.

NEW FORMINEX ONE CAN: For timber floors and furniture.

Available throughout the South Pacific from:

ROBERT GILLESPIE NEW GUINEA PTY. LTD., BROWN & WOOD LTD., BURNS PHILP & CO. LTD., GILLMAN & CO. (AUST.) PTY. LTD., NELSON & ROBERTSON PTY. LTD., STEAMSHIPS TRADING CO. LTD., W. R. CARPENTER & CO. LTD., ISLAND PRODUCTS PTY. LTD., NEW GUINEA CO. LTD., MORRIS HEDSTROM LTD., HOME DECORATORS PTY. LTD.



W. H. GROVE & SONS LTD.

Established 1896

P.O. BOX 490, AUCKLAND,
NEW ZEALAND.

ISLAND MERCHANTS

REPRESENTING
MANUFACTURERS
THROUGHOUT THE
PACIFIC ISLANDS

In Fiji as

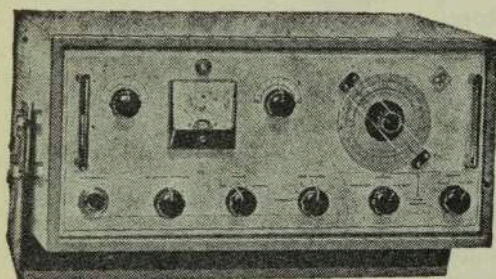
W. H. GROVE & SONS
(FIJI) LTD.

Increased **POWER** Greater **RELIABILITY** and **PERFORMANCE**



Latest

GRAMMOND — CTR 66 TRANSCEIVER



- For all Marine and Land based services where reliable long distance communication is essential.
- Size 13 in. x 17 in. x 8 in., Weight 30 lbs. 12 or 24 Volts DC.
- P.M.G. APPROVAL.

IT'S all NEW! and features

- ★ Fibreglass printed circuit boards for reliability.
- ★ Silicon Transistors.

SILICON Transistors, the latest advance in solid state circuitry providing **GREATER RUGGEDNESS . . . GREATER RELIABILITY.**

. . . You'll like the New Styling, too! 2-TONE BAKED ENAMEL FINISH

Transmitter input power 70 watts—50 watts Aerial Power. Tuning meter, plus tuning light for ease of transmitter tuning. 5 transmitting channels—Receiver tunable 2-10 Megacycles and Broadcast Band with crystal locking provision on 5 channels. Full 3 Watts Receiver Aerial Power.

Automatic Noise Limiter. Full reverse polarity protection. Low battery drain. Gimbal Mounting Bracket. Fibreglass Whip Aerials and base. Model CTR66 L for services restricted to 25 Watts Aerial Power.

GRAMMOND RADIO Mfng. Co. Pty. Ltd.

463 VULTURE STREET, EAST BRISBANE,
QUEENSLAND, AUSTRALIA.

ALL ENQUIRIES DIRECT OR SEE YOUR LOCAL GRAMMOND AGENT

Filipino example

feel that with the coming of independence the territory must have a new name have perhaps been directing their gaze too exclusively toward Africa. They might do worse than look north instead of west.

Not long ago I had the privilege of meeting a charming woman teacher from the Philippine Islands. This group of islands was discovered and colonised by the Spaniards, and named after a Spanish king—King Philip II.

I don't know what sort of a ruler King Philip II was, but if only a fraction of what we read in our history books is true, the Spaniards were, as colonisers, a pretty harsh and brutal lot.

Yet this highly educated Filipino lady, who was no doubt familiar with the history of her country, appeared to find no embarrassment in talking about "my country, the Philippine Islands", and even spoke of our national language, the Filipino language, referring presumably to Tagalog, the principal vernacular of the islands.

It seems to me that if the numerous tribes which make up the population of the independent Republic of the Philippines can get along as well as they do with the name given to them by their Spanish discoverers, there should be no real difficulty in our making do with "New Guinea".

As a dyed-in-the-wool "Papuan", I shall naturally regret the passing of the name "Papua". But at least we do all pronounce "New Guinea" in the same way.

How do YOU say it?

How do you pronounce "Papua"? Do you say PAH-pooer? or Pah-POOer? or Papp-youer? Or Pappouer?

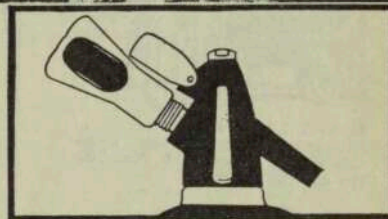
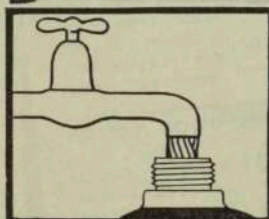
Personally I say Pah-pooer, and in deference to Melanesian practice I try to avoid throwing a strong stress on either syllable.

But I know one very distinguished territorian who, after many years in the territory, still says Papp-youer, with the same sort of dogged determination with which Winston Churchill insisted on calling his enemies Narzies when everyone else was calling them Nahtzies.

As I say, we all pronounce "New Guinea" in the same way. And it's an easy word for New Guineans to pronounce. In fact, it could easily be a New Guinean word.

When I was still a fledging territorian, I was taken in hand by a bright young Hanuabadan who explained to me that "Papua" was the white man's name for his country,

SODA WITH A SPARKLE



Fill a Sparklets syphon with water, add a pinch of bicarb., screw in a Sparklets bulb...now you're ready to go! You've got enough fresh tingling soda for everyone's drinks, both long and short. Try Sparklets soda with fruit squash. When you run out, just make some more soda on the spot—always keep a spare box of bulbs handy. And Sparklets soda is bubbling fresh, costs so little.

*Sparklets syphons

Available at all good stores

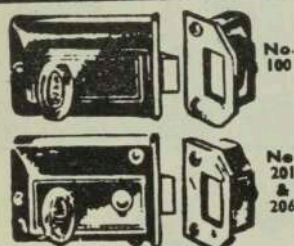
THE BRITISH OXYGEN CO. LTD., LONDON N.17.

LOCK UP WITH *Lockwood*



for top security..

Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security". Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".



NIGHT LATCHES.
Sturdy, reliable mechanism. Available with or without snib. Nos. 100, 201 and 206 illustrated.



STREAM LATCHES.
Many popular durable finishes. No. 211 illustrated. No. 200 "Narrow stile" also available.

570 Series CYLINDER MORTICE LOCKS.

Precision, dependability, security! Moving parts solid brass. Over 30 applications in all. Available as a 'master-key' system.

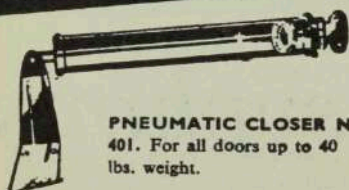
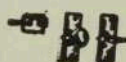
307 SCREEN DOOR TOUCH LATCH.



Just push door to open, pull it to close! Easy to install and features strong snib.

NO'S 300, 300/101 LATCH.

Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.



PNEUMATIC CLOSER NO. 401.
For all doors up to 40 lbs. weight.



NO'S 403, 404 HYDRAULIC CLOSERS.
For all doors. Brackets and arms for every installation.

OGDEN INDUSTRIES PTY. LIMITED

Edward Street, Huntingdale, Victoria.

Largest manufacturers of cylinder locks in the Southern Hemisphere.

Rid Kidneys of Poisons & Acids

If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

STOP ASTHMA SLEEP LIKE A BABY

If you cough, wheeze, can't breathe or sleep well due to Asthma, Catarrh or Bronchitis attacks, get MENDACO from your chemist or store today. MENDACO works through the blood and bronchial tubes to dissolve and remove offending phlegm congestion. Then your cough is curbed, you can breathe freely, sleep like a baby, and regain natural energy. Satisfaction or money back is guaranteed. Save this notice.

FIERY ECZEMA QUICKLY CURBED

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.

but that his own people's name for it was "New Guinea". He went on to explain that this name was made up of two Motu words—"niu", meaning "coconut tree", and "gini", meaning "stand" and he pointed out that there were in fact a number of coconut trees standing around on the very spot where we were.

I ventured to say that if this was so, the white man had chosen a very strange way of spelling the name.

"That's true", he replied, "but when you consider the strange way in which they spell many words in their own language, it's not really surprising that they can't spell our words properly."

He had me there.

Resilient genius

One of the things which has always interested me when I have been travelling on the Papuan coast is the variety of objects which one sees serving as canoe anchors.

The traditional anchor was a heavy stone, but in these days a good heavy lump of scrap metal is often preferred.

Fly-wheels, gear-wheels, crankshafts, and numerous bits of ironmongery which only an engineer would be able to guess the use of, turn up at the end of a rope or chain in the bow of a canoe.

It's rather saddening in a way to think of the bright hopes with which this shiny new machinery was imported by shiny new companies with resounding names, only to be left to rust away in the bush until picked up by a passing Papuan for so ignominious an end.

I think that this anchor business is typical of the outstanding ability of Papuans and New Guineans in taking the inventions, and even the institutions, of the white man, and adapting them to their own purposes.

It is fascinating to speculate what will be the shape of things to come as the eager enthusiasm of the economists to build Utopia in New Guinea's green and pleasant land meets the resilient genius of Papuans for adapting the trappings of the Western world to their own ends.

If I were responsible for planning induction courses for new overseas officers in the Public Service, I would make *The Ugly American* compulsory reading, and the screen version of *Tea House of the August Moon* required viewing.

What our Utopia is going to look like, we don't know. But in the meantime: Hands off the Parish Pump. It may yet serve to keep us human in a land fit for robots to live in.

The Editors' Mailbag

A NEW HEBRIDES RED CROSS

Sir,—The Condominium flies two flags and all things must be duplicated. Fair enough. But, when it comes to the Red Cross, with two separate French and British committees, each raking in whatever can be squeezed out of backward peoples, this is carrying things too far!

The Red Cross knows no nationality and, as far as people in the New Hebrides are concerned, it should remain that way—uncomplicated and un-political. If it is to be given a name, as most countries do to show that they are helping the good intentions of the society and contributing their lot, then the Red Cross in our islands should be known as the New Hebrides Red Cross.

Perhaps our two governments are worried about dividing the spoils of a joint Red Cross should one or the other decide to move out. If so, then it would show a poor sporting spirit. Surely, Britain and France are *above* quibbling over a few meagre hundred pounds which their respective Red Crosses are able to draw out of the public occasionally, when committee ladies find spare, energetic moments.

MADAM X.

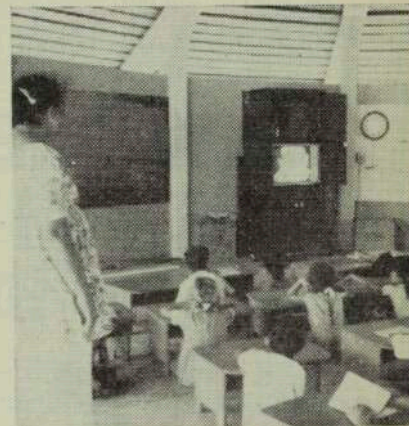
Santo,
New Hebrides.

UNHAPPY SAMOANS

Sir,—I have waited for your November issue to see what kind of response Robert Langdon's article on American Samoa "All That Glitters . . ." would bring. The conflicting views you published were well chosen; now may I add an additional two-bits worth?

Having been a serious student of the social and economic revolution in the South Pacific for two decades I can speak with some authority. For months I have lived on the tiny islands that make up a part of the Mariana, Marshall, Gilbert, Ellice and Samoan Groups. It has been difficult to stand back and see what my [the American] Government has done, albeit in good faith, to the simple unspoiled peoples of these areas.

The impact of our "giveaway programs" on the native population has resulted in tragic loss of interest. In one case the native people have gone so far as to forget how to



Educational TV, used almost universally in American Samoa, is not the answer to Samoa's problems, according to reader Jack H. Payne.

maintain plantations for their own survival.

My real interest, however, has been the Samoans. My association with these people has been a very close one, going back to 1950.

Currently there are two Samoans living with me, going to school. It is my sincere desire to see that their education will help to bring some order out of the chaos that has come to their families during the past few years. Their education, I hope, will not only be from books and by rote, but also an education in the customs and morals of my people for, after all, if Samoa is to be a haven for the tourist, then the Samoan people must be prepared.

I speak their language well and am in daily contact and discourse with the largest "out of Samoa population" in the world.

It is obvious that the Samoan people are not happy with happenings in their country and to their culture and language. Furthermore, they are confused and don't quite understand.

My leaders seem to forget the simplicity of their original way of life (not socially, incidentally) and they have no basic understanding of the ways of the people.

I am not a "tripper" either, but then who of us could be, when, even as an American citizen, I must prove a need to remain on the islands for more than 21 days and have to present a return trip ticket before landing? And this is the self-same

● To Islands Cordial-makers . . . Pastryooks . . . Confectioners . . . Canners . .

FOLLOW THE EXAMPLE OF

AUSTRALIA'S LEADING FOOD PROCESSORS

WHO FOR 30 YEARS HAVE CONSISTENTLY USED

GOLD BADGE

FINE QUALITY

ESSENCES and EDIBLE COLOURS

We are Flavouring Specialists producing highly concentrated soluble essences for the food industries and invite your enquiries, either direct or through your usual buying channels.

KEITH HARRIS & CO. LTD.

Sefton Road, Thornleigh, N.S.W.
Cables Kehar, Sydney

1015 Ann Street, Valley N.1, Qld
Cables: Keharbris, Brisbane



*Samples are available for
manufacturers*

FOR OVER 50 YEARS
THE MOST TRUSTED
FLOUR BRAND IN THE
PACIFIC ISLANDS...



GILLESPIE'S

ANCHOR FLOUR

Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoletted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

(Entoletting is a special purifying process which reduces the risk of insect infection.)

GILLESPIE BROS. PTY. LTD., ANCHOR FLOUR MILLS, SYDNEY. Cable Address: Gillespie, Sydney.
GILLESPIE BROS. (Q'LD.) PTY. LTD., Albion, Brisbane.

LETTERS

government my tax dollars are helping to support.

How may I get the Governor's approval for a stay of more than 21 days, when the Governor does not give such approvals. Mrs. Otto's statement (*PIM*, Nov., p. 34) is correct. Those of us who really want to help and be a part of the orderly progress of the Samoans are not permitted to do it.

I, too, find it incredible that Governor Lee has been able to prevent criticism of his management of American Samoa for so long. He has, on the contrary, received a good press on the Mainland, and even articles like yours would not be favourably received by our editors. Even in Washington it is difficult to find an understanding ear.

My wish is that those of us who are really interested in a planned, slow, understood-by-the-Samoans way of progress toward the 21st century could get our ideas into print, along with Lee's.

It would be good if those who administer the Islands would spend more time studying history, and in particular our 50th State over the past 100 years, including the Office of Governor. There is overwhelming evidence of history repeating itself.

And what has happened to the Hawaiian, his native speech and way of life? How many of your readers have heard REAL Hawaiian music, seen real Hawaiian dancing or attended a real native feast?

Even at the Polynesian Cultural Center, it has been doctored for the benefit of tourism, and in the country of Hawaii the native practices have completely vanished.

If the administration of the Samoans is, as it portends to be, interested in protecting the Samoan way of life, then the teachers such as Mr. Stoltz (*PIM*, Nov. p. 34) had better get busy and change or we will have another proud, magnificent and truly self-sufficient people gone from our midst—and herein lies the real pity.

As modern man we can learn so much from those people who spent ages refining their way of life, free from outside influences.

They were happy; now it's despair and anxiety, the great social sicknesses of our age, and educational television certainly is not the answer.

JACK H. PAYNE.

P.O. Box 664,
South San Francisco,
California.

PROFITABLE READING

Sir,—Looking at our sea-sprayed, slightly mouldy-smelling and well-thumbed copy of your invaluable publication, *Pacific Islands Year Book*, I can honestly wonder what we should have done without it on our 11-month cruise of the South Pacific.

My husband and I, as well as our children and crew members, have profited enormously by reading ahead about the groups and specific islands at which we have called on this voyage. We have never had less than 11 persons aboard our yacht, *Sans Souci*, during the trip, so try to imagine the last-minute grab and scramble to read about a certain island as soon as we sighted land!

The *Year Book* often gave helpful information not even included in the *Sailing Directions* for the area.

We have also enjoyed the *Pacific*

Islands Monthly very much and found it the only way to keep track of other cruising yachts and new friends we met along the way at various harbours and ports. And, of course, the news coverage of current events in the South Pacific gives one a better insight for understanding the ways in which it is growing and, perhaps regrettably, changing.

This is the final leg of our voyage, having left Honolulu on December 3 for San Pedro, California, our home port.

After calling at over 40 islands in the various groups we are already dreaming of some day revisiting the New Hebrides, where we had many interesting experiences and were pleasantly surprised at their beauty.

(MRS.) BETTY SCHIFF

Yacht *Sans Souci*

At Sea, en route to

San Pedro, California, USA.

BURNS PHILP (New Hebrides) LTD.

REGISTERED Office: VILA, NEW HEBRIDES

Branch office at SANTO

Exporters, Importers and General Merchants

Commission, Shipping and Custom Agents

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

Sydney Agents: BURNS, PHILP & CO. LTD., 7 Bridge St.

San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC., 311 California St.

London Agents: BURNS, PHILP & CO. LTD., 35 Crutched Friars, E.C.3.

Brunton's
PLAIN AND
SELF RAISING
FLOUR
Ask for it!

ESTABLISHED 1868

Agents for Fiji, Tonga and Samoa:

C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji

CRISIS YEAR LOOMS FOR S.P.C. AS NEW SECRETARY TAKES OVER

By Stuart Inder

The 20th birthday of the South Pacific Commission and the arrival in Noumea of a new secretary-general early this year find the SPC at a point in its life when it has achieved greater success in the South Seas than at any time, yet is faced with more serious problems.

THIS next year could be a crisis year, a year which decides whether the commission really comes of age.

The commission was born on February 6, 1947, as a result of an agreement signed in Canberra by Australia, France, the Netherlands, New Zealand, the UK and the US. Its purpose was to "encourage and strengthen international co-operation in promoting the economic and social welfare and advancement of the peoples of the South Pacific region", but as an advisory and consultative body only.

The membership has changed little. The Netherlands left on December 31, 1962, following the loss of West New Guinea, and Western Samoa was admitted as a member on July 17, 1965, as a result of attaining independence.

There have been some changes in the agreement and in various procedures since 1947, but the objects of the organisation have changed not at all. Political matters are still taboo, as they were 20 years ago.

Accepted

But in 20 years the SPC has become generally accepted. There is not now the attitude of impatience to its work, and particularly to its travelling officers and experts, that there once was.

Busy public servants in the various Islands territories do not now run for cover when SPC men appear, or mumble rude comments to their colleagues about people with soft jobs. Not generally.

The commission lately has been doing more competently what most of its member governments have always insisted it should be doing—offering worthwhile technical assistance, and being a clearing house for territories seeking answers to social, economic and health problems commonly met with in the area.

The commission is saving the Islands time and money by investigating many of their problems for them, and virtually its only limitations are set by the reluctance or otherwise of territories to turn to the commission for help.

The commission each year discusses a growing number of proposals for technical meetings, seminars and training courses and selects those which it considers most useful.

In 1967 there are more than 20 courses or meetings arranged, including courses in dental health, nutrition, mental health, business methods, home economics, youth leadership, plant protection and animal husbandry.

Technical meetings

There will be technical meetings to discuss the health problems of coral atolls, to discuss family planning, coconut and general agricultural production, social welfare problems, South Seas trade relations, and the assessment of pupils for vocational guidance.

Arrangements are being made to establish training schools in forestry, marine mechanics, and reef and marine fisheries.

A demographer is being appointed this year to help territories conduct and analyse censuses, and thus overcome one of the Pacific's bigger worries—the lack of statistical information to enable effective planning to be carried out. A year or two ago a medical statistician was appointed.

The commission is continuing other work started earlier, such as the publishing of basic readers in English for schools, and work on environmental sanitation, plant production and protection (including an investigation into the Rhinoceros beetle menace) urbanisation problems, fisheries, rat control and many more.



Ratu K. K. T. Mara, of Fiji, who wants more say for the Islanders in the SPC

Of special practical interest are the experiments in the development of solar stills to supply drinking water for small communities. Five territories are co-operating on this.

The budget for this year's work totals £Stg362,793, which is summarised this way:

SPC INCOME		£
Contributions from participating governments	320,00	
Grants from other organisations and from territories	6,65	
Funds available for re-vote	26,14	
Brought in from reserves	—	
Sale of publications	4,50	
Other income	5,50	
TOTAL INCOME	362,79	

SPC EXPENDITURE		
ADMINISTRATION		
Emoluments and Expenses of personnel	66,273	
Travel expenses and allowances	4,700	
Equipment, supplies and services	22,584	93,55
WORK PROGRAMME		
General activities	7,000	
Health	56,561	
Economic development	97,050	
Social development	63,566	
Publications and library	37,559	261,73
SOUTH PACIFIC CONFERENCE		
South Pacific Conference, 1967	7,50	
TOTAL EXPENDITURE	£362,79	

The member governments provide money each year in these proportions: Australia, 32 per cent.; US, 25 per cent.; UK, 17 per cent.; NZ, 11 per cent.; France, 14 per cent.; Western Samoa, 1 per cent.

Not a lot of money comes from international agencies (FAO, UNESCO, etc.) but this generally suits the SPC membership, who fear that they could otherwise be swamped by richer organisations and lose control of their projects. The SPC is a small organisation with limited funds, and huge amounts could not be spent easily.

A point, too (which has been discussed at meetings) is that America already puts a great deal of money into international organisations and if some of these funds were used more widely by the SPC, the US would in fact be contributing a disproportionate sum to the work of the commission. Already its contribution is high compared to what it is reaping from the SPC.

Much of the progress in technical aid has been made during the three-year term of Mr. W. D. Forsyth as secretary-general. His term expired on December 31 and he is now back in Canberra with the Department of External Affairs. Greater co-operation has followed from the specialised agencies during his term.

A secretary-general is not, of course, a policy-maker. It is his function to carry out the policy of the commission as laid down by its members.

Australia's attitude

Nevertheless a secretary-general can steer the commission in many small ways, and leave an imprint on the whole organisation by the way he handles developing problems, and by the way he visualises the commission's role.

Undoubtedly Mr. Forsyth, an Australian, has been in sympathy with Australia's attitude to the SPC, which is that it is a technical assistance body that should not expand in any other direction.

The new secretary-general, Sir Gawain Bell, may well take a wider view.

Sir Gawain was appointed as a result of Britain's nomination, and Britain has been unhappy with many aspects of the commission. It feels that it is not keeping pace sufficiently with changing circumstances.

This attitude was brought into the open—although with far more force than the British Government itself would have done—at the South Pacific Conference in Lae, New Guinea, in July, 1965.

The man who did it was Ratu K. K. T. Maru, Leader of Government Business (embryo Premier) in Fiji's new Government.

Ratu Mara undoubtedly spoke for

The new Secretary-General of the SPC, Sir Gawain Bell, spent several days in Sydney and Canberra early in January en route to Noumea to take up his post. He is seen here in Sydney with Lady Bell and daughters Amanda (left) and Cressida (right). Another, married, daughter lives in England.



the Islanders, as distinct from their metropolitan governments; and, as he said, the Islanders are the people who matter if the SPC is to have a future.

At Lae, Ratu Mara described the commission as "an exclusive club" for the metropolitan governments, which was out of date.

Each government was trying to inculcate the idea of self-government in its own territory, he said, yet it refused to have anything to do with politics in the SPC. It should be teaching politics.

"Fact of life"

"Politics is a fact of life and we cannot hide it or ignore it," he said.

He, and others, pointed out that under the present agreement, qualification for membership of the SPC was independence, but a number of territories did not want independence and thus they would have no say in SPC affairs.

The Cook Islands, which have internal self-government, are a case in point, and so is Fiji.

There isn't any doubt that the leaders in Fiji and the Cooks regard themselves as equally responsible in

political matters, and in solving economic problems, as the leaders of independent Western Samoa, bolstered as it is by New Zealand. Yet Western Samoa is a full member of the commission and also has voting rights at South Pacific Conferences.

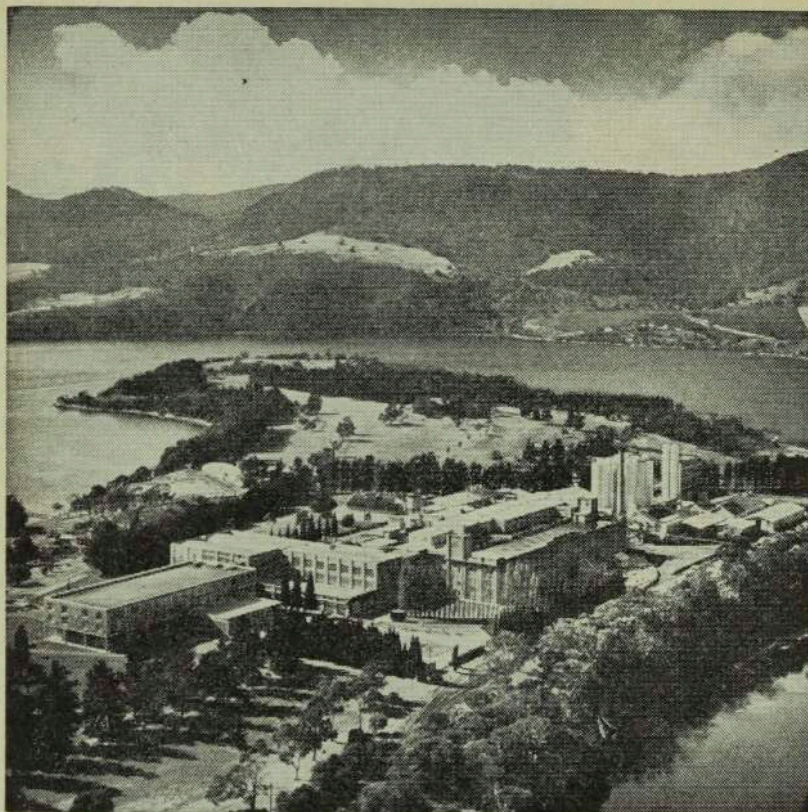
Ratu Mara wants some formula worked out to enable territories to have a greater say in what goes on in the commission—to be able to say what they think, even if that means talking politics.

There has been no significant changes in the Commission since that attack was launched in 1965.

At the 29th session of the SPC in Noumea last October Ratu Mara brought up the matter again, but was soon faced with a blank wall in France's direction and gave up. The French do not want any enlargement in the role of the SPC.

What Ratu Mara needs is a lead from the most active members, Australia and New Zealand, and he hasn't been getting it.

They are ultra-conservative to the point of being dangerously narrow, and not until they widen their vision will there be any progress with the



Cadbury's famous factory

BY MOUNTAIN AND SEA

Wonderful setting for wonderful chocolate!

Surrounded by lawns, trees and gardens, on a 246-acre promontory near Hobart, Tasmania, the Cadbury factory rests in a curve of the lovely River Derwent. Behind it, cloud-capped Mt. Wellington soars into the sky. The clear, pure air of this beautiful setting combines with the finest ingredients, the most modern methods and machines to produce a host of products with traditional Cadbury quality. Not the least of these is Dairy Milk — the biggest-selling block chocolate in Australia.



MD11/2FC/5

Nankor* Insecticide

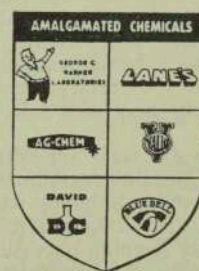
LANOKIL

Fatal to Flies

Flies, spiders, cockroaches, lice, mites, fleas and other annoying insects are controlled efficiently and safely with long-lasting LANOKIL. This excellent general insecticide is suitable for use in homes, dairies, poultry sheds and abattoirs.

LANOKIL

Available from



P.O. BOX 89, SUVA, FIJI, or
P.O. BOX 59, BANKSTOWN,
N.S.W., AUSTRALIA

* T.M.—The Dow Chemical Company

Anxious to help

political problems the commission is now facing.

America is anxious to help, but doesn't know how. American delegates come a long way to attend SPC sessions, and always go away frustrated, wondering what their role is. Their interests in the Pacific are not large and they don't want to rock the boat any more than it is being rocked now. But they are unhappy.

Western Samoa has not been a member long enough to have any policy. It reflects the New Zealand viewpoint.

All the pushing has been done by Britain, and Britain will continue to push. Like America, Britain is not sure exactly what must be done but does know that changes must come, and thinks they could be along the lines expressed by Ratu Mara.

When Britain's last Secretary of State for the Colonies, Mr. Fred Lee, visited the South Pacific a few months ago (*PIM*, Sept., p. 10) he tried to get greater co-operation in the British sector, and this has already borne some fruit.

Well primed

In Sydney last November, following the October session in Noumea, top SPC delegates from Britain, New Zealand and Australia got their heads together to discuss exchange plans and various other ways the commission could be made to work better for their own ends.

The meeting was strictly private.

Nothing emerged of shattering significance, but it was a start. More developments will follow, but it is important that Australia takes up Britain's lead.

There isn't any doubt that the new secretary-general, Sir Gawain Bell, is well primed on British attitudes, and it is reasonable to assume that he is sympathetic to them.

He is an extremely intelligent, widely experienced administrator with the easy manner and faultless social graces of the British diplomat.

In the time he spent in Canberra and Sydney en route to Noumea in January he impressed a wide range of men connected with Islands affairs, including top businessmen, academics and old-hands.

"He listens," as one man explained it, with some surprise.

Sir Gawain Bell will be secretary-general when the SPC turns 21 next year. He is a man who might well help it come of age.

Only your Will Can protect Your family



Are you one of the men and women who "forgot" or put off making a Will last year? If you put your family's future security first, you are going to see a Solicitor and instruct him to draw up a Will immediately. To protect all concerned, it should appoint a **professional** Executor whose ability to act can never be affected by illness, accident, absence, or pressure of his own business affairs.

Burns Philp Trust, a professional Executor, will make a very sound choice—experienced, energetic, understanding. For further information, ask for a free, 20-page brochure at the nearest B.P. Branch. The business affairs of Islands clients, however, are the exclusive responsibility of Trust Officers at Head Office. A senior Trust Officer visits Papua-New Guinea every few months. You are invited to write to Burns Philp Trust if you need prompt advice without any obligation.

BURNS PHILP TRUST COMPANY LIMITED

Executor • Administrator • Trustee
Attorney • Agent.

Head Office: 7 Bridge Street, SYDNEY.

Telegrams: "BURNSTRUST", SYDNEY.

Also Registered Offices at Melbourne, Brisbane, Port Moresby (Papua), and Vila (New Hebrides).

Canberra Agent: BURNS PHILP TRUSTEE COMPANY (CANBERRA) LIMITED, Suite 11, Landtrust Building, East Row, CANBERRA CITY, A.C.T.

9.486

THE YORKSHIRE INSURANCE CO. LTD.

(Incorporated in England)

Australian Control Office: 20 Queen St., Melbourne. Manager for Australia: H. N. Crawley.

ALL CLASSES OF INSURANCE

Including FIRE • ACCIDENT • GUARANTEE • MOTOR • WORKERS • MARINE

PAPUA AND NEW GUINEA BRANCH: James Arcade, Cuthbertson Street, Port Moresby. Manager, J. L. Warrers.

CHIEF ISLAND REPRESENTATIVES

Port Moresby, James Services Pty. Ltd.; Rabaul, A.S.P. (N.G.) Ltd.; Lae, W. J. Smyth; Madang, C. Sidaway; Manus, Edgell & Whiteley Ltd.; Honiara, B.S.I.P., E. V. Lawson, Ltd.; Suva, Williams & Gosling Ltd.; Noumea, R. Laubreaux; Norfolk Island, Martin's Agencies; Apia, E. A. Coxon & Co.

BABY NEEDS THIS HELP

TO KEEP HAPPY & WELL!

Unhappy babies can't tell you what makes them cry with pain and discomfort. Even the most attentive mother sometimes is at a loss to know how to comfort her little one. So frequently it's teething trouble that causes crankiness, feverishness and other distressing symptoms. You can relieve these troublesome upsets by giving your baby Fisher's Teething Powders. Since 1876 mothers all over Australia have found Fisher's Teething Powders the most effective and soothing aid to baby's sore gums, digestive disturbances and intestinal upsets due to teething. The original Formula is further improved in accordance with the latest medical knowledge.

Another great virtue of Fisher's Teething Powders is their safety. They do not contain Calomel, Opiates, Bromides or any harmful substances. Even if the babe by mischance should eat several, they could do no harm.

By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 2/6 or 25c. for 20. If you have any difficulty buying Fisher's Teething Powders, write direct to Fisher & Co. Manufacturing Chemists, 17 May Street, St. Peters, N.S.W., Australia.



*fresh . . .
sparkling . . .
cooling*



RESCH'S SPECIAL EXPORT PILSENER

Specially brewed for tropical climates
. . . never affected by even the hottest
temperatures . . . refreshing . . .
cooling . . . invigorating.



RP. 4848.MPA

FUN FOR PORPOISES IN SCIENTISTS' SEA-BED QUEST

From a Honiara correspondent

A party of American scientists aboard the United States research vessel *Machias* have recently discovered some fascinating information about the sea bed in the vicinity of the Solomons, while providing local porpoises with plenty of harmless fun.

THE scientists are members of a 19-man team from the Hawaii Institute of Geophysics who have been taking part in the geophysical survey of the Solomons, which has been going on for the past four years.

The survey has involved authorities and institutions of four different nations, and the cost of it is now approaching \$2,500,000.

Wobbling satellites

One of the factors behind the survey was the discovery that satellites were inclined to wobble (or suffer orbital perturbations) when passing over the Solomons. This pointed to gravity anomalies in the area, which, besides indicating possibly interesting deposits of minerals, are also of basic scientific interest.

To investigate the anomalies, surveys of the earth's crust in the Solomons area have been made by several different methods—the latest by the scientists from the Hawaii Institute of Geophysics.

They have been financed by the US Office of Naval Research and have been working aboard the ships, *Machias*, *California* and *Taranui*.

The principal aim of their project has been to determine the velocities of transmission of shocks of earthquake energy through the crustal and mantle rocks beneath the sea.

To this end, explosions are made in the sea every few seconds, as the ship follows a traverse, and the echoes from the bed of the sea are picked up by hydrophones and recorded in the form of a continuous profile.

The energy of the explosions is sufficient to reach the bottom of the sea and penetrate the sediment a few thousand feet before being reflected

back to the surface by hard layers of bedrock.

The explosions are produced by a Sparker unit, powered by a generator, which releases 5,000 joules of energy into the sea, forming a football-sized bubble of gas just below the surface.

The gas in the bubble is a mixture of hydrogen and oxygen, and the heat accompanying this rapid electrolysis is sufficient to spark the explosive mixture, which, being confined and producing water again as its end product, "implodes" rather than "explodes".

Most of the energy then released travels down through the water in the form of a shock wave.

Eerie bubbles

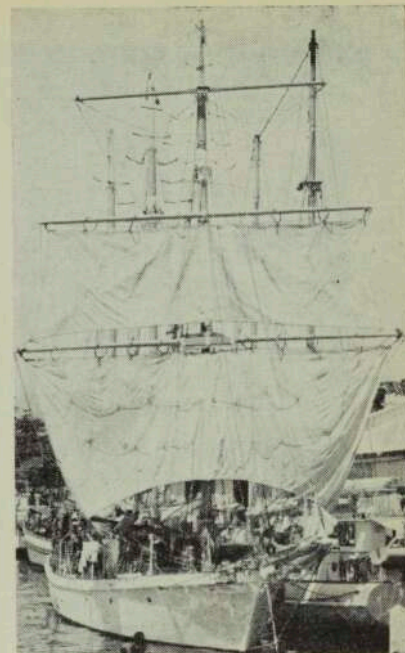
As the bubbles of incandescent gas are only just below the surface of the sea, they can readily be seen, especially at night.

At that time, the sea for a distance of about 100 yards, the ship itself, and the clouds overhead are illuminated by an eerie blue light.

Porpoises have been intrigued by the phenomenon and have played to within a foot or two of the blue bubble without any harm.

The *Machias* took a Sparker profile of the sea bed recently when she sailed the 4,000 miles from Hawaii to the Solomons.

This revealed an astonishing picture of the sea bed approaching the Solomons—sediment more than a kilometre deep for vast distances, with distinct basins here and there, erosion features on the rises and finally the sudden, steep rise of the



The US research vessel "California" is seen here drying her sails at Point Cruz, Honiara. The "Machias" is alongside.

Photo: Ted Marriott.

underlying rocks in a series of faulted steps, kilometres high, with the islands on top.

The Sparker profile and other data obtained by the *Machias* will, when "fed" to computers, help to explain why satellites wobble when passing over the Solomons—among other things.

**PN
PG** **Papua new guinea
printing co. pty. ltd.**

All Types Commercial Job Printing and
Paper Ruling
Stationery Requirements
Mail Orders Invited
Rubber Stamp Suppliers
Papua New Guinea Printing Co. Pty. Ltd.

P.O. Box 633,
Port Moresby

Cables & Telegrams:
Printer Port Moresby



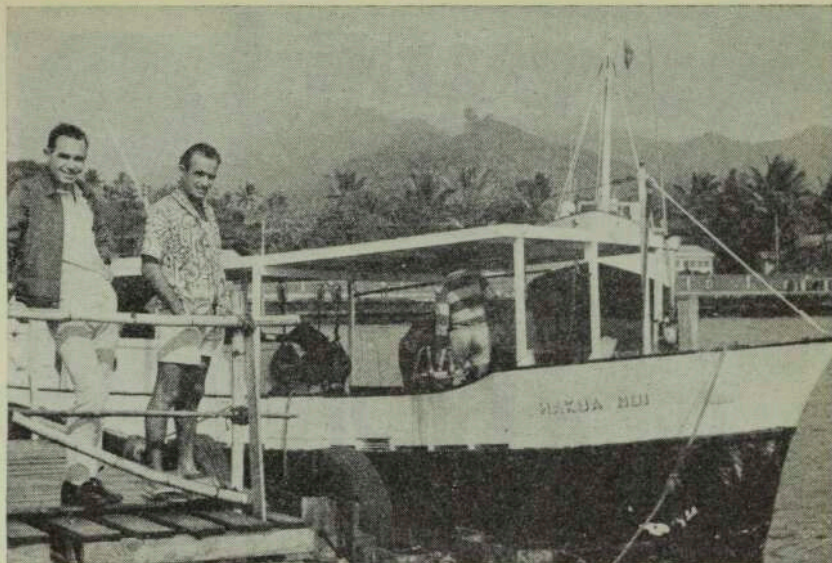
Wunderlich is doing
wonderful things with
**ALUMINIUM
SLIDING DOORS**

Aluminium Sliding Doors give every room a better view — give elegance to entrances — will bring outdoors indoors and virtually double the size of your living areas—these are just a few of the wonderful things Wunderlich is doing with Aluminium Doors. Let them do wonderful things for you —be your home modern or traditional in design. Write for colourful literature today.

Wunderlich^{LTD}

Head Office:
393 Cleveland Street, Redfern,
Sydney, N.S.W., Australia.
Phone 69-0366.

ADVENTUROUS
FRENCH RAFTSMEN
SHOW HOW
IT'S DONE



THEY'VE BEEN CATCHING TUNA, JAPANESE-STYLE, IN THE COOK ISLANDS

From W. H. Percival in Rarotonga

Two adventurous Frenchmen from Tahiti, the brothers Michel and Alain Brun, have recently completed a 12-month survey of the commercial possibilities of long-line tuna fishing in Rarotonga waters.

THEY made the survey for a New Zealand company, Greggs Ltd., Dunedin, which has a fruit juice canning factory on Rarotonga operated by a subsidiary company, Island Foods Ltd.

It is believed that the Bruns have found enough fish in Rarotongan waters to make commercial fishing a success—a discovery that should be of great interest to the fish-starved Rarotongans.

The Brun brothers are commercial fishermen with five years of scientific fisheries research behind them. They are also veterans of a couple of trans-Pacific *Kon-Tiki* style raft voyages.

They made a study of tuna migrations in French Polynesia before coming to Rarotonga with the fishing boat *Hakua Nui*.

The *Hakua Nui*, which they sold to Island Foods Ltd., was built for them in Japan. The name, in Tahitian, means "big marlin," a reference to a monster black marlin

which the Bruns caught 15 miles out of Papeete.

The marlin put up a terrific fight, and towards the end, when the brothers were trying to tie it to their boat, it smashed a big hole in the hull. Their boat, *Puaotu*, began to sink—and then their engine failed.

Luckily, an island schooner had appeared on the scene and two of the crew helped to make temporary repairs. Meanwhile the captain of the schooner had the marlin hoisted on board his ship.

It weighed 1,320 lb, which is a world record according to Michel Brun.

The brothers spent four years in experimental fishing out of Papeete with the *Puaotu*, then they went to Japan to learn long-line tuna fishing.

The Japanese, who invented the long-line technique, are still the only nation to use it successfully. It is a very difficult technique to master.

In Japan, three years' training is required for ordinary seamen engaged

- The brothers Michel (left) and Alain Brun at Avatiu Harbour, Rarotonga, with their fishing launch "*Hakua Nui*", which was built for them in Japan. The name means "big marlin" in the Tahitian language.

in this occupation. Technicians, officers and fishing masters must graduate from fisheries universities.

Michel, who married a Japanese, learned to speak Japanese fluently and even to read it, and this helped him greatly in mastering the long-line technique.

He claims that he and his brother are the only Europeans to have carried out long-lining successfully.

This they did out of Tahiti after they had navigated the *Hakua Nui* from Japan.

They invented and manufactured some of their gear, including an automatic long-line hauler. Their dedicated work paid off handsomely.

Hard work

In five months they caught twice as many tuna as 97 other Tahitian fishing boats combined.

In 1962, a report on their activities, with photographs of their boat and home-made gear, was published in *Long-Line Fishing in the South Pacific*, a publication issued by the Japanese Government's Fishing Research Agency.

Long-line tuna fishing, as practised by Japanese fleets operating in the Pacific, is very hard work indeed. And it is with the Bruns, too.

When the Brun brothers go long-lining they start at 3 a.m. and often do not return to port before 9 p.m.—an 18 hour day.

In Tahiti, they sold their catches

FOR VALUE VARIETY & QUALITY

TRY THESE NEW, DELICIOUS,
DIFFERENT BISCUITS FROM

BROCKHOFF

*Whatever the occasion
there's one to please you*

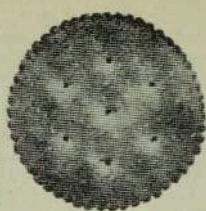
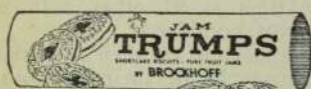
Make friends with the wonderful range of delicious biscuits from Brockhoff. There are so many varieties to choose from, all made from the most wholesome, finest quality ingredients. Brockhoff are Australia's finest biscuits.

There's a biscuit to please you, whatever the occasion. Here are a few to choose from!



CRACKER 'n CHEESE

*Two tender crackers sandwiched together
with a mellow cheese filling. An instant
snack from the bright blue pack.*



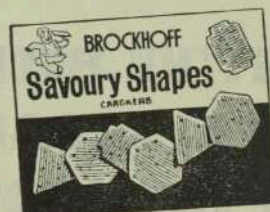
CLIX

*A tender golden crisp
cracker that tastes
as if it is already
buttered. The cracker
you can eat by itself,
or with savouries
or dips.*



EDINBURGH SHORTBREAD

*Made in the true Scottish tradition
with fresh eggs, sugar and
rich dairy butter.*



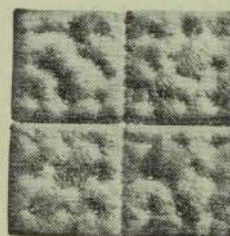
SAVOURY SHAPES

*These delicious, one-bite ready-made savouries
are ready to serve anywhere, in the convenient
tray pack.*



SALADA

*A crisp, light, golden
cracker to enjoy with all
meals and snacks. The slight
touch of salt brings out the full flavour
of all spreads, toppings, & cheese.*



**Australia's finest biscuits —
baked oven-crisp by Brockhoff.
Wrapped in MXXT/A, the most moisture-
proof 'Cellophane' in the world.
Look for the baker on the packet.**

ARNOTT, BROCKHOFF, GUEST Pty. Ltd.

53-71 Huntingdale Rd., Burwood, E.13,
Victoria, Australia.

Cables 'Brockbick' Melbourne.
Telephone 28 2888

1945

Raft voyages

to a local trader who retailed them at prices well below those for frozen fish imported from New Zealand.

Sometimes they catch very rare fish. One of the rarest was a *Lophotes capellei* which was sent to a South African museum. Others were the first "big eye" tuna caught in the Cook Islands, and the first lampris.

The two brothers have shared an adventurous past.

In Tahiti 10 years ago, they teamed up with the late Eric de Bisschop, an almost legendary French seaman, famed for his voyages in a variety of strange craft.

The Brun brothers helped de Bisschop to build a bamboo raft in which they set out for Chile to try to prove de Bisschop's theory that the early Polynesians had made two-way voyages between Polynesia and South America.

They were near Juan Fernandez island, only 600 miles or so from Valparaiso, when they were struck by a terrific hurricane.

A radio message to Valparaiso brought the Chilean frigate *Baquedano* to their aid.

The *Baquedano* took the raft's crew aboard and the raft in tow. But the raft foundered some time later after covering 7,500 miles in 200 sailing days.

The Brun brothers are convinced that the *Tahiti Nui* could have reached Valparaiso easily if the hurricane had not overtaken them.

Second voyage

One experience of this sort would have been enough for most men, but Eric de Bisschop, although in his mid-sixties, was determined to attempt a similar voyage from Peru to Tahiti.

Aided by Alain (but not Michel) Brun and some other young adventurers, he built a new raft of Chilean cypress logs, which was named *Tahiti Nui II*.

The voyage began in mid-February, 1958, when the raft was towed 10 miles from the Chilean coast and set adrift.

Forty-one days later it reached Callao, Peru, from where it set off for Polynesia in mid-April.

A week after leaving Peru the radio failed. Months later the raft became so waterlogged that the decking sank three to four feet below the surface and the crew had to sit on top of the deckhouse. A much

smaller raft was then constructed from empty water tanks and the best remaining timber, and *Tahiti Nui II* was abandoned.

Storms drove the new raft off course and adverse winds and tides bedevilled the crew.

Finally, with their food and water almost gone and their position desperate, they decided to try to land at Rakahanga Atoll, in the Northern Cooks. They sighted this island at 5 p.m. on August 30, 1958, after covering about 5,700 miles.

Waves carried them on to the reef at 8.30 that evening. The raft cap-

sized on the reef, pinning them beneath it, but following waves broke it up, allowing all but de Bisschop to struggle clear. De Bisschop received fatal head injuries in the accident.

A few days later, a French mine-sweeper, took the survivors and de Bisschop's body home to Tahiti, where Alain Brun was reunited with his brother.

Alain later provided much of the information for Bengt Danielsson's book *From Raft to Raft*, telling the story of the South America-Rakahanga voyage.

don't be vague . . .

ask for

Haig

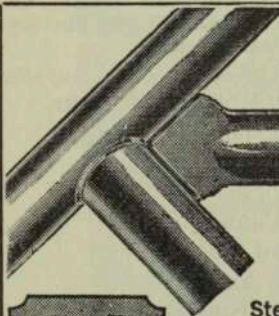
the oldest name
in SCOTCH WHISKY

famous since 1627



PM64

THE STEEL TUBE AGE



Steel tube is, almost without exception, the best way to convey things. Oil, gas, chemicals, wires, voices and water—all can be carried equally well.

Steel tube is, also, a most versatile structural medium, especially suited to humid climates with its resistance to corrosion when ends are properly sealed.

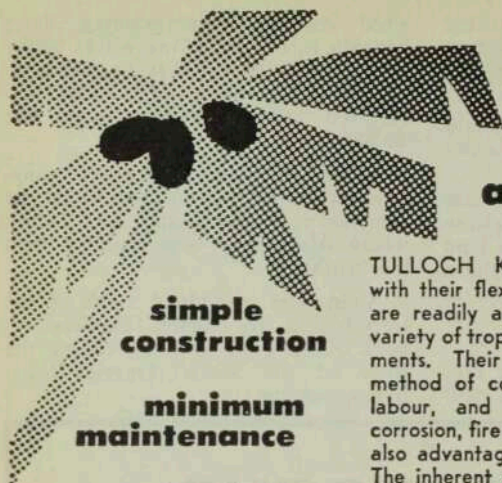
Stewarts and Lloyds are also distributors for galvanised iron, electrodes and welding equipment—John Valves and Saunders Diaphragm Valves.

STEWARTS AND LLOYDS

(DISTRIBUTORS) PTY. LIMITED

For enquiries and supplies, contact any of the following merchants:

New Guinea: Burns Philp, Steamships Trading, Island Products Ltd.,
New Guinea Co., Rabaul Metal Industries.
Fiji Agent: Burns Philp (S.S.) Co. Ltd., Suva.



**simple
construction**

**minimum
maintenance**

**easier to
transport**

improved hygiene

Write for comprehensive literature and technical information.

TULLOCH

building products division

TULLOCH LIMITED, Concord Rd., Rhodes, N.S.W. 73 0477 SPECIALISTS IN METAL BUILDING MATERIALS

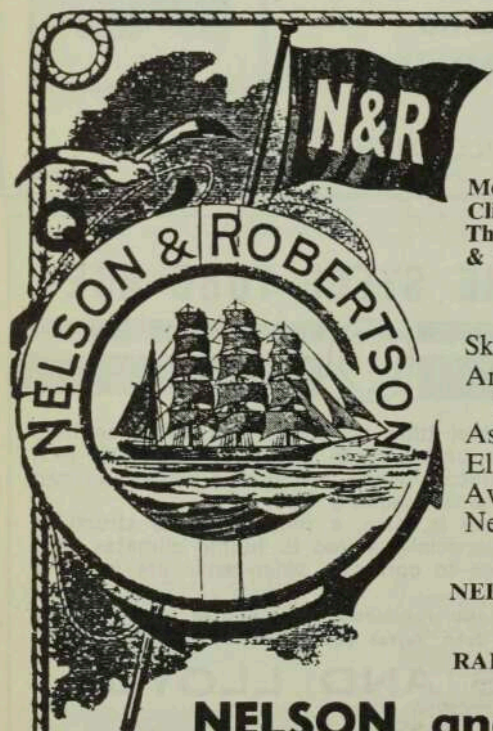
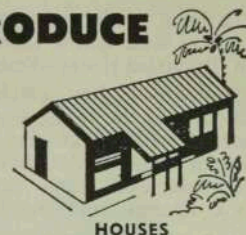
TROPICAL BUILDINGS for PERSONNEL, PRODUCE and PUBLIC UTILITIES

TULLOCH Kingstrand buildings with their flexible modular design are readily adaptable to a wide variety of tropical building requirements. Their simple, economical method of construction, by local labour, and their immunity to corrosion, fire and insect attack are also advantages in tropical areas. The inherent strength of the construction method used and the minimum maintenance requirements make a TULLOCH Kingstrand building a proposition well worth investigating to meet your needs.

TULLOCH Kingstrand aluminium sheets reflect sun's rays and tests show interior room temperatures are up to 10% cooler than buildings constructed of other materials.

Precision fabrication and standardisation of parts, together with step by step instructions and provision of all necessary tools, ensure minimum finishing cost.

The smooth surface finish of TULLOCH Kingstrand aluminium sheets will not harbour vermin or fungus; will not accumulate grease or dust; can be wiped clean with a damp cloth . . . ensure an easily maintained standard of hygiene.



Over 60 Years Experience as SHIP OWNERS — ISLAND MERCHANTS — IMPORTERS & EXPORTERS

Merchandise purchased For Clients From All Parts Of The World At Best Factory & Wholesale Prices.

Cocoa Beans, Coffee, Trocas Shell and All Island Produce Sold On World Markets At Best Prices.

Original invoices supplied—Quotations on request.

SOLE AGENTS FOR:

Skandia Diesel Engines.
Archimedes Outboard Motors.
Aster Canned Fish.
El Trust Shot Guns.
Avrika Axes.
New Hudson Bicycles.

DISTRIBUTORS OF:

- Trade Blankets.
- Bush Knives.
- Cotton Piece Goods.
- Rayon Piece Goods.
- Copra Sacks.
- And All Trade Requirements.

Take Advantage of Our Branch Office:

NELSON & ROBERTSON PTY. LIMITED, Stanley Street, South Brisbane—Cables: "Ivan", Brisbane.

or our N.G. Representatives
RABAU TRADING CO. LIMITED, Rabaul and Lae, New Guinea—Cables: "Ivan", Rabaul; "Ivan", Lae.

NELSON and ROBERTSON PTY. LTD.

PLANTATION HOUSE, 197 CLARENCE ST. SYDNEY. BOX 5316 G.P.O.

Cables: "Ivan", Sydney.



Mr. Basil Townsend, Fiji's Industrial Training Officer.

FROM APPRENTICE TO MANAGER, FIJI LICKS 'EM INTO SHAPE

From a Suva Correspondent

Fiji, like other territories, albeit unwillingly, is heading for independence. But unlike some, she is making the paddles with which to paddle her own canoe.

THE paddles are the technical skills which frequently offset the mistakes of the politicians. They are being shaped mainly at Suva at the Derrick Technical Institute and in a wooden hut at the rear of the Labour Department.

The operation carries the typical civil servants' label—Localisation Training. But there is no red tape about the job, which is being done by the Departments of Labour and Education.

It's a kind of three-decked operation, with the Fiji Apprenticeship Scheme on the ground floor, schemes for training job supervisors in the middle, and training for management at the top.

Since the Apprenticeship Scheme was established in 1963, it has taken more than 500 registered apprentices under its wing.

Allowing for apprenticeship completions and terminations, it now

embraces nearly 400 apprentices in training from 33 different employers. There is nothing hit and miss about the operation.

Training is controlled by the Apprenticeship Council, which was set up by law in 1965.

In many remote villages in the bush, students burn the midnight kerosene with overseas correspondence course lessons arranged by the Industrial Training Officer, Mr. Basil Townsend, who, for years, did much the same thing in Africa.

City-dwelling apprentices go to "night school", a familiar sound in the United Kingdom, Australia and New Zealand, but a stranger to Fiji until now.

Employers are co-operating by allowing their apprentices time off during the day to go to the Derrick, which, in the last three years, has grown into the largest and most modern technical college in the South Pacific. As others attend evening classes, the institute is now running almost 24 hours a day.

Administration of the scheme and supervision of "on the job" training is done for the Apprenticeship Council by the Labour Department.

A boon for the apprentices, whose pockets are far from full, is a tool allowance scheme.

The apprentices have to buy trade tools from a list prepared by the council, and in return they qualify

*Tried and trusted
in the Pacific
since 1873*

HELLABY'S

CANNED MEATS

"CROWN"
"PACIFIC"
"ARROW"

★ **SULLIVAN EXPORT SERVICE** ★

●
C. SULLIVAN (EXPORT) PTY. LTD.

66 PITT STREET, SYDNEY

(Corner of O'Connell and Pitt Streets)

Telephone: BL 5071 (6 lines).

Telegrams and Cables: CHASULL, Sydney.

C. SULLIVAN (Q'LAND) PTY. LTD.

318 Adelaide Street, Brisbane

Telephone: B4958. Telegrams and Cables:
CHASULL, Brisbane.

C. SULLIVAN (N.Z.) LTD.

Windsor House, Queen Street, Auckland

Telephone: 43-307. Telegrams and Cables:
CHASULL, Auckland.

Offices at: LONDON, SAN FRANCISCO,
AND AT SUVA AND LAUTOKA, FIJI;
RABAU AND LAE, NEW GUINEA.

He'd do better with a

HANDI

KERO-PET

Stormproof

LANTERN !

Twice as bright as electric light!

Don't put up with dim, eye-straining light — get a HANDI Pressure Lantern for brilliant 300 candle-power lighting in your home, caravanserai for fishing, boating — ANYWHERE!

gives you approximately 12 hours of brilliant lighting.

The HANDI is completely stormproof, easy, safe to use and one filling Beautifully finished, rustproofed. You can pay a lot more for a lantern, but you can't buy better.

AVAILABLE IN KEROSENE AND PETROL MODELS

Other HANDI quality products include: The HANDI Portable Twin-Burner Stovette and the HANDI Pumpless Petrol Iron. Ask for HANDI!



HANDI WORKS Pty. Ltd.

Compo Road, Rocklea, Phone 47 2121
BRISBANE QUEENSLAND AUSTRALIA

for a Government tool allowance to offset the cost. In this way, the apprentices build up worthwhile sets of tools for very modest outlays.

The Apprenticeship Council keeps them all on their toes with a hustling promotion programme which is devised to extend the scheme still further.

Employers, apprentices and schools are supplied with "digest" booklets which explain in basic terms the intricacies of the apprenticeship legislation.

There are apprenticeship exhibitions—one vies with the cows for popularity at the Fiji Show—and "open" days at the technical institute, all designed to attract more apprentices and more employers.

There are talks by Labour officials to school leavers and advisory panels which untangle the snags.

Many of the Colony's top commercial and industrial brass sit on the panels and keep them down to earth.

The Apprentices' Council hands out certificates to apprentices who have successfully carried out their trade courses and apprenticeship contracts.

These, in time, will be the open sesame to a job in Fiji, rather than what obtains in many jobs at the moment—how low a wage the applicant is prepared to work for.

Holiday prize

Prize-giving schemes give another lift. One this year was a two-week working holiday in Australia.

To the teenagers of the Colony, many of whom have never been further than the city lights of Suva, such a prize is worth working for.

Apprenticeship training takes care of the tradesmen.

But who takes care of the floor boss, the foreman?

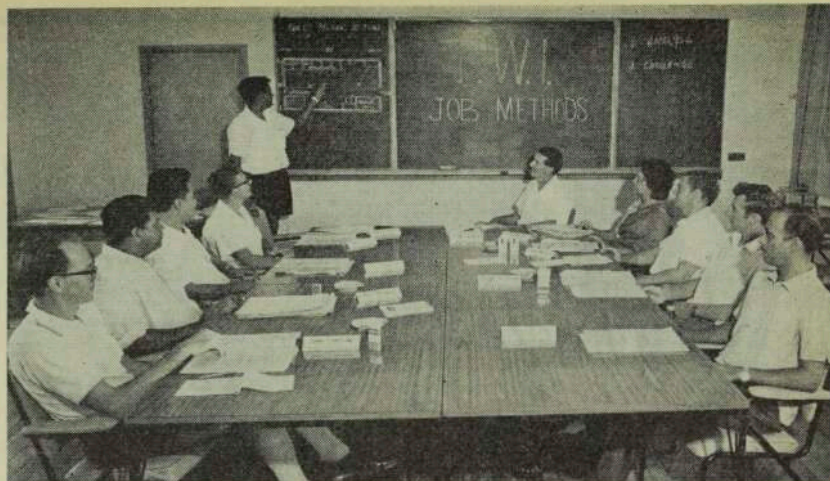
Thanks to the energies of the people in the Education Department's technical branch, plans will go into operation this year for technician training.

This will create a pool of the higher-level technicians and sub-professional men needed to boss the tradesmen, for as in the factories and workshops elsewhere, the tradesmen will have little time for a boss who can't teach them a thing or two.

The Labour Department has established a "training within industry" (TWI) scheme which helps to develop the skills of the existing job supervisors and the potential floor bosses.

This idea came in just over a year ago. It was successful from the start.

Already it has trained nearly 600 work supervisors in 60 courses in a wide variety of industries and Government undertakings.



This is a training within industry course for supervisors in session.

Photo: Rob Wright, Jr.

Most of the training has been done by training officers from the department, but local firms, realising the value of the scheme, are now using training officers of their own—personnel specially trained through the department's scheme for training the trainers.

TWI gives basic know-how in labour handling, work study, accident prevention, job instruction and a dozen other wrinkles the supervisor needs to know.

And, there's nothing theoretical about the training. The courses are given on a firm's own premises and are directly related to the supervisor's own job and problems.

Where necessary they are given in any of the indigenous languages to make sure the lesson has gone home.

Follow-up visits are paid to supervisors on the job, after training is finished, to help them in the practical application of the principles they have learned.

FIVE-FIGURE STATISTIC

Megapode Airways, the pioneer Solomon Islands airline, which started operations three years ago with a De Havilland Dove aircraft, carried its 10,000th passenger in December. Bill Maelilia, a carpenter with the BSIP Public Works Department, bought the 10,000th ticket at Honiara for a flight to Kira Kira. The airline presented him with a transistor radio and a free return ticket.

Megapode Airways' chief pilot, Mr. Harold Hall, says that at the present rate of development, the airline will carry its 20,000th passenger in less than two years.

The courses have a psychological slant as well. They build up the boss' ego—authority and prestige it's called in civil servantes—and help him to acquire competence in being a boss.

With the growing influence of the trade unions in Fiji, how to be a boss takes on a new importance, for the need for diplomacy makes the job more complex.

The United States idea that training for management is essential is also being adopted in Fiji.

Early last year, the Government and various companies started the Fiji Management Forum.

Monthly meetings

Membership is restricted to managerial staff from industry and government. It meets monthly to discuss common management subjects and problems and is now firmly established.

It's not just a talking shop for the boss who wants to bore the others with "When I was on my way to the Forum".

It works as a sounding board for new ideas and news of what's doing in industry abroad from visiting executives. It also provides a meeting place where newly-appointed managers can be introduced, and for the ironing out of problems connected with managerial jobs.

There have been many talks at the forum on a wide range of topics such as work study, budgetary control, public relations, marketing and staff training.

It intends, too, to look further afield by obtaining affiliation in some form with an overseas institute of management.



*A symbol linked
with
Territory progress*

Walpamur Paints are
made, tested and proved
in the Territory
and distributed throughout
the Pacific Islands.

The Walpamur Company, manufacturers of paint in the Territory, is proud of its association with Papua/New Guinea. As a secondary industry it plays a significant part in the development of the Territory into a prosperous and self-supporting country.

THE WALPAMUR CO. (N.G.) LIMITED

LAWES RD., KONDOBU, PT. MORESBY

COLORAMIC Gloss and Satin Enamels — IFCA the paint that kills all insects

Prizes awarded at School of Pacific Administration

The R. W. Robson Prize for General Proficiency was awarded to Mr. C. Campbell, and the R. W. Robson Prize for Law to Mr. K. A. Bond, in the one-year certificate course for New Guinea patrol officers at the Australian School of Pacific Administration, Sydney, in December.

PATROL officers who received ASOPA certificates were:

Bond, K. A. (credits in Anthropology, Government and Law); Campbell, C. (credits in Anthropology, Government and History); Cawthorn, W. A.; Gleeson, R. T.; Graham, W. J.; Newton, T. (credits in Government and History); Plummer, A.; Riddell, R. B. (credits in Geology and History); Roberts, R. C. (credit in History); Sage, M. P. (credits in Geology and History); Tattersson, P. L.; Treutlein, R. L.; Vass, C. C. (credit in Government); Wallace, K. A.; Warr, L. B. (credit in Geology); Wilson, P. E. (credit in Geology); Mundell, A.

New Guinea cadet education officers who have completed a two-year course of teacher-training at ASOPA and have been awarded Cadet Education Officers' Certificates are:—

Allan, I. M.; Bailey, M. C.; Batterham, C. R.; Blount, N. A.; Burns, P. D.; Byrne, D. J.; Cazabon, J. C.; Cluney, I. G.; Creighton, Miss J. J.; Degeling, P. J.; Edwards, Miss L. Y.; Egan, G. J.; Gillett, C. F.; Graham, Miss J. S.; Hagen, G. M.; Hart, Miss K.; Harwood, R. A.; Haysman, Miss P. A.; Hughes, A. L.; Hunter, B. T.; James, R. N.; Leah, J.; McArthur, B. N.; McDonald, Miss M. D.; MacGregor, D. R.; McKinnon, N. F.; McKinnon, P. L.; McVicar, Miss G. M.; Moore, N. G.; Muddle, Miss A.; Ng, F. K. F.; O'Keeffe, T. R.; Outram, Miss C. E.; Phillips, Miss A. M.; Pringle, Miss J. Rae, R.; Redman, M. K.; Richards, D. J.; Schmidt, Miss E. M.; Seeto, K. H.; Thomas, Miss C. R.; Turner, P. T.; Van Winden, A.

● A piece of charcoal, unearthed at Sigatoka, Fiji, by two New Zealand archaeologists, has been carbon-dated to 510 BC. This is the earliest settlement date yet established in Fiji.



Specialising in Pacific Islands Insurances

FIRE ● MOTOR VEHICLE ● MARINE ● HULLS AND CARGO
● EMPLOYER'S LIABILITY.

Bonds—in accordance with Administration Ordinance—COPRA insured from drier to buyer—and all other classes arranged at lowest current rates.

Established Agencies throughout the Territory of Papua and New Guinea.

RABAU, T.N.G.—Managing Agents: New Guinea Co., Ltd. Island Representative: J. V. Harten, Rabaul Branch.

SUVA, FIJI—Colony of Fiji Branch Office: McGowan's Building, Margaret Street, Suva. Branch Manager: L. M. Rolls.

SOUTHERN PACIFIC INSURANCE CO., LTD.

Head Office: The Wales House, 66 Pitt Street, Sydney.



Turn grass
into lawn
easier
with a '67



Obtainable from:

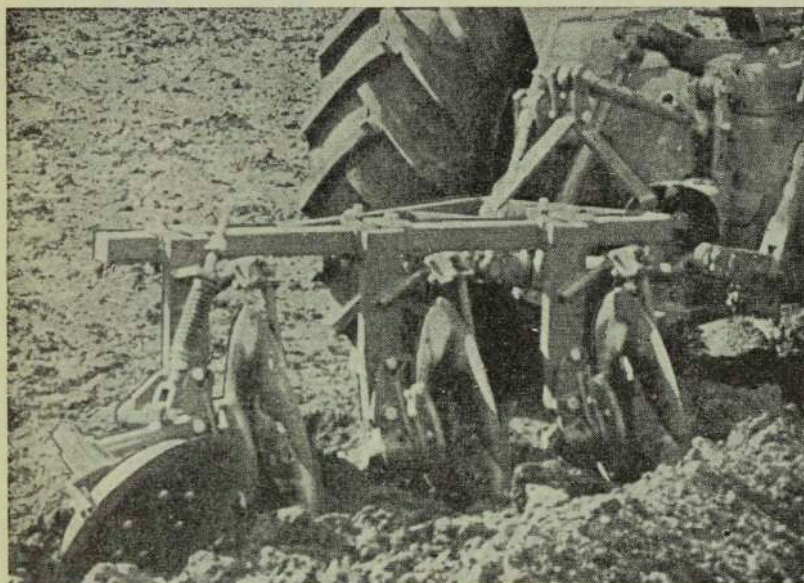
SUVA MOTORS LTD., Suva, Lautoka.

ISLANDS PRODUCTS LTD., Port Moresby.

NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo, Mt. Hagen, Goroka.

CUT OPERATING COSTS

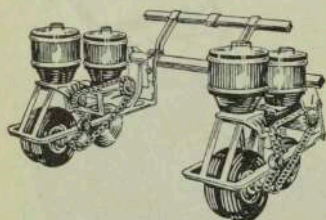
WITH **Napier**
FARM
EQUIPMENT



The result of many years' design experience and exhaustive testing, the Napier range of quality implements helps to get any job done faster . . . more effectively . . . with minimum horsepower. Running costs are reduced too because Napier implements are designed to work continuously in the toughest conditions. Lengthy stoppages for maintenance are out . . . Napier stays on the job.

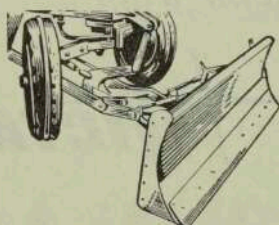
MOUNTED DISC PLOUGH (3-Furrow Model Illustrated)

Manufactured in 2, 3, 4, 5, 6 and 7-disc units with 26-inch or 28-inch discs. The Napier Mounted Disc Plough is suitable for attachment to most popular makes of tractors.



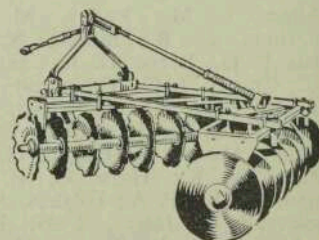
ROW CROP PLANTER

These self-contained units consist of a row crop planter box with a selection of plates available for planting maize, peanuts, peas, etc. and a fertilizer box of 70lb. capacity.



DOZER BLADE

6ft. and 7ft. 6in. blades are available. Blades can be lifted 21ins., set at a maximum angle tilt of 15° and at a maximum blade angle of 30°.



MOUNTED DISCER

Available with 12, 14, 16 or 18 discs of 20in. or 22in. dia. The overhead gang frames have a high degree of strength and feature ease of adjust. and extra trash clearance.



Dealers in the Pacific Islands:

NEW GUINEA CO. LTD.—New Guinea
ISLAND PRODUCTS LTD.—Papua
N. JOHNSTON & CO.—New Caledonia

MORRIS HEDSTROM LTD.—Tonga
Fiji, Western Samoa

BURNS PHILP (NEW HEBRIDES) LTD.
—New Hebrides.

PACIFIC PLANTERS' DIGEST

CHOOSING BANANA SUCKERS

SELECTING the right banana sucker at the right time is important to any banana planter and the choice is usually made when several suckers appear spaced evenly around the parent plant.

The sucker or follower selected is usually the sucker on the uphill side of the parent plant, and it is left to develop what is commonly termed the "straight follow through".

The timing of desuckering, or the first pruning of unwanted suckers, depends largely on their rate of emergence. It is, however, generally carried out as soon as the line of succession is clearly defined.

Later a further crop of suckers may appear. These should be removed as soon as possible so that the selected follower and the parent plant may develop without competition for both moisture and plant foods.

HINTS FOR PINEAPPLE GROWERS

IN areas of high rainfall successful pineapple growing can only be expected on adequately drained soils.

Clay loams and gravelly clays with tight subsoils are liable to waterlogging. Waterlogging leaves the way open for top rot and root rot which will account for heavy losses.

Recent experiments in Australia to assess the best pineapple planting material have produced some interesting results.

There are four types of planting material used for pineapples. These are:

- **Tops**—the crown of leaves surmounting the pineapple fruit.
- **Slips**—the shoots occurring on the fruit stalk.
- **Suckers**—the shoots in the leaf axils lower down on the plant.
- **Butts**—the stems of mature plants from which the fruit has been harvested.

From the experiments it was shown that growers should plant in the following order of preference:

1. Large slips, 2. Tops, 3. Small slips, 4. Small suckers, 5. Large suckers, 6. Butts.

Large slips were outstanding in all respects. They had the most rapid leaf and fruit growth and produced the largest fruit.

It is important to grade planting material into types when planting out large areas of pineapples. If the plantings are mixed the growth rates and harvest times will vary. Not only does this involve more labour, but smaller plants could suffer if there is competition for nutrients in the soil.

Large plants also tend to shade the smaller plants with their leaves.

Large plants also collect most of the rainwater. As a result, the large material produces large plants, while the smaller material becomes stunted.

DISEASES TO WATCH FOR IN CUCURBITS

CUCURBITS, such as rockmelon, watermelon, cucumber and pumpkin, when grown in the tropics, show a susceptibility to attack by several diseases. These diseases reduce yields often drastically, and in extreme cases kill the plants.

Cucumbers and rockmelon plants are particularly prone to downy mildew which is more prevalent in humid areas. The downy mildew is caused by a fungus which produces spores abundantly in wet weather. The spores are readily blown by the wind, and, when deposited on a suitable leaf, may germinate and penetrate through the leaf pores to establish new infections.

The first indication of downy mildew infection is the presence of small, pale-yellowish areas in the leaf, which enlarge and dry out to form brown, angular spots often delimited by the veins.

This angular shape is most noticeable on cucumbers, while on rockmelons it tends to be rather rounded. The older leaves near the crown of the plant are the first to be affected. When numerous infections occur on one leaf, the edges curl upwards and the leaf shrivels and dies.

Vegetable growers should ask dealers for seed varieties resistant to downy mildew, otherwise the use of fungicides will control the disease.

Sprays or dusts should be applied at weekly intervals. It is essential that a thorough coverage of undersurfaces as well as uppersurfaces of leaves be obtained since much of the infection occurs here.

POWDERY MILDEW is the most common and most easily recognised disease in cucurbits, and often occurs

The UNITED Insurance Co. Ltd.

(Inc. in New South Wales)



**FIRE, MARINE AND ACCIDENT
INSURANCES EXPERTLY
ARRANGED**

PAPUA AND NEW GUINEA

Lae Branch: 18a Central Ave., Lae.

G. V. Spurrier, Manager.

Port Moresby Office: Cuthbertson

Street.

J. A. V. McVean, Resident

Inspector.

FIJI

Branch: McGowan Building,

Cnr. Margaret and Cumming Sts.,

Suva.

N. B. Goodall, Manager.

GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical discovery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doctor. Absolutely harmless and easy to take, but the newest and most powerful invigorator known to science. It acts directly on your glands, nerves and vital organs, builds new, pure blood, and works so fast that you can see and feel new body power and vigour in 24 to 48 hours. Because of its natural action on glands and nerves, your power and memory often improve amazingly.

And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

Vi-Stim To restore
Vim and
Vigour

FOR IMPROVED CANE CROPS

RUSTICA®

In the development of organic material, sugar cane needs plenty of nitrogen and potash, both nutrients promoting assimilation and thereby contributing to the formation of sugar. They encourage the development of strong stems and pure juice. Nitropotash RUSTICA 20-0-20 is an ideal sugar cane fertilizer in areas where phosphoric acid fertilizers are cheap. The favourable combina-

tion of nitrate and ammonium nitrogen contributes to rapid initial growth and also ensures lasting effect. Nitropotash RUSTICA is climate-proof packed, and its high nutrient content saves costs in transport, storage, and spreading.



3/261/1a



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.

Sulphur dusting

in association with downy mildew. Cucumber, rockmelon, pumpkin, watermelon, marrow and squash are susceptible.

Like downy mildew, powdery mildew is often first observed near the centre of the plant, usually on the undersurfaces of leaves. Small, more or less circular, white, powdery patches are formed.

Eventually both leaf surfaces may be completely covered with a mealy, white coating of mildew. This causes shrivelling and premature death of the leaves. Stems and leaf stalks are also attacked.

Unlike downy mildew, the disease can flourish under comparatively dry conditions. The fungus also occurs on some weeds common in cucurbit-growing areas. However, it is not yet sure if the same fungus attacks both vegetable and weed.

Resistant varieties of cucumber and rockmelons are advised but with other vegetables fungicides are recommended. If powdery mildew is the disease risk, dusting with sulphur is an efficient and economical means of control in pumpkin, watermelon, marrow and squash.

An added advantage of sulphur dusting is that it eradicates established mildew spots.

Dusting usually begins when the disease first appears and subsequent applications should be at 7 to 14-day intervals, depending on weather and disease incidence.

FRUIT ROTS in rockmelons are often the cause of loss of fruit. Fruit rots are caused by a wide variety of fungi, with the weather playing a determining role.

Prompt harvesting and marketing are essential as ripening fruit is particularly susceptible. Care should be taken to avoid any bruising or similar damage to the skin of the fruit as this allows ready entry of the rot-producing organisms.

TROUBLESOME SCAB IN HORSES

THERE is a particular scab formation on horses in the tropics which causes severe irritation, and which has been found to respond often to the application of lime sulphur.

The scab formation appears on areas of the neck, shoulders and legs. It is believed that some kind of itch mite may cause the condition and spread it.

If sand rolls are used they should be changed regularly.

If it's a
BETTER RUM
you're wanting...



KINKELDER Spraying Equipment

Produced by Leading European Specialists in Plant Protection

There is a model for

EVERY

**PLANTATION,
CROP,
BUDGET and
Most makes of Tractors**

With the "KINKELDER" LOW VOLUME mist blowing system you can SAVE UP TO 40% on your Spraying Costs—

*Write for free brochure describing this system to:
Sole Distributors for Pacific Islands—*

KERR BROTHERS PTY. LIMITED

4 O'Connell Street, Sydney.

P.O. Box 3838, G.P.O., Sydney.

Cable Address: "Carefulness".

QUEENSLAND INSURANCE CO. LTD.

(Incorporated 1886 in Australia)

Assets Exceed \$40,000,000.

Head Office: QUEENSLAND INSURANCE BUILDING, 80-82 PITT STREET, SYDNEY

Specialists in South Sea Fire, Marine & Accident Insurance

Apply to:—

FIJI—Branch Office, Suva: R. Quartermaine, Manager and at

LAUTOKA, BA, LEVUKA, LABASA—Burns Philp (South Seas) Co. Limited. Resident Officer at Lautoka: S. D. Sharma.

NOUMEA—W. Johnston.

VILA—Burns Philp (New Hebrides) Limited.

SANTO—Burns Philp (New Hebrides) Limited.

PAPUA & NEW GUINEA, PORT

MORESBY—D. J. Granter, Manager for Papua & New Guinea.

PORT MORESBY, SAMARAI, LA

MADANG, RABAU, KAVIENG—Burns

Philp (New Guinea) Limited. Resident

Officer at Rabaul: R. P. Hiley. Resident

Officer at Lae: J. D. Maclean.

HONIARA (B.S.I.P.): Wm. Breckwoldt

Company.

PAGO PAGO: Burns Philp (South Seas)

Co. Ltd.

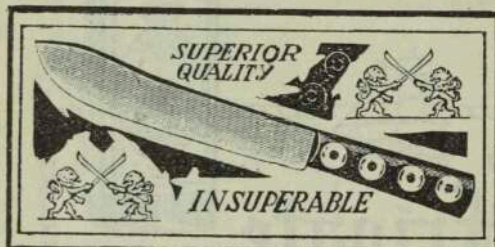
OTHER SOUTH SEA ISLANDS: Burns

Philp (South Seas) Co. Ltd.

Also at any of the Company's Offices

Australia or N.Z.

BREWO BUSH KNIVES No. 625



TWO LION BRAND

exclusively sold by:

Wm. Breckwoldt & Co.

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

MADANG
P.O. Box 185.

PORT
MORESBY
P.O. Box 409.

LAE
P.O. Box 1.

KIETA
P.O. Box.

HONIARA
P.O. Box C5.
Tel.: 84

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

SYDNEY
G.P.O. Box 5027.
Tel.: 61-7110

Our man in Suva will solve your weed and pest problem

If weed or pest infestation is your problem talk to Ian Rodger. He'll show you the right IWD application equipment and a wide range of proven products. For example—

- ★ Weedone 57 and Weedone Standard for weeds in Sugar Cane.
- ★ Phytazol D for chemical drains clearance.
- ★ Weedar 77 and Stam E-34 for weed control in Rice.
- ★ Nuvan for fly and mosquito eradication.
- ★ Sprayrite Spraying Machinery.

Contact your Weedone distributor or our Technical Sales Representative Ian G. Rodger, 23-996 Suva, Box 79, Suva, Fiji. Now!



IVON WATKINS-DOW LTD

NEW PLYMOUTH, NEW ZEALAND.



Skilled aid needed

The condition can usually be cleared up in three to four days by swabbing daily on affected areas with 0.1 per cent. lime sulphur (0.1 per cent. polysulphide sulphur).

DANGER OF MILK FEVER IN COWS

IF, when close to calving, a cow becomes recumbent, the danger of milk fever should not be overlooked. Milk fever usually occurs within 72 hours after calving; sometimes shortly before calving, and occasionally weeks after calving.

The disease is linked with an acute blood deficiency, which affects the central nervous system. Posterior paralysis results, then depression and coma.

In its early stages, the first signs to be noticed are an unsteadiness in the hind legs, and a tendency to wobble when walking. Muscle tremor is common.

In time the cow goes down, and is unable to rise. Her ears droop, her muzzle becomes dry and consistent with her lack of muscle tone, she becomes constipated and cannot pass her urine.

The cow loses interest in her calf, has no appetite for food and water, and gradually her coma deepens. Her respirations become slower and her heart sounds become fainter.

Despite the term "milk fever", in most typical cases the temperature is normal or subnormal.

If the case is severe and allowed to progress too far, the cow will lie extended on her side. Generally they are bloated as well, and often regurgitate paunch contents into their mouth, which may or may not be inhaled into the lungs, causing pneumonia.

Skilled veterinary attention is necessary, and it pays handsome dividends to have a valuable cow up on her feet in a matter of minutes after calving.

As long ago as 1897, Danish veterinarians found that milk fever could be cured by pumping air into the udder of affected cows. This simple method was so effective that it was widely used.

The udder was inflated with air by means of a boiled teat catheter and a pumping device after proper cleansing of the udder and teats. A bandage was tied at the end of each teat to retain the air, and removed 3 to 4 hours later to prevent pressure necrosis.

The air pumping method forced the milk, and therefore the calcium, to be re-absorbed into the blood stream.

Following the discovery that milk fever was due to a blood calcium deficiency, calcium gluconate was found to give safer, quicker results. With the old method of treatment, there was always the possibility of introducing infection to the mammary gland or causing the flare up of an existing dormant mastitis.

Today, injections of calcium borogluconate have almost completely

superseded the old form of treatment, although both may still be used in very stubborn cases.

The dose usually used is 2½ oz of calcium borogluconate as a 20 per cent. solution although the dose varies according to the district and the symptoms.

Never drench a cow suspected of milk fever. Muscles that control swallowing are affected with the complaint and it is easy to accidentally pour the drench into the lungs causing pneumonia.

For over 80 years Australia's leading supplier of

BILLIARDS & SNOOKER



TABLES & EQUIPMENT

...

Heiron & Smith are suppliers of Billiards and Snooker Tables in various sizes and accessories to Australia's leading clubs and private homes.

For further particulars write to:

HEIRON & SMITH

The Billiards People. 122-4 LIVERPOOL ST., SYDNEY, N.S.W.

TURNERS & GROWERS LTD.

AUCTIONEERS FRUIT & PRODUCE MERCHANTS
AUCKLAND, NEW ZEALAND

WE SPECIALISE IN THE EXPORT TO THE TROPICS
OF NEW ZEALAND PRODUCE, POTATOES, ONIONS,
APPLES AND FRUITS IN SEASON

All Inquiries to our Export Organisation:

Turners Supply Company Limited

Box, 1370
Auckland, N.Z.

Cables
"Tusco", Auckland

From the Islands Press

I AM concerned at the lack of wisdom displayed in the policy of allowing indiscriminate migration to New Zealand by Cook Islanders, as it has serious repercussions both for New Zealand and the Cook Islands.

Due to the excessive emigration, the islands of the group are becoming increasingly depleted of those sections of the population which are vital for their survival and advancement.

On my recent visit to my home island, Aitutaki, I was alarmed by the exceedingly large numbers of people who had migrated to New Zealand. Approximately 400, of a population just exceeding 2,500 in 1963, had sailed for New Zealand, and most of these were in the younger age group.

This excessive loss of the youthful population undermines the hopeful future of Aitutaki and the remaining islands of the group. It is regarding this aspect that some form of restriction should be placed on emigrants between the ages of 15 and 25.

As a Cook Islander I am aware that Cook Islanders are legally New Zealanders and are therefore entitled to enter the country, but it is surely in our interest that depopulation of our islands should be avoided.—*Letter from a Cook Islander in the New Zealand Press, reprinted in the "Cook Islands News", Rarotonga.*

AUSTRALIA'S newly-announced policy to allow coloured technicians to enter the territory [of Papua-New Guinea] for limited periods will be welcomed by all those who want to see industry and technology move at a faster rate here.

So long as it means that new skills and increased efficiency will be passed on to natives then it is a move to be commended.

In many industries, it is probably the only way that the country will be able to get the necessary specialised knowledge.

With the general full employment in Australia, despite a recent setback, the territory is not likely to be able to attract the required skills from there . . .

The danger in the new policy,

of course, is that the new arrivals will try to avoid returning to their homelands and might establish an additional multi-racial society through inter-marriage.

Officially, at least, the Government now seems satisfied that safeguards in selection and limited terms of employment will avoid the problems experienced in such places as Fiji and Mauritius.—*Editorial in the "South Pacific Post", Port Moresby.*

THERE is need for a fresh approach to the question of regulating shopping hours.

Fiji's present system of fixing rigid limits for opening and closing and varying these only by a ponderous system of occasional relaxation or extension in special circumstances suits an unenterprising trader very well, because it confines his more lively competitor to the same straitjacket of time and prevents him from seeking ways of meeting the particular needs of customers and adapting service hours to these needs.

It is curious that the strongest opponents of flexibility in trading hours are often to be found among the ranks of those who trumpet most loudly the virtues of private enterprise. They should be the first to welcome release from the shackles of fixed trading hours.—*Editorial in "The Fiji Times", Suva.*

TIME is running out on us. The [United States] Trusteeship of the Pacific Islands is wearing out as a political arrangement. The people of these islands have a sense of their identity and direction in this modern world. To continue a people indefinitely as wards or political dependents is inconsistent with our common belief in self-determination . . . —*Statement by High Commissioner W. R. Norwood in the "Micronesian Reporter", Saipan, Mariana Islands.*

ONLY through racial integration can one nation be formed in Fiji. Even the Federation leaders at times speak of racial unity and formation of one nation to continue their leadership. But they work against unity . . .

Multiracially, Mr. A. D. Patel [leader of the Federation Party] cannot continue his leadership. That is why he is making a show of being a leader by calumniating the country of Fiji and the Indian community by forming an Indian group.

The leader of the Federation should change his political policy with time. If he is unable to quit his obstinate habits, then the Indian farmers and the workers should put him out from leadership, otherwise he will ruin them in protecting the business class.—*Editorial in "Kisan Mitra", Hindu-stani weekly, Lautoka, Fiji.*

THIS newsheet has purposely not reported accidents and near-accidents that have occurred in recent months because it has been felt that such reporting would not benefit our community. But such accidents, nearly all occurring on Friday nights on the way home from clubs, have not passed unnoticed by the community. Soon someone is going to be killed.—*Editorial in the Lord Howe Island "Signal".*

ALL Tutuila residents will miss the symbolic beauty of the gigantic Christmas star atop Mount Alava this year. Last year the coastguard vessel *Cape Providence* reported seeing it clearly from far out to sea, and an admiring tourist from a holiday Matson liner commented that it "looked like the original Christmas star all over again."

The star cannot be erected this year because over the intervening 365 days the wires, sockets and bulbs have been stolen.—*News item in the "Daily Bulletin", Pago Pago.*

THE Condominium postmaster has been informed by members of the Advisory Council that government mail bags are often used in some islands for carrying copra. Some people even cut the bags open and use them as canvas covers.

The Condominium postmaster asks any person who sees a mail bag being used in this manner to report the incident to the nearest post office, police office or district agent.—*Item in the "British Newsletter", Vila, New Hebrides.*



Steamships
TRADING COMPANY LTD.

Department Stores
Wholesale & Retail Merchants
Motor Vehicle Distributors
Automotive & Engineering Supplies
Builders' Hardware
Office Supplies & Equipment
Shipowners
Shipping Agents
Stevedores
Customs & Forwarding Agents
Insurance Agents
Travel Agents
Slipway Proprietors
Marine Engineers
General Engineers
Refrigeration Engineers
Sheet Metal Fabricators
Industrial Gas Manufacturers
Cold Stores
Cartage Contractors
Quarry Masters
Rubber Planters
Coffee Planters
Copra Planters
Cocoa Planters
Coffee Processors
Sawmillers
Timber Merchants
Dowelling Manufacturers
Aerated Water Manufacturers
Hotel Proprietors

REPRESENTING

Abel Expts. & Impters. Pty. Ltd.
(Welding Equip.)
Jean D'Albret/Orlane (Cosmetics).
N. V. Appleton Pty. Ltd.
(Naco Louvres).
A.R.C. Engineering Pty. Ltd. (Mesh).
Australian Hardboard Export Co.
Pty. Ltd.
Balm Paints Limited.

B.A.S.F. (Fertilizers).
Beaufort (Air Sea) Equipment Ltd.
Bonds-Wear Pty. Ltd.
Braemar Engineering Co. (Q'ld.) Pty. Ltd.
James Buchanan & Co. Ltd.
Butterick & Vogue Patterns.
Centor Products Ltd. (Door Equip.)
Chivas Brothers Ltd. (Chivas Regal).
Cottees Ltd.
Cyclax (Australia) Pty. Ltd.
Cyclone K-M Products Pty. Ltd.
Dexion (Australia) Pty. Ltd.
Dinmore Pottery Pty. Ltd.
Email Ltd. (Electrical Appliances).
Eterna S.A. (Swiss Watches).
Fesq & Co. Pty. Ltd. ("Red Mill" Rum).
Hanimex Pty. Ltd. (Photographic).
Thomas Hardy & Sons Ltd. (Wines).
Hawker De Havilland Marine.
Honda Motor Co. Ltd.
John Lysaght (Aust.) Ltd.
National Art Metal Co. Pty. Ltd.
Oliver Sportsgoods Ltd.
Outboard Marine (Australia) Pty. Ltd.
Peters Arctic Delicacy Pty. Ltd.
Petersville (Export) Pty. Ltd.
Phoenix Biscuit Co. Pty. Ltd.
Pioneer Chemical Pty. Ltd.
Prince Motors.
Ramset Fasteners (Aust.) Pty. Ltd.
Revel Industrial Products Ltd. (Furniture)
R. J. Reynolds Tobacco Co. (U.S.A.).
Rolls Royce of Australia Pty. Ltd.
Rootes Motors Overseas Ltd.
Ruston & Hornsby (Aust.) Pty. Ltd.
Sher Power Tools Pty. Ltd.
S. Smith & Sons (Australia) Pty. Ltd.
Spartan Paints Pty. Ltd.
Tecalemit (Australasia) Pty. Ltd.
Victa (Export Division) Pty. Ltd.
Villiers (Aust.) Pty. Ltd.
Sidney Williams & Co. (Pty.) Ltd.
Wormald Bros. (Aust.) Pty. Ltd.
Wunderlich Limited.

HEAD OFFICE: PORT MORESBY, PAPUA
CABLE "STEAMSHIPS" ALL PORTS
TELEX 115 PORT MORESBY, P.O. BOX 74

BRANCHES IN: MADANG • POPONDETTA • LAE • RABAU • SAMARAI • GOROKA • MOUNT HAG

TRADE ENQUIRIES:

AUSTRALIA
STEAMSHIPS TRADING COMPANY LTD.
A.S.L. HOUSE 171-175 CLARENCE STREET, SYDNEY
TELEPHONE 29-6166
CABLE "STEAMIES" SYDNEY TELEX 20076

GREAT BRITAIN
PORTMAN (WHOLESALE & OVERSEAS) LTD
40 DUKE STREET, LONDON W.1

PACIFIC ISLANDS MONTHLY — FEBRUARY, 1967

*Choose your
size from
the*



Electrolux

new economy line

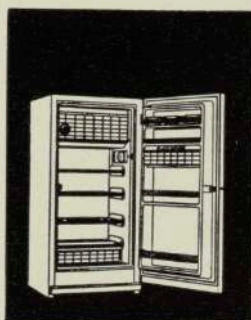
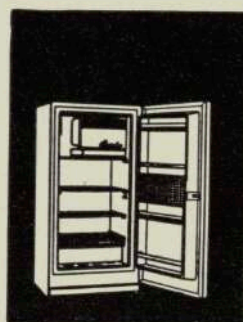
- Full range of models
- Low priced
- Economic to run
- Luxuriously equipped
- Efficient
- Renowned for reliability

NEW COMPRESSOR REFRIGERATORS

For homes with electricity. These elegant models are fitted with extremely economical cooling units which compress electricity costs to the minimum.

KEROSENE REFRIGERATORS

For perfect cooling in non-electrified areas. Electrolux kerosene refrigerators are completely silent and have no moving parts to wear out.



The new Electrolux economy line offers you a full range of refrigerators which caters for everybody—with both compressor models that really economise on electricity and kerosene models.

There's a wide range of sizes, all beautifully equipped, with plenty of space for food and large bottles. You'll find exactly what you need—in the size that you want—in the Electrolux new economy line.

Distributed by:

W. R. CARPENTER & CO. LTD.

and their agents,

NEW GUINEA CO. LTD.

RABAU, MADANG, LAE, KAVIENG, KOKOPO.

BURNS PHILP (N.H.) LTD., Vila, Santo

ISLAND PRODUCTS LTD.

PORT MORESBY.

E. V. LAWSON, Honiara

Electrolux

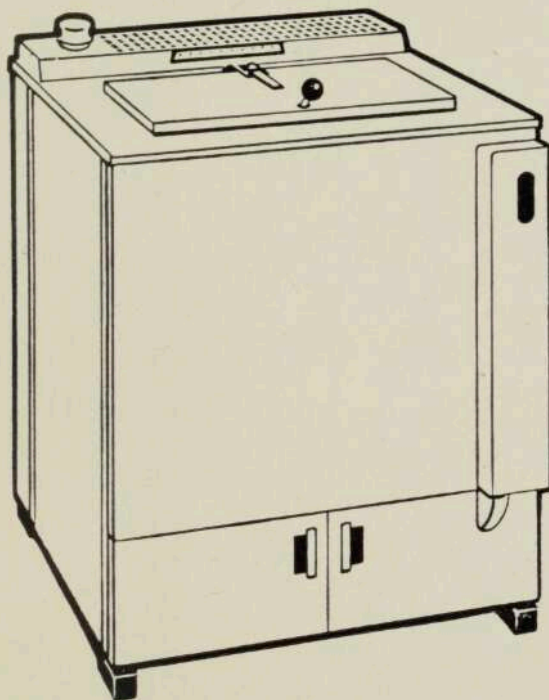
Kerosene

Deep Freezer



Electrolux kerosene-operated deep freezer conserves up to 100 lb. dry weight of pre-frozen packaged foods for many weeks in tropical ambient temperatures as high as 100 deg. Fahr. (38 deg. Cent.) or even higher, provided there is a drop at night. Even fresh foods (meat, game, fish, vegetables, butter, etc.) may be kept for several weeks or many times longer in C 80 than in an ordinary refrigerator. Uses no ice or electricity. The Electrolux C 80 operates anywhere by kerosene, economically and with high efficiency.

**Anywhere
in the
Tropics . .**



NEW GUINEA CO. LTD.

Rabaul, Madang, Lae, Kavieng,
Kokopo.

BURNS PHILP (N.H.) LTD.,
Vila, Santo.

ISLAND PRODUCTS LTD.

Port Moresby

E. V. LAWSON LTD.
Honiara.

PACIFIC ISLANDS MONTHLY — FEBRUARY, 1967

79

THE CHINA NAVIGATION COMPANY* PROVIDES A COMPREHENSIVE PACIFIC ISLANDS SERVICE

* Regular service from Japan, DIRECT to Lae and Port Moresby, by "Kweilin" and "Chekiang."

* Monthly service from Japan and Hong Kong to New Guinea and Papuan ports, Noumea and Honiara by "Yochow," "Yunnan" and "Ninghai," with regular calls at Santo and Vila, returning to Japan direct.

* Monthly service from Japan and Hong Kong to Fiji, DIRECT, by "Kwangtung," "Kwangsi," "Norman" and "Nanchang," returning to Japan via New Zealand, Manila, Hong Kong and Shanghai.

• Fortnightly service—Sydney, Brisbane to Port Moresby and Samarai—by "Shansi" and "Soochow."

• Monthly service from Melbourne, Sydney and Brisbane, DIRECT to Port Moresby, then Manila, Keelung and Hong Kong, by "Changsha" and "Taiyuan."

• Monthly service from main Australian ports to Rabaul, Lae and Madang DIRECT, then Hong Kong, Okinawa, Japan, by "Woosung," "Wenchow" and "Wanliu."

• Passages available on all sailings except "Wenchow," "Wanliu" and "Woosung."

PAPUA AND NEW GUINEA: Steamships Trading Co. Ltd., Port Moresby, Samarai, Lae, Madang, Rabaul.
WEWAK: Burns Philp (New Guinea) Ltd. **KAVIENG:** New Guinea Co. Ltd.

NEW CALEDONIA: Etablissements Ballande, Rue de L'Alma, Boite Postale 18, Noumea.

B.S.I.P.: British Solomons Trading Co. Ltd., Honiara.

NEW HEBRIDES: Les Comptoirs Francais des Nouvelles-Hebrides, Vila and Santo.

FIJI: Morris Hedstrom Ltd., Suva, Lautoka, etc.

WESTERN SAMOA: Morris Hedstrom Ltd., Apia.

TONGA: Morris Hedstrom Ltd., Nuku'alofa and Vava'u

TAHITI: Etablissements Donald, Papeete.

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, Kobe and Nagoya.

EASTERN MANAGERS: Butterfield & Swire, 9 Connaught Rd., Central, Hong Kong.

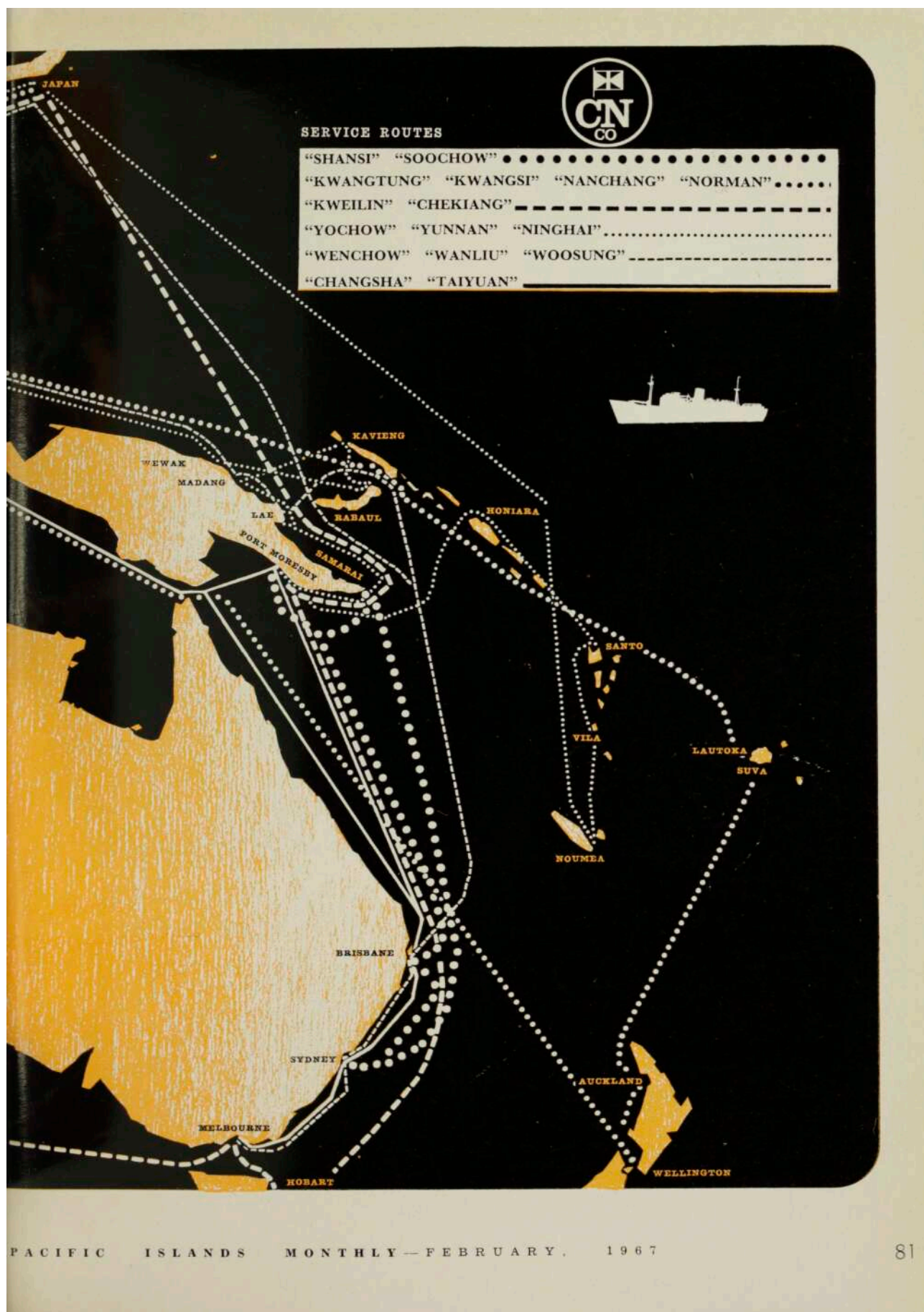
General Agents in Australia

SWIRE & YUILL PTY. LTD.

8 Spring Street, Sydney. 27-4701

*A British Company incorporated within the United Kingdom.







Robert Hutchinson has a name for making the very best flours, sharps and meals

Robert Hutchinson has many years of know-how in producing quality flours, sharps and meals. These products are brought to you in jute, calico and hessian sacks, flour and meal also being

available in drums. An important feature of Hutchinson flours and sharps is that they are entoleated, a process ensuring outstanding keeping qualities even under the most adverse conditions.

Write Robert Hutchinson for full details: ■ Baker's Flour ■ Wheaten Sharps
■ Wheaten Meal ■ Biscuit Flour ■ Cake Flour ■ Hutmill Stock & Poultry Food.

Robert Hutchinson Limited

Hartington Street, Glenroy, Victoria, Australia. Telephone 306-7261. Telegraph "Hutmill"

RH57

INDUSTRY

FRAMING

READILY AVAILABLE FOR IMMEDIATE DELIVERY

N.Z. OREGON

STATECRAFT

A BIG NAME IN BIG BUILDING!

Trade Enquiries:— **WAIPA SAWMILL, PRIVATE BAG, ROTORUA, N.Z.**

Available: All leading timber merchants.

SARKING

WEATHERBOARDS

PATIO

★ Length sorted bundles save tallying costs

★ Monthly deliveries

2851

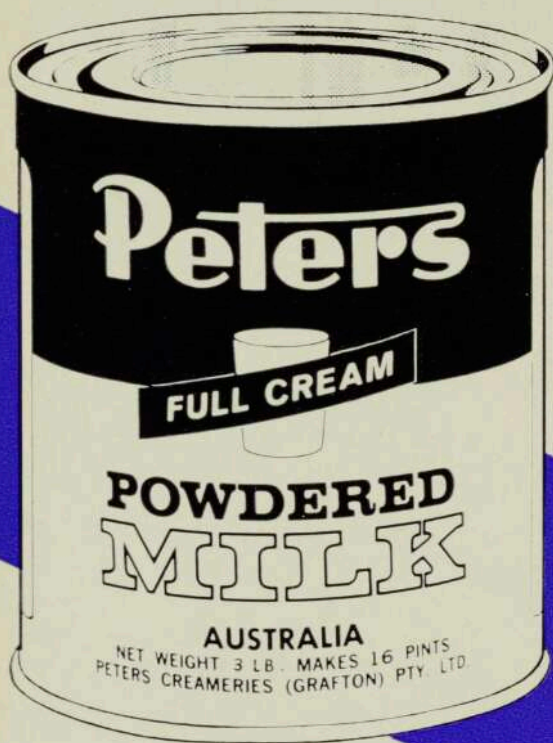
CONSISTENT QUALITY

STATECRAFT

PACIFIC ISLANDS MONTHLY—FEBRUARY, 1967

83

The big two are Here!



Peters
and
Dutch Jug

Both from the rich dairying area
of Northern N.S.W.

Peters Famous Full Cream
Powdered Milk—delicious for
drinking—ideal for cooking.
Yes! The fresh taste of Peters
Powdered Milk will delight you.
*The most economical milk
money can buy.*



Turn water into NON-FAT skim milk with Dutch Jug
Crystals. Dissolve instantly in cold water—high in
protein, vitamins and minerals. Also available . . .

56 lb. bags of Peters Full Cream Milk.

28 lb. bags of Dutch Jug Crystals.

FOREMOST CONSOLIDATED PTY. LTD.

P.O. Box 22, Redfern, N.S.W., Australia.

Cable Address: "FOREMILK", Redfern.

LAST October (p. 72), a PIM staff writer suggested that, because of a current world shortage of natural sulphur, the time might again be ripe to investigate the commercial possibilities of the sulphur deposits on Vanua Lava Island in the Banks Group of the New Hebrides.

The article pointed out that the Vanua Lava deposits had been known to exist for more than 80 years; that an attempt was made to exploit them round the turn of the century; and that although various people had surveyed the deposits since then—usually reporting on them enthusiastically—no one had yet been able to turn them into money.

The article quoted one visitor, T. J. McMahon, as recording in the early 1920's that Vanua Lava was "one huge mass of pure sulphur from ocean shores to summit;" that the sulphur was everywhere and seemingly illimitable; that a golden mist pervaded the air because of it; and that the island's waterfalls were like "flashing gold," etc., etc.

The article attracted quite a deal of attention, possibly because of the extravagance of Mr. McMahon's language. One man, a New Hebrides hand, came into PIM's office to ask if we knew who might be interested in exploiting the sulphur because he was interested in going into partnership with them.

Another man wrote from Noumea expressing interest; while the Senior Government Geologist in the New Hebrides, Mr. Arthur Warden, buttonholed PIM's Assistant Editor about the article when he visited Vila in December.

A fourth reader, Mr. Doug Askew, found the article so interesting that he forthwith sat down at his typewriter to indite an epistle about it.

Mr. Askew, who now lives at Samarai, Papua, spent four years on Vanua Lava in the thirties investigating the commercial possibilities of the sulphur deposits; and he claims that, even after all these years, he is "still the best informed bloke extant about those damn deposits".

Mr. Askew's gossip views about Vanua Lava are set out in the accompanying article. Also on these pages are the views of Mr. Warden.



Hundreds of active fumaroles (holes emitting fumes and vapour) are a feature of the Vanua Lava landscape. This is one of them.

Four years among the sulphur deposits of Vanua Lava ✓

By Doug Askew

I was intensely interested in the article by PIM's staff writer on the Vanua Lava sulphur deposits (PIM, Oct., p. 72). He must have carried out quite a bit of research, and he wins my compliments for having done a very good job. But he hasn't got the full story.

THAT blurb by T. J. McMahon in the Sydney Mail of 1921 was just a lot of fanciful nonsense written under the stimulation of Square Face gin. That gin was only 3/- per large bottle in those days—as it was even in my time on Vanua Lava, which was from 1930 to 1934.

If I remember correctly, McMahon was engaged by old "Captain" Whitford, of Kwakea, Vanua Lava, to survey the island's deposits, and the old man and his family always believed that there was a fortune in "them thar hills," thanks to McMahon.

Survey

All the same, do not decry those deposits. There is a lot of 99.7 per cent. sulphur over a large area on the surface, which looks most spectacular, plus hundreds of active fumaroles and lakes of boiling mud and sulphur.

I got involved in investigating these deposits when Mr. B. Dunstan, chief geologist for the Queensland Government, and Mr. F. C. Richards, a metallurgist from Mount Morgan, hired me in Noumea in 1930 to go to Vanua Lava to do the "spade work" for a survey that they proposed to make.

I had been working up till then for a timber company which had just folded up; and I went off to Vanua Lava to engage labour, cut a road up to the sulphur around Mt. Suretamati, and establish a base camp. My salary was £6 a week!

Some two months later Messrs. Dunstan and Richards arrived at the Whitfords' place in the La Perouse, and the big job then was to get them to the top of Suretamati.

As both of them were well up in years, they were dead game. But they had no idea of what they were up against, for the deposits were about 3,000 ft up from the beach at

SULPHUR DEPOSITS "NOT WORTH EXPLOITING"

By Robert Langdon

Vanua Lava's sulphur deposits are too difficult of access, too difficult to extract, and too small in extent to be worth exploiting commercially, according to Mr. Arthur Warden, Senior Geologist in the Geological Survey in Vila, who examined the deposits in 1963.

THIS is also the opinion of Dr. C. V. G. Phipps, lecturer in economic geology at Sydney University, who evaluated the deposits for D. J. Gubbay and Co., of Santo, in 1962.

Mr. Warden told me in Vila in December that when he visited Vanua Lava, he saw only 30 mounds of native sulphur, the largest of which were about eight feet high and 12 feet in diameter at the base.

These were distributed over an area of hot ground extending about a quarter of a mile along the northern side of the Sulphur River and about 200 yards up the slope.

Vents at summit

Gas and steam issued from vents at the summits of these mounds, around the mouth of which the sulphur had crystallised.

"It is on account of this mode of occurrence that it seems improbable that the sulphur may occur in quantity at depth, as has been suggested," Mr. Warden said.

"The sulphur crystallises as the gas cools in contact with the atmosphere, building up mounds above the ground. Below the surface crust in many places is an emulsion of mud and boiling water.

"Dr. Phipps inadvertently put his foot through this crust when he visited the deposit and incurred extensive burns.

"It is evident that the sulphur present below ground level occurs in solution or in the escaping gas and not in the form of a solid deposit."

Mr. Warden said that the

statement by T. J. McMahon, quoted in *PIM* in October, that Vanua Lava was "one huge mass of pure sulphur from ocean shores to summit" was presumably meant to be taken figuratively rather than literally.

He also thought that the quoted figure of 15,000 tons was an "extremely optimistic" estimate for the size of the island's surface deposits; and he saw all sorts of barriers to exploiting such deposits as do exist.

Labour, he said would have to be brought in from other islands; a large capital outlay would be required to build a cableway to the coast over extremely rugged terrain; and lighters or special loading gear would be required because, except for Sola on the south side of Port Patteson, there was no spot on the eastern coast which was not exposed to the south-east trades.

Malarial

Mr. Warden pointed out also that Vanua Lava was far from free of tropic ailments, and he made it clear that it was no place for cissies.

"Vanua Lava is malarial," he said. "The mosquitoes are particularly virulent along the east coast, where operations would be staged if the deposits were worked, especially in the fringing mangrove swamps, one of the rare haunts of crocodiles in the New Hebrides.

"Moreover, Vanua Lava contains some of the most rugged terrain in the Group. The slopes of Suretamati, the main mountain peak in the north of the island, are incised by deep radial gorges.

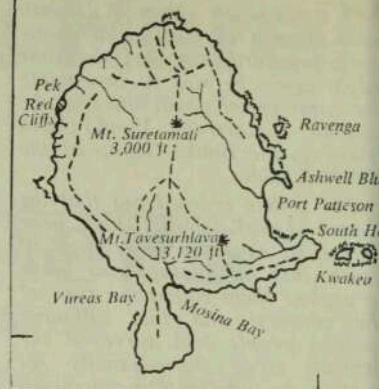
"Rainfall is higher than in most of the islands of the Group, probably exceeding 200 inches a year.

"It gives rise to even deeper vegetation than elsewhere in the New Hebrides. A meshwork of creepers festoon the trees and form a matting over the forest canopy in places.

"The vegetation is so thick that it took a Geological Survey field party 15 minutes per 100 yards over long stretches to cut tracks beyond the head streams of the Sulphur River."

In short, Mr. Warden gave the thumbs down for mining sulphur on Vanua Lava, and he indicated that the locals would almost certainly be sticking to copra for the time being.

VANUA LAVA



(from previous page)

Naglatac, and there was some pre-rugged country in between.

In those days for me, this was just a stroll. I was only 31 then and had been scarping around the mountains in Gippsland, Vaniko and New Caledonia for the previous 10 years as a timber cutter.

Carrying a 60 lb pack I could climb up from the beach—miles—inside an hour, and run down again in the afternoon with my native helpers for another load of supplies.

It was a different matter when I went up there with my sponsors, Messrs Dunstan and Richards. It took a whole day to do the trip, and I had visions of them passing out on the way up. But what with pushing behind, and pulling on the hands and knees sections, we got there.

Impatient

(I guess I was a somewhat impatient young chap in those days. But now when I think of it all, I wouldn't feel so confident myself about getting up there without a few stops to "admire the view").

When we arrived, I introduced them to the kunai-roofed shack, boiled the billy, and had a meal out of tins.

Then the rains came—it rains about 300 days a year up there—and when we retired to our respective canvas stretchers, it dripped steadily through the reed roof.

I can still recall Richards sitting up with his umbrella over him looking like Hamlet's ghost.

Two days of that dampened the exploratory spirits of Richards and his partner, and they departed, never to be seen again, leaving me like a shag on a rock for nine months without any wages.

In Noumea, incidentally, the tv

men had shown me a document, or title, which they had got from some old woman in Melbourne, showing that the natives of Vanua Lava, and particularly Nalglatac village, had sold all their rights to the sulphur area.

It was a typical agreement of those days—so many bolts of red calico, a keg of nails, etc., and (I can still remember it) a framed portrait of Queen Victoria.

Syndicate

A couple of years after the Dunstan-Richards episode, I was down in Sydney, where I got involved with a syndicate called the Pacific Minerals Development Company, and I went back to Vanua Lava with promises of a manager's job, plus shares in the company.

I sank hundreds of prospecting poles containing black sulphur for the syndicate; and I had to supply my native workmen with rubber sea boots for the job because of the heat.

The boots, though, didn't give them much protection when a jet of steam burst out on their backsides.

At weekends, the natives would all take off for the village of Nalglatac and leave me alone on Nuretamati. But sometimes I would get fed up and make the big trek down the hills, through five miles of mangroves, and all the way round Port Patteson to where my wife (one of Frank Whitford's daughters) and daughters were stationed at Sola plantation, which belonged to "Tibby" Nagen.

Pacific Minerals' venture on Vanua Lava must have cost at least £5,000 before it fizzled out. Then BHP came into the game in 1934, sending up one of their mining engineers, K. C. Church, to investigate the possibilities.



Doug Askew (left) and his team of native workmen are seen here at a camp site on the edge of a crater on Vanua Lava's main mountain range, which rises to more than 3,000 ft. The crater was about 600 ft deep.

He camped with me for about two weeks, on the edge of the deposits, and didn't feel very comfortable at nights with the ground pulsating underneath his bamboo bed.

That was the end of the general interest in sulphur, for by 1934 it was only worth about £5 per ton, and the job of mining it, and getting it down to Nalglatac Bay for shipment would have been prohibitive.

Some time after Church's visit, the deposits caught fire and all that could be seen from across the bay were huge clouds of smoke. I made a special trip to Nalglatac, where the natives were very frightened, and went up to the top.

The whole area was ablaze with streams of molten sulphur rolling downhill into the river, where it solidified in great slabs.

There were also thousands of dead birds scattered all over the place, evidently caught by the fumes.

The only reason I can give is that it was all started by a lightning strike.

My final farewell to the Vanua Lava sulphur came in about August, 1934, when I took off in the old *Makambo* for Vila to catch the *Morinda* to Sydney.

When I got there, I went down with a dose of blackwater fever, which, if I had contracted it two weeks earlier, would have been the end of me.

Despite everything, Vanua Lava and its sulphur deposits still have an enormous attraction for me, and trying to get them out is the only proposition that I would like to tackle again.

I should mention, though, that there is more than just sulphur on top of Vanua Lava. There are vast beds of ochres, for example. I discovered a waterfall at 2,000 ft which was the confluent of two streams running over beds of red and blue ochre—it was most impressive—and there is a great crater about 1,500 ft deep.

When I first saw this, it was half full of water flowing out through a hole in the side, and the Nalglatac natives said there was a patch of hot water out at sea off their village.

Yet when I saw the crater again it was dry and I walked on the bed of it and it was covered with great slabs of kaolin.

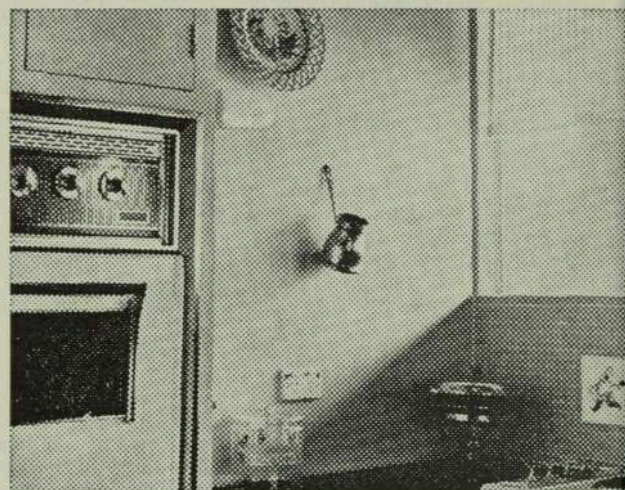
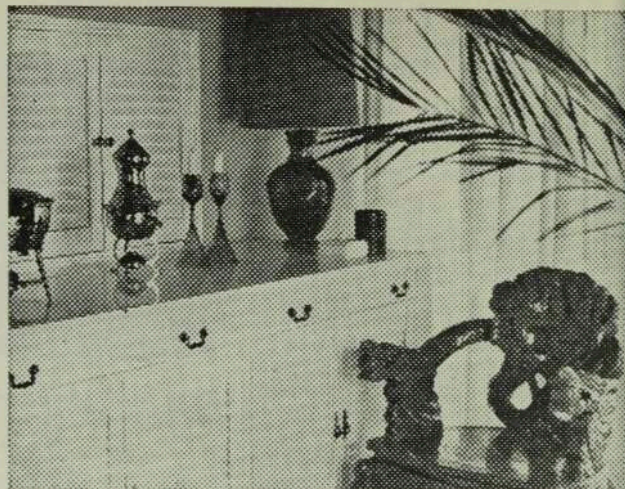
Vanua Lava is a strange place.

- Doug Askew, his wife, and young twin daughters lived in this shack on Nalglatac Beach in their early days on Vanua Lava. "It was not so good to come home to at night," Doug says.



**Someone's beating
the mould
— beautifully . . .**

**. . . and beating moisture
and steam, scuffing
and chipping, too.
It could be you.**



All houses have internal problems which differ from room to room. Dulux "Spring" and "Super-Enamel" are just what the Doctor would order. Both flow easily over most surfaces and, on repaint jobs, hide existing colours beautifully.

On new wall surfaces you don't need undercoats and sealers—only "Spring" and often just one coat will do.

A tough, mould-resistant finish is something you can expect with each. But you can also expect the hard glossy finish of "Super-Enamel" to defy bathroom, kitchen and laundry conditions.

But since this glossy finish contrasts so nicely with the elegant plastic matt finish of "Spring" you'll find yourself using "Super-Enamel" to protect internal architraves and skirting boards in all rooms.

But take extra care when choosing your "Spring" and "Super-Enamel" colours (there are hundreds).

A quick wipe-over with a cloth brings them up fresh and clean. And it could be that you'll grow weary of your colour scheme before you need a "Spring" and "Super-Enamel" repaint.



BMA.4368.S/SE.

Discoverer of the Solomons in
400th anniversary trouble

STORMY PASSAGE FOR DON ALVARO DE MENDANA

By a staff writer

In Honiara, capital of the British Solomon Islands Protectorate, Captain Don Alvaro de Mendana, the Spaniard who discovered the Solomons in February, 1568, has always been held in pretty high esteem. At least, I used to think that he was because of the number of places and businesses named after him.

THE main street, for example, is called Mendana Avenue; the town's main hostelry is the Hotel Mendana; there's an electrical firm called Mendana Electrics; and there's also a Mendana Enterprises (SI) Ltd., which goes in for planting and insurance agency work.

But just as you can never tell a book by its cover, so you can't really tell how many friends Mendana has in Honiara from the amount of chatter he gets in the local nomenclature.

Memorial proposed

This is evident from a perusal of the minutes of the BSIP Legislative Council meeting in Honiara in December, when almost every second member got "stuck into" poor old Mendana, even though there may never have been any Solomon Islands if it hadn't been for him.

It all began when Mr. Macdonald (Western Solomons) suggested that, as the 400th anniversary of Mendana's discovery of the Solomons was coming up soon, Mendana should be given "twice if not 10 times" the prominence he now had, and that the government should contribute



● Honiara's main street, Mendana Avenue, named after the discoverer of the Solomons, is one of the prettiest streets in the South Seas. The street is lined with colourful flame trees.

"dollar for dollar" towards a fund to build some kind of memorial to him.

Mr. E. V. Lawson (Honiara) retorted that Mr. Macdonald's suggestion was "a load of rubbish," and he said that if anyone was to build a monument to Mendana, the Spanish people should do it.

Mendana, Mr. Lawson added, was a "cruel and vicious man," who came to the Solomons to enslave the people and enrich himself so that he could become a grandee back home.

Mr. Mariano Kelesi (North Malaita) agreed that Mendana was cruel. In fact, he said that *all* sailors who went to the Solomons were cruel.

But he respected Mendana for having put the Solomons on the world map, and he suggested that a statue should be erected to him at his landing place at Point Cruz (Honiara).

The statue, Mr. Kelesi added, amid laughter, should have one arm pointing towards Malaita.

Father J. M. Wall, one of the nominated unofficial members, rebuked Mr. Lawson for his "intemperate and unfair" views on Mendana, and added that he thought that a memorial fund would be supported by a number of local organisations.

However, Miss Lily Ogatina, a Solomon Islander representing the

Advertisement

New Way To Reduce Weight

A tablet specially designed for sweet tooths that aids in weight reduction is now available. You can now slim and stay slim by taking one or two tablets after the main meal each day to dispel and neutralise the fatty unsaturated content of the food eaten and lessen body weight until normal.

Excessive weight, besides robbing one's youth and beauty, soon leads to the risk of development of high blood pressure, hypertensive heart disease and circulative, coronary, and internal disorders. A sensible diet of lean meat, fish, fruit and vegetables, avoiding excesses of sugary and starch content foods and the use of poly-unsaturated oils in the preparation of food, together with Mevon Extract tablets each day is the safe and easy way to reduce excess weight.

These Mevon Extract tablets quickly sweeten the breath, hasten digestive processes of all foods and contribute to a healthier, happier enjoyment of daily living. They are so easy to take and are sucked like a sweet. These Mevon Extract tablets do not need a doctor's prescription and are available at most leading pharmacies.

The Pacific Islands Society

Box 2434, G.P.O., Sydney.
Phone: 59-1778.

A social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.



In Australia – dairy cows are treated like beauty queens –

that is why Australian Butter and Cheese are famous for goodness, energy and flavour

Selective breeding and scientific feeding of Australia's dairy herds, plus the golden sunshine and rich pastures of an ideal dairying climate make the big difference in the flavour and food value of Australian dairy foods. Australian Butter and Cheese are processed by modern, hygienic equipment and strict controls ensure perfect quality.

Australian BUTTER is full of energy, flavour and vitamin A goodness. It is a health food that only Nature can provide. Australian CHEESE is a concentrated food—full of protein, rich in calcium. It is available in many types, to suit every taste. For energy, goodness and flavour, buy Australian Butter and Cheese.

Trade enquiries to:
Australian Dairy Produce Board,
406 Lonsdale Street, Melbourne,
Victoria, Australia.



Central Solomons, was not keen on the idea of the British putting up a memorial. Like Mr. Lawson, she thought that if anyone was to do anything about it, the Spaniards should; and she was all for dropping the whole problem into the lap of the Spanish Government.

The Chief Secretary, Mr. L. M. Davies, was rather inclined to play down Mendana's achievements when he spoke, although he said, in effect, that the government would give its blessing to anyone who wanted to commemorate the explorer in some way.

Mr. Davies said it was a fact that Mendana had given the Solomons their name; that he was the first European to have come to the islands as far as was known; and that he had died in Santa Cruz.

More remarkable

However, other people had come to the Solomons before Mendana did, and they had probably made even more remarkable voyages.

Mr. Davies went on to say that the government was not lacking in a sense of history and it would not deny any genuine feeling that there might be to commemorate the Spaniard's voyage.

Nevertheless, he had been surprised to hear Mr. Kelesi speak in favour of a commemoration, as he (Davies) had previously received a letter from him saying that none was necessary.

Mr. Davies wondered also whether any monument to the explorer should, in fact, be at Point Cruz when Mendana's first landing had taken place on the island of Santa Isabel.

At this point, Mr. Davies took the skids from under any member who may have had hopes of the government helping to pay for a Mendana memorial, for he said that although the government might give some "modest encouragement" to "any groups or organisations with the zeal and energy to get things done," he did not think that this would be in the form of money.

Mr. Davies added that the government proposed to commemorate Mendana's discovery with a special issue of postage stamps—and with that, the debate on the subject closed and the council dispersed for Christmas.

All in all, there doesn't seem to be much chance at this stage of any statues going up to Mendana at Point Cruz or anywhere else—with or without the right hand pointing in the direction of Mr. Kelesi's electorate.



WHO WAS HIU'S PREHISTORIC MICHAELANGELO?

By Robert Langdon

The work of a prehistoric artist, who painted handprints on the ceiling of a cave at Hiu, New Hebrides—just as Michaelangelo painted madonnas on the Sistine Chapel ceiling in Rome—has been "discovered" and described for the first time by an American archaeologist, Dr. Richard Shutler.

HIU is the northernmost of the four small Torres Islands of the New Hebrides, which lie due north of the large island of Espiritu Santo.

The four islands have only a couple of hundred people. They were almost unknown to Europeans until about 60 years ago, and even today they are seldom visited.

Dr. Shutler, who arrived in the New Hebrides several months ago to continue an archaeological survey of the Group which he began in 1964, visited Hiu in the Melanesian Mission vessel *Selwyn* in mid-October with Archdeacon D. A. Rawcliffe, who had seen the cave paintings previously.

Dr. Shutler told me in Vila in December that he did not know when the paintings (pictographs) were first seen by Europeans, but he believed it was only a few years ago.

He said the cave containing the pictographs was on the northernmost tip of Hiu, which is about 8 miles long by 3½ across. It was of coralline limestone, about 25 to 30 feet above sea level, and with a large opening. The cave was 60 to 70 feet deep, and its ceiling was

Because of flashlight trouble, Dr. Shutler was unable to obtain photographs of Hiu's pictographs. But he said they were similar to those seen here, which were found in a cave at Lifou, Loyalty Islands, in 1964.

about 70 feet high. Nearby was a larger cave with a smaller opening, which was full of bats.

Dr. Shutler said that about 12 sets of handprints—outlined in red ochre—were scattered over the wall and ceiling of the smaller cave.

About 75 Melanesians in Hiu's only village, about four miles away, had no knowledge of the origin of the pictographs. But tradition had it that the artist (or artists) had used bamboo ladders to reach the ceiling.

Dr. Shutler said he did not know whether the red ochre used was obtainable on Hiu, but he had seen such material in the Banks Islands.

There was no way of dating the pictographs, but because of the geological nature of the cave, he doubted if they were more than 500 years old.

"The only thing we can say with certainty is that they are pre-European," he said. "But they could be up to 3,000 years old, which is the earliest date for human settlement so far established in the New Hebrides."

Dr. Shutler said that similar pictographs had been discovered on Malekula and Lelepa Islands in the New Hebrides, and on Lifou in the Loyalty Group of New Caledonia.

Such pictographs were common to primitive peoples all over the world, and nothing could be deduced from them about settlement patterns in the Pacific.

However, Dr. Shutler said that the people on Aneityum, the southernmost island in the New Hebrides, attributed various petroglyphs on that island to a white race "belong time before."

HOLBROOKS



*Australia's largest selling
Worcestershire Sauce
makes the difference*

Zesty! Tasty! Different. With a flavour all its own. That's Holbrooks Worcestershire Sauce. The most delectable sauce you've ever tasted. It adds hearty good taste to roast meats, steaks and chops, fish, curry and game, adds rich new meaning to gravies. Makes a great appetiser in tomato juice. Holbrooks Worcestershire Sauce. Great Sauce. Australia's largest selling Worcestershire Sauce. Try it. You'll love it.

For trade enquiries: **Reckitt & Colman Pty. Ltd.**,
Wharf Road, West Ryde, N.S.W., Australia. Cables: Reckitts, Sydney.

A RECKITT & COLMAN PRODUCT

HB162A

The formation of the South Pacific Commission was the biggest news in *PIM* 20 years ago. Representatives of Great Britain, France, Holland, the US, Australia and New Zealand met in Canberra early in February, 1947, to establish the body. Its headquarters were temporarily located in Sydney.

PIM commented: "The plan was good and the delegates' will to accomplish something worthwhile was sincere and praiseworthy. But the conference opened amid nasty political discord and closed under the shadow of vast industrial turmoil."

HERE are other items from *PIM* for February, 1947:

A GROUP of 300 American soldiers was scheduled to leave Noumea on February 5. With their departure only a few men attached to war surplus disposals were left of the hundreds of thousands of Americans who had been stationed there during the war.

TONGA was talking about the forthcoming marriage of Crown Prince Tupouto'a-Tungi. No one knew who the bride-to-be was. Rumour linked the prince with several of Tonga's most eligible noble ladies. The best bet was Halaevalu Mata'aho, who was then finishing up at a college in Auckland. (She, in fact, proved to be the bride and is now Queen Mata'aho. The prince is now King Taufa'ahau).

TWO armed Japanese had fired on an unarmed police party on Butaritari Atoll in the Gilberts—15 months after the Japanese surrender. The Japanese later committed suicide.

RAROTONGA looked forward to a brighter new year. Electricity was to be introduced at Avarua.

MONTH-LONG tourist visas for New Caledonia were to be issued through the French Consulate in New Zealand. The RNZAF and Pan Am operated services from New Zealand to New Caledonia and Qantas from Australia to Noumea. No accommodation was guaranteed in New Caledonia and tourists were asked to hold return tickets.

VISITORS and tourists to Fiji were really roughing it, a Suva report said. They were being accommodated under "raw military conditions" near Nadi

Yesterday

because all hotel space at Suva was filled. Fiji's 12 hotels housed at least 200 but they were half full of "permanents" and regular travellers filled the remaining rooms.

SEVERAL samples of "sly grog" were seized by police during the Christmas period in Nukualofa. The growing local evil of distilling illicit liquor was said to be a legacy of the American occupation forces.

THE United States announced a move for control of the former Japanese mandated islands (the Carolines, Marianas and Marshalls). The US Secretary of State, General Marshall, said the US would ask the Security Council of the newly-formed United Nations for "strategic trusteeship" over the islands.

AN article on Pacific aviation carried a map with a "projected air route" into Niue from Tonga and Rarotonga. Today, however, Niue still has no airstrip.

"PAREUS"—printed calico loin cloths—were obtainable once again in the Cook Islands. A report from Mangaia said that women had worn *pareus* in the 'twenties, but the fashion had later given over to elastic-supported knickers.

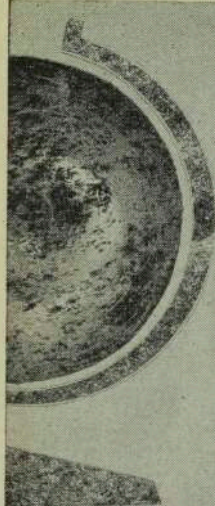


American yachtsman Dwight Long, who spent several months in the South Pacific in the 'thirties in the course of a world cruise in the "Idle Hour", had just acquired a new boat when *PIM* went to press this time 20 years ago. He had named the new boat "Timi" in memory of the Tahitian boy who was his shipmate in the "Idle Hour". The "Idle Hour" is seen here in New York after her world-girdling voyage, which Long described in a book. The picture first appeared in *PIM* in February, 1940.

THE working week for Public Works employees in Fiji was to be reduced from 48 hours to 44 hours, without loss of pay.

DR. S. M. LAMBERT, an American doctor who became famous as the conquerer of hookworm after many years research in the Pacific (particularly New Guinea and Fiji), had died in the US. He wrote a book, *A Yankee In Paradise* (also published as *A Doctor In Paradise*) which was a fine account of life in the Islands.

HIGH prices of copra made many pockets heavy in Tonga and Christmas spending hectic in Nukualofa. Hundreds of people converged on shops and because of the overcrowding, several people were knocked down in the roadways by motor vehicles. However, a shortage of goods dampened the crowd's enthusiasm.



Remploy is known the world over for quality products



Satchels and Brief Cases. Hardwearing inexpensive leathersgoods for millions of people the world over.



Luxurious Divan Sets and Spring Interior Mattresses. Deep, durable comfort.



The spacious Gladstone Bag. One of many fine Remploy Travel Bags.

Remploy also make a wide range of Industrial Protective clothing, and such commercial and household products as Tubular Furniture and Ironing Tables.

They are represented in the South Pacific by:-

DEMKA PTY. LTD.

SHELL HOUSE · 2-12 CARRINGTON ST · SYDNEY · NEW SOUTH WALES · AUSTRALIA

THE MONTH'S NEW READING

Vivid account of New Guinea patrol work, old style

It's an interesting commentary on the difficulties of the problem that the more knowledgeable a man is about New Guinea affairs, the less inclined he is to predict a timetable for the country's political progress.

IN his autobiography *Behind the Ranges*, J. P. Sinclair says bluntly that "no one can state with certainty what the future holds for the people of New Guinea, or for the Australians who live there". It is merely a hope of the Australians that when self-government does come to New Guinea there will be a place for them.

In the meantime, says Sinclair, Australia is totally committed to the territory and has to do all it can to help, "for there is little doubt that self-government will come long before the people in some of its primitive parts are ready for it".

He does not pretend to know how the more primitive people will manage in the next few years of hastened political advancement—what

the future holds for those living in what he calls the waste corners of the territory, geographically isolated, far from markets and often lacking in good arable land.

He does not know how the combination of impossible communications, scanty population and bad terrain can be overcome.

Problems

He asks, "Should people be left alone, to maintain their way of life undisturbed? Should we concentrate our limited staff and resources on the development of the richer, more genial parts of the territory? What economic crops could be introduced that might overcome the formidable barriers to advancement that exist?"



J. P. (Jim) Sinclair, author of *"Behind The Ranges"*, is now Deputy District Commissioner at Lae. He is seen here in earlier days on patrol.

How to get on

The Johnsons, de Gaulles and Maos of the World War I generation still hold the top positions in government, business, science or trade union. But the youngest of them is 60 and the reins are therefore about to fall into the hands of the World War II generation. Or so thinks Walter Guzzardi Jr., the author of *"The Young Executives"*. He's a member of the board of editors of American *"Fortune"*.

His book is based on confidential interviews with "key men in dozens of blue-chip companies" and presents a profile of the youngish men who will soon be occupying the top executive positions. In exploring the field of corporate environment Mr. Guzzardi also reveals how and why successful managers get ahead. Published by Mentor Executive Library. 75 cents.

Problems like this worry Sinclair still, as they have frequently in the past when he has found himself dealing with the affairs of primitive Highlanders or Kukukuku. He has sat for hours, he admits, worrying about the answers.

Sinclair has spent a big portion of his time in New Guinea helping to bring some civilisation to some of the waste corners, and he knows the problems.

He's always been what is known as "a good field man" and the bush is his love, even though these days he is stationed in Lae, one of the bigger (if sometimes no more civilised) centres. No doubt he likes the independence of the bush, for he is an independent character, with great resource.

Sinclair's autobiography deals with his early postwar patrols among the Kukukuku and the Duna, and it's a fascinating and valuable record of the duties of a New Guinea patrol officer, written by one of the best of them.

Here is the patrol officer's work in detail; here is an account of the patience, the intelligence and the capacity for hard work of men who have made it their business to find out what is behind the ranges of New Guinea.

Although it is a personal story, many well-known names are here—D. J. Clancy, B. B. Corrigan, A. L.

Fifth Edition HANDBOOK of PAPUA and NEW GUINEA

is completely revised and enlarged.



It is a reference book for businessmen, travellers, schools, universities and libraries, Government departments, tourists and territory residents. The latest edition contains full details of the structure of the administration including the names of officials, and, of special importance, a summary of the major political developments in the territory.

Each district of Papua and New Guinea is treated separately and in detail, showing main centres, industries, roads, commercial houses, etc. There are clear maps of each district. Other sections deal thoroughly with the history, geography and people of the territory; commerce, trade and banking; law and justice; finance and taxation; primary and secondary industries; communications and transport; land and land policy.

15,000 names

A valuable section of the "Handbook of Papua and New Guinea" is the names, addresses and occupations of more than 15,000 non-native residents of the territory.

Tourist Section

The tourist guide, in line with the territory's fast tourist development, has been revised and enlarged. There is a full range of maps and an attractive full colour cover.

THE HANDBOOK OF PAPUA-NEW GUINEA

Sells for \$A2.00, plus postage, 20c British Commonwealth, 35c elsewhere, \$US2.75 posted.

Order from the publishers, or direct from Islands or Australian booksellers.

Pacific Publications Pty. Ltd.

Technipress House, 29 Alberta Street, Sydney (G.P.O. Box 3408).



DISTANCE DID I

In "THE TYRANNY OF DISTANCE", by Geoffrey Blainey, Reader in Economic History at the University of Melbourne, we get a fascinating study of the impact and results that distance have had on Australian history. It was distance—12,000 miles of it—that persuaded Britain to send the first convict settlers to Botany Bay in 1788; it was distance from markets that inspired the first export industries—wool, gold and whaling. It was distance that allowed Australia to develop its largely masculine society in relative peace.

It may be distance—particularly distance from Britain—says the author, that will see the rise of Australia in a new role in the Antipodes.

This is not just a study of Australian history against a background of isolation and the means of overcoming it—transportation. It is also a study of people—of the sailors, sealers, whalers, aviators, camel-drivers, bullockies, railwaymen and truck drivers—who have had a vital role in defeating distance. A Sun Books original. \$1.95.

Hurrell, W. W. Crellin, P. Maloney, the Leahys, the Champion Ian Downs, R. R. Cole.

It is the detail which makes the book of special interest. It is in the detail that we see why Sinclair is a good native man.

He writes extremely well, without exaggeration or unnecessary word and his book quickly reflects the purposefulness with which the post-war men went about their patrol work.

As he says, the patrol work still goes on, but motor vehicles, helicopters, powered dinghies and motor patrol posts have reduced the need for the long traversing patrols of the kind he describes.

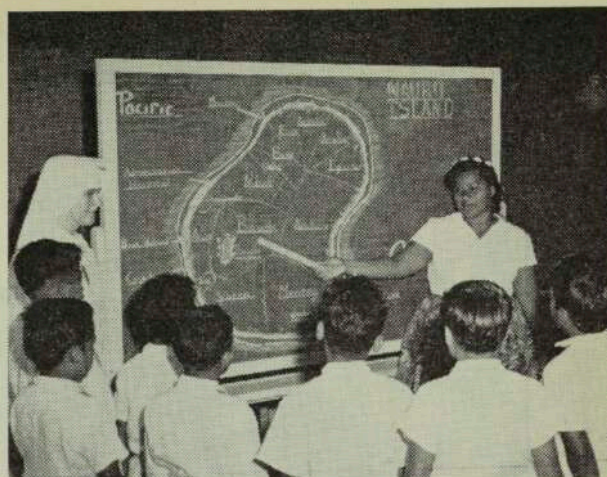
Most of the exploring has now been done. The Old New Guinea is gone—helped on its way by men like Sinclair.

An index, and many photographs of the high quality we have come to expect from J. P. Sinclair, make *Behind The Ranges* a book for buying.—SI.

(BEHIND THE RANGES. Melbourne University Press. \$4.75.)

On Nauru all school teaching is done in English, but most of the pupils speak Nauruan at home. Here a teacher at the Roman Catholic Mission school explains a point about the island's geography.

Photo: News and Information Dept.



A FLOOD OF BOOKS FOR ISLANDERS LEARNING ENGLISH

Such a variety of books directed at Islands school pupils and their teachers is now coming from publishing houses that it is often difficult for teachers and parents to keep abreast.

AND yet the output may be expected to increase still further as the Islanders become literate in English.

The widening fields of employment in the Islands increasingly demand facility in the use of English, so books on the teaching and learning of English are in great demand.

The varying ages and circumstances of those learning English as a second language present problems for teachers, but many new and revised

textbooks are available on all aspects of language teaching.

Meeting the needs of two widely separated age groups learning English are two series. The first, *The Pacific Series*, planned by New Guinea teachers, is a new course designed to teach English to young children on the Primary I Syllabus in Papua-New Guinea and other Pacific territories whose mother tongue is not English.

Complete with teachers' notes, activity books, phonic cards, flash

cards, composition pictures and bright colourful readers, this series provides a wealth of active-participation material and method.

The subject matter is well-related to the children's environment. The course is in three sections: Preparatory year; first year (St. 1); and second year (St. 2).

OUP produce it at various prices.

* * *

Another series, *The Oxford Progressive English Alternate Course*, is directed towards an older age group and those who, for a variety of reasons, have not reached an adequate standard of English.

There are four books based on an earlier proved series. They are comprehensive and thoroughly teachable in matter and method, the difficulties of students learning English as a foreign tongue being sympathetically appreciated and resolved.

The subject-matter of the reading-texts chiefly concerns the way of life in Britain. There is no Pacific area flavour.

The teachers' handbooks are an excellent feature of the series.

Also by OUP at various prices.

* * *

The series *Peoples of the Pacific* gives, in small compass, a good introduction to the peoples of Papua-New Guinea, Samoa and the Maoris of NZ, are well-illustrated, have clear maps, and would provide plenty of material for the lower primary classes.

The series is published by Longmans, Green and edited by Ernest Schubert.

A. H. and A. W. Reed's *Pacific Social Studies Readers* deal with NZ, Fiji, Hawaii, Tahiti, Cooks and Samoa, each book containing a legend, an account of modern times,

A BOOK ABOUT PACIFIC RAIN

EVERYONE complains about the weather, but fortunately there are some people who do something about it.

Among them are Dr. H. C. Brookfield and Doreen Hart, of the Australian National University, whose painstaking study, "Rainfall in the Tropical Southwest Pacific", is a valuable contribution to knowledge of weather patterns from West New Guinea to Fiji. Planters and small-ship operators, as well as residents, will find it useful to study the detailed rainfall figures from almost 1,000 stations.

Gatherers of rainfall statistics are made of dedicated stuff and even the non-specialist reader will appreciate the difficulties that must have been faced in collecting the information for this study.

Because of World War II and its aftermath there were 10-year gaps in recordings in many areas; in other areas recordings were made only during the brief life of mining camps and wartime bases.

There are few climatological stations operated by specially trained staff in the whole of the South Pacific, so that the bulk of the recording is still in the hands of amateurs.

"Efficiency varies greatly," say the authors, "especially as some gauges are often read by native employees, and this happens most frequently when it is raining . . ." Thus more weather research is needed in the South Pacific, not less.—Rob W.

(RAINFALL IN THE TROPICAL SOUTHWEST PACIFIC. Australian National University Press, Canberra, \$A3).



If you knew how much the words peak-nutrition meant to your baby's health and happiness, you would always feed him Heinz. Only Heinz peak-nutrition process gives baby more vitamins, more protein than any other brand!

**HEINZ
BABY
FOODS**
PEAK-NUTRITION

**HEINZ
BABY
FOODS**
PEAK-NUTRITION

Heinz gives your baby more to grow on

illustrations, pupil activities and a summary of facts. For juniors. The Peoples series deals objectively with the peoples; the other series gives a sense of kinship.

Around the topic of *Dress* is given an account of life in several Pacific Islands. It is interesting reading for junior primary pupils. *Dress* is part of the life in the Pacific Series (OUP, 40c).

The successful teaching of written composition calls for lively motivation, thorough discussion of the content, and guidance in the use of suitable words, phrases and structures to be employed.

In *The Outline Composition Book* (OUP, 60c), L. A. Hill gives students practice in writing composition in this controlled manner, using likely situation-topics and a wide selection of useful phrases and words.

This book is preceded by others dealing with "controlled composition" and leads to *Free Composition Book*—a graded course by the same author which should produce admirable results (OUP, 85c).

Bringing the fresh air of fun into the classroom, a large collection of games adapted to the purpose of language teaching makes interesting reading, and shows that learning need not be divorced from enjoyment.

A handy book containing 1,040 small pictures provides a ready means of teaching new words and flashcards illustrating certain aspects of vocabulary, quickly, usefully and competitively. The books, both published by OUP, are W. R. Lee's *Language-Teaching Games and Contests* (\$1.07) and L. A. Hill's *A Picture Vocabulary for Teachers* (93c) and for Pupils (50c).

The provision of material on which to draw for practising sounds and characteristic phonetic features of spoken English is well-arranged and embodied in *A Practice Book of English Speech*, and the availability of the bulk of the practice words on gramophone records increases the usefulness of this book. By Peter MacCarthy (OUP, \$2.07).

A sound introduction to the specialised English used in offices, business and administration is given in *Clerical English Book 2* by G. Pittman (OUP, \$1.15).

It also includes commercial practice and simple economics; a most useful book.

The author states that there is nothing in the book that should be beyond the comprehension of any

student who has completed a minimum of five years' study of English. This is a reasonable statement.

An interesting book indicative of the wide field of educational releases is *Maori Lessons for the Cook Islands*, by Taira Rere (NZ Islands Education Division). It is written "especially for people whose mother tongue is Maori".

The book deals not only with the language, but with the culture of the Maori people and should lead to a strengthening of pride of heritage. It is directed towards teacher-trainees.

To meet the demand for stories to be read for pleasure—the few exercises at the end will not spoil this—OUP produce a series entitled New Oxford Supplementary Readers, graded at six levels of language difficulty.

Grade 3 would enjoy *Snow White and Other Stories*; Grade 4, *The Young Film-Makers*; and so on.

The series is intended for learners of English in many countries, with a number of titles in each grade. It would appeal to children's imagination and sense of adventure.

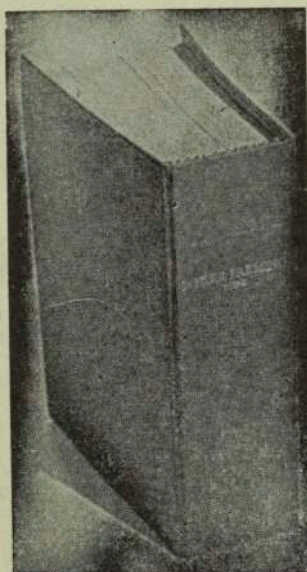
Prices vary, but about 30c.



The whole question of the effective use of the "reading-passage", one of the constituents of non-mother-tongue teaching, is dealt with in *Teaching and Reading Passage* by D. C. Miller (OUP, \$1).

Various phases of the life and times in Britain during the past 2,000 years—typical titles being *A Round-head Soldier* and *A Viking Raider*—are given in "Peoples of the Past" series, suitable for middle and upper primary pupils.

This well-produced series easily creates an awareness of the link with the past for those of European descent. Additional titles relating to the Pacific area would be welcome. (OUP, 37c)—F. S. TOPHAM.



KEEP YOUR COPIES OF "PIM" INTACT

*Folder is neat and
handy*

A folder in which you can bind 12 copies of "Pacific Islands Monthly" yourself. The folder—similar to the illustration alongside—has a dark green plastic cloth cover with "Pacific Islands Monthly" in gold letters on the back. It will keep your copies of "P.I.M." in their original condition and make a handy reference library of Pacific Islands affairs. A handsome addition to any library.

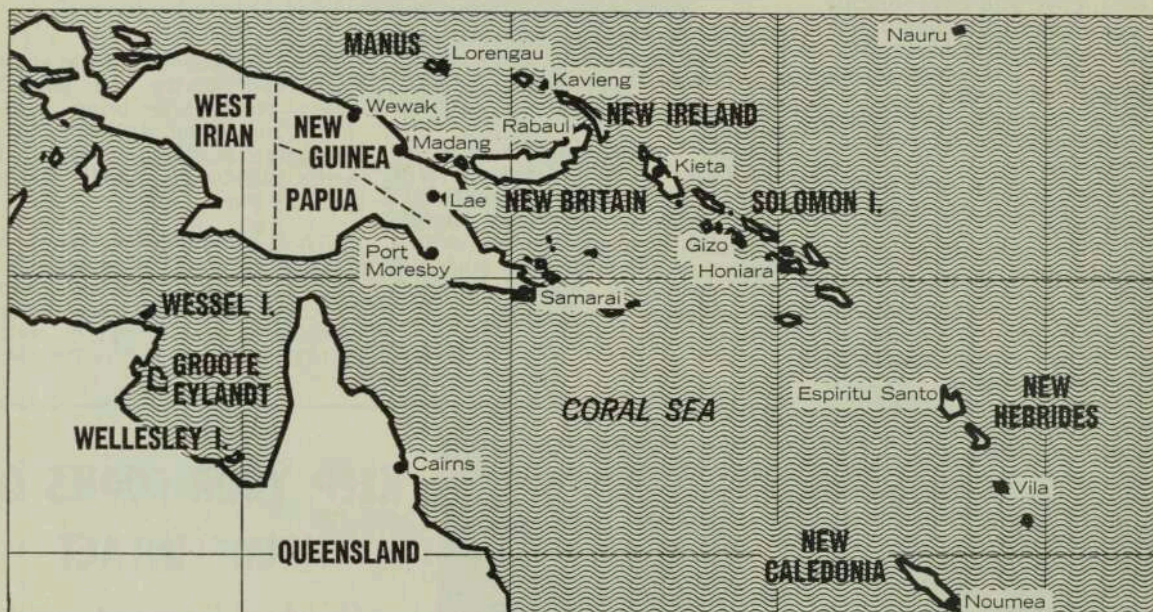
Price £1/-/- or \$2.00 Aust.
\$3.00 U.S. post free

PACIFIC PUBLICATIONS PTY. LTD.

29 Alberta Street, Sydney, N.S.W., Australia.

(Box 3408, G.P.O., Sydney.)

**Just what you'd expect from
the world's largest manufacturer of
Outboard Motors. The best spare parts
organization in the Pacific!**



**This is where you buy spare parts for
JOHNSON & EVINRUDE Outboard Motors.**

**TERRITORY OF PAPUA AND
NEW GUINEA**

KAVIENG: • Burns Philp (New Guinea) Ltd. • Kavieng Slipway & Workshop. • New Guinea Company Ltd.
KIETA: • Whitney & Green.
LAKE: • Burns Philp (New Guinea) Ltd. • New Guinea Company Ltd. • Steamships Trading Company.
LORENGAU: • Manus Transport.
MADANG: • Burns Philp (New Guinea) Ltd. • New Guinea Company Ltd. • Steamships Trading Company.

PORT MORESBY: • Burns Philp (New Guinea) Ltd. • Island Products Ltd. • Steamships Trading Company.

RABAU: • Burns Philp (New Guinea) Ltd. • New Guinea Company Ltd. • Steamships Trading Company.

SAMARAI: • Burns Philp (New Guinea) Ltd. • Steamships Trading Company.

WEWAK: • Burns Philp (New Guinea) Ltd. • Catholic Mission of the Divine Word. • Wewak Taxi Service.

PACIFIC ISLANDS

GIZO: • British Solomon Trading Co.
HONIARA: • British Solomon Trading Co. • Solomon Motors.

NAURU: • Capelle & Partner. • Jenetta Store.

NORFOLK ISLAND: • Irvine Building Supply Centre. • K.A. Prentice & Company.

NOUMEA: • Agence Alma. Pacific Motors.

PORT VILA: • Pentecost Pacific S.A.
SANTOS: • Pentecost Pacific S.A.

 OUTBOARD MARINE AUSTRALIA PTY. LIMITED 84 Canterbury Road, Bankstown, Sydney, New South Wales, Australia.

Pacific Shipping And Cruising Yachts

FROM HATS AND HOSIERY TO RUNNING ISLANDS SHIPS

By a Staff Writer

New Hebrides shipowner Captain Athol Rusden, who once made women's hats and hosiery in New Zealand, is rapidly becoming something of a tycoon in the Pacific Islands shipping world.

IN December and January, Captain Rusden added two new ships to his fleet, one of them being the biggest he has bought in nearly 20 years of buying and selling ships and yachts.

Captain Rusden's new purchases are the 1,200-ton *Colorado del Mar* and the 414-ton Dutch-built ship *Konanda*.

The *Colorado del Mar*, Captain Rusden's biggest ship to date, was bought in association with an Auckland businessman, Mr. Leo Moriarty, from Noumea shipowner Captain E. J. Savoie.

The *Colorado del Mar* has recently been operating between Sydney and New Guinea. Before that she was engaged in the Sydney-Noumea-Vila trade.

Captain Rusden plans to run the *Colorado del Mar* from Auckland to Noumea, Vila, Santo, Lautoka and back, carrying general cargo and timber.

Captain Rusden, who was in Sydney in January, would not disclose to PIM the price paid for the *Colorado del Mar*. But he said he had paid £Stg35,000 for the *Konanda*.

The *Konanda* was bought from the Pearl Kasper Shipping Company, of Nelson, New Zealand.

The *Konanda* will go into service between the New Hebrides, Noumea and Fiji after completing a charter job in Queensland.

This run was previously operated by the Rusden ship *Tuvalu*, which is

now on charter to an American firm, United Geophysical, which is making a seismic oil survey in Cook Strait, New Zealand.

The *Tuvalu*, incidentally, ran aground near Honeycomb Rock, 35 miles north-east of Wellington, on January 11 while carrying 129 tons of high explosives.

Her hull was ripped open near the engine room, but all 13 crew members got ashore unharmed.

Besides the *Colorado del Mar*, *Tuvalu*, and *Konanda*, Captain Rusden owns three other motor vessels—the *Darnley*, *Tui Cakau* and *Paulmarkson*.

Both the *Darnley* and *Tui Cakau*, operating out of Vila, trade within the New Hebrides, although the *Darnley* has recently been in New Zealand for a refit.

The *Paulmarkson*, a 500-ton vessel which Captain Rusden named after his children, Paul, 8, Mark, 2, and Sonia, 3, is under charter to International Geophysical (an ally of the multi-million dollar space equipment firm, the Texas Instrument Company) in Bass Strait, operating out of Portland, Victoria.

Formerly called the *Holmbræe*,



Captain Rusden

the *Paulmarkson* was bought for £Stg33,300 in mid-1966.

Captain Rusden told PIM that he wanted to consolidate his present services, particularly the Noumea-Auckland run, with the *Colorado del Mar*.

He had no plans for extending the runs further and, despite profitable chartering, he said he was more concerned with inter-island services.

"It's no way to build up a business by chartering my ships out all the time," he added. "I lose too much valuable island trade if I don't have a ship available for a job."

Captain Rusden's success as a Pacific shipowner stems directly from a spare-time interest in sailing before the war.

In those days, when he ran a factory which manufactured women's hats and hosiery in Auckland, his home city, he sailed in yachts in Auckland harbour and along the New Zealand coast.

His interest in the Pacific began in 1947 when he sailed his 36 ft ketch *Faith* with a friend from Auckland to Tahiti and Hawaii.

Next he bought the 60 ft schooner *Lady Stirling*, and for some time, he sailed the Pacific in this, visiting all the major islands and a lot of the smaller ones.

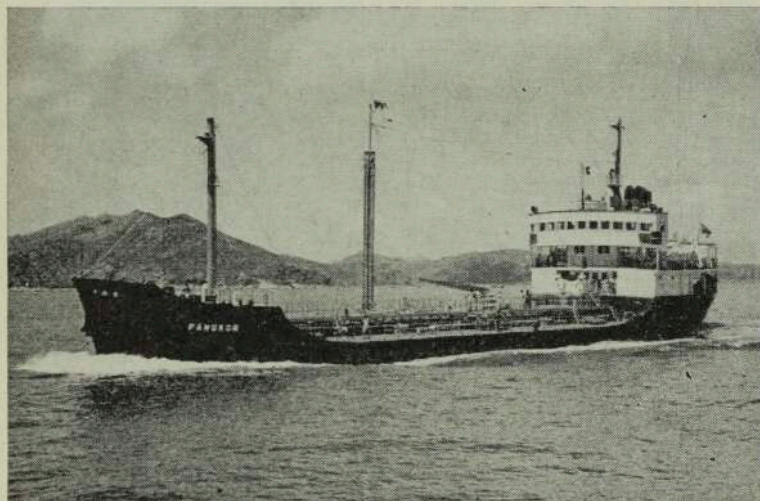
In 1951, with a friend, he bought the luxury New Zealand schooner,

In The News This Month

Adi Lau	Lady Stirling
Alize	Lallaby
Altair	Lanelau
Ambess	Malaysia
Aonlu	Matatua
Asahi Maru No. 8	Mayflower
Apogee	Monowai
Astrocyte	New Golden Hind
Belama	Nikau
Bodmer	Ninikoria
Bounty	Niuvakai
Calypso	Nivanga
Clipper I	Nomad
Colorado del Mar	Oriental Queen
Coral Princess	Paulmarkson
Darnley	Philante II
Dove	Ranadi
Endeavour	Rehu Moana
Endeavour, HMNZS	Runie
Faith	Safari Too
Fortune	Schedar
Holmbræe	Sensation
Hifofua	Si-Ti-Si
Highlight	Sorana del Mar
Innisfail	Te Matangi
Kadavuleu	Teraka
Kairos	Tiare
Kanimbla	Treasure
Karen Margrethe	Tui Cakau
Konanda	Tuvalu
Kuala Lumpur	Valiant
Kuk Nam No. 5	Wan Chang
	Wanderlure II

TAIKOO DOCKYARD HONG KONG

SHIP AND ENGINE BUILDERS AND REPAIRERS



LEFT:—

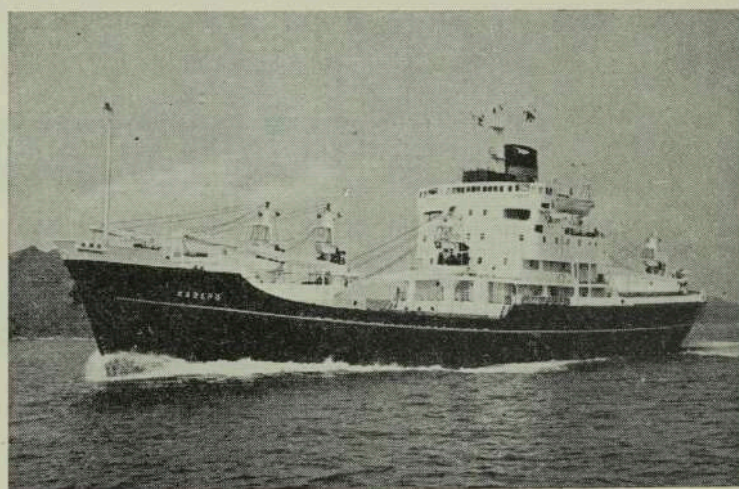
M.T. "PANGKOR"

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.



AUSTRALIA:
SWIRE & YUILL PTY. LTD.
"Swire House", 8 Spring St.,
SYDNEY

General Representatives:

NEW GUINEA
BURNS PHILP (NEW
GUINEA) LTD.
PORT MORESBY

NEW ZEALAND:
C. W. F. HAMILTON & CO. LTD.
Lunns Road, Middleton,
CHRISTCHURCH

Enquiries welcome—either direct or through our representatives.

New Golden Hind in an exchange deal with the *Lady Stirling*.

About a year later, the *New Golden Hind* was sold for a reported \$US26,000 of Marshall Aid money to Messrs. Herve and Cie, of Papeete.

The *New Golden Hind* was renamed *Artemise* and was completely destroyed by fire at Raroia Atoll (Tuamotus) shortly afterwards.

In 1952 Captain Rusden went to England and bought the 121 ft motor ketch *Philante II*, which he sailed via the Panama Canal to the Pacific.

He sold this in Noumea in July, 1953, for about £A10,700.

The *Philante II* suffered a similar fate to the *New Golden Hind*—she was wrecked on Lifu, in the Loyalties in 1955, by a hurricane.

About this time, with a couple of small trading ships, Captain Rusden started a cargo service in the New Hebrides and between Vila and Noumea.

In October 1959, he headed an Auckland syndicate to buy the Tongan Government's 90 ft ketch *Aoniū*, which, under the name *Trade Winds*, was resold to the French Administration in Vila in early 1961 for about £A19,000.

Two lost

The French renamed her *Alize* and are still using her for administration work.

Captain Rusden's next purchase was the 260-ton trader *Sorana del Mar* (ex *Rosalie*). He used her to carry petrol to Islands plantations until she was burnt to the water line when her cargo caught fire off Santo in July, 1964.

About five months later, Captain Rusden lost another ship, the *Nikau*, on the reefs at the south of Tanna.

Since then, however, everything seems to have gone his way.

He bought the former Japanese fishing ship *Asahi Maru No. 8* for a reported £13,000 towards the end of 1964, altered her considerably, and resold her in the first half of 1965 to Conzinc Riotinto for £22,000.

Later in 1965, he earned a five-figure fee for salvaging the fishing vessel *Kuk Nam No. 5* from a reef off the coast of Santo.

Meanwhile, Captain Rusden had bought the 260-ton motor ship *Altair* from Morris Hedstrom in Suva, and he bought the *Tui Cakau* and *Tuvalu* from the same source a few months later.

Before another 12 months were out Captain Rusden had also bought the New Zealand coaster *Holmbræe*, which he has renamed *Paulmarkson*

and he had resold the *Altair* to a Santo businessman.

This left him with four ships. Now, with the *Colorado del Mar* and *Konanda*, he has a round half-dozen.

THIRTEEN LOST IN RABAUŁ TRAGEDY

Thirteen of the 43 people aboard the 20 ft pinnacle *Ambess* were lost when the vessel sank in a sudden squall between Rabaul and Watom Island, six miles away, on January 5. Twelve bodies had been recovered to January 12.

The pinnacle was about three miles

from Rabaul when a big wave swamped the motor.

The pinnacle was out of control and broadside to the swell when another wave sank it.

Natives on the shore at Nonga, near Rabaul, saw the pinnacle sink and they put out in four canoes to rescue the survivors.

The canoes picked up 14 survivors and the body of a baby, aged 18 months, who drowned.

Seven others, including a 70-year-old woman, managed to swim ashore and arrived at Nonga Base Hospital with the body of another baby, aged six months, who had also drowned.

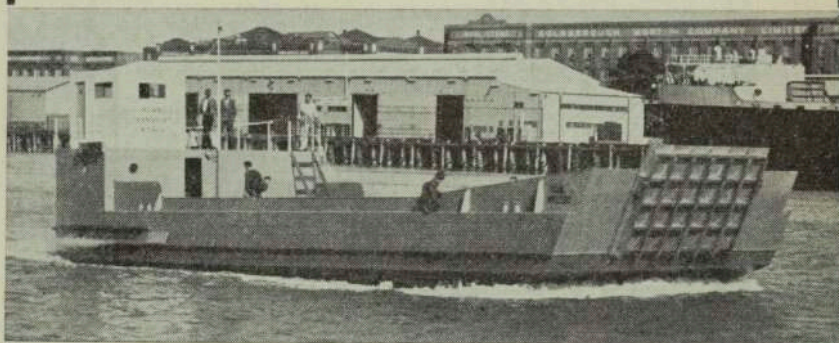
(Over)

M. R. HORNIBROOK

(PTY.) LIMITED

SHIPBUILDERS

NEWSTEAD, BRISBANE, QLD.



Barge "Tom Welsby"

built for Islands Transport Pty. Ltd.

Enquiries invited for Small Steel Ships and Barges. Dry Dock; Machine, Electrical and Wood-working Shops available.

PHONE: 51-1831

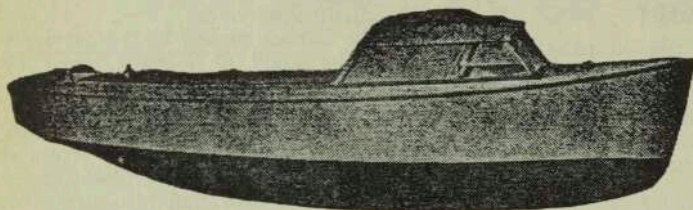
TELEX: 40358

GO BOATING WITH

"Specialists in Marine Equipment for the Pacific Area" SINCE



187

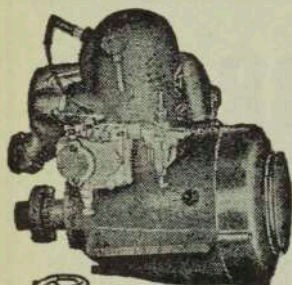


The New Look "KOPSEN" Workboat.

NEW "KOPSEN" WORKBOATS

— Practically any size to order —

- 2 ton storage space. ● Plus 10 passenger
- Beam approximately 8 ft., draft 2 ft. ● On the best materials used—Many now in service Pacific. ● Diesel or petrol engine installed, to your choice. ● A rugged workboat superbly built especially for island conditions.



"VIRE" of Finland

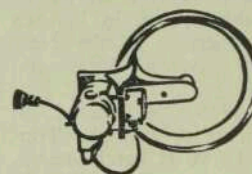
The Ideal Yacht Auxiliary, Fishing Boat Engine or Runabout Unit

6 H.P. FROM FINLAND:—

- "BV" Direct Drive Mod. \$214.00
- "BVK" Clutch Model \$230.00
- "BVR" Red & Rev. Gear Mod. \$272.00

The most popular small boat engine in Australia and Pacific.

NEW KENT CLEARVIEW



SCREENS WITH CENTRE MOTOR

9 in. x 11 in. screen models with centre drive motor, \$138.79. For optically clear vision in all weather conditions try a Kent screen on your boat.

ANNOUNCING that we have now been appointed

"BRITISH ANZANI"

Agents for Australia and the Pacific Area

- WORLD-RENOUNDED OUTBOARD IDEAL FOR THE ISLANDS.

"C.Q.R." ANCHORS

"The anchor with the best holding capacity"

- 5 lb : \$ 5.82
- 10 lb : \$ 8.80
- 15 lb : \$15.72
- 20 lb : \$19.80
- 27 lb : \$24.98
- 35 lb : \$31.10
- 45 lb : \$42.55
- 60, 80, 140, 170 lb.

NEW SL400 TOILETS (Scotland)

Now Available, \$99.95.

"SEKURA" LIFEBUOYS

Conventional round shape in white. 24 in., \$13.28; 28 in., \$19.00. Horse shoe shape in air-sea rescue orange. 25½ in., \$14.49; 29½ in., \$23.97.

PUMPS

"VORTEX" (Aust.)

Capacity 30 gallons per min. Easily operated by hand.

"A BIG MOVER"

Price \$64.65

"Kopsen Foot Pump" only \$8.00.

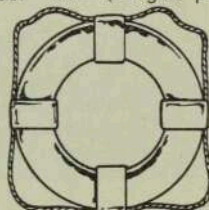
Capacity 4 gal. per min.

"HENDERSON" (England)

Model "K"—(12 gals per min.) : \$33.02

Model "A"—(21 gals per min.) : \$51.40

Model "TA"—(14 gals per min.) : \$41.73



PAINTS

A Full Range of "International" and "Regatta" Paints.

Prepared for the Islands Tropical conditions. Other leading brands.



RUSH ORDER



W. KOPSEN & CO. PTY. LTD.

376-382 KENT STREET, SYDNEY. PHONE: 29-6331

QUANTITY	PRODUCT (Full Name and Model)	PRICE	NAME
			ADDRESS
			CITY-TOWN
			TERRITORY

CHEQUE ☐ MONEY ORDER ☐
(Tick either one correct)

ENCLOSED FOR:— TOTAL: \$

PIM/FEB 67

Other survivors were in the shark-infested water for up to six hours before being picked up.

JAPANESE TO WORK ON SHIPPING SHIPBUILDING PROJECT

A joint company of Rabaul and Japanese interests has been given permission to bring 17 Japanese technicians into Papua-New Guinea for employment in a new shipbuilding industry at Rabaul.

Twelve of the Japanese will be granted permits to work in Rabaul initially for a maximum of two years.

The remaining five Japanese will be granted employment permits for the duration of the period required to construct a slipway for the company.

The Japanese are the first to be admitted to the territory under a scheme whereby technicians of any race will be allowed in to work for periods of up to two years (PIM, Jan., p. 8).

TRAINING VESSEL LEAVES FOR G.E.I.C.

The training vessel *Teraka*, which has been bought for the proposed merchant marine training school in the GEIC (PIM, Sept., p. 12), left London for Tarawa in December.

The *Teraka*, formerly the Norwegian ship *Barcy*, cost £Stg.92,000. She was converted for training purposes in the yards of Messrs. Thornycroft in Southampton.

ORIENTAL QUEEN" LEAVES PACIFIC

The Toyo Yusen Line, of Japan, has withdrawn the *Oriental Queen* from the trans-Tasman service and Pacific Islands cruises.

The *Oriental Queen*, formerly the Australian coastal passenger ship *Animbla*, was the only ship to provide anything like a regular trans-Tasman service after the USS Co. withdrew the *Monowai*.

She made about 20 voyages each year across the Tasman and on Pacific Islands cruises, carrying about 50 passengers each time.

She also made one trip a year to Japan.

The cruise schedules generally took in Tonga, Fiji and New Caledonia, and occasionally extended as far as Tahiti.

The *Oriental Queen* went to Hong Kong for dry-docking after her last Pacific cruise in January.

As far as the Australian agents, H. Stephens Pty. Ltd. were aware, plans for her future were uncertain.

However, it was thought that she might be used to carry pilgrims from South-East Asia to Mecca.

BSIP BOSUN'S NIGHT OF ADVENTURE IN CYCLONE

Syrillo Niniu, 19-year-old bosun of the 25 ft Solomon Islands cutter *Simon Galu*, is a man with a story to tell these days.

SYRILLO was swept out to sea in the *Simon Galu* in mid-November in the cyclone that hit Malaita, and at one stage he plunged overboard to free a fouled propeller.

He spent an hour in mountainous seas, at times being battered against the side of the boat and at times being swept away almost out of sight of it. In the huge waves, he was sometimes higher than the mast and looking down on the boat.

The *Simon Galu*, which is owned by the Ganomela Fishing Co-operative, of Malaita, left Honiara for Takwa on November 12.

On board were her 4-man crew, 16 passengers and a cargo of cement. She first encountered the



cyclone at 4.30 p.m. on November 13 when the waves were some 15 ft high, and ran for shelter at Basakana Island (North Malaita), where the passengers were safely disembarked.

The cargo of cement was kept on board, and provided valuable ballast.

Syrillo decided to stay overnight at Basakana, but at 4 o'clock next morning the gale swept the vessel out to sea. Soon 30-ft high waves were breaking over the ship and the ship's canoe was carried away—the tow rope becoming entangled in the propeller and stopping the engine.

It was at this point that Syrillo dived into the water.

It rained continuously throughout the night, and the gale was so strong at times that the ship's mast lay almost flat on the water. Much of the *Simon Galu's* equipment, including life-jackets, life-buoys and the navigation lights, was swept away.

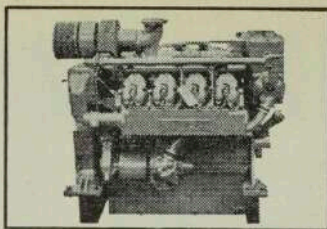
When the canoe was washed up on Basakana, the stranded passengers feared that the ship had sunk.

When the storm abated, the *Simon Galu*, with her propeller freed, returned to Honiara under her own power for overhaul.

Syrillo Niniu gained his inner-island bosun's certificate in April, 1966, after a course at TS *Ranadi*, Kukum.

● Syrillo Niniu and the cutter "*Simon Galu*" are pictured here by Ted Marriott.





The Rolls-Royce range of Marine Diesels

ROLLS-ROYCE DIESEL ENGINE			SWEPT VOLUME		PURSUIT DUTY No. 1 CURVE		CONTINUOUS DUTY No. 2 CURVE		HEAVY DUTY No. 3 CURVE	
MODEL	BORE & STROKE	No. CYL	CU. IN.	LITRES	B.H.P.	R.P.M.	B.H.P.	R.P.M.	B.H.P.	R.P.M.
SF65CM	5.1/8" x 6"	6	742.64	12.17	190	2100	156	1800	143	1800
C4NFLM	5.1/8" x 6"	4	495.09	8.10	140	2100	112	1800	98	1800
C6NFLM	"	6	742.64	12.17	210	2100	170	1800	170	1800
C6TFLM	"	6	742.64	12.17	310	2000	262	1800	235	1800
C6TFLM Mk.IV	"	6	742.64	12.17	340	2000	282	1800	257	1800
C8NFLM	"	8	990.18	16.2	280	2100	226	1800	198	1800
C8TFLM	"	8	990.18	16.2	410	2000	350	1800	315	1800
C8TFLM Mk.IV	"	8	990.18	16.2	460	2000	380	1800	350	1800
DV8NM	6.5/8" x 7 1/4"	8	2000	32.776	470	1800	423	1800		
DV8TM	"	8	2000	32.776	562	1800	506	1800		
DV8TCWM	"	8	2000	32.776	700	1800	595	1800		

Choose from 30 Different Horsepower Ratings when you specify Rolls-Royce Marine Diesels

From fishing vessels to pleasure craft, from tugs to floating cranes . . . Rolls-Royce has the engine, the power and the performance you specify. (Only the reliability remains the same — unequalled).

PURSUIT RATINGS

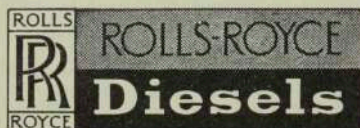
Reserved for customs vessels, police launches, pleasure vessels and light high speed craft. The maximum power available for one hour in twelve. Not suitable for V.P. Propeller installations.

CONTINUOUS RATINGS

Maximum power available for workboats, fishing vessels and ocean-going yachts. The maximum power recommended for continuous running provided the engine is maintained in good operating condition and that fuel is to B.S. 2869 Class A.

HEAVY DUTY RATINGS

The maximum power available for continuous running under arduous and adverse conditions such as tow boats and tug applications. N.B. These ratings are gross power at 29.5 in Hg at 85°F.



**ROLLS ROYCE OF AUSTRALIA
PTY. LIMITED**
68-70 MARIGOLD ST.,
REVESBY, N.S.W.

N.S.W. Smith Markwell Pty. Ltd.,
213-215 Kent Street, Sydney.

VIC. Rolls-Royce of Australia Pty. Ltd.,
74 Fletcher Street, Essendon, W.5, Vic.

QLD. Evans Deakin & Co. Pty. Ltd.,
Ryan House, Charlotte St., Brisbane.

**S.A. Taylor's Marine Sports Centre
Pty. Ltd.,** 153 Grenfell St., Adelaide.

**W.A. Dillingham Shipyards (W.A.) Pty.
Ltd.,** 1-9 Corkhill St., North Fremantle.

TAS. C. H. Smith & Co. Pty. Ltd.,
16-22 Charles St., Launceston.

**PAPUA
Steamships Trading Co. Ltd.,** Ship-
yard/771, Port Moresby, PAPUA, N.G.

B.S.I.P. Quan Hong Pty. Ltd., Box
B.15, P.O., Honiara.

FIJI MARINE DEPARTMENT NOW FUNCTIONING

Fiji's new Marine Department is now functioning. The organisation of the department is being built round marine staff who were formerly part of the Customs, Excise, Port and Marine Department.

The Safety at Sea Commission, which sat in Fiji after the *Kadavulevu* disaster in April, 1964, recommended the formation of a Marine Department.

The Director of Marine, Captain J. Newport, has Captain Peter Hough, the Senior Harbour Master, as his assistant in an acting capacity.

Three other senior marine officers are Captain J. L. Harrison, who is Deputy Harbour Master at Suva, and Captains J. Moffatt and J. R. Curline.

Captain Curline was appointed to his post early in January. He had previously worked in ships on the Australian coast for 13 years, the last six as a master. He last visited Fiji in 1961, when he was second officer in a USS Co. ship.

GEIC SHIP SOLD TO BSIP GOVERNMENT

The GEIC Colony Government has sold the 120 ft MV *Ninikoria* to the BSIP Government for \$100,000.

The BSIP Government has renamed the ship *Belama* and will use her as a touring vessel for the Western Pacific High Commissioner.

The *Belama* carries eight cabin passengers and 70 deck passengers, and has a special suite for the High Commissioner.

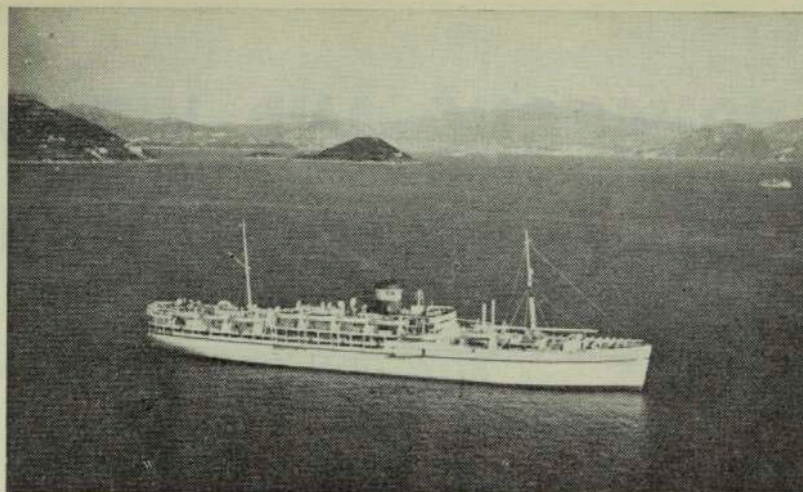
Her new name means "frigate bird" in the Western Solomon language. This revives a link with the Protectorate's first Resident Commissioner, Mr. C. M. Woodford, whose first ship was named *Belama*.

The *Belama* arrived at Honiara recently after a five-day trip from Tarawa. Aboard was the superintendant of civil aviation in the Western Pacific, Mr. E. E. Nielsen, who has been investigating airfield sites in the Gilberts.

The GEIC Resident Commissioner will use the BSIP ship *Coral Princess* as a touring vessel, pending delivery of a new ship.

CRUISE SHIP WILL CALL AT SANTO

The China Navigation Co's *Kuala Lumpur* will call at Santo for the first time on a Pacific holiday cruise on August 23. The cruise is one of two the ship will make from New Zealand to Pacific Islands this year.



The 12,500-ton liner "Kuala Lumpur", which will make two cruises to the Pacific this year, including a call at Santo, New Hebrides.

On the first cruise the *Kuala Lumpur* will leave Wellington on July 22 for Nukualofa, Vavau, Apia, Suva and Noumea, and will arrive back at Wellington on August 13.

The second cruise will start from Auckland on August 15, and will take in Noumea, Santo and Suva, before arriving back at Auckland on September 2.

FIRST AWARD FOR PORT MORESBY SEAMEN

The first award covering seamen on ships operating out of Port Moresby came into operation on January 5.

The agreement, between the Port Moresby Workers' Association and the Employers' Federation of Papua-New Guinea, had been under negotiation since July last year.

It directly affects about 160 people, and indirectly many more.

The agreement provides a variety of salary ranges. The salary provision for ordinary seamen is now \$3.80 weekly for the first year and \$4.20 weekly for the second year.

Masters (Grade A) now receive \$10.50 weekly for the first year, \$11.50 for the second year and \$12.50 for the third year.

In addition, those people covered by the agreement will receive rations, accommodation and issues. There is a provision for an all-cash wage in certain circumstances.

The agreement provides two weeks' annual leave and six days' sick leave every year.

Two other seamen's awards have been in force for some time in the Territory, one at Rabaul and one in Milne Bay.

FACTORY SHIP FOR BSIP CRAYFISH INDUSTRY

A former prawn trawler, the 71 ft *Sensation* has arrived in the BSIP for use as a factory ship for the protectorate's new crayfish industry.

Brought from Australia, the *Sensation* is on charter to Solomon Islands Fisheries Ltd. Crayfish will be snap frozen and marketed through the Philadelphia firm of Woodward and Dickerson.

COOK ISLANDS TRADER BREAKS DOWN

The *Bodmer*, a 278-ton Cook Islands trawler, radioed for help early in January when she broke down 50 miles south of Manihiki.

The Banks Line vessel, *Fleetbank*, then 150 miles away and bound for the Panama Canal, steamed to the *Bodmer's* assistance and stood by her until her engineers could board her next morning.

As repairs could not be carried out at sea the *Fleetbank* took the *Bodmer* in tow for Tahiti.

FREIGHT, PASSENGER RATES INCREASED IN FIJI

Fiji shipowners increased their freight rates and some passage rates on January 1 to cope with higher pay and new conditions of employment for seamen, and higher maintenance and operating costs.

The basic rate for general cargo and copra rose by 10/- a ton. The fares, where increased, were up by 10 to 25 per cent.

The companies and individuals concerned are the W. R. Carpenter shipping subsidiary, Island Transport Ltd.; Burns Philp (SS) Co. Ltd.;

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED

(Founded 1863)

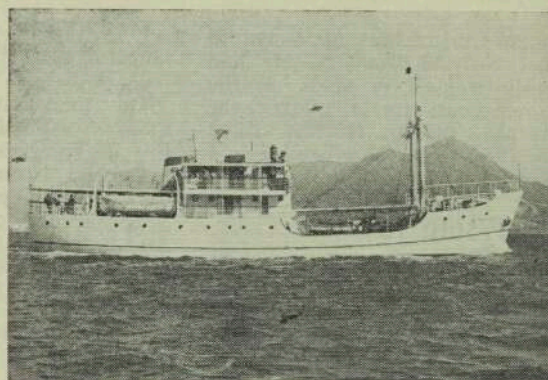
KOWLOON DOCKS, HONG KONG

SHIPBUILDERS

SHIP REPAIRERS

FIVE BUILDING BERTHS

FOUR DRY DOCKS



M.V. "Nivanga". Twin Screw Passenger & Cargo Vessel for Government of Gilbert and Ellice Islands Colony. Delivered 1961.

Cable Address: Kowloondocks, Hong Kong.

Representatives in

AUSTRALIA

GOLLIN & CO., LTD.,
40-50 Clarence Street,
Sydney. N.S.W.

NEW ZEALAND

PLUNKET & FALCONER LTD.,
64 Fort Street,
Auckland, C.I.

ENQUIRIES WELCOME

either direct or through our Representatives.

urley's Shipping Agency; Hasan
aza Shipping Co.; John Lum On;
no-i-Lau Shipping Co. Ltd.; Princess
Shipping Co. Ltd.; Central Fijian
Treasury; D. Chung Shipping Co.;
United Shipping Co.; Paras Ram;
arayan Sami; and G. Goulding.

INCREASED RESEARCH INTO POISONOUS CONE SHELLS

Research into the venoms of
poisonous cone shells of the South
Pacific is to be stepped up at the
University of Queensland this year.

The research will be carried out
under the direction of Dr. R. Endean,
Reader in Zoology, at the university.
He told *PIM* in a recent note that
the Commonwealth Research Grants
Committee had provided \$8,329 for
the project.

Dr. Endean said: "We are con-
vinced that only fish-eating *Conidae*
(cone shells) present a serious threat
to humans. Of these, *Conus geo-*
graphus is undoubtedly the most
poisonous and has been responsible
for most, if not all, deaths stemming
from stings.

"*Conus tulipa* is another dangerous
species and has caused serious injury
to humans.

Dr. Endean said *Conus striatus*
and *Conus magus* were "probably
dangerous to man" and *Conus catus*
and *Conus stercusmuscarum* should
be handled with care.

Tests had shown that the venoms
of the mollusc-eating types (*Conus*
reticulatus, *Conus omaria*, etc.), did not
produce serious systemic effects when
injected into vertebrates.

Dr. Endean said he would be
interested to hear from any *PIM*
readers who could send him samples
of *Conus geographus*, *Conus tulipa*
and *Conus magus*.

ROTUMAN FIRST TO GET NEW SEA CERTIFICATE

Rigamoto Nakaora, a Rotuman, is
the first Pacific Islander to obtain the
new Pacific Islands Master's Certi-
ficate. He gained the certificate in
the BSIP, where he is assistant
marine training officer with the
Marine Department's training ship,
Manadi.

Rigamoto is a son of the Rev.
George Nakaora, president-elect of
the Methodist Church in Fiji.

With the certificate he may take
BSIP ships to other Islands territories
within a defined area.

The introduction of the certificate
was recommended by the Fiji Safety
Sea Commission of 1964.

Captain A. J. Newman, the Fiji

Director of Marine, said at the time
that his department would eventually
have such an examination, the object
of which was to improve local safety
conditions.

Captain Newman added that the
move would be welcomed by ship-
owners in Fiji who had to secure the
services of a fully-qualified foreign-
going master mariner whenever a
ship had to be sent to Rotuma, or
outside the Colony.

YET ANOTHER FORMOSAN MASTER IN TROUBLE

The master of a Formosan fishing
boat, which was wrecked on a reef

near Tugala (Sudest) in the Louisiade
Archipelago of Papua, on December
14, was found guilty on two charges
at a court hearing at Bwagaoia,
Milne Bay, in January.

The magistrate fined the master
\$200 on a charge of making an
illegal entry into a place other than
a prescribed port; and \$40 for
operating in territory waters without
a fisheries licence.

The master and 13 crew members
of the ship, *Wan Chang*, are all
Formosans.

They were rescued after their vessel
foundered on a reef south-east of
Sudest Island on December 14.

District Officer D. F. T. Permezel

CAPTAIN W. L. KENNEDY

(Established 1931)

SHIPBROKERS, BUSINESS & REAL ESTATE

32-34 Bridge Street, Sydney

'Phone: 27 3797. Cables: "CAPKEN", Sydney.

DIESEL CARGO VESSEL, built 1956, about 550 tons dwt., classed Lloyds, accommodation, crew and passengers. Very suitable Island Trading. Owners inviting offers.

CARGO VESSEL, built 1952, about 300 tons dwt., cubic 14,200 bale, diesel aft, 2 sets gear, one hold, one hatch, 5 tons refrigerated space. Lloyds special class just completed. Owners inviting best offers.

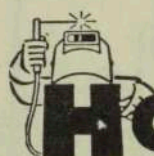
REFRIGERATED STEEL VESSEL, 58 ft x 17 ft, diesel, built 1961, 1,000 cu. ft. ref. space, echo sounder, radio, etc. £18,000 or reasonable offer.

STEEL FISHING VESSEL, 55 ft x 16 ft, suit minor conversion to trading vessel. 150 h.p. diesel, all new 1965. £12,500.

35 FT x 11 FT x 6 FT, fishing vessel, 90 h.p. diesel, ideal work or tow launch. £3,150.

NEAR NEW WORKBOAT, 27 ft x 9 ft 8 in., 4 cyl. diesel, all new less than one year, cabin and large cockpit. £3,250.

We shall be pleased to obtain independent surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.



HOBART

ARC WELDERS

ENGINE DRIVEN PORTABLES PETROL OR DIESEL

Select from these models:

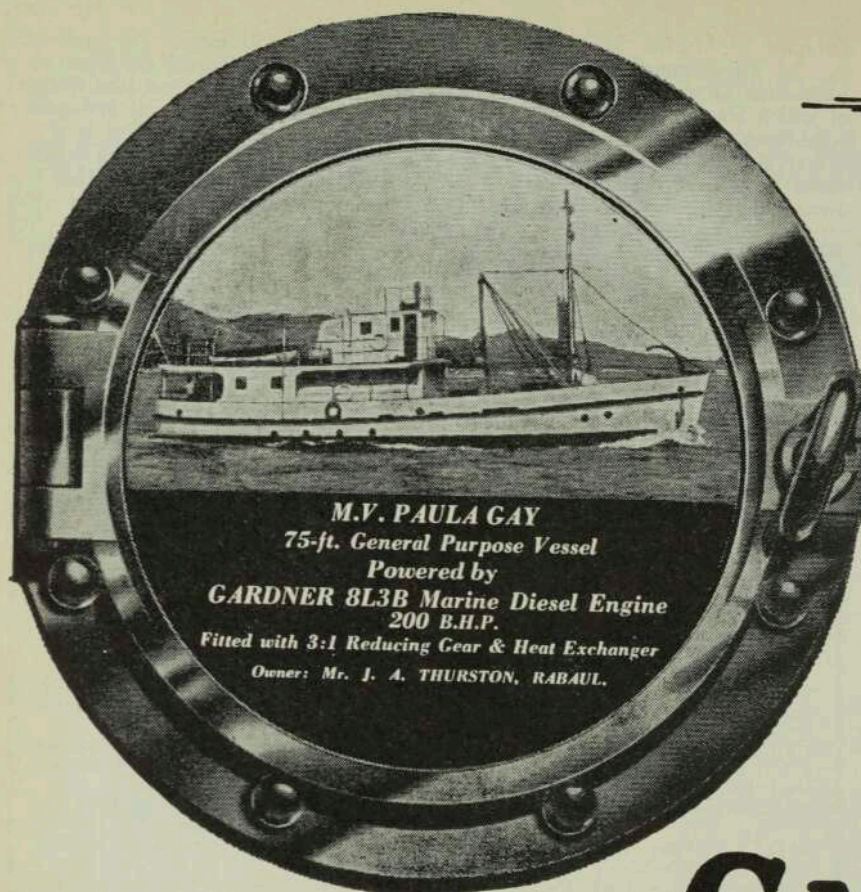
● 275 amp with Holden ● 275 amp with Perkins 4-107 ● 400 amp with Holden ● 400 amp with Perkins 3-152 ● 225 amp D.C. 3 K.V.A. 230 V. A.C. Power with Wisconsin Engine.

Write for details:

HOBART BROTHERS (AUST.) PTY. LTD.

P.O. Box 62, Marrickville, N.S.W.

Cable: HOBAUST, Sydney. Phone: 51-8891.



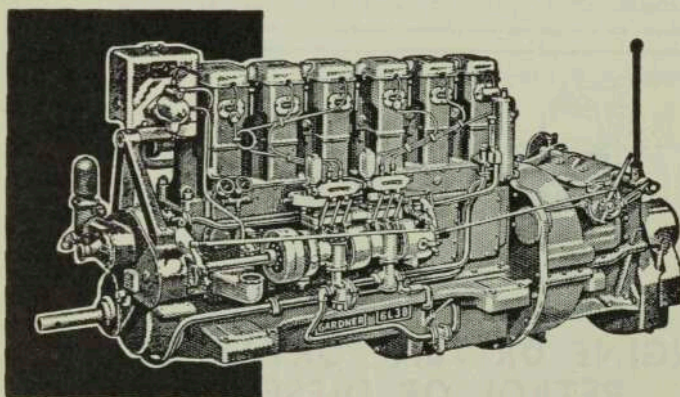
M.V. PAULA GAY
 75-ft. General Purpose Vessel
 Powered by
GARDNER 8L3B Marine Diesel Engine
 200 B.H.P.
 Fitted with 3:1 Reducing Gear & Heat Exchanger
 Owner: Mr. J. A. THURSTON, RABAU.



**Seen
 at every
 port . . .**

Economy, reliability and exclusive power-to-weight, power-to-space design of Gardner Marine Diesel Engines puts them in the forefront in ports throughout the world.

GARDNER



The Gardner 6LX Marine Propulsion Diesel Engine. 110 B.H.P. at 1,300 R.P.M., 485 lb/ft. torque at 1,100 R.P.M. Fuel consumption .324 pints per B.H.P./HR.

MARINE PROPULSION & MARINE AUXILIARY **DIESEL ENGINES**

For Immediate Delivery

A wide range of engines for marine applications.
 Ratings from 28 to 230 B.H.P.
 Choose from:
 FIVE LW SERIES Engines
 TWO L3B Series Engines
 The 6LX Series Engine

Gardner offers a range of engines virtually custom built for every type of craft—new or old. Full specifications are available from:

Sole Agents for N.S.W., Papua, New Guinea and South West Pacific Islands

FERRIER & DICKINSON
 PTY. LTD.

Telegrams: "FERREOUS", Sydney
 SALES SERVICE SPARE PARTS:
 Herbert Street, Artarmon, N.S.W., Australia.

Telephone: 43-1215
 POSTAL ADDRESS:
 P.O. Box 21, Artarmon, N.S.W., Australia.

oked after them at Misima, 100 miles away, pending the court hearing. Earlier, the vessel had entered Edlick Lagoon in the Deboyne group, Misima, and the crew fished. The Administration has referred details of the court case to Chinese embassy officials at Canberra. It is one of a number of such cases involving Formosan fishermen come before territory courts in the past 12 months.

APT. COOK MEMORIAL EXPEDITIONS MAKE NEWS

Two proposed expeditions to commemorate the 200th anniversary in 1969 of Captain Cook's first voyage to Australia, New Zealand and the Pacific were in the news in January. One of the expeditions has fallen through because of lack of money. This is the plan (announced in PIM in April, 1964, p. 97) to sail a replica of Captain Cook's *Endeavour* from England to Australia in 1969-70.

In a statement in January, the MS *Endeavour* Trust said it had received only about \$A170,000 in donations and promises towards the \$562,500 needed to build the ship in England. This was not enough to guarantee the full price of the ship to the builders.

The full cost of building and sailing the ship to Australia was originally estimated at \$A376,500, but this had now risen to \$A700,000, the trust added.

The trust recommended that funds raised so far be returned to Captain Alan Villiers, an Australian, who sailed a replica of the *Mayflower* across the Atlantic in 1956, was the originator of the new *Endeavour* voyage plan.

Meanwhile, the *New Zealand Herald* has reported that the New Zealand naval vessel *Endeavour* will make a scientific expedition to the South Pacific in 1969 to commemorate Cook's voyage.

The Royal Society of New Zealand has gained permission from the NZ Naval Board to use the *Endeavour*, which bears the same name as Cook's ship.

The aim of the 1969 trip will be to extend the scientific knowledge which Sir Joseph Banks made in his original contributions.

The Royal Society of London, of which Sir Joseph was once president, has been invited to select several British scientists for the expedition.

The expedition will concentrate on areas of immediate scientific interest, particularly Tonga and the Cook Islands. There will be nine or 10 New Zealand scientists and about

five British scientists.

The voyage is expected to finish on October 9, 1969, off Kaiti Beach, Gisborne, where Captain Cook first stepped ashore in New Zealand.

BRIEF ITEMS

● Mr. O. Olsen, who was mate in the Tongan ship *Niuvakai* for about 12 months, has been transferred to the *Hifofua* as master.

● *Lanelau*, a new 60 ft vessel built by a Sydney firm, arrived at Honiara on December 4 to join the BSIP marine department fleet. She has cabins for six and deck space for 40.

● Captain R. L. Stringer has been

appointed shipping inspector with the Marine Division of Papua-New Guinea's Department of Trade and Industry.

Although stationed initially at Port Moresby, Captain Stringer will act as a relieving officer in various districts.

He was formerly chief officer of the *MV Malaysia*.

● The *RCS Nivanga*, on charter to the GEIC Wholesale Society, completed her first trading trip from Tarawa to Majuro in the Marshall Islands in December. She off-loaded general cargo at Majuro. The venture could begin a new link between the GEIC and the US Trust Territory.

From Ocean Liner to Outrigger Canoe:

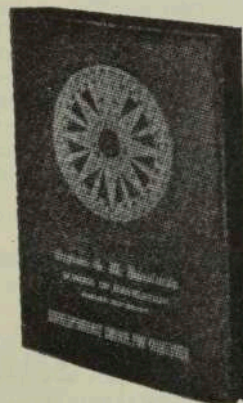
Through Our World Contacts We Can Arrange the Sale or Purchase of Most Types of Vessels.

- SALVAGE CONTRACTORS
- SHIP AND CARGO SURVEYORS
- NAUTICAL ADVISORS, COMPASS ADJUSTERS
- ADMIRALTY CHART AGENTS
- SHIP, LAUNCH AND YACHT BROKERS
- NAVIGATION TUITION!

We Arrange Delivery of Vessels and Sell NAUTICAL BOOKS, SEXTANTS, COMPASSES, and LIFESAVING EQUIPMENT.

"Anything to do with Ships and Shipping"

NAVIGATION FOR YACHTSMEN



This correspondence course by Captain G. W. Dunsford, M.I.N. (Master Mariner—Square Rigged) has been completely revised. It teaches Ocean and Coastal navigation. Quick, accurate and simple methods, an interesting course beautifully bound and complete with chart instruments, etc. Special Australian Supplement on local coastal navigation.

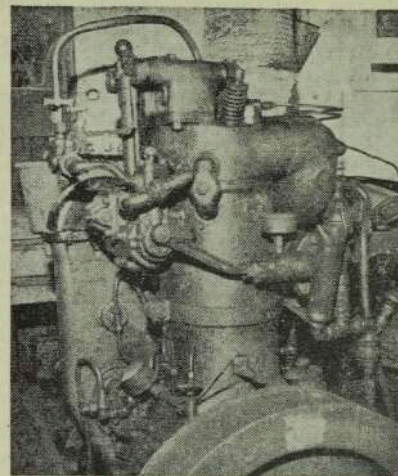


TRANS PACIFIC MARINE LTD.

P.O. Box 3269, Auckland, C.I. N.Z.

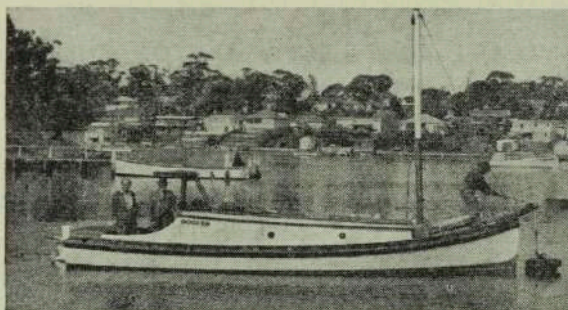
Cables: "PACMARINE" Auckland.

the man
who installed
this
CUMMINS
Diesel
44 years ago has
long since retired



Around the Sydney coastline, this 44-year-old Cummins engine (Model 'F,' 7½ h.p.) still performs perfectly in the fishing boat 'Doreen' seen below.

but the Diesel hasn't!



Cummins Marine Diesels are built for a lifetime of reliable, efficient performance. Whether you cruise for pleasure or profit, Cummins-trained marine diesel engineers are on call to keep your engine in peak operating condition. Any time, anywhere, call on us for advice, maintenance, parts—and, in the years to come, a complete overhaul or rebuild.

For work boats or cruisers — choose from 18 Cummins models — 72 to 825 h.p.



Australian Distributors:

CUMMINS DIESEL SALES & SERVICE

(AUSTRALIA) PTY. LTD.

Head Office: Ferndell Street, South Granville, N.S.W. 632-0231 • Grafton, South Grafton 255 • Melbourne 546-8699 • Brisbane 68-2146 and Townsville • Adelaide 62-1936 • Perth 65-1144 • Launceston 26-2326

Factory: Cummins Diesel Australia, Maroondah Highway, Ringwood, Victoria
CS17

Cruising Yachts

● **NOMAD**, 49 ft New Zealand yacht, arrived in Sydney in mid-December from Vila, New Hebrides.

On board were the owner-builder Bryan Williams, his wife Pauline, and their three children. The family is on a world cruise.

They left NZ last April and have since visited Rarotonga, Aitutaki, French Polynesia, Samoa and Fiji.

● **APOGEE**, Mr. A. Eddy's 30 ft yacht from Newport, Virginia, arrived in Sydney on January 3 from Vila and New Caledonia.

Apogee has sailed through the Caribbean and Pacific, with stops at the Galapagos, Tahiti, the Cook Islands, Tonga and Fiji, since leaving home in mid-1963.

● **INNISFAIL**, 45 ft ketch, left Sydney on January 15 for San Francisco, via South-West Pacific Islands, Tahiti and Hawaii.

The skipper is Peter Kenny, 43, an Irish-born engineer, who came to Australia after World War II.

With him are three Australians, Michael Lane, Ian Roche and Dick Williams, two Americans, Dick Knight and Dave Wenger, and a Canadian, Brian Smedley.

Kenny said before he left he expected the voyage to take about six months.

● **TREASURE**, 45 ft cutter from Southampton, England, left Sydney on January 14 for Nelson, New Zealand, with John Guzzwell, his wife and their two small sons. *Treasure* crossed the Pacific last year and was in Rarotonga last September (*PIM*, Oct., p. 115).

The Guzzwells intend to settle in New Zealand.

● **TE MATANGI**, 35 ft Californian ketch, which ran aground on Matahiva Atoll (Tuamotus) last July (*PIM*, Aug., 1966, p. 111), has been abandoned by her American skipper, Jack Ferguson.

A few days after the stranding, high seas shoved the ketch 150 feet across the jagged coral making salvage impossible.

When last we heard, Jack was still on the atoll with its 158 people, expecting to be picked up by the 40ft ketch *Valiant*.



IN FROM NOUMEA: The 36 ft New Zealand cutter "Matatua", which has been cruising the Pacific since last April, was being refitted in Brisbane recently prior to sailing back to New Zealand via Sydney. "Matatua" (seen here off Kadavu, Fiji) is skippered by David Fletcher, with George and Kathleen Fletcher and Nigel King as crew. Their last cruise was a "fast and pleasant trip from Noumea".

Jack built *Te Matangi* himself and had been cruising the Pacific in her since 1955. He was sailing solo when the ketch was wrecked.

● **DOVE**, 24 ft fibreglass sloop, with solo American yachtsman, Lee Graham, 17, and his cat aboard, left Honiara in mid-December for New Guinea.

Graham arrived in Honiara from Vila in November.

He left California in October, 1965, in the hope of becoming the youngest yachtsman to sail solo round the world. So far he has done about 7,500 miles.

After New Guinea he plans to sail to Darwin, South Africa, the Caribbean and through the Panama Canal to home.

● **WANDERLURE II**, 73 ft motor sailer, arrived in Suva late in December from St. Petersburg, Florida, via the western Caribbean, Panama Canal, San Francisco, Hawaii, Tahiti and Samoa.

She is owned by Carl and Eleanor Heintz who were to leave Fiji late in January to cruise north through the Banks and Solomon Groups to Madang.

They will then sail to Japan, and the Far East, across the Indian Ocean, and through the Mediterranean to Florida.

Mr. and Mrs. Heintz finished a world tour about three years ago in *Wanderlure I*.

● **REHU MOANA**, 40 ft catamaran, skippered by New Zealand yachtsman Dr. David Lewis, left Durban for England at the end of December.

Rehu Moana started a round-the-world trip from England in 1964, and was in the Pacific in 1965-66.

Dr. Lewis and his family will sail back to England via Walvisbaai, Luanda, Sao Tome, the Cape Verde Islands, and the Azores. They expect to arrive in England in July.

The Lewis family will then leave for the Pacific again. Dr. Lewis has been offered a fellowship with the Australian National University, Canberra, doing research into ancient Polynesian navigation. He and his family will cruise from island to island for two years.

● **ASTROCYTE**, 50 ft sloop, is in Suva for the hurricane season. She left Vancouver on June 17 on a round-the-world voyage which is expected to last two to three years.

The owner, Dr. Charles E. Gould, of Vancouver, built the yacht, and named it after a brain cell.

With him are his wife and Stewart McLaren.

After the hurricane season Dr. Gould plans to sail for New Zealand, via Samoa and Tonga.

● **CALYPSO**, 30 ft Queensland ketch, with Mr. Ron Mitchell and their son Ron, arrived at Lord Howe Island just before Christmas en route to New Zealand. The Mitchells are on a 12-month cruise of the South Pacific.

● **FORTUNE**, 34 ft yacht, which made an 18-month cruise of the South Pacific in 1962-63, will sail the Caribbean this year.

Owner-skipper Dave Goffeney and his wife, Nellie, have had the yacht equipped with an after-cabin and a cutter rig in refitting for the Caribbean.

● **KAIROS**, 32 ft steel-hulled German sloop, arrived at Durban on December 16 from Mauritius on a circumnavigation.

The owners, Mr. and Mrs. E. Koch, are thought to be the first German couple to attempt a circumnavigation.

From Port Moresby in June (*PIM*,

MILLERS LIMITED

MARINE & GENERAL ENGINEERS

BOILERMAKERS
BOAT-BUILDERS

FOUNDRYMEN
SHIP-REPAIRERS



VESSELS UP TO 500 TONS GROSS CAN BE FITTED
OUT AND OVERHAULED AT OUR **WHARF** AND
OUR **SHIPWAY** CAPABLE OF ACCOMMODATING
VESSELS UP TO 100 FT. IN LENGTH AND 70
TONS DEADWEIGHT.

**Modern Machinery — Largest Work Shops in Colony
Providing Efficient Service**

MILLERS LIMITED

P.O. BOX 296, SUVA, FIJI

Aug., p. 113), they sailed through Torres Strait and on to Christmas Island, Cocos and Mauritius.

The Kochs were caught in the tail end of the cyclone Angela when approaching Mauritius—the worst part of the trip so far.

The couple intended to continue their voyage—around the Cape and back to Hamburg—in mid-January.

● **KAREN MARGRETHE**, 38 ft American yacht, sailed into Durban on December 7 with a Californian family, Fred Davenport, his wife, Virginia, and their 10-year-old daughter, Circe. They have spent the past six years on the *Karen Margrethe*.

They left San Diego in April, 1960, and sailed via the Marquesas, Tahiti, Bora Bora, Samoa, Fiji, New Zealand, Australia, the Seychelles, Mombasa and Lourenco Marques to Durban.

The Davenports were surprised to see Kurt and Pat Frost, of the Australian yacht *Safari Too*, tied up at Durban jetty. The families last met in Sydney when Kurt was building his boat.

Circe will attend school in Durban for a year before the Davenports sail on around the Cape, through the Panama Canal and on to Hawaii where they intend to settle.

● **SI-TI-SI**, 42 ft block island ketch, has completed a circumnavigation which began in San Diego in 1958. With Americans John and Mary Lavery, the ketch crossed the Pacific in 1965 from Sydney, calling at New Zealand, the Cook Islands, the Society Group, the Marquesas and Hawaii.

● **BOUNTY**, 42 ft ketch, reached Apia in late December from Pago Pago. Aboard were Mr. and Mrs. Gordon Johnson, a Californian couple, and their 18-month-old son Rocky.

Mr. Johnson left his job with a Californian telephone company last October, moved to Pago Pago with his family, bought the *Bounty*, made extensive repairs to the ketch and set out on December 20 on the first stage of a Pacific cruise. It was a long-awaited adventure.

Now, however, the family may have to abandon their cruise as Rocky was sick throughout the trip to Apia and he may have some malady affecting his sense of balance.

A report from Pago Pago in early January said Mrs. Johnson was to fly back to the US with Rocky for a medical examination.

Where Are You?

Where are you, yachtsman? Where have you been? Where are you going next? For years, PIM's yachting columns have served as a post office to keep everyone interested in cruising yachts in touch. Why not drop us a line from your next port of call?

● **SCHEDAR**, 26 ft sloop, sailed solo by Frank Capers, 28, a former United States Navy navigator, reached Sydney on November 22 after an 11-month trip of 7,000 miles from Japan.

Frank told *PIM* on arrival that he had called at Saipan, Truk, the eastern Carolines, Rabaul and Port Moresby en route.

"The trip was without major mishap, although I lost a terrible lot of gear," he said. "Everything except the mast disappeared at one time or another."

"I didn't see another yacht until I reached Rabaul. No one seems to sail to the United States Trust Territory."

Frank has no definite plans for the future but hopes to stay in Australia for some time.

● **CLIPPER I**, 25 ft trimaran, reached Singapore on January 10 after making several stops in Indonesian waters. Skipper Tom Corkill left Brisbane early last year and cruised the Barrier Reef, and then sailed north to Thursday Island, Darwin, Timor and Indonesia.

Next he intends to visit Java, Christmas Island, the Cocos, Mauritius, Madagascar and Durban.

● **LALLABY**, 52 ft Tasmanian ketch, was at Lord Howe Island in early January after a trip to Middleton Reef.

The *Lallaby* saw a trawler *Maraenui* from Palm Beach, Sydney, anchored at Middleton Reef. Her crew also reported that the wrecked *Runic* was showing considerable signs of decay.

Runic, a 13,387-ton Shaw Savill freighter, ran aground on the reef, 120 miles north of Lord Howe, on February 19, 1961, and was declared a total loss.

Ever since she has been a valuable source of scrap metal to anyone caring to go there.

● **HIGHLIGHT**, 35 ft New Zealand trimaran, was still at Lord Howe Island in early January.

"PIVER"

(the only truly ocean tested and proved)

TRIMARAN — YACHTS

SAFE — COMFORTABLE — FAST — UNSINKABLE

Write for valuable free book on sailing, handling, amateur building, loading, rigging, 100 illustrations, etc., and brochure on designs and price lists.

(Encl. 75c mailing expenses.)
\$1.50 Airmail.

INTERNATIONAL TRIMARAN INDUSTRIES (AUSTRALASIA)

"Rysdyk House", Pacific Highway, Gosford, N.S.W.

Sole Builders for S.E. Asia—*Pacific—Australasia*

(Covered by International Copyrights and Patents)

FOR SALE OR CHARTER

"ISLANDER II"

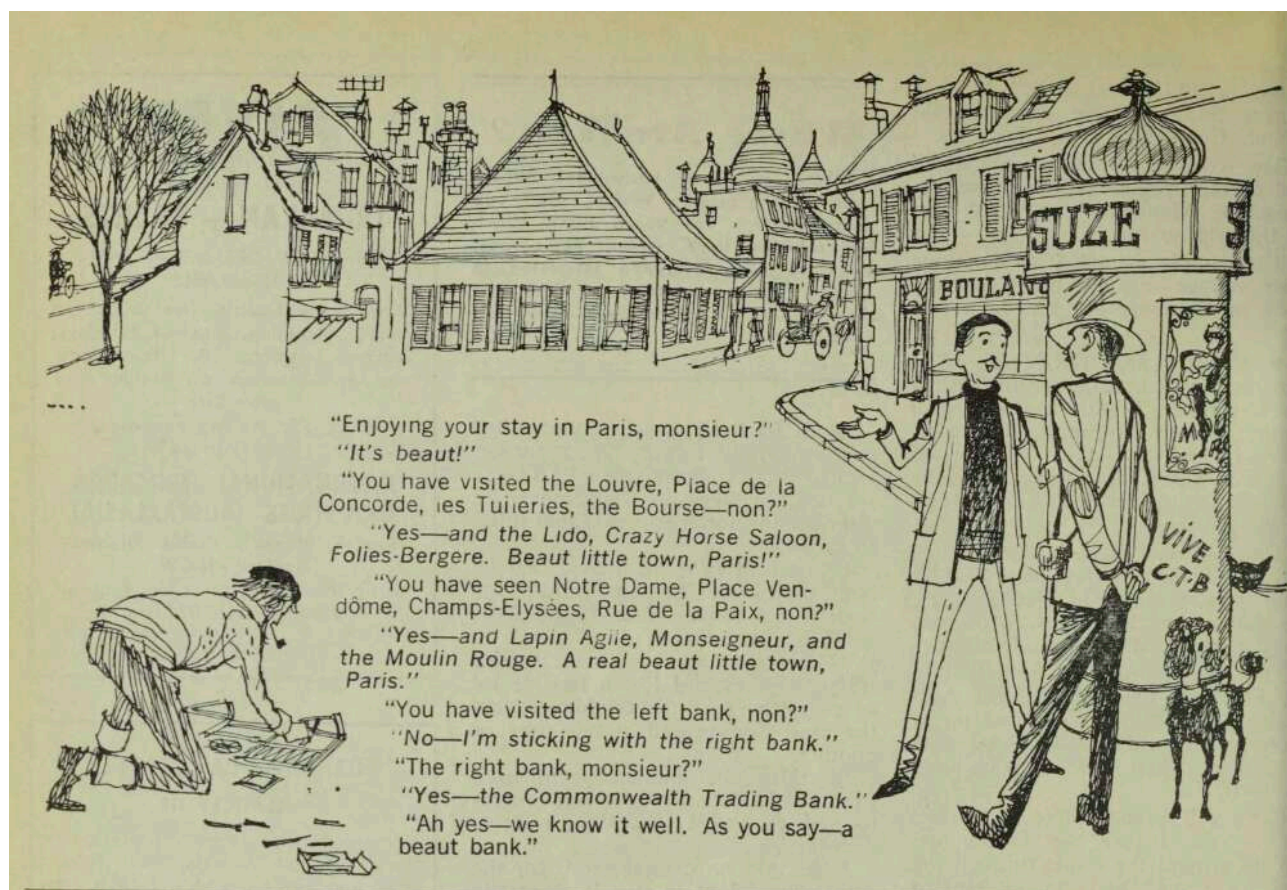
Formerly "Captain Heath", Brisbane, in survey Western Australia coast trade. Mast and derrick available. Suitable for tuna fishing, trading or factory ship, etc. Wooden vessel 107 ft. 9 in. x 22 ft. 6 in., 180 tons, excellent condition, 330 H.P. Crossley, auxiliary Ruston, accommodate 15.

HUNT BROS., 41 Tuscan St., Rossmoyn, Western Australia. Phone: 69-3434.

—Advertisement—

Lemons For Beauty

TO keep your skin clear and fair you need the natural cleansing and bleaching tonic of lemons. Ask your chemist for a bottle of lemon Delph, the latest type skin freshener used by beautiful women throughout the world. Lemon Delph makes the complexion, neck and shoulders fair and lovely as it melts out plugged pores, closes them to a beautifully fine texture. Lemon Delph freshener is excellent for a quick cleanse or to quell a greasy nose. A little brushed on the hair after your shampoo will give it the glamour of sparkling diamonds. This is a luxury skin freshener, cleanser and tonic.



Linking the PACIFIC ISLANDS with

EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA and STH. AFRICA

One Class liners, Southern Cross (20,000 tons) and Northern Star (24,000 tons) — air-conditioned with the latest in amenities.
 Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Fiji, Rarotonga, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, Wellington, Auckland.

For full particulars apply:—
 Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
 Cable Address: Burphil
 Tahiti Messageries Maritimes Papeete.
 Cable Address: Messagerie Papeete.

SHAW SAVILL LINE

travel

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

THE CHANGING FACE OF SUVA

SINCE 1952, when a fierce hurricane swept through Suva damaging and destroying buildings, Fiji's capital has been undergoing an extensive facelift.

Old hotels, shops and stores have disappeared or have been refurbished; timber construction has given way to concrete and steel; and even multi-storey buildings have come to town.

A big factor in the growth of new buildings is that the population has increased by 17,000 in the past 10 years, so that it now stands at 54,000, or 80,000 if the surrounding urban areas are taken into account. Another factor is the constantly expanding tourist trade.

So many changes have taken place in the last decade or so that an outsider, returning on a visit after a lapse of several years, hardly recognises the place.

The pictures by Rob Wright on this and the next three pages clearly explain why.

Until only a few years ago, the Nubukalou Creek running past Morris Hedstrom's store in Suva was an evil-smelling waterway choked with debris (lower picture). Then, in 1964, a retaining wall and fill narrowed the creek; trees, shrubs and flowers were planted; and, lo, an eyesore was turned into a beauty spot.



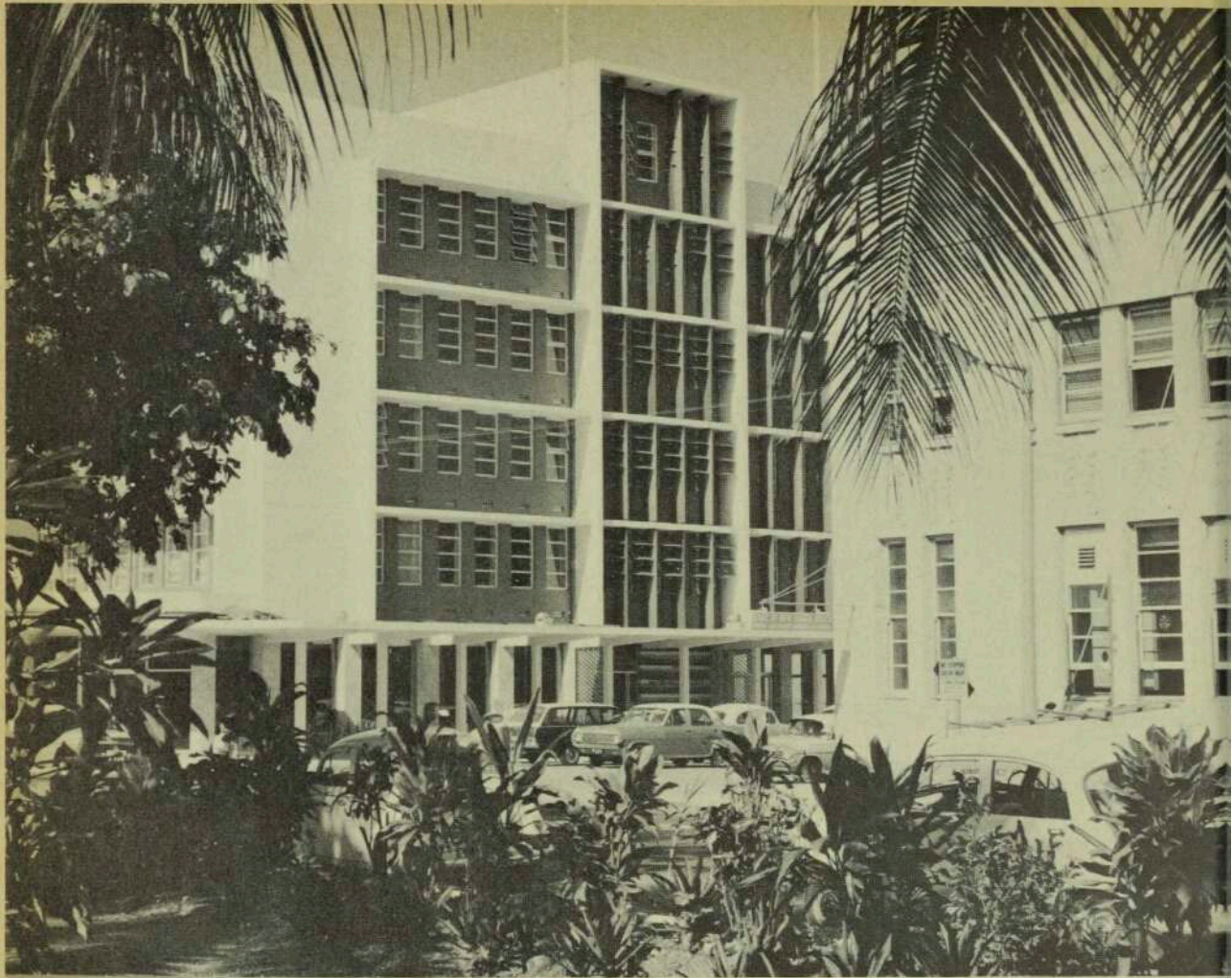




● Opposite, top, is the Fiji Times office in Suva, headquarters for many years of the colony's main English-language newspaper, as it was shortly before its demolition in 1955. Below is the corner site as it is today, with the modern Sabrina and Millett buildings making an attractive showing. The Fiji Times, meanwhile, is extending its premises at the rear of the two-storey building, seen in the top picture.

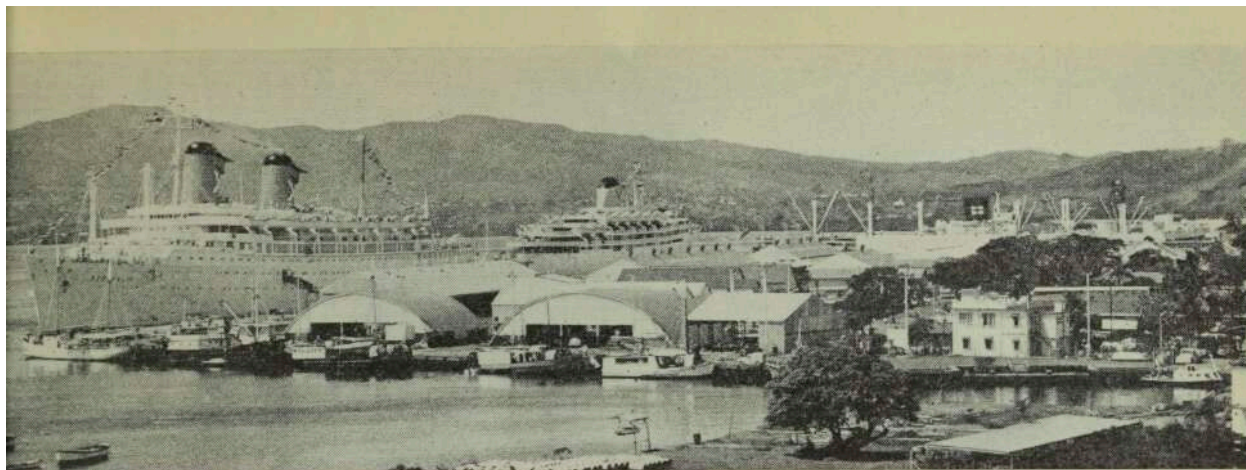


● In 1950, the shopping area opposite the fire station, with MacDonald's Hotel on the extreme left, looked rather like a set in a Western movie (above). Ten years later, the old shops and hotel were torn down and replaced by the modern Victoria Arcade (right).



- The five-storey Colonial Mutual Life Assurance Society's building is currently Suva's highest office building. It was opened in December, 1965. It is air-conditioned, fitted with aluminium sun-breakers to reduce heat and glare, and it has a modern lift. The building represents an investment of £F250,000. It stands on the site of the old Central Buildings (lower picture), which were devastated by the 1952 hurricane after standing for 40 years.





After the first fine rapture . . .

New zest badly needed in Fiji's tourist industry

By Judy Tudor

Except in Suva where they had a surfeit of cruise ships, the expected bumper tourist December in Fiji did not eventuate because of the long, irresponsible Qantas strike. Before Christmas, beach resort hotels were virtually empty after wholesale cancellations that were costing the Colony an estimated £4,000 a day in lost overseas income.

IN the long term, however, the cynical attitude of some of Fiji's hotel operators, who appear to be more interested in making a fast buck than in building up a reputation for service, will do the industry more harm than the 28 days' airline strike.

The impression now gained by a veteran of many visits to Fiji is that that first fine rapture that gave the colony a head-start in the Pacific tourist business has, for the moment, anyway, evaporated; that Fiji, perhaps, is entering the inevitable dark side of the vicious circle of international tourism; that it has just about reached the point where it has become the resort of the mob; where the discriminating who were attracted by its freshness and friendliness in the first place, are ready to seek new pastures; where local standards slump and the tourist is regarded as an unattractive anonymity, only there to be fleeced.

Yet, for good or evil, Fiji has never needed its tourist more than it does right now.

travel

The world price for sugar, the Colony's chief overseas income earner, has not been lower since 1932 and experts calculate that it will remain that way for the next two years. Furthermore, Fiji sugar-producing areas have had two years of drought with consequent loss of production.

Copra prices paid by the local Coconut Board rose in January but are still not spectacular; banana production was hit by a tropical storm that lashed growing areas in December.

All that Fiji primary production needs to make the picture even more dismal is a real hurricane and, as there has been none for two years there is a real chance of something good in this department between now and April.

All this being so, Fiji is looking to

- From Christmas Eve to January 10, Suva welcomed 12 cruise ships, all full of tourists with money to spend in the duty-free shops. The two liners seen here at the King's Wharf are the "Australis" (left) and "Fairstar". The Christmas and New Year invasion helped to cancel out the losses caused by the end-of-year Qantas pilots' strike which cost Fiji's tourist industry more than £4,000 a day. Tourist figures for November and December showed a drop for the first time for six years, but the graphs are expected to go up sharply again this year.

Photo: Stan Whippy.

tourism to fill the economic gap and the stomachs of its ever-increasing population—and looking to it, in many ways, like a drowning man might look at a floating straw.

Five years ago, Fiji tourism was regarded as a profitable sideline in the economy of the Colony. Today, all sorts of economic hopes are being based on it, very often without the accompanying basic planning that will turn pipe-dreams into reality.

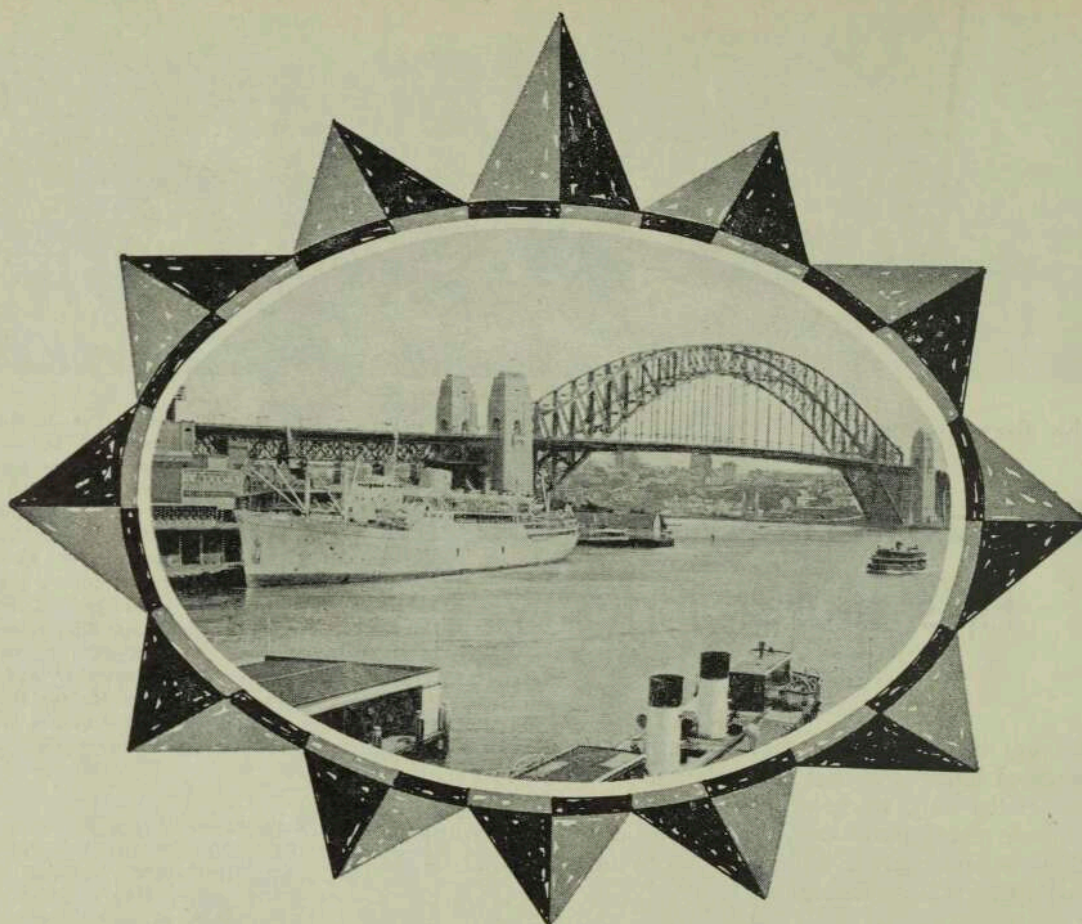
One of the greatest tourist successes in Fiji has been duty-free shopping on a long list of luxury items. Tourists swarm off every ship and plane, demanding to spend their money on cameras, radios, watches, etc. and short-term visitors are frequently interested in nothing else.

As in Aden, the country means nothing; these people see no further than the first shop full of duty-free goods.

New hotels

Also on the credit side, Fiji is getting at least three new hotels this year, each of which will supply new blood and some initial new pep to the industry.

The largest of these is the resort now taking definite shape at Yanuca

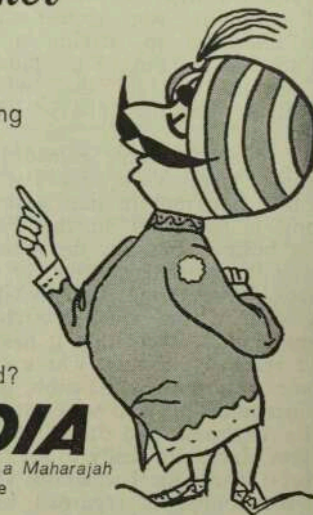


How to be worldly-wise on one ticket

Your AIR-INDIA ticket flies you by daylight through Sydney and Perth to the world. AIR-INDIA is international . . . it's the airline that knows the interesting and unusual places you want to visit: Paris, Tokyo, Delhi, Moscow, London, New York (AIR-INDIA crosses the Atlantic both ways daily). AIR-INDIA knows the service you demand too: the artful, thoughtful attention of charming sari-sheathed hostesses . . . superb gourmet cuisine . . . the sumptuous comfort of Boeing 707 jetliners. May we reserve your ticket to the world?

AIR-INDIA

the airline that treats you like a Maharajah
Over 34 years' flying experience



Suva Office: Victoria Parade, Suva (Tel. 25561 also 25646) Nadi Office: Terminal Building Nadi Airport (Tel. 72344)
With BOAC and Qantas

12607

A189.86.100Sc

travel

and, eight miles on the Nadi side
Sigatoka.

This is the largest single hotel
enterprise yet undertaken in Fiji and
owned by the same American group
that owns the Nadi Macambo.

It is expected that it will take its
first guests about September this
year, and indications are that when
they move in they will be getting
something of world standard.

The name of the new hotel had not
yet been announced in early January
though educated guesses were that
it would be the "Royal Fijian". Other
guesses are that the cost of staying
there will be "£10 a day before you
start".

How much it costs isn't very im-
portant so long as customers get
value for money—which a lot of
customers in Fiji today do not.

Foundations down

Yanuca is obviously being built
for the carriage trade, American at
least, and this in itself will be a
pleasant change in the present trend
in Fiji, which is towards attracting
the kind of people who, in another
word, patronise Queensland's Gold
Coast.

On Queen's Road, near Suva, the
foundations of the Bay of Islands
Hotel were completed in January.
This hotel is being built by architect
Colin Philp and a local group, along-
side the western reaches of Suva
harbour.

As the name of the area indicates,
it is a picturesque one of calm waters

studded with heavily wooded islands
(which provide shelter for Suva
small-ships during the hurricane
season).

As Mr. Philp has a flair for design-
ing buildings that fit their environ-
ment, his new hotel will no doubt
take full advantage of its aquatic
site.

Still unstirred in early January
was a projected hotel alongside the
present Grand Pacific Hotel in Suva.

It is to be built by Motels of Aus-
tralia and Trust Houses Ltd. of the
UK, in a somewhat unexpected
partnership.

UK Trust Houses run into scores
all over England—beginning with the
well-known Brown's off Piccadilly in
London—all with a late Victorian

● Plans to build a hotel at Yanuca Island,
near Sigatoka, have been in the air
since 1959 when this aerial photo-
graph of Yanuca was first published
in PIM. The hotel now being built
there is on the point at the extreme
right.—Photo: Rob Wright.

flavour and ranging in standard from
good to mediocre.

A Trust House usually conjures up
visions of Sunday dinners of roast
beef and Yorkshire pudding; and
large-sized English "teas" that include
slices of thin bread and butter, straw-
berry jam, plum cake and even boiled
eggs.

Perhaps both Fiji and Trust Houses
Ltd. will each learn something from
the new venture into the tropical
South Seas.

The plan is for a 135-suite hotel,
and a new £400,000 company, Trave-
lodge (Suva) Ltd., has been set up
to take care of it.

Food dearer

High on the list of debits in Fiji
tourism, as it stands at present, are
the overall poor quality of local
cooking; paucity of places, outside of
hotels, where you can get anything to
eat at all; and poor service in many
hotels because of inefficient control
of staff.

Although Australians and New
Zealanders are fairly used to being
served inedible food outside their
own homes, Americans are not. Much
of the food that they get in Fiji must
seem to them, therefore, to be part
of a British anti-American plot.

In the two years since PIM last
said anything on this subject, the only



This is a partial view of the Bay of Islands, where a new hotel is being built. The
hotel site is further round to the right.—Photo: Stinsons.

HOW TO HAVE AN AUSTRALIAN HOLIDAY FOR UNDER \$5!

Subscribe to Walkabout. Walkabout, Australia's way of life magazine, takes you all round Australia and its territories — 12 times a year. And, wherever you live, a year's subscription costs under \$5. Walkabout makes an endlessly interesting gift for your friends (and we'll enclose a gift card for you).

To WALKABOUT, 18 Collins Street,
Melbourne, Victoria, Australia.

Please send Walkabout to:

Name

PLEASE PRINT

Address

Commencing date:

SUBSCRIPTION RATES: New Zealand and Fiji: \$3.85;
other British Commonwealth countries: \$4.35; other
overseas countries: \$4.75 (all including postage).
Pay by cheque or international money order. (All
rates quoted in Australian Dollars.)

M8911

*Prices are cheapest
in Hong Kong*

New! BELL & HOWELL

SUPER 8 CINE and STILL CAMERA
8 and 16 MM SILENT and SOUND
PROJECTORS, SLIDE PROJECTOR
SCREENS, etc.

POLAROID Land CAMERAS. Color
pictures in 60 seconds, black and
white in 15 seconds!

CASTLE—8 and 16 MM HOME
MOVIE FILMS.

Please write for catalogue and prices.
Sole Agents

FILMO DEPOT

313 Marina House,
Hong Kong.

PLAN YOUR LEAVE

Let our experts show you how to
include interesting stopovers on
your next visit by air to U.K.—
Westward via Hong Kong, Bangkok,
Athens, Rome and Paris or eastward
via Papeete, Acapulco, Mexico City,
Nassau and Bermuda.

Our complementary services include:

- Air & Sea reservations throughout the world.
- Hotel bookings.
- Compilation of itineraries.
- Obtaining Visas.
- Sightseeing tours.
- Personal & baggage Insurance.
- Hire or Rent-a-Car bookings.
- Rail and bus reservations.
- Supplies of brochures.

Write now to

AMTRACO TRAVEL CENTRE

a division of American Trading and
Shipping Co. Pty. Ltd.

17/19 BRIDGE STREET,
SYDNEY.

Travel Manager: D. B. JONES.

Telegraphic Address: "Amtraco", Sydney.

The Company with the world's
wide connections.

travel

ing that has changed is the cost of ing in the Colony. That has gone while the standard of cooking remained stationary or has deteriorated—although, of course, there are occasional exceptions to this and it is sometimes possible to get good food at modest cost, usually at the best publicised places.

Little effort is made to use local products attractively, and when they are used, their cost is exorbitant. In January when sweet pineapples could be bought for 6d along the roadside or in villages, one slice of pineapple served in a hotel could cost several times that amount.

In mid-year, when Fiji could swim in local orange and mandarin juice, the local juice still comes out of the imported can. It costs as much to get a hotel banana in Fiji as it does in London.

And, in a country whose population is 50 per cent. Indian, there has not yet been one Suva citizen enterprising enough to set up a good, attractive, air-conditioned curry restaurant which, with the right atmosphere, could be a sure-fire tourist attraction.

There is, in fact, some of the most lawful curry in the world served in Fiji and when someone does get round to producing it for public consumption in the way it can be produced, it no doubt will be done by a Lithuanian or a Lithuanian or some other foreigner who has somehow managed to squeeze in through the immigration net.

Outside of the hotels, there are usually no restaurants of tourist standard; while the snack bars, in places like Suva, are either attached to the big stores (and shut down when they do, including lunch-time),



Fiji is one of the biggest banana producers in the Pacific, but local bananas bought in the hotels are by no means cheap.—Photo: Stan Whippy.

or they can barely cope with the requirements of local office workers.

Even Papua-New Guinea, which is regarded as way down at the bottom of the list in the tourist sense, can do better than this with places like the Hibiscus or Room at the Top, in Port Moresby, where you can sit quietly with friends over a meal and a bottle of wine until late.

But perhaps the biggest problem of all in catering for overseas tourists is the tropical malaise that afflicts domestic staffs in Fiji—and elsewhere in the Pacific, of course.

These people are happy, pleasant, obliging and friendly, but they need constant supervision by key personnel with unlimited enthusiasm for their jobs and with a missionary zeal in carrying them out.

When key personnel, themselves, lose their steam and give up, inefficiency results and establishments that open with a bang can soon be reduced to a tired whimper.

The training, or recruiting overseas, of top hotel staff is going to be a number one priority if Fiji is not to become just another second-rate tourist trap.

Tourism in Fiji has already lost its simple amateur status.

What it needs most now is some hard-headed professionalism—something that is rarely home-grown.

MOVE TO DEVELOP HOTELS IN WESTERN SAMOA

From R. F. Rankin in Apia

A public company, the Western Samoa Hotel Company Ltd., has been formed to develop hotel facilities in Western Samoa under the auspices of the Department of Economic Development.

INITIAL paid in capital for the project is an investment by the Government of £10,000 in 1966 and an additional £50,000 provided for in the 1967 development budget.

Additional capital will be raised locally and elsewhere by the sale of shares.

The first project of the new company will be the expansion and upgrading of the Casino Hotel, which it will lease from Western Samoa Trust Estates Corporation.

Construction is expected to start this year on a minimum of 35 air-conditioned rooms behind the present building.

Initial capitalisation of the hotel company will be 140,000 shares at 10/- per share.

The first four directors are Messrs. A. Gerakas (Director of Economic Development), P. P. Heller (Financial Secretary), J. R. Lockie (Attorney-General), and Tuaepepe Tama, MP.

Tourism conference

Meanwhile, about 400 top travel industry executives have been invited to attend a Visitor Development Conference in Apia in May.

The conference is being financed by local business and is being backed by the Western Samoan Government.

The purpose of the conference is to focus the attention of people connected with the travel industry on "The Heart of Polynesia".

A conference planning committee, under the chairmanship of Mr. Alec Macdonald, has already been set up. Its members are Messrs. R. Dickinson, A. Gerakas, W. Topewell, E. F. Paul and T. Wood and Mesdames Mary Croudace, Aggie Grey and Billie Retzlaff.

Only about one in 10 of those invited is expected to be able to attend the conference, but the brochures sent out with the invitations are expected to win publicity for Samoa's tourist potential.

GEIC TOURISM STUDY

Mr. Wells-Smith, a consultant on tourism appointed by the British Government, was due to visit the Gilbert and Ellice Islands Colony in late January to survey the colony's tourist potential. Mr. Wells-Smith's itinerary included Funafuti, Tarawa, and Abaiang. The GEIC is eager to develop a tourist industry because the phosphate deposits at Ocean Island, which now provide the colony with most of its revenue, will be exhausted in about 10 years.

Dewar's

— it never varies



This is the aircraft that Fiji Airways will add to its fleet in August—a Hawker Siddeley 748.



New 40-passenger aircraft soon for Fiji Airways

By a Staff Writer

Fiji Airways Ltd., Fiji's 15-year-old airline, will receive a timely boost in August with the delivery of its Hawker Siddeley 748 twin turboprop airliner.

It is hoped the plane will fill an embarrassing "equipment gap" in the airline and successfully replace the DC3.

For over three years it has needed a plane with, (1), bigger passenger loads than its five Herons; (2), the ability to operate from unsurfaced airstrips on its routes; and (3), sufficient range to cope with the widely dispersed islands of the South Pacific.

There were few commercial aircraft suitable for the job but the four owners of the airline took a long time to order the 748. One of them, Air New Zealand, agreed on the 748 only in the middle of last year.

Cruises at 300 m.p.h.

The contract to buy the 748 was signed in Suva last October by the general manager of Fiji Airways, Captain A. J. R. Duffield, and the aviation sales manager of Hawker Siddeley, Havilland Australia Pty., Ltd., Mr. J. Price.

Actual cost of the plane is \$740,000 but another 40 per cent. can be added for spares, making the total cost in the region of \$1m.

The new aircraft uses twin Rolls Royce Dart turboprop engines and carries just over 40 passengers. It cruises at 300 mph, and is claimed to be a good performer over distances below 100 miles and up to 1,500 miles. It can operate from a 3,000 ft airfield, paved or unpaved.

Flight and engineer crews of Fiji Airways will be trained in England and Hawker Siddeley instructors will go to Fiji.

The 748 first flew in June 1960 and entered airline service two years later. To date, 149 have been sold throughout the world.

Fiji Airways is owned by four parties—Qantas, BOAC, Air New Zealand and the Fiji Government.

Each have an equal fourth share but Qantas, since 1958, have managed

and virtually run the show with their own managers and maintenance men.

The first Fiji air service was started in July, 1930, with a Moth biplane equipped with floats. This lasted about a year. Then Fiji Airways Ltd. was set up in late 1932 by Guinea Airways Ltd., of Lae, N.G. It, too, lasted only a year.

Pioneer Australian navigator Harold Gatty formed the present Fiji Airways as his private company in September, 1951. A Dragon Rapide began operating on Viti Levu and connected Suva with Nadi and Lautoka. This later extended to Labasa, on Vanua Levu.

Sold to Qantas

With the aid of a considerable Fiji Government subsidy, Gatty made a tidy profit for six years.

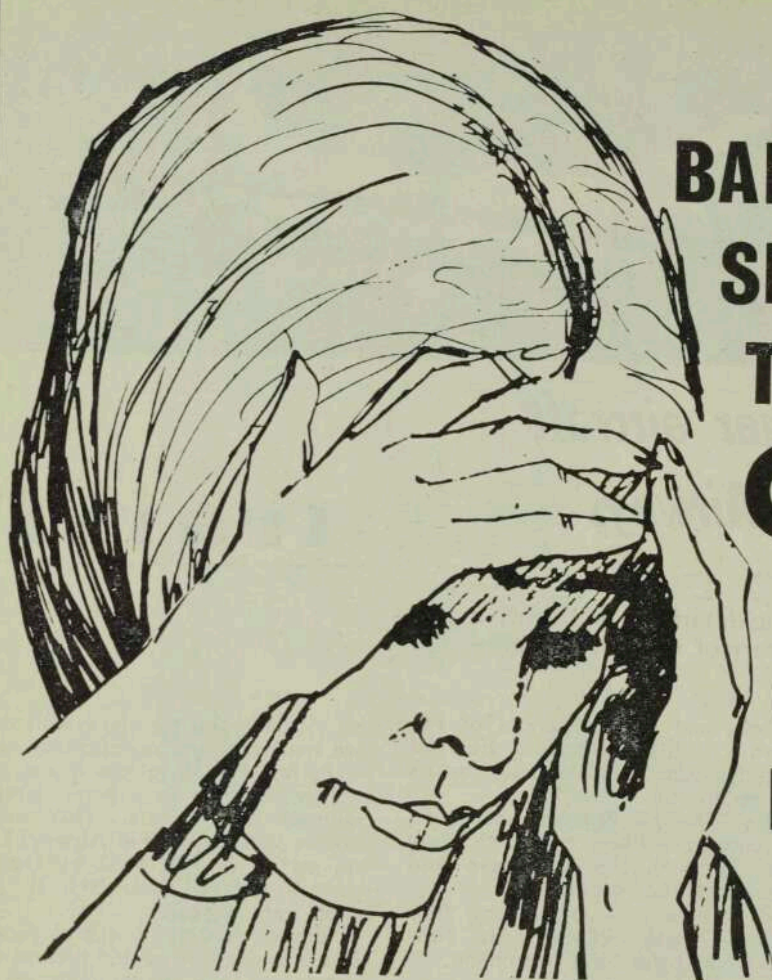
Gatty died in 1957 and his wife sold out to Qantas, after Qantas got the go-ahead from its owner, the Australian Government, and the other "interested party", the Fiji Government.

Qantas installed its own manager in Fiji and greatly expanded services from 1958 onwards. Qantas found the entire Rapide fleet had been retired and operations were carried out by De Havilland Drovers. From 1959-65 four-engined De Havilland Herons were acquired for Fiji Airways by Qantas and by 1966 five were flying.

A Beaver amphibian was bought in 1960. It wasn't a success, and



Captain Duffield, manager of Fiji Airways.



**BAD HEADACHE?
SEVERE PAIN?
TAKE
CODIS
FOR
QUICK
RELIEF!**

For severe pain you need a strong pain reliever. That's why Codis is so often prescribed. Each Codis tablet is carefully compounded so that its aspirin content as well as its codeine content is soluble in water. Relief comes faster because Codis is quickly absorbed into the blood stream . . . and there is little chance of stomach upset.

Always keep Codis handy.

For Trade Enquiries: Reckitt & Colman Pty. Limited, Wharf Road, West Ryde, N.S.W., Australia. **Cables:** Reckitts Sydney.

A RECKITT & COLMAN PRODUCT



HP6963

travel

Fiji Airways, after great difficulty, managed to re-sell it. Domestic air services were extended to Savusavu on Vanua Levu, and to Taveuni and Uva on Taveuni. The services began to other Islands territories. Fiji-Tonga, Fiji-Western Samoa, Fiji-BSIP, via Vila and Santo, and lastly, in July, 1964, Fiji-GEIC. However the Herons were (and, if needed, still are) capacity-restricted on these regional routes. To Tonga, the 1/15 seat capacity squeezed up to 15, to Samoa nine and to the BSIP and GEIC dropped to eight seats. Meanwhile BOAC and Air New Zealand bought into the company in January, 1960, as equal shareholders. This move was followed, rather unexpectedly, by the Fiji Government in March, 1965. This divided ownership makes unanimous decisions very hard to get, particularly when the men behind the scenes live in London, Canberra and Wellington. The new faster, larger aircraft couldn't turn up at a more opportune time. Pacific air travel is set for its biggest boost in years with airlines stepping up trans-Pacific flights and BOAC starting trans-Pacific services this year.

Round trip

The 748 will give better services for those wanting to fly from Fiji to New Guinea or return, and it may be possible in a few years to make a round trip Fiji-New Hebrides-Tomons-Nauru-GEIC-Fiji. A service to Nauru is needed. While the 748 will not initially be able to land at Apia in Western Samoa because of airport limitations shouldn't be too long before these are overcome. Then there is the question of Pago Pago in American Samoa. Fiji Airways would dearly like landing rights, particularly with its new machine coming up. However Pago Pago services can only follow approval of the American Government. The Fiji Airways fleet in 1967-68 is expected to be: one HS. 748, one C3 (chartered), three Herons and one Drover. When Qantas took charge, Fiji Airways' employees numbered 17, with five pilots; now the score is 107, with 18 pilots. The change to jet power from piston engines could transform the airline into a big Pacific money-maker.

ENGLAND—U.S.A.—EUROPE—CANADA—SOUTH AMERICA SOUTH AFRICA—JAPAN

Australian International TRAVELCENTRE Pty. Ltd.
will arrange steamer and air reservations on all principal services for travel anywhere.

BOOK NOW FOR 1967 AND 1968

STEAMER — AIR — RAIL — MOTOR COACH — RESERVATIONS COMPLETED

Individual itineraries—a speciality—prepared FREE.

Tour Planning, Maps and Brochures Supplied.

Book Now With

AUSTRALIAN INTERNATIONAL TRAVELCENTRE PTY. LTD.

Carlton Centre, 55-63 Elizabeth Street, Sydney, N.S.W.

Phone: 25-6875 (six lines)

Cables: 'TRAVAUST'

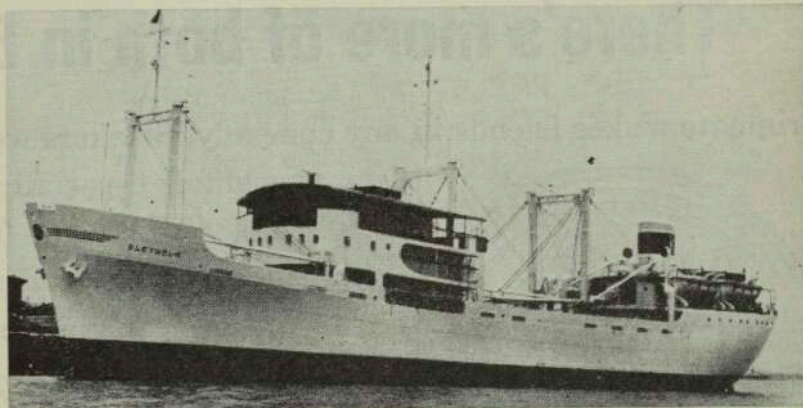
OFFICIAL PASSENGER BOOKING AGENTS

KARLANDER NEW GUINEA LINE LTD.

MILFORD HAVEN ROAD, LAE, N.G.

TELEPHONE 2381

*Regular cargo vessels trading between
Australia, Papua, New Guinea and
Solomon Islands.*



SPECIALISING IN CONTAINER SERVICES

Agents:

PORT MORESBY—STEAMSHIPS TRADING CO. LTD.
RABAU—RABAU TRADING CO. LTD.
WEWAK—KARLANDER NEW GUINEA LINE LTD.
MADANG—STEAMSHIPS TRADING CO. LTD.
LAKE—N.G.G. TRADING CO. LTD.
HONIARA—E. V. LAWSON LTD.

Managing Agents:

F. H. STEPHENS PTY. LTD.

5 MACQUARIE PLACE, SYDNEY, NEW SOUTH WALES,
AUSTRALIA. TELEPHONE — 27-8311

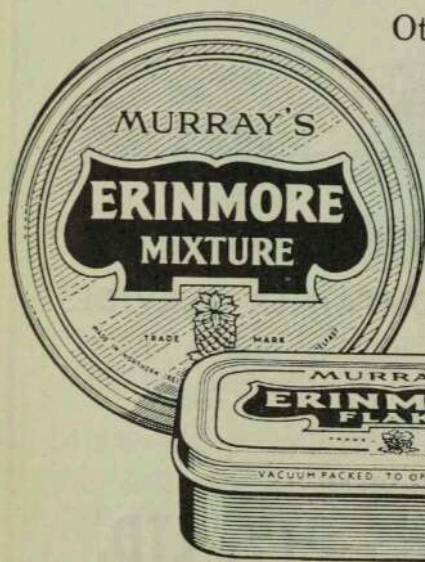


There's more of both in ERINMORE

Erinmore makes friends in any company. Smokers welcome its good rich flavour

Others; womenfolk especially, enjoy its distinctive aroma

This comes from the century old blending process, secret to the makers of Erinmore. No other tobacco can give you so cool and sweet a smoke



ERINMORE

FLAKE OR MIXTURE
TOBACCO
IN VACUUM TINS

MADE IN NORTHERN IRELAND BY MURRAY, SONS & CO. LIMITED, BELFAST
MANUFACTURERS OF FINE TOBACCO SINCE 1810

travel

MORE TOURISTS VISIT TONGA, AMERICAN SAMOA

Big increases in the number of tourists visiting American Samoa by air and Tonga by sea during 1966 are revealed in statistics released in January.

NINETEEN cruise ships brought 14,581 passengers to Tonga in 1966 for day-long or overnight stops compared with 6,398 passengers brought by eight cruise ships in 1965. The 145 planes which called at Tonga in 1966 carried 1,418 inwards passengers and 1,537 outwards passengers.

The Tongan weekly newspaper, *Chronicle*, says even more tourists are expected in Tonga this year.

Twelve cruise ships have confirmed their intention of stopping at Nukunono in 1967 and other regular callers are expected to boost the number to more than 20 ships.

American Samoa's Office of Tourism released figures which showed a 10 per cent. increase in tourists from November to December. A tourist is defined as anyone staying more than 24 hours.

Total arrivals by air in November numbered 386 (274 Americans) and arrivals by air and sea in December were 461 (303 Americans).

Effect of strike

The Director of Tourism, Fofu F. Sunia, said the Qantas strike caused some of the increase because many travellers from Australia had to stop in Pago Pago to make plane connections to the US.

The Australians passing through American Samoa more than doubled from 29 in November to 60 in December.

The average length of stay of tourists was three days in November and four days in December.

The November and December figures represented a big rise on figures for the early months of 1966.

In February, 297 people visited American Samoa (217 were Americans); in March 274 people arrived (182 Americans) and the May figure was 281 (175 Americans).

The average stay for these three months was three days.

SONGS OF A SUNBURNT COUNTRY

... one of a wide
selection of popular
Country Western
Records



LIONEL LONG

LIONEL LONG — "SONG OF A SUNBURNT COUNTRY" — Anzac Cove; Bold Jack Donahue; The Dying Stockman; The Lime Juice Tub; The Man from The Snowy River; My Country; The Note on the Woolshed Wall; The Springtime, It Brings on the Shearing; Out West; The Shearer's Dream; Van Dieman's Land; Waltzing Matilda. **MONO 330SX.7733 STEREO SCX0.7733 \$4.50.**

REG LINDSAY — "ANOTHER COUNTRY & WESTERN SINGALONG" — A COLLECTION OF 33 SONGS INCLUDING — I'm A Fool To Care; Singing The Blues; Along The Road to Gundagai; There's A Gold Mine In The Sky; Red River Valley; She'll Be Comin' Round The Mountain; Click Go The Shears; Waltzing Matilda; Heartaches By The Number; Tie Me Kangaroo Down Sport; Send Me the Pillow You Dream On, etc. **MONO 330SX.7746 STEREO SCX0.7746 \$4.50.**

LONNIE LEE — "A COUNTRY BOY AT HEART" — Camptown Races; Cold, Cold Me; Kentucky; Little White Lies; Look Out, Heart; Old Shep; Skip To My Lou; Sydney Town; Take Me As I Am; Virginia Jane; The Waltz You Saved For Me; Wife-Tied; You. **MONO OCLP.7637 STEREO OCLD.7637 \$4.50.**

REMINISCIN' — **WITH WILF CARTER** — Wilf Carter — Old Shep; The Fate of Old Strawberry Roan; Streamlined Yodel Song; My Swiss Moonlight Lullaby; Hang the Key On the Bunkhouse Door; My Little Grey-Haired Mother in the West; etc. **CAM.83 \$2.50.**

ACCORDING TO MY HEART — **Jim Reeves** — According to My Heart; Don't You Want to Be My Gal; Don't Tell Me; You'll Never Be Mine Again; I've Lived a Lot in My Time; If You Were Mine; Don't Ask Me Why; etc. **CAM.85 \$2.50**

THE ORIGINAL AND GREAT CARTER FAMILY — The Carter Family Singing with Guitars and Auto Harp — Diamonds in the Rough; God Gave Noah the Rainbow Sign; Forsaken Love; The Grave On the Green Hillside; I'm Thinking Tonight of My Blue Eyes; Little Moses; Lula Walls; etc. **CAM.92 \$2.50**

THE SOUTHERN CANNONBALL — **Hank Snow** — I'm Movin' In; Tangled Mind; Panamama; My Blue-Eyed Jane; Under the Double Eagle; Paving the Highway with Tears; The Southern Cannonball; Let Me Go, Lover; etc. **CAM.93 \$2.50.**

GOOD 'N' COUNTRY — **Jim Reeves** — Don't Let Me Cross Over; There's a Heartache Following Me; The Talking Walls; Little Ole Dime; The World You Left Behind; etc. **CAS/CAL.784 \$2.50**

EDDIE LUND & HIS TAHITIANS — "LURE OF TAHITI" — Anaa E; Rai Tahiti Roa; Te Manu Pukarua; Papio; Piko Vau Ite Ruke; Te Moi Nei; Tangata Huruhura; Puaatoro; Hellaby; Patu Patu Ake; Vahini Arue; Chululu; Piko Noa. **VIKING 12" L.P. MONO VP.14 \$4.50**

"FIJI MILITARY FORCES BAND & CHORUS" — The Soldiers of the Queen; Balui Sisi — Fijian Song; Thoughts — Waltz; Klrismasi — Christmas; Isa Lei — Fijian Farewell Song (Instrumental); Senikau Ni Bula — Fijian Love Song; Fiji Battalion; The Jamboree — March Me Bula Ga Ko Viti; Isle of Capri; Isa Lei (Vocal by FMF Male Chorus) **VIKING 12" L.P. MONO VP.19 \$4.50**

DAPHNE WALKER & GEORGE TUMAHAI with **BILL SEVESI & HIS ISLANDERS** "SEA BREEZE" — Sea Breeze; Anafani E; Waihi Moon, Tiger Shark; Lani Jo; My Lovely Hula Queen; Malihini Mele; Beyond Desire; Hilo Hattie; Polynesian Love Song; Lovely Hula Girl; Meama Chimes. **VIKING 12" L.P. MONO VP.37 \$4.50**

MAIL ORDERS — PLEASE ADD POSTAGE

Nicholson's PTY. LTD.

416 GEORGE ST., SYDNEY • 251641

PALINGS

338 GEORGE ST., SYDNEY • 252331

PALINGS BRANCHES AT BANKSTOWN, NEWCASTLE, WEST MAITLAND, GOULBURN, WOLLONGONG, ALBURY, ORANGE, TAMWORTH, LISMORE.

NP171 8.2

MICK SIMMONS

"The Home of Sport"

Sydney's Leading Sports Store

Everything for the Sportsman . . .

- Surfing and Spearfishing Equipment
- Guns and Accessories
- Baseball
- Body Building
- Boxing Apparel
- Football (all codes)
- Golfing Requirements
- Hockey
- Ski Wear
- Judo
- Squash
- Tennis
- Cricket

137 King Street, Sydney. G.P.O. Box 4057, Sydney

Advertisement

Stop Summer Wrinkles

Have a complexion of milk
loveliness free from summer
wrinkles . . . a chin and neck-line
that is youthfully smooth and
elegant by nightly skin vitalizing.
Smooth a film of vitalizing
Ulan night cream over your face
and neck, using a gentle upward
and outward movement of the
fingers. This rich beauty cream
will feed nourishing elements
into the skin cells to effectively
prevent wrinkle-dryness and pro-
mote the youthful softness and
beauty so necessary to a lovely
complexion .

. . . Margaret Merri

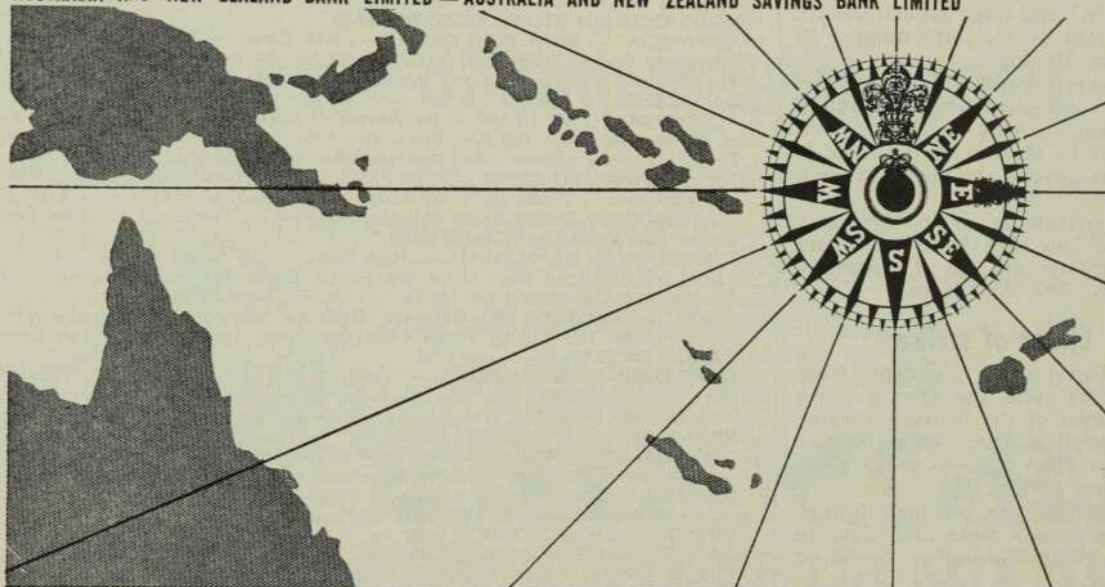


A.N.Z. BANK

**CHEQUE ACCOUNTS
SAVINGS ACCOUNTS**

ANZ.4537 A

AUSTRALIA AND NEW ZEALAND BANK LIMITED — AUSTRALIA AND NEW ZEALAND SAVINGS BANK LIMITED



A COMPREHENSIVE AND PROGRESSIVE SERVICE THROUGHOUT THE SOUTH WEST PACIFIC

IS PROVIDED AT THE FOLLOWING A.N.Z. BANK BRANCHES

PORT MORESBY, Champion Parade. **BOROKO** (Sub-branch), Hubert Highway, Port Moresby.
LAE, Cnr. Coronation Drive and 7th Street. **BANZ** (Agency), Highland Farmers' and Settlers' Association Clubrooms.
MADANG, Kasagten Road. **MOUNT HAGEN**, Main Street. **RABAUL**, Mango Avenue. **LAUTOKA**, Naviti Street.
NADI (Agency), Queen's Road, Lautoka. **SUVA**, Victoria Parade.

JET AIRCRAFT FOR PORT MORESBY SERVICE SOON

Boeing 727 jet airliners, which can carry up to 116 people, will begin operating daily services from Sydney to Port Moresby from late March or early April.

THE two Australian airlines, TAA and Ansett-ANA, announced this in January. At present, they use Electras, which carry 81 people.

The new aircraft are expected to reduce flying time between Sydney and Port Moresby by about two hours. The present flights take 6½ hours.

There has been pressure for several years to provide a faster, more comfortable service between Sydney, Brisbane and Port Moresby.

Each airline is expecting delivery of a DC9 aircraft from the US in March. They will be the first pair of 12 DC9s ordered by the airlines.

The DC9s will be used on inter-capital city routes in Australia and will allow the 727s to be used on the Port Moresby run.

TAA and ANA plan to phase out the Electras from New Guinea and use them on State internal runs, such as inner Queensland.

The delivery date for the DC9s was originally October last year but the current boom in the US aviation industry because of the Vietnam war delayed production.

NEW CALEDONIA'S internal airline Transpac recently put its third Heron aircraft into service. The plane was bought in France towards the end of last year.

This addition to the Transpac fleet will enable new services to be introduced and others to be extended.

Besides its three Herons, Transpac has eight other planes ranging from two to five-seaters. This enables the airline to carry passengers to any point in New Caledonia where an airstrip exists.

HAWAIIAN AIRLINES' two top executives made a familiarisation tour of the Marianas and Palau Districts of the United States Trust Territory in January.

The executives are Mr. J. H. Magoon, J., president, and Mr. Jack

YOUR NEXT LEAVE

Modern up to the minute homes at Palm Beach, Avalon, Newport, Church Point, Mona Vale, etc., available to Island Residents for Holidays. Write for information to:—

J. T. STAPLETON PTY. LTD.

ESTATE AGENTS,

133 PITT STREET, SYDNEY. 25-5305, 25-1737

or any of the Branch Offices located at Mona Vale, Newport, Avalon, Palm Beach.



**Fight Glare Strain
and Eye Strain
with ZEISS UMBRAL**

ZEISS SUNGLASSES

"ZEISS UMBRAL" sunglasses absorb irritating rays (infrared and ultraviolet). They protect and soothe the eyes in conditions of extreme glare strain. Their sherry-like lens tint goes particularly well with sun tan. They do not distort colour values. They increase the visual sharpness of the eyes in glare conditions. Latest style Ladies' and Gents' Frames.

*Ask for "ZEISS UMBRAL"
Suncastle Brand*



Distributing Agents for CARL ZEISS PTY. LTD., Sydney.

WM. BRECKWOLDT & CO.

RABAU • PORT MORESBY • LAE • MADANG • HONIARA

PROUDS (FIJI) LIMITED

The Triangle, Suva, Fiji



NEDLLOYD LINES

MANAGERS : NEDERLAND LINE - ROYAL DUTCH MAIL - AMSTERDAM
ROYAL ROTTERDAM LLOYD ROTTERDAM

REGULAR SAILINGS BY FAST, MODERN, CARGO VESSELS
from **CONTINENTAL PORTS** via **PANAMA** to
PAPEETE, APIA, NUKU'ALOFA, SUVA and NOUMEA
from **CONTINENTAL PORTS** and **U.K.** via **SUEZ** to
PORT MORESBY, HONIARA, RABAU, LAE and MADANG

other ports called at subject to sufficient inducement

heavy-lift facilities—refrigerated space—cargo deep tanks
excellent passenger accommodation

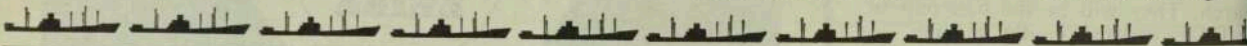
For further particulars apply to agents

Ets. Donald Tahiti,
Papeete.
W. R. Carpenter & Co.,
Suva.

Nelson & Co. Ltd.,
Apia.
Wm. Breckwoldt & Co.,
Honiara.

Burns Philp (South Sea) Co. Ltd.,
Nuku'alofa.
Burns Philp (New Guinea) Ltd.,
Port Moresby & Lae.

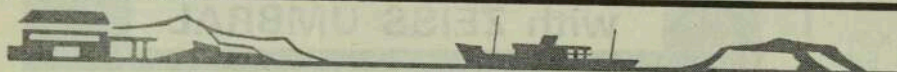
Agence Maritime Pentecost
Noumea.
New Guinea Company Ltd
Rabaul & Madang.



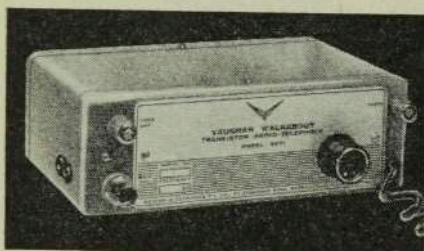
"WALKABOUT"



TWO-WAY RADIO COMMUNICATION



A small, but powerful, fully transistorised radio telephone for two-way communication on land or from ship to ship . . . two models available. Model VPT1A-2-10 mcs up to 50 miles radius, more with larger aerial. Model VPT3-27 mcs, 10 miles or more under line of sight conditions. (P.M.G.)



approved for use throughout Australia and New Guinea.)

In hammertone finished steel cases with stout leather carrying cases, complete with whip aerial, crystals and combination microphone—loudspeaker with built-in "receive"—"transmit" switch, and standard long-life batteries.

SUITABLE FOR Primary Producers
Trailer Boat Owners • Building Constructors
Ships and Fishing Craft • Surveyors
Bushfire Fighting Brigades • Government
Departments • Shire and Municipal Councils
Sports and Recreation Societies
Life Saving Clubs • TV Aerial Riggers, etc.

Walk about but keep in touch—with
"Walkabout."



PAPUA & NEW GUINEA ENQUIRIES

R. A. SUTHERLAND,
P.O. Box 405,
Port Moresby, Papua.

Other areas—mail coupon

TO: WESTON ELECTRONICS PTY. LTD. P.I.M. 11
376 Eastern Valley Way, Roseville, N.S.W., Australia.

NAME.....

ADDRESS.....

travel

Tobin, executive vice-president. Their visit followed their airlines' 10,000-mile survey of the territory in May, 1966.

The airline proposes to link Hawaii and the territory via Majuro and Wajalein in the Marshall Islands, Ruk, Palau, Yap, and Saipan, then westward to Okinawa and Taiwan (Formosa).

Hawaiian Airlines is one of several carriers which have expressed interest in the trust territory's forthcoming invitation to bid for the operation of an air transportation system. The territory's air service is now operated under contract by Pan American Airlines.

NORFOLK ISLAND now has 20 duty-free, or, strictly speaking, low-duty shops catering especially for tourists. Three of these have branches in the main hotels.

The duty-free stores, like most of the other shops on the island, are run by mainlanders. Norfolk's three butcheries and three restaurants, however, are owned by Islanders.

During the Qantas strike in November-December, business on Norfolk was noticeably quieter, and some of the stores were practically empty most of the time.

But by early January the tourists were pouring in again; the shops were busy, and holiday-makers were everywhere. Cars were frequently bumper to bumper around Burnt Pine corner and the Liquor Bond at Kingston did thriving trade.

After the temporary setback caused by the strike the island was booming again.

JAPAN'S former wartime Navy headquarters in Rabaul may become a nightclub and major tourist attraction.

A proposal has been put forward by Administration officer Mr. Ian Milton at a Rabaul Chamber of Commerce meeting that the underground bunker used by the Japanese top command be cleaned up and re-equipped to become a nightclub called "Admiral's Bunker".

The bunker has a ceiling six ft high and would hold 26 people seated at tables, Mr. Milton said.

Mr. Milton said the bunker was built of earthquake proof concrete and is still in good condition. It is at present used by the New Guinea Club as a storeroom. The plan was approved by the Chamber.

What a wonderful way to see fascinating, friendly FIJI !

All year round you'll find Fiji a wonderful holiday resort, and where better to enjoy it to the fullest than as a special guest of NORTHERN HOTELS! Tariffs are planned to fit your budget—luxury suites, self-contained "Bures" or comfortable rooms—they're yours to choose.

At fabulous KOROLEVU BEACH HOTEL—the resort that made Fiji famous—at the air-conditioned CLUB HOTEL, Suva, or at NANDI, LAUTOKA, TAVUA, BA, RAKI RAKI and SIGATOKA, wherever you travel around Viti Levu, the main island in the Fiji Group, you'll find a warm welcome at a NORTHERN HOTELS hotel. Discuss your tour with your travel agent, he will be happy to make all arrangements, or if you prefer, write to us direct—

NORTHERN HOTELS LTD., BOX 285, SUVA, FIJI

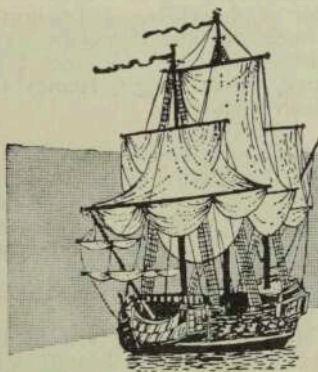
Established
1870

Cable Address:
"WEYSEAS, SYDNEY"

Place yourselves in the hands of Specialists for your requirements in FRESH FRUIT & VEGETABLES POTATOES & ONIONS

★ We invite your inquiries

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



More and more people are asking for the historic liqueur from Scotland. The ancient recipe for Drambuie includes old Scotch whisky, heather honey and delicate herbs



Drambuie

PRINCE CHARLES EDWARD'S LIQUEUR

People

● Mr. K. R. Bain, a new Zealander who is Secretary for Social Services in Fiji, has been appointed Britain's commissioner on the South Pacific Commission. Mr. Bain has succeeded Mr. T. R. Cowell, who has retired.

● Well-known Pacific hand, Mr. Angus McBean, has recently been having a look at various places in Asia before returning to Papua-New Guinea for a new assignment. Mr. McBean has been in India, Ceylon, Malaysia and Singapore. A card from him to *PIM*, posted in Ceylon just before Christmas, said he might return to P-NG by way of Indonesia.

Mr. McBean is well known throughout the Pacific as an authority on handicrafts (he wrote a booklet on the subject for the South Pacific Commission), a schoolteacher in the New Hebrides, and (most recently) a schoolteacher at Yule Island, Papua.

● Crown Prince Tupouto'a, of Tonga, who has been living in London for the past 12 months, was due to report to the Sandhurst Military Academy early in January. The Crown Prince has recently been reading up on military subjects for his entrance to the academy.

● Mr. Ian Cawte, who has been District Commissioner, eastern, BSIP, since 1962, is retiring on medical grounds. He has been on sick leave since last August. Mr. Cawte went to the Solomons from Nigeria and for a time he was Acting District Commissioner, Western Solomons.

● The position of chief accountant in the Treasury of Western Samoa, previously held by an overseas officer, Mr. T. Lamb, has been filled locally. Mr. Dan Betham has been promoted from accountant to chief accountant, and Lameko Gae has been made accountant.

● Fiji authoress Mrs. June Knox-Mawer visited the GEIC in December to gather material for a new book, magazine articles and BBC talks.

● Papua-New Guinea has a new Anglican auxiliary bishop. He is the Venerable Bevan Meredith, who was made Archdeacon of northern New Guinea last December. He is due to be consecrated at St. John's Cathedral, Brisbane, on February 26. Archdeacon Meredith, who is 39, comes from New South Wales. He has been in the ministry only six years. Before being ordained he was



Archdeacon Meredith

a teacher in Queensland for six years and at the Anglican Martyr's School, near Popondetta, for five years. For the last four years he has been priest in charge of the new mission district in the primitive Managalas area of northern Papua, and pioneered the adjoining valley of the Upper Musa.

The new bishop will be based at Madang and will supervise the New Guinea mainland and islands.

● Mr. Martin Mangan, newly appointed Deputy High Commissioner of the United States Trust Territory of the Pacific Islands, arrived in Saipan with his wife on January 7.

When Mr. Mangan accepted his new post, which had been vacant since January, 1966, he was Assistant Director of the Office of Territories, Department of the Interior, with special responsibility for the Trust Territory, Guam, Virgin Islands and American Samoa.

● A Papuan doctor, Dr. Reuben Taureka, has been appointed Acting Assistant Director of Medical Services in Papua-New Guinea. Dr. Taureka, who is 38, was trained in Suva and graduated in 1952. He was previously District Medical Officer at Madang.

● Mr. T. A. Henry, son of the Premier of the Cook Islands, Mr. Albert Henry, has won a by-election for the Mauke seat in the Cook Islands Legislative Assembly. Mr. Henry fills the seat vacated by Mr. R. J. Dashwood, who resigned as a Cabinet Minister and as an Assembly member last year when he was charged with corruptly attempting to obtain a bribe while a Minister of the Crown. Mr. Dashwood later

lodged an unsuccessful appeal against being struck off the roll on Maui (*PIM*, Nov., 1966, p. 75).

● The Deputy Governor of the Reserve Bank of Australia, Mr. J. Phillips, flew to Papua-New Guinea in January to chair a meeting in Rabaul of his bank's advisory committee on central banking. Mr. Phillips also looked at savings and loan activities conducted by the Reserve Bank in Wewak, Mt. Hagen and Madang.

● Dr. H. H. Penny, former principal of the Adelaide Teachers' College, made a two-week visit to P-NG in early January. Dr. Penny was invited to the territory to advise on the new Goroka Teachers' College which will be the territory's main training centre for secondary teachers.

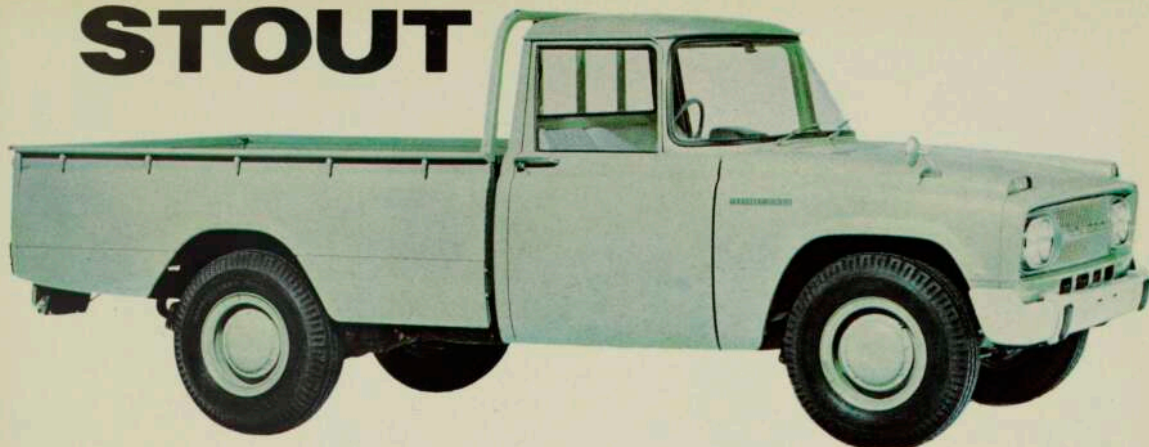
● Mr. G. J. McDonnell, a 34-year-old Bachelor of Engineering and former manager of McDonnell Industries Ltd., has been appointed Co-ordinator of Transport in Papua-New Guinea. Mr. McDonnell, who has had transport experience in Ghana and Nigeria, is expected to take his new post in Port Moresby before Easter.

● The Australian Minister for Civil Aviation, Mr. R. C. Swann, and the Director-General of Civil Aviation, Mr. D. G. Anderson, will visit P-NG on February 6 to begin a week's tour of major airway centres in the territory. They will confer with public bodies interested in civil aviation.

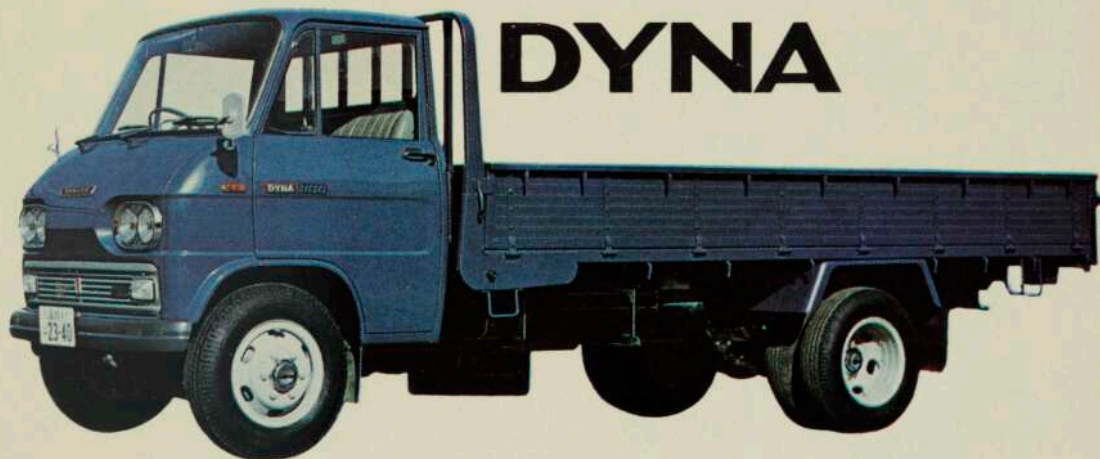
● The Rev. Sione Latukefu, Tongan Methodist minister, and his wife Ruth are to move to Port Moresby in April after the birth of their first child, expected in March. The Rev. Sione has just completed his Ph.D. thesis at the Australian National University, Canberra. His wife, formerly Dr. Ruth Fink, has been lecturer in anthropology at Sydney University until recently. The Rev. Sione has been appointed Lecturer in Social Disciplines at the new P-NG University. His wife has been appointed Senior Lecturer.

● Dr. Pupuke Robati, of the Cook Islands, has passed his Diploma in Public Health, a post-graduate course at the Medical School of Otago University, New Zealand. He is the first Cook Islander to do so. Dr. Robati is a graduate from the Fiji School of Medicine and is the member for Rakahanga in the Cook Islands Legislative Assembly.

STOUT



DYNA



LAND CRUISER



Toyota offers something for everyone: a long-body, double-tire truck; pickup trucks; and a four-wheel drive, all-purpose vehicle. The work you have cut out for you will tell you which model, or models, to look into. In any case, they're at the Toyota dealer nearest you.



JAPAN'S LARGEST AUTO MAKER
TOYOTA MOTOR

DISTRIBUTORS: NEW GUINEA & PAPUA: THE PORT MORESBY FREEZING CO., LTD., MARY ST., PORT MORESBY, PAPUA / FIJI ISLAND; AUTOMOTIVE SUPPLIES CO., LTD., P.O. BOX 143, LAUTOKA / AMERICAN SAMOA; BURNS PHILP (SOUTH SEA) CO., LTD., PAGO PAGO / WESTERN SAMOA; BURNS PHILP (SOUTH SEA) CO., LTD., APIA / GUAM; RICKY'S AUTO CO., P.O. BOX 1458, AGANA



**Greenlites are the only matches
in the world that light when wet . . .
they're made for your part of the world**

Greenlites are tropical matches, waterproof. Ask for them.
Made in Australia by Bryant & May.

ETA



Cook with Chefol Peanut Oil and seal in all the food's natural juices. Choose Chefol for baking, frying and as a base for salad dressings.

The fresh-roasted Peanut flavour of ETA Peanut Butter makes it a real family favourite. And it's packed full of fresh, health-giving nourishment.

Smooth, creamy ETA Mayonnaise dresses up your salads, makes them taste delicious. Every time you serve salad, be generous with ETA Mayonnaise.

Anytime's the time to enjoy top quality selected ETA Nuts. They're so fresh, crisp and crunchy. ETA Salted Cashews, ETA Salted Peanuts, and many other fascinating varieties.

Product of ETA Foods Division of The Marrickville Holdings Limited Group — an all-Australian Company.

Look for the ETA label— and find top quality foods.

PACIFIC ISLANDS MONTHLY — FEBRUARY, 1967

408/66

139



freshen up down south

lazy, lazy you. Another mountain to be climbed, another fish to be caught, another show to be seen — **and you are just sitting there!** Savouring the cool, green comfort of a shady oak — the year-round spring-fresh crispness of New Zealand air.

Let here's the beauty of a New Zealand holiday! You can tramp the forests of Fiordland — or survey them lazily from a launch. Catch



massive fighting trout in a mountain lake — or feed tame ones at Rotorua. Ride the "wild west" gold trails of Central Otago — or watch a rodeo from a deck chair. And enjoy your holiday, either way, because you stay so cool.

AIR NEW ZEALAND's service, too, is refreshingly different. Its service, comfort, cuisine make the perfect start to a perfect holiday.

Talk New Zealand soon to your travel agent or AIR NEW ZEALAND office.

AIR NEW ZEALAND

In association with QANTAS and B.O.A.C.



NZ6511

140

FEBRUARY, 1967 — PACIFIC ISLANDS MONTH

Business and Development

New industries "encouraging auguries" for BSIP

Several new secondary industries which are expected to be in full production by the end of the year are "encouraging auguries" for the future of the Solomons, according to the Financial Secretary of the BSIP, Mr. T. Russell.

MR. RUSSELL said this in his "budget" speech at the BSIP Legislative Council meeting in Honiara in December.

He said there had been a "recognisable surge forward" in secondary industries in the Solomons.

Beche-de-mer processing, rattan furniture making and tyre retreading were being, or had already been, established.

The Australian tobacco firm, W. D. and H. O. Wills Ltd., intended to set up a factory in Honiara to make plug, cake and twist tobacco, and if plans went smoothly the factory would be operating by June 30 this year.

A new company, Solomon Islands Fisheries Ltd., had also been formed to export crayfish tails.

Mr. Russell said timber exports should take an upward leap this year and the possibility of mining development should be known.

Lever's Pacific Plantations Pty. Ltd., had an estimated 5,050 beasts at the end of 1966.

Trial plantings of pepper were deemed satisfactory and marketable.

Mr. Russell said several concerns were looking for minerals in the Solomons.

International Nickel Ltd. had shipped 550 tons of ore to Canada for metallurgic treatment; Conzinc Riotinto of Australia Ltd. had completed a helicopter-borne geochemical survey of Choiseul and was now operating at Isabel; and the Department of Geological Surveys was probing traces of bauxite found at Kolombangara.

Mr. Russell said he was optimistic about the timber industry although only 742,000 cu. ft of logs had been exported last year against the 3,600,000 hoped for.

A sign of the sound basis of this

industry was the considerable interest in the development of a further tract of timber at Vangunu.

Mr. Russell said the protectorate had a trade deficit of \$4,180,000 in 1966 compared with \$1,180,000 the previous year and \$1,320,000 the year before that.

Imports rose from \$6,200,000 in 1965 to \$7,665,000 in 1966 and exports fell from \$5,010,000 in 1965 to \$3,500,000 in 1966.

The increased 1966 deficit underlined the vulnerability of an economy dependant upon primary produce.

Food imports had increased from \$1,031,000 in 1962 to \$1,547,000 in 1966—a rise of 50 per cent.; and imports of beverages and tobacco had also doubled since 1962.

Sure sign

Mr. Russell said increased imports of fuel and lubricants, manufactured goods, machinery and transport equipment were a sure sign of increasing development.

Since 1962 imports of rice, flour, cigarettes, other tobacco products, fuel distillate, cement, galvanised iron and commercial vehicles had also increased.

Mr. Russell said exports during the past 12 months were a substantial disappointment.

The decline was attributable to falls in exports of copra (and copra

Agriculture disappointing

Looking back on 1966, he said it was a disappointing year for agriculture.

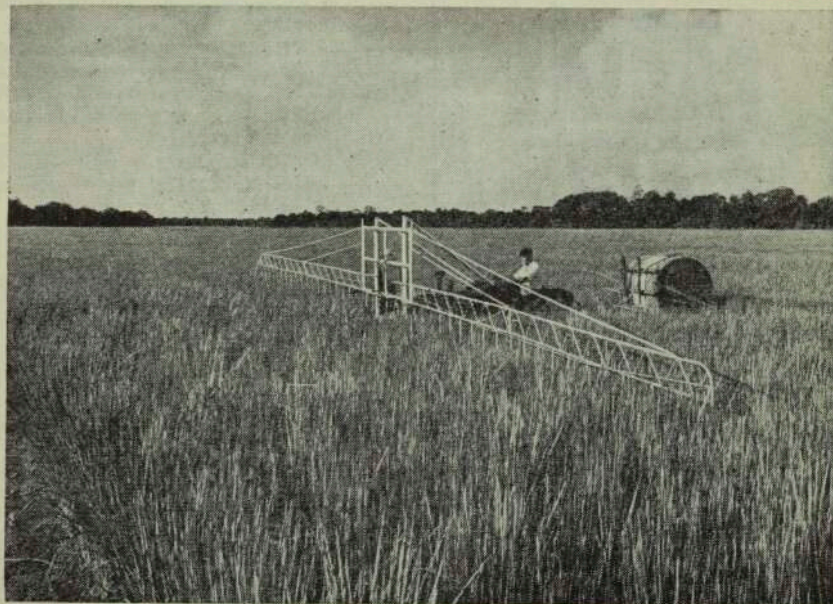
Copra exports had fallen because of bad weather and lower productivity, and prices had also dropped. The London market price for copra in January, 1966, had been 195 a ton and only \$152.70 in October.

Cocoa production also fell, due to the slump in the world market and heavy damage to crops on Malaita through storm damage.

However, 371 tons of rice and 110 tons of soyabeans were successfully harvested by Guadalcanal Plains Ltd.

The company's herd of Hereford cattle had increased to 360 and

Rice grown by Guadalcanal Plains Ltd. is here seen being sprayed prior to harvesting.—Photo: Ted Marriott.



prices), timber, shells and crocodile skins. Cocoa was still low.

Meanwhile, the pattern of trade remained almost the same. Imports from Australia and the United Kingdom dropped slightly while imports from the US, Hong Kong and Japan rose. Exports went mainly to the United Kingdom, Japan and Australia.

Honiara, the capital city, was expanding and its future looked bright. The population of over 7,000 was growing, electricity consumption and vehicle registration had increased by 115 per cent. in five years and the tonnage handled by Honiara port had jumped from about 30,000 tons to 50,000 tons in the same period.

However, the need for housing lagged and the town council had asked experts to look at the situation.

International Bank to see P-NG again

A MISSION from the International Bank for Reconstruction and Development will visit Australia and Papua-New Guinea in March.

Announcing this in mid-January, the Australian Minister for Territories, Mr. C. E. Barnes, said the mission would look at developments in P-NG since 1963 when a previous mission organised by the bank conducted a general economic survey.

The report of the 1963 mission was accepted by the Australian Government as a working basis for planning and much progress had been made in implementing the mission's recommendations.

Mr. Barnes said the mission would examine and discuss current developments in the Territory and a number of projects that might qualify for loans from the International Bank or its affiliate, the International Development Association.

In recent discussions between the Australian Treasurer, Mr. W. McMahon, and the president of the International Bank, Mr. Woods, it was agreed in principle that P-NG would be considered for IDA finance.

There had, however, been no discussion of amounts it might be appropriate for IDA to lend for projects in the territory.

(The International Bank makes loans at rates of interest which are at present between 6 per cent. and 7 per cent., whereas IDA loans are interest free and carry only a small service charge).

Mr. Barnes said the bank team would include economists and experts in agriculture, transport and power. Discussions would be held in Canberra and Port Moresby and possibly other centres in P-NG.

Mr. Barnes said projects which the mission considered to have prospects of attracting financial support would be appraised later by the bank in accordance with its normal procedures.

To search for oil in NG islands

THE Continental Oil Company of America is to search for oil and natural gas in New Britain and New Ireland.

It has been granted the first such permits ever issued in the two New Guinea islands.

The permits cover 9,000 square miles of central New Britain from Keravat to Wide Bay on the south coast and on the north coast of New Britain near Talasea.

The permit also covers 1,000 square miles of New Ireland between Kavieng and Namatani.

Japanese interest in "niaouli"

REPRESENTATIVES of a Japanese company who visited New Caledonia in January have proposed manufacturing paper pulp from New Caledonia's paper bark tree.

The tree is known locally as *niaouli*, and its flower is the country's national flower.

The Japanese proposed using 600 tons of the bark annually. They also suggested that medicinal oil might

BETTER PRICES FOR COPRA

The world copra market improved in December with Philippine FM copra averaging £Stg.63/17/6 per ton, compared with the November average of £Stg.58/8/6.

January opened on a firm note, and despite some fluctuations, the average for the month could slightly exceed December's average.

In Port Moresby on January 23, the chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, said the oilseed market generally was full of uncertainty, with the US soyabean complex again the crucial point.

There had also been a considerable quantity of sunflower oil available from the USSR and fish oil from South America and Norway.

Taken together, these seemed to provide the main reason for the recent depressed prices in most food oils and fats, and it was rather surprising to find copra and coconut oil an exception from the general downward tendency.

also be made from the leaves of the tree.

The distillation of *niaouli* essence which is similar to eucalyptus oil, was once a flourishing industry in New Caledonia, but competition from the manufacturers of eucalyptus oil in Europe, mainly Italy, eventually killed it.

The *niaouli* essence was originally marketed in Europe as *gomenoil*, Gomen being the name of a New Caledonian village where it was first produced.

Islands trading firm sold

AFTER five years' operation in the hands of a receiver and a representative of creditors, the well-known Islands trading firm of Robert Gillespie Pty. Ltd., has been sold.

The company's Sydney and Brisbane offices were bought by D. & S. Fowler (Australia) Ltd. in December, and its New Guinea office was sold to N. E. Barnes Trading Co. Pty. Ltd., Port Moresby, in January. The new owners of the New

(Advertisement)

BE FREE FROM

FACIAL HAIRS

Safely — Permanently.
Effective Home Treatment
by the new
COLLETTE
Devitalising Treatment kills
the roots without affecting
the skin.
Send for it TODAY
£1 per bottle.
Posted in Plain Wrap.
COLLETTE LABORATORIES
9 Arcadia St., Coogee, N.S.W.
All replies to:
BOX 58, P.O.,
BEACONSFIELD, N.S.W.

Guinea company will retain the name Robert Gillespie (New Guinea) Ltd. Gillespie's was put in the hands of a receiver in February, 1962, after getting into financial difficulties.

It was reported then that too little close supervision, too much extended credit and the 1961 economic "squeeze" had caused the difficulties. In July, 1962, a creditor, Mr. Charles Allen Law, took over from the receiver as official manager of the company.

About two years ago the official management was terminated, and the company continued operations under the control of Mr. Law and his son, John, who were appointed managing directors.

Mr. Law, a Sydney chartered accountant, told *PIM* that he and his son would remain in control in association with a creditors' committee until the winding up of the company's affairs was completed.

He said there would be an interim report and a first dividend payable to the extension creditors in March. Further dividends would be payable over the next two years.

The company was established by Mr. R. Gillespie in 1941, when he took over the business of Exporters Pty. Ltd., which was originally formed in 1932. The original staff numbered three.

Rapidly expanding business in the immediate post-war years, particularly in New Guinea, brought in its own need to establish another company, and in 1946 Robert Gillespie (New Guinea) Ltd. was founded with headquarters at Lae. A branch was opened at Rabaul the same year, followed by further branches at Port Moresby (1953) and Madang (1955).

First income tax for New Guineans

THE first pay period in 1967 brought for many Papuans and New Guineans their first introduction to income tax.

At the November meeting of the House of Assembly a bill was passed to provide for payment of income tax by all persons with a gross income of more than \$416 a year, or \$8 a week.

The impact of the new measure is expected to be most felt in the towns, where many skilled workers, clerks, storemen, drivers, and others will now be liable for tax.

In rural areas there are fewer employees who are in receipt of the cash figure.

However, the chief collector of taxes has made it clear that rations

and accommodation provided by an employer are to be regarded as an emolument.

Employers may submit figures on cost of rations and accommodation for their employees for assessment and determination by the Taxation Branch.

Where this is not done it seems likely that a general figure of \$2 a week will be accepted.

Employers will be responsible to ensure that deductions are made from employees' wages and such deductions are to be forwarded monthly to the chief collector of taxes.

However, recognising that a good deal is being asked of employers, many of them "small" men, the chief collector is considering applications for quarterly or half-yearly remittances.

There has been no violent reaction to date, and it would appear that like numerous other measures touted as unpopular and trouble-provoking, the income tax provisions will be accepted quietly enough.

What is less clear is whether the measure will "catch" some or all of the self-employed Papuans and New Guineans whom it has long been contended are not contributing as they should.

Bougainville people still stand pat

THE Administrator of Papua-New Guinea, Mr. David Hay, told a Press conference in Port Moresby on January 19 that proposed copper mining operations on Bougainville Island were still no more acceptable to the local people than they had ever been.

There had been no change in their attitude over recent months since a bill was passed in the House of Assembly granting landowners, on whose property copper was mined, a five per cent. share of royalties on the mineral.

Mr. Hay said Administration officers in the area were still working hard putting the Administration point of view to Panguna landowners and explaining the benefits they would derive from a profitable large-scale mining venture.

Conzinc Riotinto of Australia Ltd. is at present investigating reportedly huge deposits of copper in the Crown Prince Range, inland from Kieta in central Bougainville.

However, company spokesmen have made it clear that Conzinc Riotinto wants a firm assurance of the long-term stability of their investment before they will go ahead with a venture of such magnitude.

It has been estimated officially that between \$60 million and \$100 million would be required for a large-scale copper mining operation on Bougainville.

All land in the search area is owned by village groups of the Panguna tribe, who have consistently opposed Conzinc Riotinto's right to search for, or mine, copper on their land.

Mr. Hay confirmed that the Administration intended to set up a broadcasting station at Kieta to beam special programmes to the Bougainville people, but indicated it would be a matter of months before it was ready.

In a statement on January 25, the Roman Catholic Bishop of Bougainville, Bishop L. L. Lemay, said that the Administration was now moving in the right direction towards solving the deadlock between itself, Conzinc Riotinto and the native landowners in central Bougainville.

Bishop Lemay said the native people must be given the opportunity to express their views on basic issues such as land, timber and minerals—the ground, what was on it, and what was underneath it.

"Enforcing Australian ordinances, no matter how appealing these are to us Europeans, will not solve apparently opposite points of view on these three vital issues, whereas discussions and patient explanation may succeed in doing so," he said.

CLUB CELEBRATES 25th BIRTHDAY

THE New Guinea Women's Club, of Sydney, celebrated its silver jubilee in December with a Christmas tree party on the 12th and a cocktail party on the 16th. The club was formed on April 10, 1941, and has met each Thursday morning at its clubrooms, 77 King Street, Sydney, since then. Prior to this date it had been working for the New Guinea troops as a Comforts Fund.

Donations totalling \$384.90 were made to the club for the Christmas party. Donors were: W. R. Carpenter & Co., \$200; Mrs. U. Adams, Rabaul, Mr. and Mrs. C. Blake, Rabaul, Mrs. J. Birrell, Lae, Steamships Trading Co., Rabaul, each \$20; Burns Philp & Co. Ltd., Mrs. Bennett, Mrs. E. Good, Mrs. E. Laird, each \$10; Mrs. L. Mansfield, Kokopo, New Britain, Mr. and Mrs. R. Paul, Rabaul, each \$5; Mrs. R. Allan, Rabaul, \$4.70; "Pacific Islands Monthly", Mrs. J. Ross, Mr. and Mrs. J. Dunbar Reid, each \$4.20; Mrs. J. Adams, Rabaul, Mrs. Sturgeon, each \$4; Mrs. H. H. Page, \$3.55; Mrs. E. Wauchope, \$3; Mrs. Glover, Mrs. J. Hawnt, each \$2.50; Mrs. C. Bennie, Mrs. R. Bates, Mrs. Haviland, Mr. M. Lees, Mrs. A. Pattison, Mrs. Watt, each \$2; Mrs. N. Smith, \$1.50; Mrs. K. Robins, \$1.30; Mrs. J. Ewen, England, \$1.25; Mrs. W. Kelly, Mrs. H. Whiteman, \$1.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. \$ equals approximately 8/- Stg., NZ, or W. Samoa; 9/- Fiji; 10/- Tonga; 5.381 Ceylon Rupees; 98 Pac. Frs.; \$US1.125.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's tentative purchase prices for copra delivered main ports are: Hot-Air Dried, \$143 per ton; FMS, \$140 per ton; Smoke-Dried, \$138.98 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices in Suva to Feb. 5 were: First grade, £F51; second grade, £F46/2/6; third grade, £F38/5/-. 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 £NZ56/12/6 first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed

EXCHANGE RATES

FIJI:—Through BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji, basis £F100: Buying, \$A221.73; Selling, \$A226. Fiji-London, basis £Stg.100: B. £F112; S. £F110/15/-. NZ-Fiji, basis £NZ100: B. £F111/11/9; S. £F110/4/3.

WESTERN SAMOA:—Through BANK OF WESTERN SAMOA. Australia on W. Samoa basis £WS100: B. \$A246.67; S. £A249.08. W. Samoa-NZ, basis £NZ100: B. £WS99/11/3; S. £WS100/10/-. Fiji-W. Samoa, basis £WS100: B. £F109/17/6; S. £F111. W. Samoa-London, basis £Stg.100: B. £WS100/1/3; S. £WS101/10/-.

NORFOLK IS. AND PAPUA-NEW GUINEA:—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Ecompte de Paris,** Sydney, in Jan. 1966, quoted: Selling, Noumea, 98 Pac. francs to \$ Aust.; Papeete 98 (nom.) Pac. francs to \$ Aust.; 247 Pac. francs to £ Stg., approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Buying 13.82 francs to £Stg.

through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Latest prices, in Jan., were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$106 per ton, f.o.b., BSIP ports (Honiana, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at \$67.20 per ton for first grade.

NEW HEBRIDES:—Latest official price on Dec. 20 was approximately \$70 (7,000 Pac. Francs). French price in Jan. was 855 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 next quarter, Jan.-Mar., have been fixed, subject to freight adjustment, at £NZ50/9/- 1st grade, £NZ49/4/- standard grade—both per ton, f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Jan. 25 these were approx. £Stg.231/5/- per ton, Mar.-May, c.i.f., Sydney.

On Jan. 24, Quote No. 1: In store Rabaul, export quality \$488 per ton, ex-wharf Sydney, \$520. Quote No. 2: Best quality, ex-wharf Sydney, \$502, in store N.G. ports \$457 (for UK, Continent and USA shipments).

W. SAMOA:—Latest prices quoted in Sydney on Jan. 24 were: Grade 1, £Stg.302/10/-, grade 2, £Stg.275 per ton, f.o.b., Apia.

COFFEE:—P.-N.G.: Jan. 24, Quote No. 1, good quality A grade 40c per lb; B grade 38c; C grade 35c. c.i.f., Sydney. Quote No. 2, AA grade 42-44c per lb, f.o.b.; A 35-37c; B 33-35c; PB 32c; X 33-35c; Native X 32-35c, f.o.b.

Approximate overseas coffee prices were reported on Jan. 25 as:

Uganda Robusta £Stg.237 per ton, Feb.-June, f.o.b., Mombasa; Mataari £Stg.435, c. and f.; Sannani £Stg.415, c. and f.; Hodeida No. 1 £Stg.395; Indonesian Robusta, AP1 Special £Stg.262, AP1 £Stg.250, AP2 £Stg.226, AP10 £Stg.236 per ton, c. and f.

PEANUTS:—P.-N.G.: Sydney agents reported Jan. 24, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Jan. 20 was: Prompt shipment 58½ Straits cents per lb, c.i.f. (17.04c Aust.); Feb. shipment 59½ Straits cents per lb (17.22c Aust.); Apr. shipment 60½ Straits cents per lb (17.44c Aust.).

VANILLA BEANS:—Victor Karp Tulk & Co., Sydney, reported on Jan. 24: Prices are: white and yellow label processed, standard packs, \$5.30, green label, \$5.20, 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 Jan 24 by Sydney independent shell agents were: Sound \$1,650 per ton, D \$1,180, E \$670, EE \$470 (in store Sydney). Cook Islands: Penrhyn £NZ320 (approx.), f.o.b., Rarotonga.

Stock Market

SYDNEY

	Dec. 16 Seller	Jan. 23 Seller
Ball Plantations . . .	.50	.50
Burns Philp . . .	3.70	3.90
Burns Philp (SS) . . .	4.00	4.11
Camalec . . .	b .50	b .50
Carpenter, W. R. . .	2.21	2.23
Choiseul Plntn. . .	5.40	6.41
C.S.R. Co. . .	2.87	2.88
Dylup Plantations . .	.62	.62
Fiji Industries . . .	2.24	2.63
Hackshall's . . .	1.30	1.31
Kerema Rubber . . .	.25	.25
Koitaki Rubber . . .	1.50	1.50
Lolorua Rubber . . .	.50	.50
Makurapau Plntn. . .	.43	.50
Mariboi Rubber . . .	.34	.30
Plantation Holdings . .	.36	.30
Queensland Insurance	4.42	4.20
Rubberlands . . .	.35	.30
Sogeril Rubber . . .	b .58	b .50
Sthn. Pac. Insurance	b 1.60	2.20
Steamships Trading . .	1.03	1.00
Watkins Consolidated	.43	.40

OIL AND MINING SHARES

	Dec. 16	Jan. 23
C.R.A. . . .	s 5.08	s 5.30
Emperor . . .	s .43	s .43
N.G.G. Ltd. . .	s .50	s .54
Oil Search . . .	s .10	s .18
Pac. I. Mines . .	s .40	s .55
Papuan Apin. . .	s .14	s .16
Placer Dev. . .	b26.90	s29.00

(Quotations are in Australian Dollars
\$A2 = £A1.)

Sydney Stock Exchange share price index for "Ordinaries" on Jan. 23 was 334.38, on Dec. 16, it was 320.87.

TROCHUS:—Sydney buyers indicate the following quotations to Islands producers: Jan. 24 — Papua — \$160-\$180 per ton; N.G., B.S.I.—\$150-\$170 per ton, f.o.b. Islands ports.

GREEN SNAIL SHELL:—Sydney buyers quoted: Jan. 24, No. 1, 1st grade, \$440 f.o.b. Islands ports, 2nd grade, none; \$240 on wharf, Sydney, No. 2, \$440 (best quality), on wharf, Sydney.

CROCODILE SKINS:—On Jan. 24 Sydney buyers quoted for 12 in. and over first grade quality as follows: P.-N.G., \$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) \$1.80 per in. B.S.I. \$2.90 (small scale) del. Sydney.

PAPUAN GUM: \$190 per ton, del. Sydney; New Guinea graded gum \$185 per ton, f.o.b., New Guinea ports.

BECHE-DE-MER: Chang Sing Loong Co. Suva, quote F2/- (4 in. to 7 in.) to F2 (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, Jan. 23. Philippine in bulk, \$US186 (equal to £Stg.65/18/-) per long ton, c.i.f., UK/Nth. European ports. Malayan 1½ c.i.f. UK/Nth. European ports. UQ. NEW YORK: Jan. 23. Philippines, c.i.f., Pacific Coast ports nom. \$US161. CEYLON: Spot, 1,045 Rupees per ton.

COCONUT OIL: LONDON, Ceylon, 1st in bulk, £Stg.107 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Jan. 20, Sp 18½d Stg. lb; Feb. shipment 17-11/16 Stg. lb; Apr. shipment 18½d Stg. lb.

New Caledonia's prison scandal

(Continued from p. 15)

for a minor offence, and was in the cell next to Arsapin at the time of the assault.

He had seen part of the assault and had "heard it all", and had lain in bed all night that the same thing could be inflicted on him.

Holzman had been released from prison the morning after the assault and was due to be repatriated to France. However, the authorities found his evidence so interesting that they asked him remain in Noumea.

Following Holzman's disclosures to the authorities, a spate of lurid stories appeared in the Press, giving details of the assaults. Some of these apparently emanated from Holzman. It was stated, for example, that Pommelet and the other warders were drunk at the time of the assaults; that Arsapin's hands were tied behind his back at one stage; and that Pommelet's son had held an electric torch so that the assailants could see better to carry out their work.

On January 9, Noumea's daily *France Australe* published a sensational interview with Arsapin's father, who works at the mining centre of Goro.

The father said that when he first saw his son on January 4, he was unconscious and his body shook intermittently with terrible spasms. From time to time, his son regained consciousness, during which he told of his sufferings.

Spattered with blood

The son said that the warders had beaten him nearly all night and that he knew that they had done for him. He said that the walls of his cell were spattered with blood to a height of two feet.

The father declared that he had laid charges (not specified) with the Procureur-General and had retained a lawyer to defend his interests.

He said that at Nouville, Pommelet had been an all-powerful, untouchable king and that none had dared to speak against him. He added that some time before the assault, his son had complained to his sisters that he received only one good meal every three days and that, in between, he had to subsist on bread and water.

Other newspaper articles clamoured for an inquiry into the conduct of

New Caledonia's prisons, and called for the head of the chief administrator of the prison department (a high-ranking public servant from France).

The newspapers reproached him for lack of interest in and knowledge of his department, and claimed that he apparently did not know (as everyone else did) that Pommelet and the other warders were frequently drunk, that prisoners were sometimes beaten, that life at the prison was more like that of infamous Ile Nou last century than a modern prison should be, that no effort was made to provide proper amenities for the inmates, and that men awaiting trial were thrown into the company of hardened convicts, etc., etc.

The commission of inquiry that was eventually appointed by the government to investigate the scandal consists of two members of the government council — Mr. Arnold Daly, a European lawyer, and Mr. Theophile Wakolo Puye, a Melanesian. They have also been asked to recommend any desirable changes in the administration of the prison.

The commissioners are expected to take about a month to complete their inquiry and make their report. New Caledonians are awaiting the report with great interest.

GENERAL FOODS

QUALITY

...bring you the good things in life!



Good things like Bluebird Potato Chips. American processed, salted, greaseless. The crisp, crunchie potato chips. Bluebird — another quality General Foods product.

Trade enquiries to General Foods Corporation (N.Z.) Ltd., P.O. Box 722, Auckland, N.Z.

A4216



Shipping, Airways Information

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and East Australian ports, with the Pillar Regidor.

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 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimata from Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Fiji ports, Auckland and Tauranga.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel Australis maintains a two-monthly passenger service from Sydney via New Zealand and Fiji to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba calling at Sydney, Melbourne, Suva, Lautoka, Honolulu, Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Tahiti) to Australia and New Zealand, returning via Tarawa, Gilbert and Ellice Islands Colony (including transshipments for Mauritius) and Honolulu to Los Angeles.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Talohae (Marquesas Group), Vila Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly

passenger sailings between Sydney, Noumea, Vila and Santo. Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, occasional calls are made at Pago Pago and Nukualofa.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317), or travel agents.

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., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports. Bulolo maintains a six-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul. Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Lae, Madang, Wewak, Kavieng, Rabaul, Port Moresby, Sydney.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombrum, Lorengau, Rabaul and Bougainville ports.

● 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.

Moresby maintains a seven-week service from Sydney and Brisbane to I Moresby, Rabaul, Kavieng, Wewa Madang, Lae, Port Moresby.

Montoro sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewa, Alexishafen, Madang, Lae and I Moresby.

Details from Burns, Philp and Co. Ltd. 7 Bridge Street, Sydney (2-0547).

China Navigation Co. Ltd. vessels Soochow and Shansi provide a regular fortnightly passenger-cargo service from Sydney to Brisbane, Pt. Moresby, Samarai and Sydney, sailing from Sydney every second Monday.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletfjord, Sarang and Slethor leave Sydney approx. weekly for P-M ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta and Honiara (BSIP).

Details from Karlander NG Line (H. Stephens Pty. Ltd., agents), Macquarie Place, Sydney (27-8311).

Austasia Line's passenger/cargo vessel Makati runs monthly between Australian ports (turn round at Melbourne) and Papua-New Guinea, calling at I 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 monthly between Australian ports (turn round at Melbourne) and Singapore, via I Moresby.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line vessels maintain a regular passenger/cargo service to Port Moresby, Lae, Madang, Rabaul, thence to Taiwan, Hong Kong and Manila; returning to Australia via Madang, Rabaul and Lae.

Details from Wilh. Wilhelmsen Agents, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Woosung, Wenchow and Wanliu call monthly at Rabaul, Lae and Madang, their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at I Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between

Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Abaul.
Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel *Ellinis* maintains regular passenger service every two months from Sydney via New Zealand and Capeete to Southampton, and return viauez 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, Tarawa (alternating each voyage), Abaul, Lae, Madang, Alexishafen, Newak, Sukarnapura, Biak, Manokwari and Sorong.

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels *Marquisien*, *Malais*, *Mauricien* and *Maori*, in monthly between France and New Zealand, via Panama Canal, calling at Capeete and Noumea.

Messageries Maritimes passenger-cargo vessels *Vivara*, *Vanoise*, *Velay*, *Ventoux* and *Vosges* run monthly between France and Noumea via Djibouti, India, Ceylon and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service every three weeks from the Continent and UK, via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa and Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal Inter-ocean Lines, 51 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels *wangsi*, *Norman*, *Nanchang* and *wungtung* operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via New Zealand and Far Eastern ports.

FAR EAST - FIJI - NZ - SYDNEY

Royal Inter-ocean Lines operate a monthly passenger-cargo service with the *Tjimanuk*, *Tjitarum* and *Tjillwong* from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

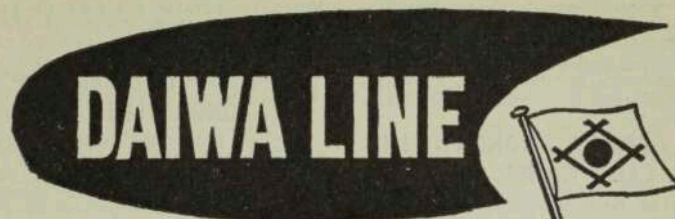
Details from Royal Inter-ocean Lines, 51 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels *weilin* and *Chekiang* maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby, hence Tasmania, Melbourne and Fremantle.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels *ochow*, *Yunnan* and *Ninghai* maintain



DIRECT MONTHLY SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V-12

Dep. JAPAN January 31.

LAUTOKA February 22.

GUAM February 5.

NOUMEA February 25.

APIA February 17.

*VILA February 27.

PAGO PAGO February 18.

SANTO February 28.

SUVA February 21.

*HONIARA March 2.

* Subject to cargo inducement.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE

Next sailing—M.V. "Tahiti Maru", V-11, end February, 1967.

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.

a monthly cargo service from Japan and Hong Kong southwards to Wewak, Rabaul, 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, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Fiji, Tonga and Samoa.

Tofua maintains a service every four weeks from Auckland to Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Matua maintains a service every four weeks from Auckland to Lautoka, Apia, Ha'apai, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels Ruahine, Rangitoto and Rangitane, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a six-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniui. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, and other Pacific Islands.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Sydney, Brisbane, Melbourne, Fiji, Pago Pago, Papeete (occas.) and Honolulu.

Details from Matson Lines, 50 York 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, Nuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 York Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti southbound voyages.

Details from Wilh. Wilhelmsen Agents, 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 2340, dep. Sun. 0100 for San Francisco arr. 0740.
Sun.: Dep. San Francisco 1000, arr. Honolulu 1310, dep. 1415, arr. Nadi Mon. 1830, dep. 1900, arr. Brisbane Mon. 2040, dep. 2125 for Sydney arr. 2235.

SYDNEY - FIJI - HAWAII - USA

By QANTAS (with 707's)
Sat.: Dep. Sydney 0900, arr. Nadi 1415, dep. 1535, arr. Honolulu Wed., Fri. 2340, dep. Thurs., Sat. 0100, arr. San Francisco 0740.
Tues., Thurs., Fri., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1050, arr. San Francisco 1730. (Extends to Vancouver alt. weeks Feb. 10, 24, Mar. 10, 24, etc.).
Mon., Wed., Sat.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1050, arr. San Francisco 1730 (to New York, London).
Mon., Wed., Fri.: From New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi Wed., Fri. Sun. 0415, dep. 0500, arr. Sydney 0715.
Tues., Thurs., Sat., Sun.: Dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi Thurs., Sat. Mon., Tues. 0415, dep. 0500, arr. Sydney 0715. (From Vancouver via San Francisco alt. weeks Feb. 11, 25, Mar. 11, 25, etc.).
Sat.: Dep. San Francisco 1000, arr. Honolulu 1310, dep. 1415, arr. Nadi

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

PIM's shipping and airways schedules are correct to time of publication.

Fri., Sun. 1830, dep. 1915, arr. Sydney 2130.
(International Dateline is crossed between Nadi and Honolulu.)

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Mon.: Dep. Sydney 1000, arr. Auckland 1445, dep. 1545 for Papeete, arr. Sun. 2240*, dep. 2340 for Acapulco, arr. Mon. 1130, dep. 1230 for Mexico City, arr. 1315.
Wed.: Dep. Sydney 2000, arr. Nadi 0150, dep. 0235 for Papeete, arr. Wed. 0850, dep. 2230 for Acapulco, arr. Thurs. 1020, dep. 1120 for Mexico City, arr. 1205 (to Nassau, Bermuda, London).
Dep. Mexico City 2210, arr. Acapulco 2300, dep. 2359 for Papeete, arr. Wed. 0410*, dep. 0510 for Auckland, arr. Thurs. 0855, dep. 1000 for Sydney, arr. 1105.
t. (from London, Bermuda, Nassau): Dep. Mexico City 2210 for Acapulco, arr. 2300, dep. 2359, arr. Papeete Sun. 0410, dep. 0510 for Nadi, arr. Mon. 0750, dep. 0835 for Sydney, arr. 1050. (Asterisk indicates technical stop only.)

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

By PAN AMERICAN AIRWAYS (with 707's)

es., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1655.
Mon.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0230), Honolulu arr. 0835, dep. 1000 for Los Angeles, arr. 1655.
urs., Sat.: Dep. Sydney 1530 for Auckland (arr. 2010, dep. 2115) for Honolulu arr. Thurs., Sat. 0745, dep. 1000 for Los Angeles, arr. 1655.
n., Wed., Fri.: Dep. Los Angeles 2100 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0545, dep. 0645, and Sydney, arr. 0900.
t.: Dep. Los Angeles 2100 for Honolulu, Pago Pago, arr. Sun. 0540, dep. 0640, and Sydney, arr. Mon. 0930.
es., Thurs.: Dep. Los Angeles 2100 for Honolulu, Auckland, arr. Thurs. 0815, dep. 0900 for Sydney, arr. 1000.

SYDNEY - N. CALEDONIA - FIJI - TAHITI - USA

TA-FRENCH AIRLINES (with DC8's)

ed.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.
t.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Sun. 0700 for Nadi (cross Dateline) arr. Mon. 0940, dep. 1025 for Noumea, arr. 1120.
l.: Dep. Noumea 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.
urs.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Fri. 0700 for Nadi (cross Dateline) arr. Sat. 0940, dep. 1025 for Noumea, arr. 1120, dep. 1235 for Sydney, arr. 1430.

(NOTE: Flights from Sydney to Noumea and return are operated in association with Qantas)

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)

Alt. Fri.: Dep. Sydney 1800, arr. Nadi 2355 Fri., dep. 0040 Sat., cross International Dateline, arr. Honolulu 0850 Fri., dep. 1010 for Vancouver, arr. 1735, dep. Fri. 1900 for Amsterdam.
Mon., Wed., Sat.: From Amsterdam—various times.
Wed. flight: From Amsterdam, arr. Vancouver 1550, dep. 1800, arr. Honolulu 2145, dep. 2245, cross International Dateline, arr. Nadi 0305, dep. 0345 for Sydney, arr. 0600. (Alt. Fri. to Auckland, arr. 0640).
NOTE: Canadian Pacific also operate a weekly non-stop service from Toronto to Honolulu.
Wed.: Dep. Toronto 1625 for Honolulu, arr. 2115 Wed.
Sun.: Dep. Honolulu 1845 for Toronto, arr. 0840 Mon.

NEW ZEALAND - TAHITI - USA

By PAN AMERICAN AIRWAYS (with 707's)

Thurs. Dep. San Francisco 1400 for Honolulu, dep. 1815 for Papeete, arr. 2340.
Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1555.
Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0615, dep. 0700 for Auckland, arr. Mon. 1050.
Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1750 and San Francisco, arr. 2005.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's, DC8's and Electras)

Three times weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Five times weekly, both ways.

MELBOURNE - WELLINGTON

AIR-NZ (with Electras)

Three times 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)

One service weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's) Daily, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Daily both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1000, arr. Nadi 1555.
Wed.: Dep. Nadi 0730, arr. Sydney 0945.

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 - N. CALEDONIA - FIJI - NZ

UTA-FRENCH AIRLINES (with Caravelle)

Tues.: Dep. Noumea 1235 for Sydney, arr. 1430, dep. 1600 for Noumea, arr. 1955.
Wed.: Dep. Noumea 0930 for Auckland, arr. 1320, dep. 1500 for Noumea, arr. 1705.
Sat.: Dep. Noumea 1435 for Nadi, arr. 1735, dep. Sun. 1025 for Noumea, arr. 1140.

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 - NORFOLK IS.

QANTAS (with DC4's)

Mon., Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "NZ-Pacific Islands").
Tues., 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., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200, arr. Pt. Moresby 0605, dep. 0655, arr. Lae 0745.

SOUTHBOUND

Ansett-ANA: Daily, exc. Thurs., dep. Lae 0930, arr. Pt. Moresby 1020, dep. 1100, arr. Brisbane 1455, dep. 1530, arr. Sydney 1705.

Ansett-ANA: Daily, exc. Thurs., dep. Lae 0900, arr. Pt. Moresby 0950, dep. 1030, arr. Brisbane 1425, dep. 1500, arr. Sydney 1635.

NOTE: The Ansett-ANA service from Sydney to Lae and return will operate daily to the above schedule to Feb. 12.

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.
 Tues., Wed.: Electra dep. Auckland 1000, arr. Nadi 1355.
 Wed., Sat.: Electra dep. Auckland 2030, arr. Nadi 0025.
 Tues., Wed., Fri., Sat.: Dep. Nadi 0505, arr. Auckland 0755.
 Sun., Thurs.: Electra dep. Nadi 0505, arr. Auckland 0900.
 Mon.: Dep. Nadi 0930, arr. Auckland 1220.
 Mon., Fri., flights ex-Auckland and Tues., Sat. flights ex-Nadi are operated by BOAC.
 Tues., Wed.: Electra dep. Nadi 1500, arr. Auckland 1855.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)
 Sun.: Dep. Auckland 2130, arr. Nadi 0020
 Mon. Dep. Nadi 0200, cross 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 1555.
 Wed., Fri.: Dep. Los Angeles 2000, 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)
 Mon., Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.
 Tues., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

UTA-FRENCH AIRLINES (with DC8's)
 Fri.: Dep. Auckland 1430 for Papeete (cross Dateline) arr. Thurs. 2115.
 Thurs.: Dep. Papeete 0900 for Auckland (cross Dateline) arr. Fri. 1230.

INTER - TERRITORY SERVICES**FIJI - GILBERT & ELLICE ISLANDS**

FIJI AIRWAYS LTD. (with Herons)
 Fri.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Sat., dep. Funafuti 0700, Tarawa, arr. 1140.
 Sun.: Dep. Tarawa 0630, Funafuti, arr. 1130, dep. 1230, Nadi, arr. 1625, dep. 1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with Herons)
 Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0900, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.
 Wed., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1205, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC3's)
 Tues., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1200.
 Dep. Nukualofa 1245, arr. Suva 1445, dep. 1600, arr. Nadi 1645.
 Details from Fiji Airways Ltd., Victoria Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)
 Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0750, cross Dateline, arr. Apia Fri. 1300.
 Fri.: Dep. Apia 1350, cross Dateline, arr. Suva Sat. 1700, dep. Sat. 1730, arr. Nadi 1815.

HAWAII - AM. SAMOA - TAHITI**BY PAN AMERICAN AIRWAYS (with 707's)**

Tues.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.
 Tues.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735.

NEW CALEDONIA - NEW HEBRIDES**UTA-FRENCH AIRLINES (with DC4's and Herons)**

Tues.: Dep. Noumea 0800, arr. Vila 0950, dep. Vila 1035, arr. Santo 1150, dep. 1330, arr. Vila 1445, dep. 1515, arr. Noumea 1710.
 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. (Feb. 8): Dep. Noumea 0800, arr. Wallis 1530.
 Monthly service (following Friday)
 Fri. (Feb. 10): Dep. Wallis 1000, arr. Noumea 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 (Feb. 7, 21, etc.).
 Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Feb. 8, 22, etc.).
 Alt. Tues.: Dep. Lae (Fokker) 0845 for Rabaul, Buka, Munda, Honiara, arr. 1630 (Jan. 3, 17, etc., then weekly Feb. 14).
 Alt. Wed.: Dep. Honiara (Fokker) 0715 for Munda, Buka, Rabaul, Lae, arr. 1230 (Jan. 4, 18, etc., then weekly to Feb. 15).

P-NG - WEST NG

TAA and Garuda Indonesian Airways using DC3's, run services between Lae and Sukarnapura. Both services are fortnightly.

TAHITI - HONOLULU

UTA-FRENCH AIRLINES (with DC8's)
 Sat.: Dep. Papeete 1000, arr. Honolulu 1530, dep. Sat. 1700, arr. Papeete 2230.

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)
 Wed.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Thurs. 0100, arr. Papeete 0725.
 Fri.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Sat. 0100, arr. Papeete 0725.

PAN AMERICAN AIRWAYS (with 707's)

Thurs.: Dep. San Francisco 1400, dep. Honolulu 1815, arr. Papeete 2340.
 Fri.: Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1555 Fri.
 Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
 Mon.: Dep. Papeete 0800, arr. Los Angeles Mon. 1750, arr. San Francisco Mon. 2005.

W. SAMOA - AM. SAMOA**POLYNESIAN AIRLINES LTD. (with DC3)**

Sun.: Dep. Apia 0445, 0515, 1600; Mon. and Wed.: 0800; Tues., Thurs., Fri.: 0800, 1600; Sat.: 1330, 1600.
 Sun.: Dep. Pago Pago 0630, 0700, 1715; Mon. and Wed.: 0915; Tues., Thurs.: 0915, 1715; Sat.: 1445, 1715.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

**TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES**

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE—Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAKE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais de

Nouvelles Hebrides.

W. SAMOA - TONGA POLYNESIAN AIRLINES LTD. (with DC3)

Dep. Apia 0815, arr. Tonga Mon.
1130.
Dep. Tonga 1230, arr. Apia Sun.
1545.

W. SAMOA - WALLIS ISLAND - FIJI POLYNESIAN AIRLINES LTD.

Dep. Apia 1015, arr. Nadi
1330 Tues. and Sat.
Dep. Apia 1015, arr. Wallis 1100
Thurs., dep. 1130, arr. Nadi 1430 Thurs.
Dep. Nadi 0900, arr. Wallis 1210,
dep. 1240, arr. Apia 1530 Thurs.
Dep. Nadi 1445, arr. Apia
2015 Mon. and Fri.

INTERNAL SERVICES

FIJI

FIJI AIRWAYS (with Herons, Drovers,
and DC3's)

Nadi-Suva: Daily.
Suva-Labasa-Suva: Mon., Wed., Thurs.,
Sun.
Suva-Savusavu-Matei-Suva: Mon.
Suva-Matei-Savusavu-Suva: Sat.
Suva-Labasa-Matei-Labasa-Suva: Tues.,
Fri.
Suva - Labasa - Savusavu - Labasa -
Suva: Sat.
Suva - Savusavu - Labasa - Savusavu -
Suva: Tues., Wed., Thurs., Fri., Sun.
Details from Fiji Airways Ltd., Victoria
Grade, Suva.

FRENCH POLYNESIA

RAI (with DC4 and Bermuda
Flying-boats)

Papeete-Moorea-Papeete: Mon., Tues.,
Thurs., Sat.
Papeete - Raiatea - Bora Bora: Mon.,
Tues., Wed., Thurs., Fri., Sat., Sun.
Papeete - Huahine - Raiatea - Bora Bora:
Thurs.
Bora Bora-Raiatea-Papeete: Daily.
Bora Bora - Raiatea - Huahine - Moorea -
Papeete: Thurs.
Bora Bora-Rangiroa-Papeete: Thurs.
Details from RAI, Quai Bir Hakeim,
Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

TRUST TERRITORY AIR SERVICE
(with SA16's and DC4's)

GUAM-MARIANAS

Guam - Saipan - Rota - Guam: Mon.,
Wed. (DC4).
Guam - Rota - Saipan - Guam: Tues.,
Sat. (DC4).
Guam - Saipan - Guam: Thurs., Fri.
(DC4).

GUAM-CAROLINES

Guam-Yap-Koror: Thurs. (DC4).
Koror-Yap-Guam: Fri. (DC4).
Guam - Yap - Koror - Yap - Guam: Sun.
(DC4).

GUAM-CAROLINES-MARSHALLS

Guam-Truk-Kwajalein: Tues. (DC4).
Kwajalein - Majuro - Kwajalein - Truk -
Guam: Wed. (DC4).
Truk - Ponape - Kwajalein: Tues. (SA16).
Kwajalein - Ponape - Truk: Wed. (SA16).

NEW CALEDONIA

TRANSPAC (with Heron and/or Aztec)

Noumea - Mare - Noumea: Mon., Tues.,
Thurs., Fri.
Noumea - Lifou - Noumea: Mon., Tues.,
Wed., Fri., Sat.
Noumea - Ouvea - Noumea: Mon., Thurs.,
Sat.
Noumea-Isle of Pines-Noumea: Daily.
Noumea-Thio-Noumea: Daily.
Noumea-Houailou-Noumea: Daily.
Noumea-Poindimie-Noumea: Daily.
Noumea-Hienghene-Noumea: Daily.
Noumea-Kouaoua-Noumea: Daily except
Sun.
Noumea - Kone - Voh - Koumac - Voh -
Kone-Noumea: Mon., Wed., Fri., Sat.
Noumea - Tontouta - Noumea: Charter
only.

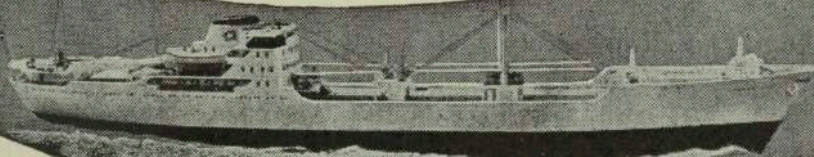
NEW HEBRIDES

AIR MELANESIA

(New Hebrides Airways and Hebridair)
(with NHA Drover)

Mon.: Vila - Lamap* - Norsup - Santo -
Walaha - Longana - Walaha - Santo -
Lamap*-Norsup-Vila.
Tues.: Vila-Tanna-Vila.
Wed.: Vila - Lamap - Norsup* - Santo -
Norsup*-Lamap-Vila.
Thurs.: Vila - Epi* - Longana - Walaha -
Santo - Walaha - Longana - Epi* -
Vila.
Fri.: Vila-Tanna-Vila.
Fortnightly: Tanna - Aneityum -
Tanna (Feb. 10, 24, etc.).
Sat.: Vila-Epi-Vila.

AUSTRALIA-WEST PACIFIC LINE



M.V. "SAMOS"

Linking

PACIFIC ISLANDS with the FAR EAST and AUSTRALIA

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone: 61-3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co. Pty. Ltd.

ISLAND AGENTS: Madang, Lae and Rabaul (New Guinea)—New Guinea Co. Ltd. Port Moresby (Papua)—Island Products Ltd.

FAR EASTERN AGENTS: Japan—Dodwell & Co. Ltd. Hong Kong, Manila and Taipei—Everett Steamships Corporation.

(with Hebridaire Dornier)

Regular services from Vila to Pentecost, Tonga, Futuna and Banks Islands should resume by March, 1967.

NOTE: Walaha and Longana are on Aoba; Lamap and Norsup are on Malekula; asterisk represents optional stop.

Details from Air Melanesia, Vila, or local agents.

PAPUA - NEW GUINEA

Operated by TAA

LAE-RABAU-LAE (Fokker
Friendships and DC3)

Daily (exc. Wed.): Lae-Rabaul.

Daily (exc. Mon., Wed.): Rabaul-Lae.

PORT MORESBY-DARU (Twin Otter)

Sat.: Pt. Moresby - Daru - Balimo - Pt. Moresby.

Mon., Fri.: Pt. Moresby - Daru - Pt. Moresby.

PT. MORESBY-WEST PAPUA
(Twin Otter)

Tues., Fri.: Pt. Moresby-Kerema-Baimuru-Kerema - Pt. Moresby. Reservations beyond Kerema subject to administration requirements.

PT. MORESBY-EAST PAPUA
(Twin Otter)

Tues.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.

Wed.: Pt. Moresby-Gurney*-Pt. Moresby.

* Launch connects at Gurney to and from Samarai on Wed. only.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU (DC3)

Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.

Mon.: Rabaul-Kavieng-Manus-Wewak.

Mon., Thurs., Fri.: Lae-Madang-Wewak. Daily (exc. Mon., Thurs.): Wewak - Madang-Lae.

Mon., Wed., Thurs.: Kavieng-Rabaul.

Mon., Tues., Fri.: Rabaul-Kavieng.

RABAU-NEW IRELAND (Beechcraft)

Fri.: Rabaul-Namatanai-Rabaul.

CENTRAL HIGHLANDS (DC3)

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

Tues.: Lae - Goroka - Minj - Banz - Mt. Hagen - Baiyer R. - Madang.

Wed.: Madang - Wabag - Hagen - Banz - Minj-Goroka-Lae.

Fri., Sat.: Lae-Goroka-Madang-Wewak.

Thurs.: Lae - Goroka - Minj - Banz - Hagen-Wabag-Madang.

Tues., Sat.: Mt. Hagen-Goroka-Lae.

Sun.: Lae - Goroka - Minj - Banz - Mt. Hagen-Madang.

PT. MORESBY-POPONDETTA-LAE
(DC3)

Sat.: Pt. Moresby-Kokoda (opt.)-Popondetta-Garaina-Lae.

Sat.: Lae - Garaina - Popondetta - Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-BULOLO-LAE (DC3 and Twin Otter)

Thurs.: Pt. Moresby-Bulolo-Lae.

Thurs.: Lae-Bulolo-Pt. Moresby.

Sat.: Pt. Moresby-Wau-Bulolo-Lae.

Sat.: Lae-Bulolo-Wau-Pt. Moresby.

PT. MORESBY-WAU-BULOLO
(Twin Otter)

Sun.: Pt. Moresby - Wau - Bulolo - Pt. Moresby.

MADANG-GOROKA-LAE (DC3)

Tues.: Lae - Goroka - Minj - Banz - Hagen - Baiyer R. - Madang.

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

PT. MORESBY-GOROKA-MADANG (DC3)

Fri., Sun., Tues., Thurs.: Madang-Goroka-Pt. Moresby-Goroka-Madang.

LAE-RABAU-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Lae-Rabaul.

Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.

Thurs.: Lae - Finschhafen - Cape Gloucester - Talasea - Hoskins - Jacquinot Bay-Rabaul.

Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea - Kandrian - Cape Gloucester - Finschhafen-Lae.

RABAU-BUIN-RABAU (DC3)

Mon., Wed., Fri.: Rabaul - Nissan Is. (optional Fri. only) Buka-Wakunai-Kieta - Buin - Kieta - Buka - Nissan Is. (optional Mon. only) - Rabaul.

RABAU-TALASEA-RABAU (DC3)

Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea.

Sun.: Talasea-Hoskins-Rabaul.

Tues.: Rabaul-Hoskins-Talasea.

Thurs.: Talasea - Hoskins - Jacquinot Bay-Rabaul.

PAPUAN AIRLINES PTY. LTD.

(with DC3's and Piaggios)

Mon.: Dep. (DC3) Pt. Moresby-Popondetta-Kokoda-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.)-Kairuku (opt.)-Bereina-

Woitape - Tapini - Bereina - Kairuku (opt.)-Aroa (opt.)-Rorona (opt.)-Moresby.

(Piaggio) Pt. Moresby - Tapini-

Woitape (opt.)-Pt. Moresby.

Tues.: (DC3) Pt. Moresby - Popondetta-

Kokoda-Pt. Moresby.

(DC3) Pt. Moresby - Daru - Balimo-

Daru-Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-

Paill (opt.)-Pt. Moresby.

(Piaggio) Pt. Moresby - Woitape-

Tapini-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona (opt.)-

Aroa (opt.) - Kairuku - Bereina -

Moresby.

(DC3) Pt. Moresby-Mt. Hagen-

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 -

Moresby.

Thurs. (Piaggio): Pt. Moresby - Woitape-

Tapini-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona (opt.)-

Aroa (opt.) - Kairuku - Bereina-

Kairuku (opt.)-Pt. Moresby.

Alt. Thurs. (Feb. 9, 23, etc.): (DC3)

Pt. Moresby - Popondetta - Losuia -

Vivigani - Losuia - Popondetta -

Moresby.

Alt. Thurs. (Feb. 2, 16, etc.): (DC3)

Moresby - Popondetta - Losuia -

Vivigani-Popondetta-Pt. Moresby.

Fri.: (DC3) Pt. Moresby - Popondetta -

Moresby.

(DC3) Pt. Moresby - Gurney -

(Samarai)-Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-

Paill-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini-

Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa-

Kairuku-Pt. Moresby.

(DC3) Pt. Moresby - Bereina -

Moresby.

Sat.: (DC3) Pt. Moresby - Popondetta-

Kokoda-Pt. Moresby.

(Piaggio) Pt. Moresby - Woitape-

Tapini-Pt. Moresby.

ANSETT-MAL (with DC3's and Piaggios)

Mon.: Rabaul-Lae-Rabaul.

Madang-Lae.

Lae-Goroka-Madang.

Goroka-Pt. Moresby.

Pt. Moresby - Bulolo - Lae - Bulolo-

Pt. Moresby.

Lae-Wewak-Vanimo-Wewak.

Madang-Momote-Kavieng-Rabaul.

Lae-Mt. Hagen.

Mt. Hagen-Goroka-Lae.

Mt. Hagen - Wapenamanda - Wabag-

Mt. Hagen.

Mt. Hagen-Goroka-Mt. Hagen.

Mt. Hagen-Madang.

Mt. Hagen-Mendi-Mt. Hagen.

Wewak-Maprik-Angoram-Wewak.

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-Goroka-Lae-Mt. Hagen.

Wewak - Lumi - Nuku - Wewak-

Hayfield-Yangoru-Wewak.

Wewak-Telefomin-Ambunti-Wewak.

Wewak-Angoram-Wewak.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO**NUKUALOFA - VAVAU - NIUE**

For further particulars apply to

BETHELL, GWYN & CO LTD.

Beaufort House, Gravel Lane,

London, E.1.

BURNS PHILP

(SOUTH SEA) CO. LTD.

Suva

Mt. Hagen - Goroka - Kainantu - Goroka-Mt. Hagen.
 Mt. Hagen-Mendi-Mt. Hagen.
 Rabaul-Lae-Rabaul.
 Madang-Lae.
 Madang-Lae-Madang.
 Wau - Bulolo - Lae - Goroka - Madang - Wewak - Momote - Kavieng - Rabaul.
 Goroka - Pt. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.
 Wewak-Lae.
 Wewak - Angoram - Maprik - Wewak.
 Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
 Mt. Hagen-Mendi-Mt. Hagen.
 Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.
 Rabaul - Kavieng - Momote - Wewak-Madang-Goroka-Lae-Wau.
 Mt. Hagen-Mendi-Mt. Hagen.
 Wewak - Hayfield - Yangoru - Wewak.
 Mt. Hagen-Goroka-Mt. Hagen.
 Wewak-Altape-Dagua-Wewak.
 Wewak-Vanimo-Tadji-Wewak.
 Wewak-Angoram-Wewak.
 Wewak-Ambunti-Wewak.
 Rabaul-Lae-Rabaul.
 Madang-Lae.
 Wau - Bulolo - Lae - Madang - Wewak-Momote-Kavieng-Rabaul.
 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 - Goroka - Lae - Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.
 Lae - Madang - Wewak - Tadji - Vanimo-Wewak.
 Rabaul-Kavieng-Rabaul.
 Mt. Hagen-Mendi-Mt. Hagen.
 Mt. Hagen-Goroka-Mt. Hagen.
 Wewak - Lumi - Nuku - Wewak - Hayfield - Yangoru - Wewak - Angoram-Wewak.
 Rabaul-Lae-Rabaul.
 Wewak-Madang-Lae-Madang.
 Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.
 Goroka-Lae-Goroka.
 Pt. Moresby-Mt. Hagen.
 Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
 Mt. Hagen - Mendi - Mt. Hagen.
 Mt. Hagen-Goroka-Mt. Hagen.
 Port Moresby-Goroka.

SOLOMON ISLANDS

MEGAPODE AIRWAYS (with Dove)

NOTE: See P-NG-Solomons timetable under Inter-Territory Services for connecting flights.)

Honiara-Auki (Malaita)-Honiara: Tues., Fri.
 Honiara-Yandina (Russell Is.)-Honiara: Thurs. (Fortnightly, Feb. 2, 16, etc.).
 Honiara - Yandina (Russell Is.) - Sege - Munda, and return: Wed. (Fortnightly, Feb. 1, 15, etc.).
 Honiara-Kira Kira-Honiara: Wed. (Fortnightly, Feb. 8, 22, etc.).
 Honiara-Munda (New Georgia)-Barakoma (Vella La Vella)-Munda-Honiara: Fri. (Fortnightly, Feb. 3, 17, etc.).
 Honiara - Yandina - Munda - Barakoma - Munda-Yandina-Honiara: Mon. and every second Fri. (Feb. 10, 24, etc.).
 Honiara-Avu Avu-Honiara: Thurs. and every 4th Sat. (Feb. 25, etc.).
 Details from Megapode Airways, PO Box 103, Honiara. BSIP.
 Pt. Moresby-Goroka.

DEATHS OF ISLANDS PEOPLE

Mr. E. W. Rowlands

Mr. E. W. Rowlands, a pioneer gold prospector in New Guinea and the discoverer of the Kainantu gold-field, died in Brisbane on December 27, aged 69.

After gaining mining experience in Queensland Mr. Rowlands went to New Guinea in 1927 to look for gold. He found the Kainantu field in February, 1929, and mined there until 1948 except for a four-year break in the NGVR in the Markham River area.

Mr. Rowlands was one of the first Australians to penetrate the Highlands. He always worked by himself. About 1948 a fall of rock broke his leg and he returned to Brisbane until the leg healed. He mined at Wabag until 1960 when he retired because of ill-health.

Mr. Rowlands was unmarried. He left two sisters in Queensland.

Sister Marie Gerard

Sister Marie Gerard, a Roman Catholic missionary who spent 60 years in the New Hebrides, died in Vila in December.

She arrived in the Condominium in 1907. Between 1928 and 1948 worked at the French hospital in Santo. She then moved to the Montmartre Roman Catholic Mission in Vila.

Mr. J. S. Rennie

Mr. Jack Stevenson Rennie, a member of the Fiji Department of Agriculture for many years, died in Auckland on December 7, aged 64.

He was a keen sportsman, and excelled at cricket. As a soldier he reached the rank of major, and in the early months of World War II he was seconded to Tonga for military duties.

He left Fiji to live in Auckland when he retired a few years ago.

Father Stephen Dargas

The death occurred at Vunapope, near Rabaul, in January of an outstanding Roman Catholic priest, Father Stephen Dargas, who worked for 41 years in the territory. He was 68.

Father Dargas went to New Britain in 1924 shortly after the massacre of nine inhabitants of a mission station in the Bainings by hostile natives.

Father Dargas worked in the area despite dangers and almost single-

handedly established a new mission station at Kamanakamp.

Built like an ox and tremendously powerful, Father Dargas won the respect of primitive tribes by his courage and fortitude.

During the war he was a prisoner of the Japanese at Vunapope and later at Ramale.

His physique made him the target of much hostility, and the deprivations and hardships of prison camp life undermined his health.

After the war he went to Anir Island, off the coast of east New Ireland, where he founded a mission station and worked for four years.

Two years ago he became the superior of the community at Ulamona.

Mr. A. A. Wright

Mr. Arthur Alban Wright, an administrative officer in Fiji for many years, died in England on January 4, aged 80.

He went to Fiji in 1912 and left in 1936, when he was appointed Administrator of St. Vincent.

He served in many areas in the Colony, in a variety of posts.

Mr. Wright was also a member of the Executive and Legislative Councils.

Mr. H. Gow

Mr. Harold Gow, an employee of Burns Philp (SS) Co. Ltd. for more than 50 years, died at Apia on January 13, aged 74.

He started as an assistant supercargo in the *Induna* in the GEIC, and when he retired he was manager of the company's Apia branch.

He managed the Suva and Levuka branches of Burns Philp in the late 1930's and in World War II.

Mr Gow married an American nurse, Miss Frances Rogers, who served in Fiji during World War II.

He won the military medal while serving with the AIF in World War I, and was awarded the OBE in 1962.

Mr. George Burnett

Mr. George (Jock) Burnett, chief engineer on the Burns Philp vessel *Tulagi*, died in Sydney on January 6 aged about 60.

The *Tulagi* had arrived in Sydney the previous day after a trip to the BSIP.

Mr. Burnett, who was born in Scotland, left the Union Steam Ship Company in 1936 to join Burns Philp. Before the war he served as

Leader at Battle of Tarawa dies in U.S.

General Holland M. Smith, who led the costly but successful US Marine assaults against the Japanese at Tarawa Atoll in the Gilberts in November, 1943, died in January in the US aged 84.

The Battle of Tarawa was one of the bloodiest and fiercest of World War II. US Marines went ashore in assault waves at Betio Islet to encounter a withering crossfire from entrenched Japanese.

In three days of fighting 1,026 Marines were killed and 2,557 wounded. But about 4,000 Japanese, virtually the whole garrison, were also killed and the atoll was taken.

General Smith, who was known as "Howling Mad" Smith, also led US Marine assaults against the Japanese at Saipan and Iwo Jima. For his Tarawa victory he was deemed "the father of modern amphibious warfare".

second and third engineer on the *Neptuna* and the *Merkur*. During the War he was on the *Macdhui* (until she was sunk by the Japanese in Port Moresby) and chief engineer on the *Morinda*.

He switched to the *Bulolo* about 1948 and had been chief engineer of the *Tulagi* for the past eight years.

A former skipper of the *Tulagi*, Captain Frank Sadler, said in a tribute: "Jock was immensely popular with everybody on board, and had many friends throughout the islands."

Mr. Burnett is survived by his wife, who lives in Sydney, and a married daughter, Margaret.

Mr. F. C. F. Nelson

Mr. Frank Clemens Frederick Nelson, Western Samoa's Minister of Works, Transport, Marine and Civil Aviation since 1957, collapsed and died in Apia on January 5. He was 49.

His death occurred as he was about to leave hospital after visiting a dentist.

Mr. Nelson was one of the best known and most popular politicians in Western Samoa.

His funeral, at the Roman Catholic Cathedral, Mulivai, was the biggest ever seen in Apia. All shops closed as a mark of respect.

Mr. Nelson was born in Apia in 1917 and educated at the Marist Brothers School and Sacred Heart College, Auckland.

He was employed by New Zealand Reparation Estates from 1947 to 1950 and was secretary of O. F. Nelson and Co. from 1950 to 1955.

He was elected to Parliament as a representative of Individual Voters in 1954 and three years later was made a member of the Executive Council with the same portfolios he held at the time of his death.

Mr. Nelson was keenly interested in sport. He was chairman of the Apia Rugby Union Management Committee; a foundation member and president of the Western Samoa Amateur Sports Federation; and he played an instrumental part, as Western Samoa's representative at the 1959 South Pacific Conference in Rabaul, in recommending that the South Pacific Games be established.

Western Samoa's Prime Minister Mataafa described him as "a hard-working member of Cabinet, always prepared to do his best to serve his country and fellow men".

"We have lost an honest and fearless leader, a model citizen, and a friend," he added.

Archdeacon R. Hodgson

Archdeacon Reginald Hodgson, who worked with the Malanesian Mission in the Solomons and New Hebrides from 1916 to 1924, died in New Zealand late last year.

He worked first in the Banks Islands and then at Siota before starting Pawa Boys' School in the Solomons.

Rev. Roger Tempest

The Rev. Roger Tempest, who worked for the Melanesian Mission from 1917 to 1935, died in Suffolk, England, recently. Mr. Tempest was warden of the theological college at Siota, BSIP, from 1926 to 1935.

Mr. F. V. Dunstan

Mr. Francis Vivian Dunstan, manager of the Nausori branch of Morris Hedstrom Ltd. in Fiji for many years, and his wife, were killed in a motoring accident in South Australia on New Year's Day.

Mr. Dunstan, who was 75, was well known among the commercial and farming community in the Rewa Valley.

Mr. and Mrs. Dunstan left Fiji several years ago, on Mr. Dunstan's retirement.

Their son, Mr. Donald Dunstan, is South Australia's Attorney-General.

CEREMONY FOR LATE GORDON THOMAS

The friends of the late Mr. Gordon Thomas ("Tolala", of PIM), who died last August, are invited to a ceremony at the Church of England cemetery, Campbelltown, NSW, at 3 p.m. on Sunday, February 19, when Mr. Thomas' ashes will be interred in his wife's grave. Officiating clergymen will be the Rev. Harry Robinson, former chaplain with ANGAU.

Mr. R. N. Caldwell

Mr. Robert Nixon Caldwell, former Fiji District Commissioner and Deputy Secretary for Fiji Affairs, died in Suva on January, aged 78.

Mr. Caldwell, born in Fiji, worked for the USS Co. in Suva for some years before joining the Government in 1906.

In World War I he was a member of the NZEF which occupied Western Samoa in 1914, and from 1915 to 1919 he was a South West Borderer. He reached the rank of major and was awarded the Military Cross.

Mr. Caldwell and the late Ratu Lala Sukuna were credited with conceiving the idea of using the Fijian latent knowledge of bushcraft, guerilla fighting and commando units during the Pacific War. Originally the intended role was defensive—case the Japanese invaded Fiji.

But as this never materialised, a sample party of Fijian guerillas was sent to the American Command in the Solomons. They acquitted themselves so well that ultimately two battalions, a commando group and a dock company, saw service in the Solomons campaign.

As a District Commissioner Mr. Caldwell served in many parts of Fiji.

After he retired in 1953 he joined the boards of W. R. Carpenter & Co. (Fiji) Ltd. and two subsidiary companies, Suva Motors and Island Transport. In 1959 he served for a term as chairman of the Transport Control Board.

He was buried at sea with full military honours. He left a widow and a son and two daughters.

Archdeacon A. E. Teall

Archdeacon A. E. Teall, who worked with the Melanesian Mission in the New Hebrides and Solomons from 1921 to 1959, died in Wales on October.

He began as a district priest, then headmaster of Vureas Boys' School, Vanua Lava, New Hebrides, and from 1935 to 1959 he was Archdeacon of Southern Melanesia.

Classified Advertisements

Per line, 50c Aust.;
Minimum rate, 4 lines.

STAMPS & COINS

PRICES PAID FOR ISLAND STAMPS. Current issues, old accumulations (used or unused), covers, collections. **Seven Seas Stamps Pty. Ltd.**, Sterling Street, Dubbo, N.S.W., Aust.

STAMPS & COINS purchased at highest prices; Lists available—Aust., N.Z., Fiji, Pacific, Papua-N.G., Australian States. **1/-** Postal Note. **P. Downie**, 94 Elizabeth St., Melbourne, Vic.

WANTED TO BUY. Used Stamps of Pacific Islands in any quantity cash by return mail. **Petterd's Stamp Depot**, Box C, G.P.O., Hobart, Tasmania.

BOOKS, MAGAZINES, ETC.

ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent on application. Correspondence invited. **Berkelouw**, 114 King St., Sydney. Telephone: 28-7874.

BOOKS FOR ALL. Let me know your requirements. My terms are the best and I will get prompt and personal service. Cheapest prices paid for any Pacific literature. Specialist in library supply. **Alan Hood, B.A., Dip. N.Z.L.S.,** International Bookseller, 29, Corn St., Witney, Oxon, England.

PEN FRIENDS

WANTED. Penfriends interested in exchanging stamps. Any Pacific Islands, letters answered. **Mr. J. R. Schubert**, Box 43, Milang, South Australia. **Ms. Ivy Broadbent**, Strathalbyn, South Australia. **Mrs. Pauline Perry**, Milang, South Australia. **Miss Karen Perry**, Milang, South Australia. **Miss Lorna Warrington**, Strathalbyn, South Australia. **Barry Turner**, No. 13, Tindara Ave., Windsor Gardens, Adelaide, South Australia.

Wanted For Lease COPRA PLANTATION

PLANTER with over 20 years' actual experience in copra — cocoa — tea — coffee — rubber and allied cultures desires to lease copra plantation in New Guinea or Solomon Islands. Positions held: — Manager, General Manager, and Managing Director in charge of plantations and processing — administration — budgeting — estimation — supplies, and staff. Experience in West Africa, India, Ceylon, China, Malaya, N.E.I., New Guinea, and Solomon Islands. Replies please address to: **"CHL", C/- "Pacific Islands Monthly", Box 3408, G.P.O., Sydney, Aust.**

POSITION WANTED

TOURIST RESORT MANAGEMENT. Young married man, experienced resort development management California, Caribbean, desires similar position. Experienced skin-diving, sailing. Reply: **"ASM", c/- Box 3408, G.P.O., Sydney.**

HOLIDAY ACCOMMODATION

SUN, SURF, HOLIDAY. New 8 storey luxury home units. Ocean front, one block from shops, large pool, full service optional, covered car park, elevator, realistic tariffs. **Sahara Court**, Surfers Paradise, Q'ld.

NURSERY

LIMBERLOST NURSERIES. Specialising in Dendrobium Orchids—Hibiscus and unusual exotic plants. Free lists posted on inquiry:—**Limberlost**, P.O. Freshwater, Cairns, N.Q., Australia. Fully illustrated 40 page catalogue. Air Post—75c.

TRADE ENQUIRIES

MAIL ORDER. Whatever you might want from Hong Kong (Photographic and Cine Equipment, Transistor Radios, Household Appliances, Chinese Brocades, Plastic Flowers, Cultured Pearls, etc.) we can supply you. Right prices and personal care assured. Please write us for quotations. **Filmo Depot Ltd.**, 313 Marina House, Hong Kong. Established in Hong Kong since 1936.

EXPORT SURPLUS STOCK. Price 30 per cent. below par suits, clothing, footwear, radios, umbrellas, watches, rattanware. Import **Sharkfin**, fungus shell. **Johnson Young Co.**, Box 432, Hong Kong.

WANTED TO BUY

NATIVE ARTIFACTS, shields, masks, figures. Primitive and ceremonial objects. **H. M. Lissauer**, 17 Burns St., Elwood, Melbourne, Australia.

FOR SALE

FLEETS. 30 ft steel diesel workboat, built 1965, £2,000. 45 ft chine workboat, built 1960, in survey, 2 way radio, etc., £5,250. New 59 ft carvel general purpose boat, nearing completion, 180 h.p. new diesel installed, big deckhouse, suit cargo, personnel or towing, heavily built, 10 knots on trials, 2 way radio, sounder, anchor gear, etc., £15,750. **Fleets, Rowe's Bldg.**, Edward St., Brisbane, Aust.

"SAMOAN SONGS OF LOVE AND DANCING". 33-1/3 LP record containing 14 of the most melodic Samoan songs—recorded in Apia. £2/10/- Samoan currency, post paid. **Samoa Records**, P.O. Box 139, Apia, Western Samoa.

SHIPBROKERS (AUCKLAND) LIMITED, Sale & Purchase Brokers for Island Passenger and Trading Craft, Tugs, Lighters, and Pleasure Craft. Cables: **"Shipsales"**, Box 1679, Auckland.

FOR SALE (Cont.)

BODEN'S BOAT DESIGNS. The well known Naval Architect, Cecil E. Boden, has compiled two excellent Boatbuilding Books for the amateur builder. One is a manual on Boatbuilding, the other a Design Book describing and pricing over one hundred boats to build. These books can be yours for \$A3.00 including postage. 3 Rawson Place, Sydney, N.S.W., Australia.

CONCRETE BLOCK MACHINE. Blocks, flags, edgings, screen-blocks, garden stools. Make them all with 4-at-once machine. Hundreds a day. Only \$A51, others from \$A21. Send for leaflets. **Forest Farm Research**, Londonderry, N.S.W.

crane for sale

UNUSUAL opportunity to purchase **HARMAN** Model 9C rubber mounted slewing crane with 40' + 20' jib, IN PERFECT CONDITION. Maximum load at 65° is 4 tons.

This equipment is now surplus to requirements and will be sold at written down cost.

For full details please contact:

MR. R. STEIN
P.O. Box 470, North Sydney,
Australia.

Index to Advertisers

Adams Industries	18, 29, 36, 89, 115, 132	Dairy Frost Pty. Ltd.	160	Lane's Pty. Ltd.	56	Small & Shattell Pty. Ltd.	13
Air India International	122	Daiwa Shipping Ltd.	147	Marrickville Holdings Ltd.	21, 23, 139	Southern Pacific Insurance Co. Ltd.	6
Air New Zealand	140	Denton's Paints (N.Z.) Ltd.	36	Mendaco	50	Stapleton, J. T., Pty. Ltd.	13
Amtraco Travel Centre	124	Dewars Scotch Whisky	126	Mick Simmons	132	Steamships Trading Co. Ltd.	7
A.N.Z. Bank Ltd.	132	Drambuie Liqueur Co. Ltd.	135	Millers Ltd.	114	Stephens, F. H., Pty. Ltd.	12
Arnott, Wm. Pty. Ltd.	4, 5	Dunlite Electrical Co. Ltd.	38	Morris Hedstrom Ltd.	14	Stewarts & Lloyds (Dist.) Pty. Ltd.	6
Australian Dairy Produce Board	90	Ego Laboratories Pty. Ltd.	46	Mungo Scott Pty. Ltd.	22	Sullivan (Export) Ltd.	6
Aust. International Travel Centre Pty. Ltd.	129	Ferrier & Dickinson Pty. Ltd.	110	Murray, Sons & Co. Ltd.	130	T.A.A.	cov.
Aust. Walkabout Magazine	124	Fiberglass (A/asia.) Pty. Ltd.	28	Napier Bros. Ltd.	70	Taikoo Dockyard	10
BALM Paints Ltd.	88	Filmo Depot Ltd.	124	Nederland Line & Royal Rotterdam Lloyd	134	Tait, W. S. & Co. P/L	15
Bethell, Gwyn & Co. Ltd.	152	Fisher & Co.	58	Nelson & Robertson Pty. Ltd.	64	Tatham, S. E., & Co. P/L	2
Braybon Bros. Pty. Ltd.	26	Foremost Consolidated Pty. Ltd.	84	N.G. Aust. Line	80, 81	Tooth & Co. Ltd.	8
Breckwoldt & Co. Wm.	74	Forminex Pty. Ltd.	47	Nicholsons Pty. Ltd.	131	Toyota Motors Sales Co. Ltd.	13
British Oxygen Co. Ltd.	49	Frigate Rum	73	Nissan Motor Co. Ltd.	8	Trans Pacific Marine Ltd.	17
British Tobacco Co. Aust. Ltd.	1	Gillespie Bros. Pty. Ltd.	52	Nixoderm	50	Tulloch Ltd.	7
Brockhoff Biscuits Pty. Ltd.	62	Grove, W. H. & Sons Ltd.	48	Northern Hotels Ltd.	135	Turners Supply Co. Ltd.	7
Brownbuilt Ltd.	40	General Foods Corp. (N.Z.) Ltd.	145	N.S.W. Timber Industries Pty. Ltd.	115	Union Steam Ship Co. of N.Z. Ltd.	14
Brunton & Co.	53	Haig, J., & Co. Ltd.	63	N.Z. Forest Service	83	United Insurance Co. Ltd.	7
B.P.	3, 53, 57, cov, iii	Handi Works Pty. Ltd.	66	Ogden Industries Pty. Ltd.	50	Vi-stim	6
Bryant & May Pty. Ltd.	138	Harris, Keith, & Co. Ltd.	52	Outboard Marine Aust. Pty. Ltd.	100	Walpamur Co. (NG) Ltd., The	6
Cadbury-Fry-Pascall Pty. Ltd.	56	H. J. Heinz Co. (Aust.) Ltd.	98	Pacific Islands Society, The	89	Watkins-Dow, Ivon Ltd.	7
Carlton & United Breweries Ltd.	34	Heiron & Smith	75	Pacific Islands Transport Line	150	Weston Electronics Pty. Ltd.	10
Carnation Company Pty. Ltd.	6	Hellaby, R. & W., Ltd.	65	Pacific Publications Pty. Ltd.	46, 96, 99, 155	Weymark Pty. Ltd.	13
Carpenter, W. R. & Co. Ltd.	78, 79, cov, iv	Hobart Bros. (Aust.) Pty. Ltd.	109	P.-N.G. Printing Co. Pty. Ltd.	59	Whites Aviation	12
Carreras (Overseas) Ltd.	159	Hongkong & Whampoa Dock Co. Ltd.	108	Qld. Insurance Co. Ltd.	73	Wilhelmsen, W., Agency P/L	12
Classified Advertisements	155	Hornibrook, M. R. (Pty.) Ltd.	103	Reckitt & Colman Pty. Ltd.	92, 128	Wunderlich Limited	6
Collette Laboratories	142	Hunt Bros.	115	Remploy Pty. Ltd.	94	Yorkshire Insurance Co. Ltd.	1
Colonial Sugar Refining Co. Ltd., The	158	Hutchinson, Robert Ltd.	82	Ruhr-Stickstoff AG	72	Zeiss, Carl, Pty. Ltd.	13
Commonwealth Bank	116	Industrial Enterprises Ltd.	30	Rolls-Royce of Aust. Ltd.	106		
Crammond Radio Co.	48	International Harvester Co.	32				
Cummins Diesel Sales & Service (Aust.) Pty. Ltd.	112	International Majora Paints Pty. Ltd.	20				
Cystex	50						

POOR FELLOW, HE FORGOT TO RENEW!



You, too, might end up doing something like this if you forget to renew your subscription to "PIM".

To:
Pacific Publications Pty. Ltd.,
Box 3408, G.P.O.,
SYDNEY.

Please send me air-speeded copies of "Pacific Islands Monthly" for ☐ 1 year ☐ 2 years. I enclose my remittance of

For subscription rates, please see page 6

NAME
(Block letters please)

ADDRESS

Please tick this space if you are a new subscriber ☐

WE ARE BUYING AGENTS Since 1890

W. S. TAIT & Co. Pty. Ltd.
22 Jamison Street, Sydney, N.S.W.
POSTAL ADDRESS: Box 5315, G.P.O., Sydney.
TELEGRAPHIC ADDRESS: "Success", Sydney.

THE TAIT GROUP

OR PROMPT, CAREFUL AND
XPERT ATTENTION TO
EQUIREMENTS OF
MERCHANTS IN
HE PACIFIC

REGARDLESS OF THE
RODUCT, OR THE
RIGIN, WE
AN SUPPLY
OUR
EEDS.

Sole Distributors in the Pacific of:

- "FULDA" Tyres
- "MYNOR" Cordials
- "ROWCO" Scrubcutters
- "SEBEL" Steel Furniture
- "RIVIERA" Casual Shoes
- "MISS MUFFET" Jams
- "NOBEL" Intercom Phones
- "HOADLEYS" Confectionery
- "FAIRWAY" Fibreglass, Lifebuoys, Rafts, etc.
- "PLASTEVIC" Vinyl Antifouling Paint

AND

CANNED FISH	STAINLESS STEEL SINKS
BISCUITS	KEROSENE IRONS
GROCERIES	KEROSENE REFRIGERATORS
DRIED PRAWNS	OREGON TIMBER
STOVES	TOYS
TORCHES	TEXTILES
TOOLS	BLANKETS
EDIBLE OILS	SACKS
PAPER PRODUCTS	CIGARETTES

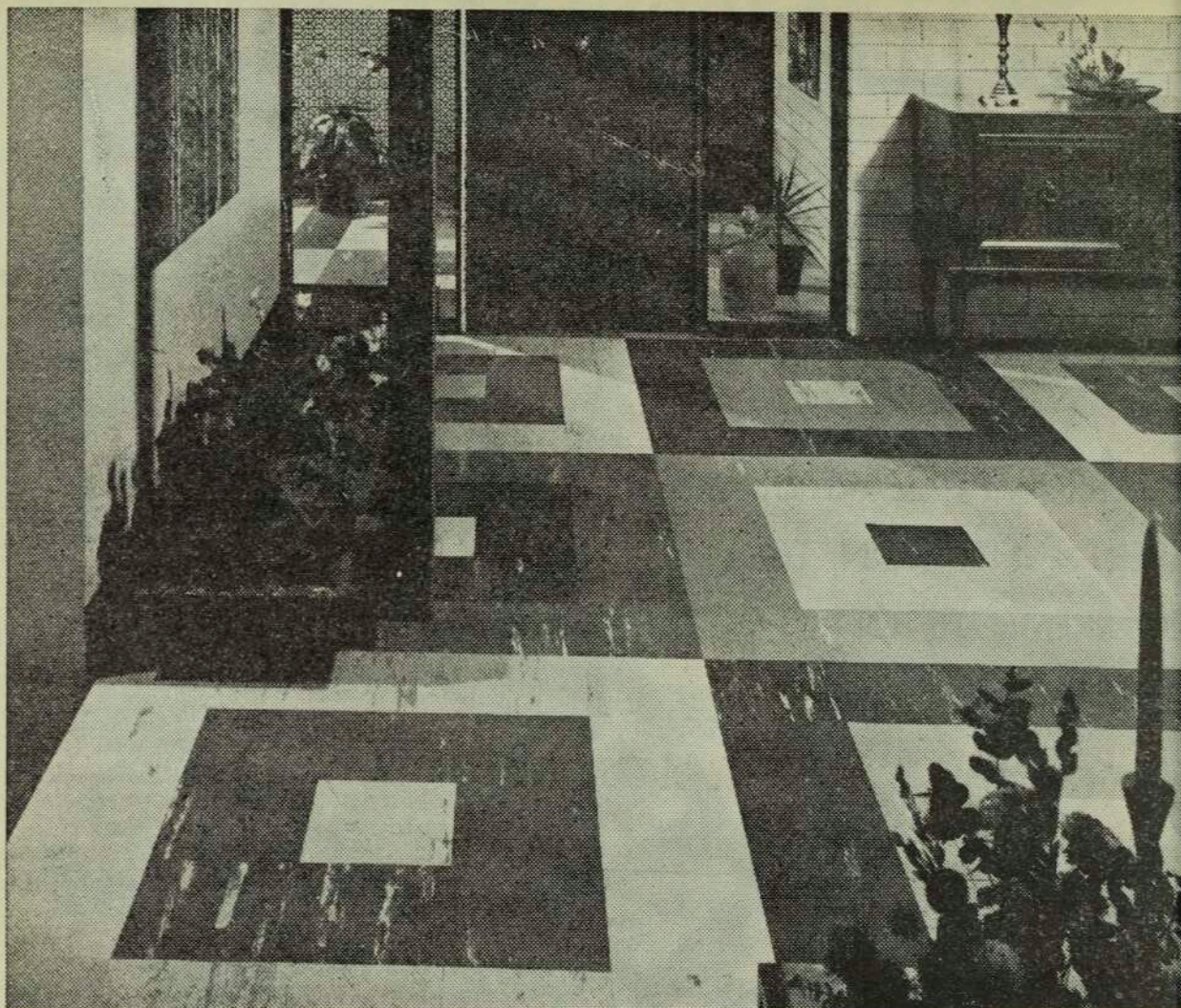
WE SELL ON WORLD MARKETS
Coffee • Cocoa • Shell • Copra, etc.

SPECIALISTS IN ALL FAR EAST GOODS
W. S. T. (Sales) Pty. Ltd.
22 Jamison Street, Sydney, N.S.W.
POSTAL ADDRESS: Box 5315, G.P.O., Sydney.
TELEGRAPHIC ADDRESS: "Taitco", Sydney.

WE ARE SELLING AGENTS

PACIFIC ISLANDS MONTHLY—FEBRUARY, 1967

157

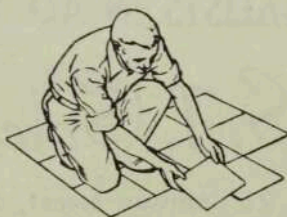


CSR Vinylflex Floor Tiles

cool and colourful

... and so easy to keep clean. Choose from 53 colours and 7 attractive patterns. CSR Vinylflex Floor Tiles are long-lasting, easy to maintain, rot-proof and unaffected by tropical conditions.

Save money, lay your own Vinylflex Tiles. Easy-to-follow instructions are packed with your tiles.



CSR VINYLFLEX

FLOOR AND WALL TILES

Ask for a free colour brochure

EXP-FT163

**AVAILABLE AT LEADING
ISLAND MERCHANTS**



Made in Australia by CSR Building Materials
Division of The Colonial Sugar Refining Co. Ltd.

Help you build better

Right
around
the
world

CRAVEN FILTER KING SIZE
MADE IN ENGLAND

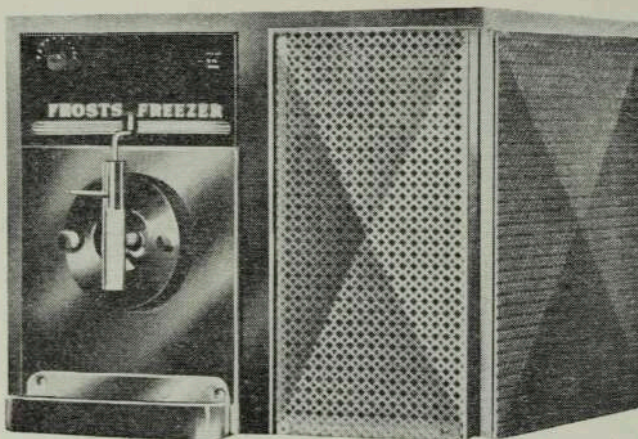
CRAVEN
"A"
VIRGINIA
CARRERAS LTD
LONDON

The perfect balance between filter and fine Virginia tobacco
for that smoother cleaner taste



**In this can is Dairy Frost mix.
It needs no storage refrigeration!
No mixing.**

**Pour the mix
into this
Dairy Frost
machine...**



Famous M 100 Counter model.

**then lift the lever
and dispense
extra thick Frosty Shakes
or soft serve cones**



Simple. Moneymaking!

Thick shakes earn big money.
With this Dairy Frost combination, they've
never been easier to make.
Everything's done. The mix is super-pasteurised.
Rich and creamy.
No storage refrigeration needed! No mixing.
No preparation. Nothing to be added.
It's packed in $\frac{3}{4}$ gallon cans.
It stays pure and fresh until it's needed.
The Dairy Frost dispenser is fully automatic.
It's easy to clean, simple to operate and engineered
for a long, trouble-free life. You can rely on that.
It's made by the largest manufacturer and
distributor of thick-shake and soft serve
machines in the Southern Hemisphere.
It's worthwhile getting the full facts about
Dairy Frost mix and Dairy Frost dispensers.
Write to the Export Department.
They'll tell you all you want to know.

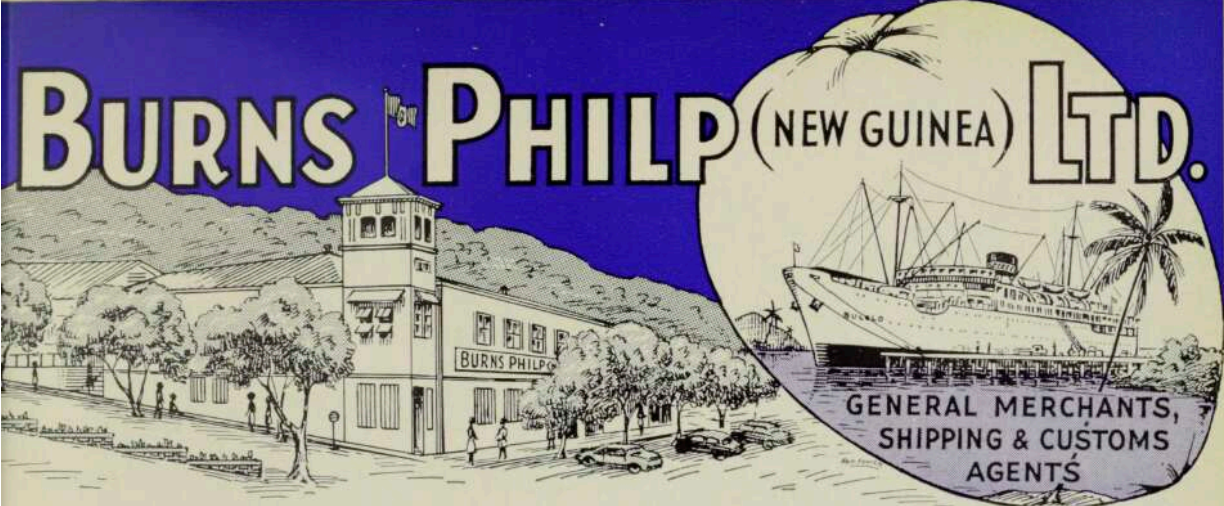
Dairy Frost PTY. LTD.,

13 South Street, Rydalmere, N.S.W. Phone 638-0401.

78-032

Published by PACIFIC PUBLICATIONS PTY. LTD., 29 Alberta Street, Sydney. (Telephone: 61-9197). Wholly set up and
printed in Australia by the Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney.

BURNS PHILP (NEW GUINEA) LTD.



**GENERAL MERCHANTS,
SHIPPING & CUSTOMS
AGENTS**

Head Office: Port Moresby, Papua

Cable Address: BURPHIL.

AGENTS FOR:

Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
Lloyds of London
Stewarts & Lloyds Distributors Pty. Ltd.
Shell Company (Pacific Islands) Ltd.

OVERSEAS AGENTS:

Burns Philp & Co. Ltd., all Australian States
Burns Philp & Co. Ltd., London
Burns-Philp Co. of San Francisco Inc.
TRADE INQUIRIES INVITED

SHIPPING AGENTS FOR:

Bank Line Ltd.
Burns Philp & Co. Ltd.
Cogedar Line
Compagnie Des Messageries Maritimes
Crusader Shipping Co. Ltd.
Cunard Steamships Co. Ltd.
Nederland Line Royal Dutch Mail
P. & O. Orient Line
Royal Rotterdam Lloyd
The Indo-China Steam Navigation Co. Ltd.

AIR LINE AGENTS FOR:

Ansett-A.N.A.
Trans-Australia Airlines
Qantas Empire Airways
International Air Transport Representatives

TRAVEL DEPARTMENT:

Consult our experienced personnel
for planning world wide travel.

DISTRIBUTORSHIPS

INCLUDE:

Beresford Pumps
Briggs & Stratton Engines
British Paints
Buckingham & Carnatic Textiles
Canon Cameras
"Cecoco" Machinery
Conditionaire Air Curtain Doors
International Majora Paints
"John" Valves
Joseph Lucas Electrical & C.A.V. Equipment
Land Rovers & Rover Cars
Massey-Ferguson Tractors and Equipment
Mikimoto Pearls
National Radios & Appliances
Noritake Chinaware
Pioneer Chain Saws
Rover Power Mowers
Sunbeam Appliances
Tempair Air Conditioners
Vauxhall Cars & Bedford Trucks

EXPORTERS OF:

Coffee & Cocoa Beans, Peanuts,
Rubber & Trochus Shell.

BRANCHES and SHOPPING

CENTRES:

PAPUA: Port Moresby, Boroko,
Samarai, Popondetta and Daru.
NEW GUINEA: Rabaul, Kokopo,
Kavieng, Lae, Wewak,
Madang, Goroka, Wau,
Bulolo, Kainantu and
Mt. Hagen.



W. R. CARPENTER & CO. LTD



GENERAL MERCHANTS

For more than 50 years the W. R. Carpenter Group has brought progress and service to the Pacific Islands—as wholesalers and retailers; as buyers of island produce such as copra, coffee and cocoa beans; and by creating industries and facilities which have contributed to the economic development of the area.

The Group is a buyer of merchandise from world markets, and holds many valuable agencies. These include

- ELECTROLUX • NISSAN/DATSUN • DEWARS WHISKY
- FORD • GORDON'S GIN • VICTA MOWERS
- EVINRUDE OUTBOARD MOTORS • CHRYSLER

Associated companies of Group in the Pacific Islands include:

PAPUA/NEW GUINEA

Island Products Limited
New Guinea Company Limited
Coconut Products Limited
Boroko Motors & Transport
Pty. Ltd.

FIJI

W. R. Carpenter & Co. (Fiji) Ltd
Morris Hedstrom Limited
Island Industries Limited
Suva Motors Limited

W. R. CARPENTER & CO. LTD

HEAD OFFICE: 68 PITT STREET, SYDNEY, N.S.W., AUSTRALIA

CABLE ADDRESS:
"CAMOHE"

TELEPHONE:
25-5421.

LONDON OFFICE:
116-126 CANNON STREET, E.C.4.

PACIFIC ISLANDS MONTHLY - FEBRUARY, 1967