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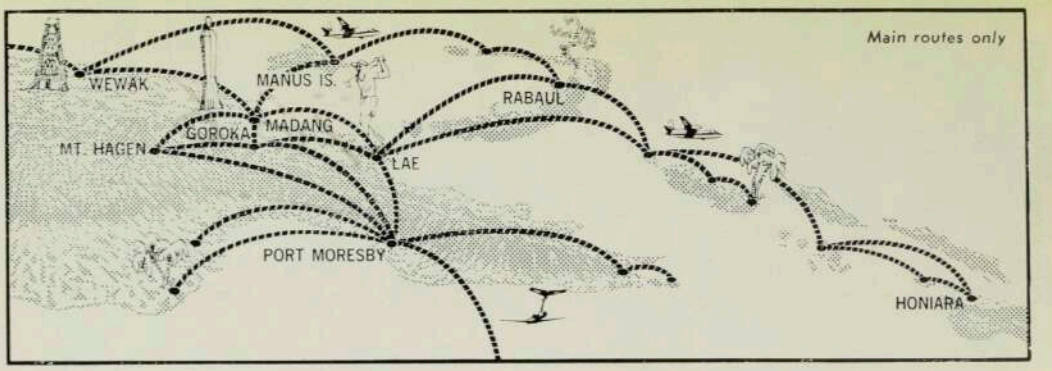
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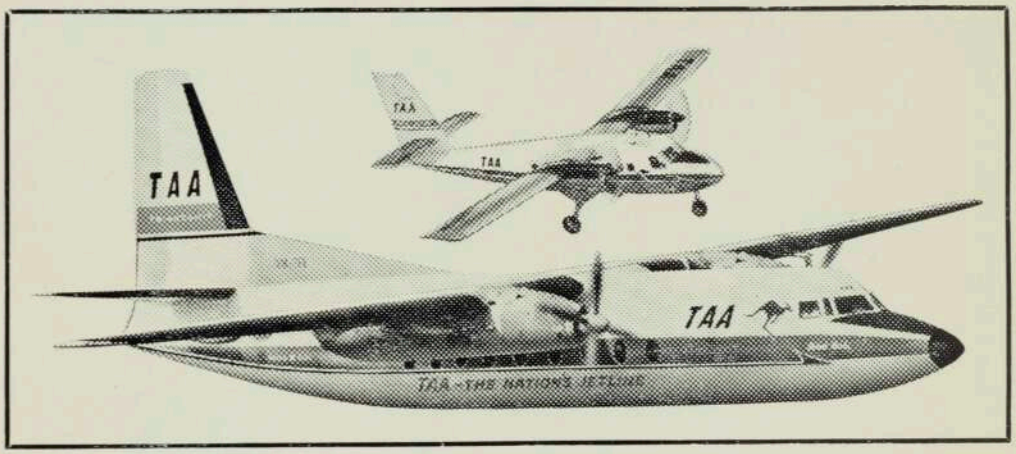
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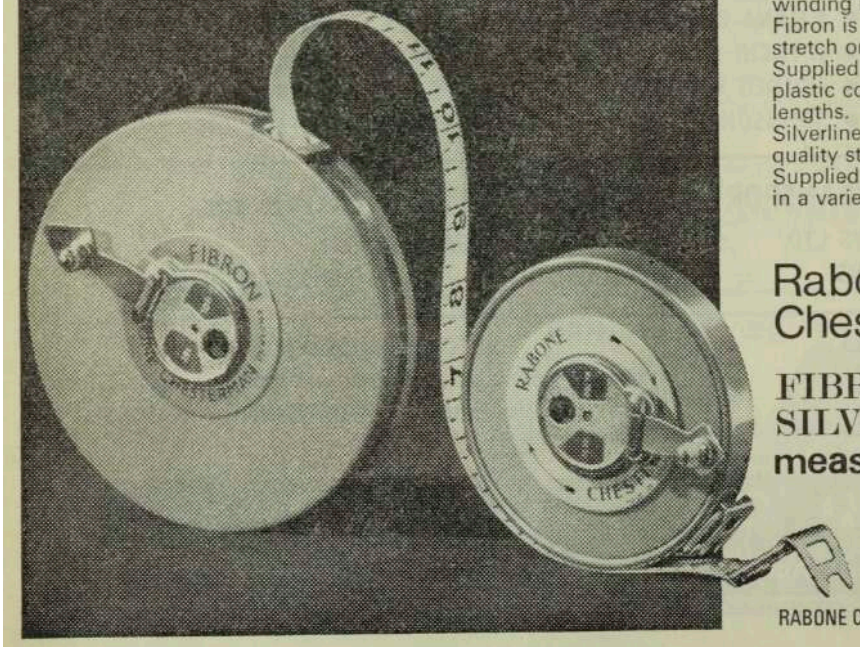


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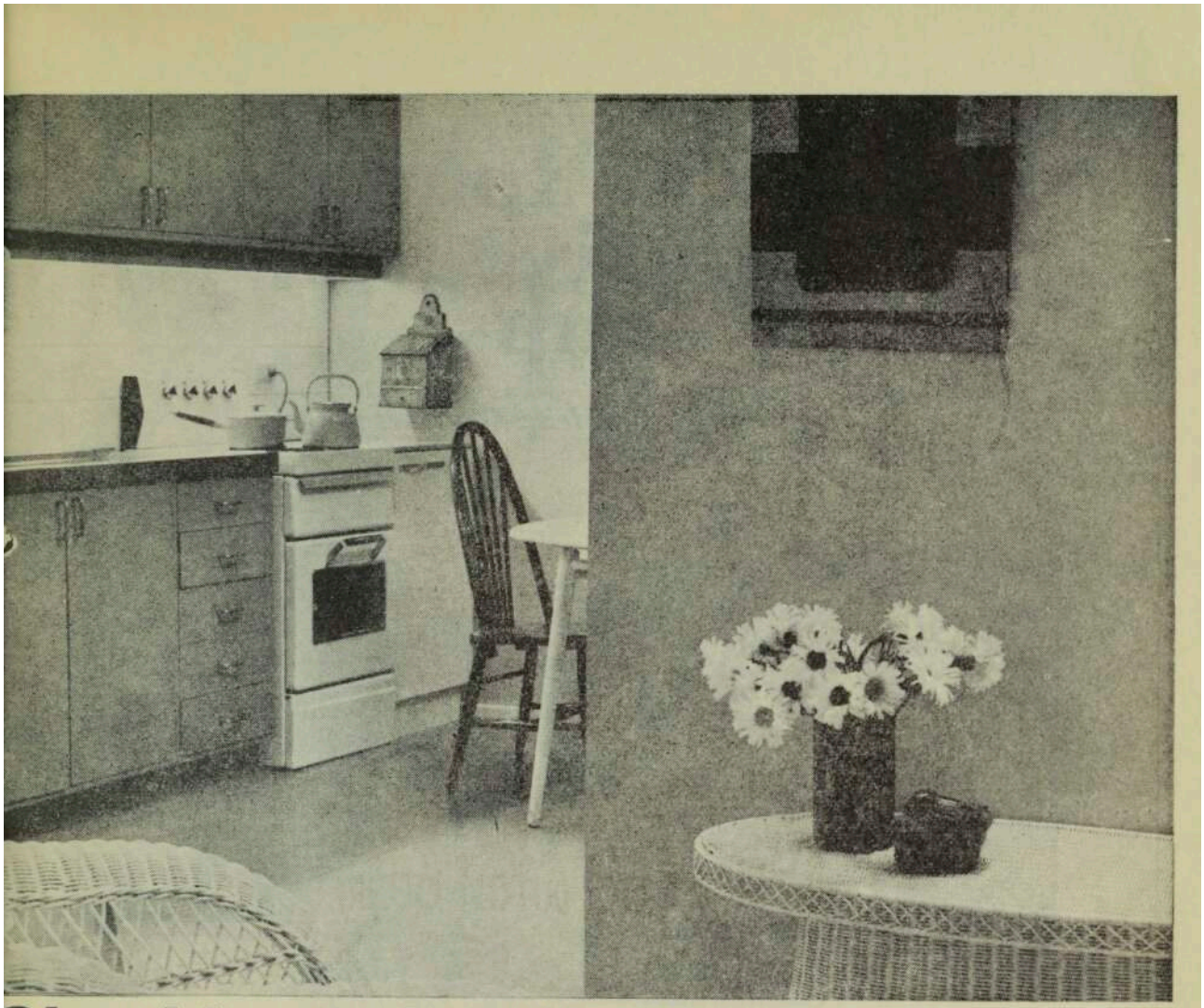
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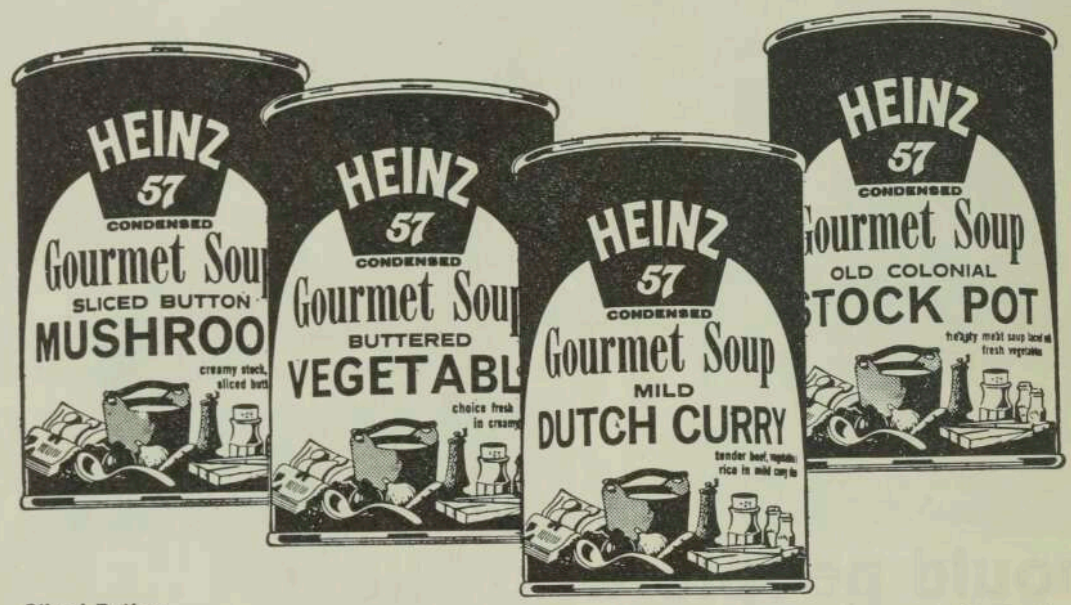
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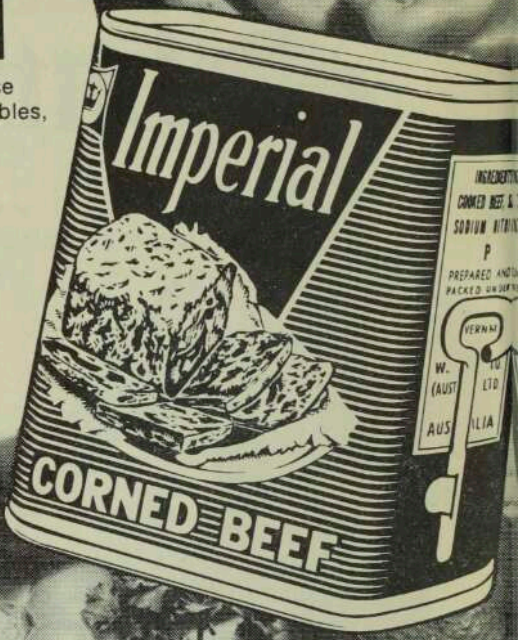
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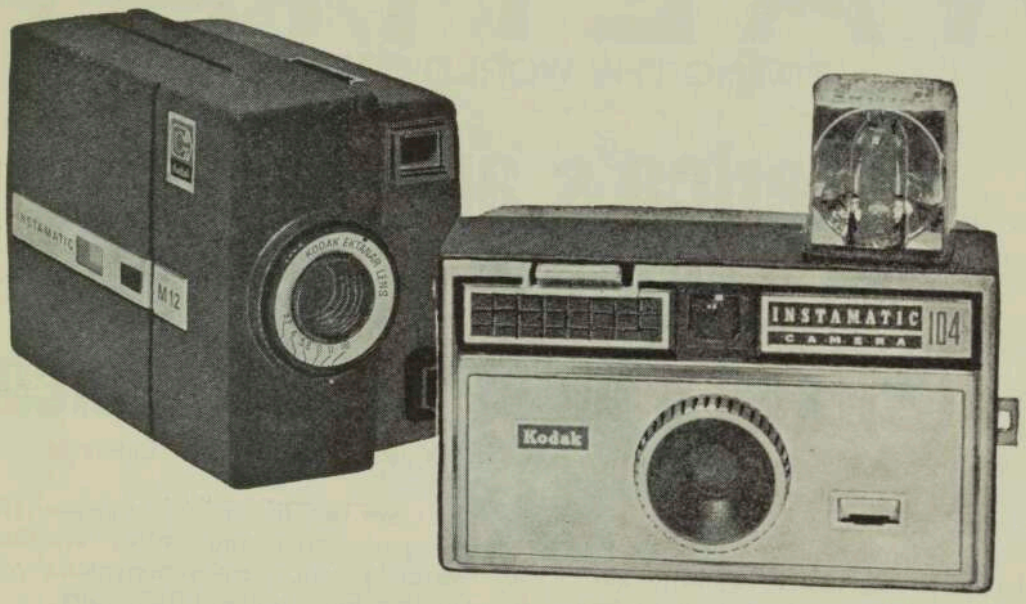
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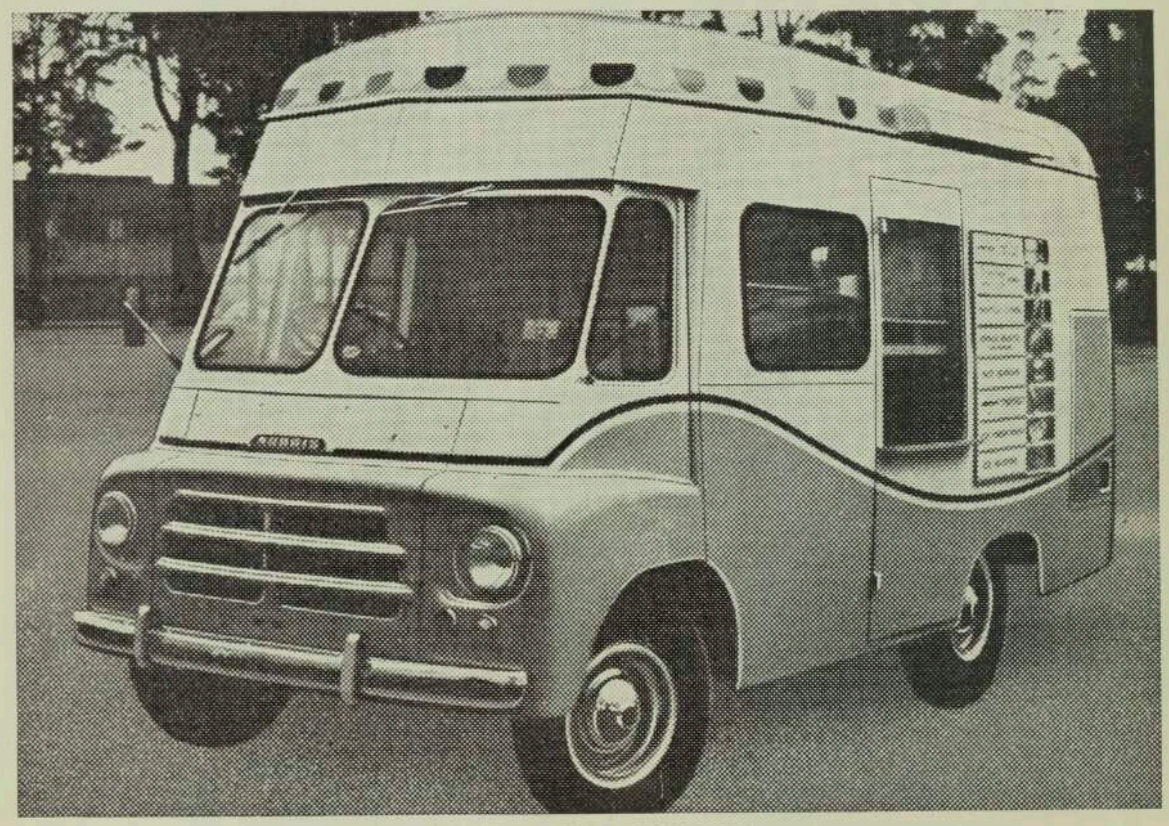
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UP FRONT
with the editor

Paulus Arek, a 39-year-old New Guinea schoolteacher, took his seat in the new P-NG House of Assembly in June fresh from a visit to Australia, and what he saw of the treatment of New Guinea news in the Australian newspapers while he was down didn't impress him much.

AT one of the preliminary get-organised meetings of Assembly members held in Port Moresby just before the top-hatted Governor-General vied for sartorial honours with a be-plumed Mr. Speaker at the official opening, Paulus told his colleagues that the Australian Press was inclined to paint an incorrect picture of New Guinea happenings.

I sought him out later to discuss the finer points of this. An articulate, straight-forward fellow, Paulus explained that he had attended the Duke of Edinburgh's Third Commonwealth Study Conference in Australia, and felt that the points of that particular conference which the newspapers had chosen to report didn't result in a complete picture being presented of what happened there.

Wrong interpretation

The same thing occurred with New Guinea news in the newspapers. He could not easily find anything that was actually inaccurate, but unless readers had a good background on New Guinea—and few did—they ended with the wrong interpretation of the reports. He had found this in many conversations and it disturbed him.

I think Paulus Arek makes a good point. It is not so easy to overcome this lack of interpretative reporting in day-to-day newspaper reports. Space is not available for the backgrounding that is required if the story is to be fully comprehensible to every reader—even assuming that every reader cares to be informed on what is taking place in New Guinea.

The interpretative feature writers in the newspapers and magazines have a better opportunity to do the job. But the trouble here is that sometimes they fall down on it because they are specialists, and as specialists they tend to assume wrongly that the reader is as interested in the subject as they themselves are, and neglect to put the sugar-coating on the pill.

Bad habits

PIM can and does fall into the same bad habits. We sometimes concentrate on what we know to be the most significant development in a territory for the month, to the exclusion of the overall picture. This month, for instance, we carry some weighty pieces on the New Guinea political scene—the opening of the Assembly, the build-up of party politics, the appointment of the first native Speaker, and the details of the McEwen report to the UN.

It's all necessary, and it's all happening at this moment as I sit in my room in Port Moresby typing this budget of thoughts. In the House down the street they are politicking in great earnestness, and not even the Kennedy shooting means anything to them. The newcomer to Port Moresby could be forgiven for believing that the New Guineans are interested in their own political future to the exclusion of everything else.

But this is nonsense. For one

THE COVER

Men of the Trobriand Islands wear colourful cockatoo feather head-dresses for their tribal dances. The Trobriands are now attracting tourists, and for what they may expect to find when they get there see our story in the Travel section.

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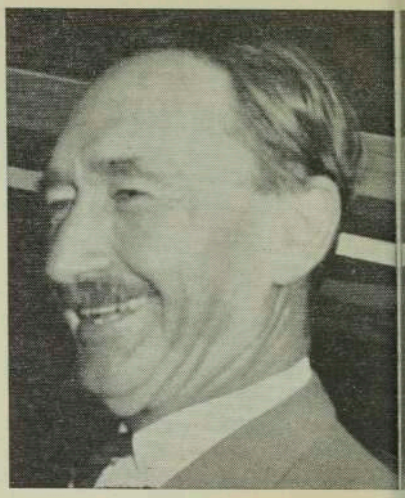
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Mr. C. E. Barnes, Australian Minister for External Territories . . . in P-NG the people speak about the need for roads and bridges, not self government.

thing, there is no real interest in national politics. Most members of the House don't understand national issues, as Mr. McEwen has indicated. What we have in the House is a few score men from all points of the territory, sufficiently involved in the problems of their own immediate locality to get themselves elected to a forum which they think might help bring some of the problems to government attention. Some of these men are simply there for the money.

Not interested

At a Port Moresby news conference a couple of days ago, the Minister for External Territories, Mr. Barnes, said he couldn't understand why newsmen kept on at him on political issues—that these weren't the issues which people spoke to him about when he went round the traps in the territory. The people spoke to him about the need for roads and bridges, not self-government. Even in Australia, said the Minister, the citizen wasn't interested in politics.

I agree with the Minister that politics can be and is being over-stressed in New Guinea reportage. It is over-stressed, as Paulus Arek implies, because we are hearing about New Guinea politics to the exclusion of other developments.

When you thumb through this issue of *PIM* you would oblige me by making allowances for our own shortcomings.

—Stuart Inder

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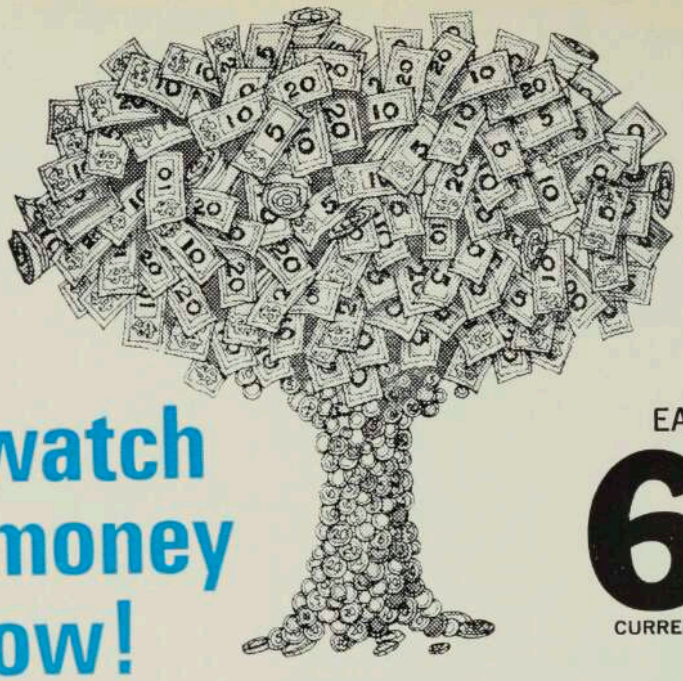


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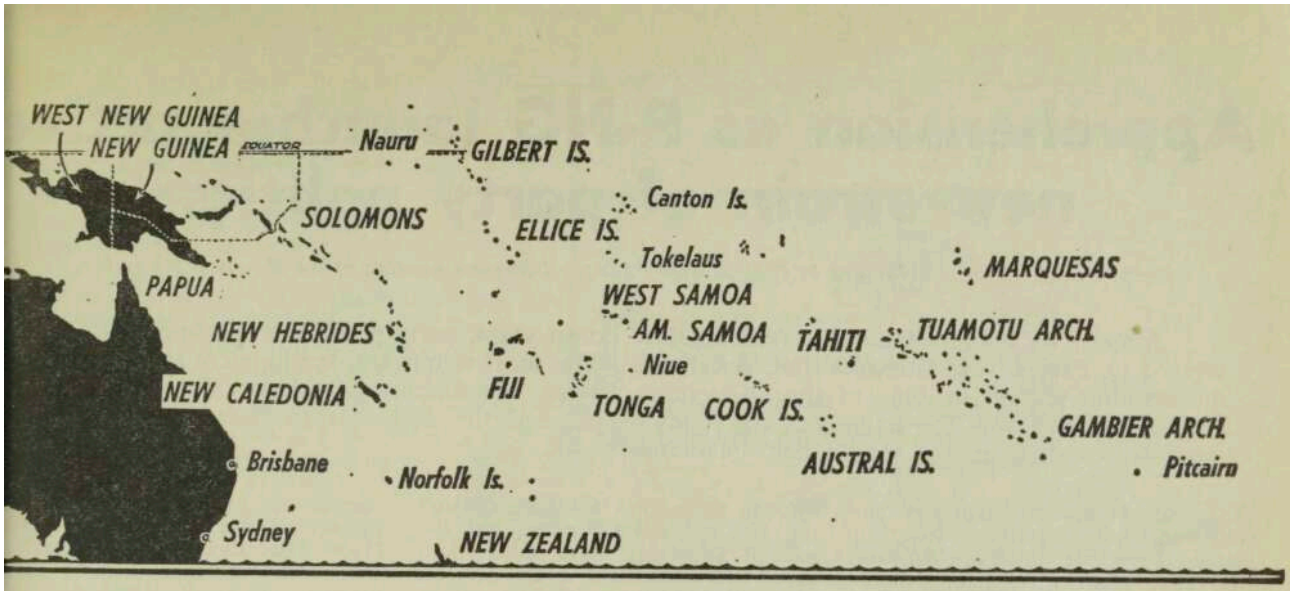
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ol. 39. No. 7, July, 1968

PACIFIC ISLANDS MONTHLY

n This Issue

ENERAL

- hotel interests 26
- rate expert 57
- e on the Big Pond 65
- film South Pacific 71
- st Islanders in Sydney 91
- ur new cargo runs 97
- Oriental Queen" as floating uni 99
- tair buys Stol 118
- pes for sugar agreement 119
- njibi Holdings profits up 120

MERICAN SAMOA

- w tug named 105

OK ISLANDS

- pulation explosion fears 33
- w hotel 47

I

- state of the nation, 1968 26
- otball results 28
- kemba" loss 29
- a Civic Centre project 27
- ind the hotel figures 49
- ry Gibson, karate expert 57
- a, city of cars 64
- ncrete tug 101
- ean fishing ship on reef 105
- interests 119

FRENCH POLYNESIA

- H tests: biggest if not best 34
- Chile-Tahiti air service 51
- Gauguin Museum 117

GILBERT and ELLICE ISLANDS COLONY

- New air service connections 29
- Funafuti girl marries in Nauru 117

NAURU

- New air service 29
- Island-style wedding 117

NEW CALEDONIA

- Win for autonomists 32
- Grand old lady 35
- Complaints about Australian Press 67
- Prison warder sentenced 68
- "Nickel II" grounded 101
- Trying to refloat the "Matipo" 103

NEW HEBRIDES

- Holm Line withdraws service 31
- New shipping service 97
- Good year for copra 119

NORFOLK ISLAND

- New Administrator 28
- Football pools development 28
- Stories the tombstones tell 85
- Stamp honours "Morinda" 105

PAPUA-NEW GUINEA

- Party politics at last 22
- New Ministerial Members 24
- How they elected the Speaker 25
- Port Moresby personality 29
- UN Mission report 32
- Plans for new hotel 43
- Trobriands: Best tourist value 41
- Unity for P-NG? 52
- Fly River journey 61
- Bougainville's copper boom 81
- Book: "Asmat of New Guinea" 95
- New "Thorsgaard" run 101
- "Deanel" sinks 105
- Marine complex planned 105
- New chairman for Tourist Board 117
- Patair buys Stol 118
- New Carpenter chief executive 119
- Kinjibi Holdings profits up 120

SOLOMON ISLANDS

- Extra grant from Britain 119

TONGA

- Hopes for jetport 30
- Closer to independence 30
- Shipping changes possible 99
- Seaman lost 101

US TRUST TERRITORY

- Air service to Nauru? 29
- Air Micronesia starts 49

WESTERN SAMOA

- Optimistic about the future 31
- PanAm plans services 50
- Visit by NZ surgical team 117

DEPARTMENTS: Up Front with the Editor, 15; Tropicalities, 33; Travel, 37; To the Point with Percy Chatterton, 52; From the Islands Press, 72; Magazine Section, 81; Yesterday, 89; Book Reviews, 91; Shipping, 97; Cruising Yachts, 107; People in Pictures, 114; People, 117; Commerce, 118; Shipping, Airways Schedules, 123; Index to Advertisers, 129; Deaths of Islands People, 131; The Practical Planter, 137.

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Apprehension as P-NG launches active new strain of party politics

By STUART INDER, who was in Port Moresby for the inaugural meeting of the House of Assembly.

After a half-dozen false starts in the last dozen years, party politics at last appear to have arrived in Papua-New Guinea. That, I believe, is the most significant development to come from the opening session in June of the 94-member House of Assembly. Pangu (for Papua-New Guinea Union) was the name on everybody's lips, and the fact that the new party received more curses than praises should help guarantee its life.

The advent of the Pangu Pati put stiffening and direction into an inaugural meeting which might otherwise have spent a fortnight delivering self-conscious maiden speeches to itself on the need for roads and bridges.

The Government had purposely refrained from introducing controversial legislation, to allow members a shake-down period; among the more exciting of the bills passed were the Laws of the Territory (Proof and Printing) Ordinance, the Statistics Ordinance and the Ordinances Interpretation Ordinance.

A number of proposals made from the floor of the House had more elements of controversy, but debate on these invariably came to sudden, unmourned ends.

We don't understand

There were echoes of the previous, 64-member House in the plea of Ebia Olewale (South Fly Open) that he could understand very little of the legislation he was apparently helping to pass, and the complaint by Traimya Kambipi (Kompian Baiyer Open) that he wasn't impressed by a House where all the good speakers got up and put their ideas, then left the chamber.

But these were merely echoes. This House was not the same as the last, anymore than the last House was the same as the previous Council.

The new members were younger, better educated and certainly more aware. Most of the few old hands left in the chamber (23 out of 84 elected members) commented on this; the awareness in the new House was the strongest impression I gained from watching the members feel their way into their new surroundings.

There are a number of reasons for this new attitude, but one of the strongest, I suspect, is the fact that local government councils in recent years have followed the same election procedures as those adopted for electing the Assembly, and the council elections have also been supervised by the P-NG electoral office; thus big new sections of the country have become experienced electors.

No firm judgments

Because of the paucity of controversial legislation, it is too early for any firm judgments to be made on the political acumen of the new members, but there was some encouraging sniffing at the air following the first behind-the-scenes manoeuvres of the Pangu men.

It was obvious that Pangu were to be the stirrers at this meeting. After their controversial launching as a party last year, and their victory at the polls, all eyes were on them, and they were conscious of it.

A few days before the House was opened they used their weight to he get John Guise the Speakership (s "How They Elected the Speaker", 25), and with that possible thre to party unity out of the way th spent the next day or two in som thing of a frenzy of preparation f their parliamentary debut.



Mr. Michael Somare, parliamentary leader of the Pangu Pati. The party put some controversy into the inaugural meeting of the Assembly.

"If you want to know our plans said Toni Voutas to all outsi questioners, "I suggest you listen the House over the first three da and you'll get it all."

The more mysterious the Pan men became, the more apprehensi became the rest of the House, that by the time the Governo General delivered his opening spee nobody would have been surpris if Pangu had interrupted it w a demand for Lord Casey's recall.

Suspicion of Pangu

Much of the general suspicion Pangu's motives built up at t time, and during the party's careful prepared pronouncements in t House in the first few days, did n dissipate.

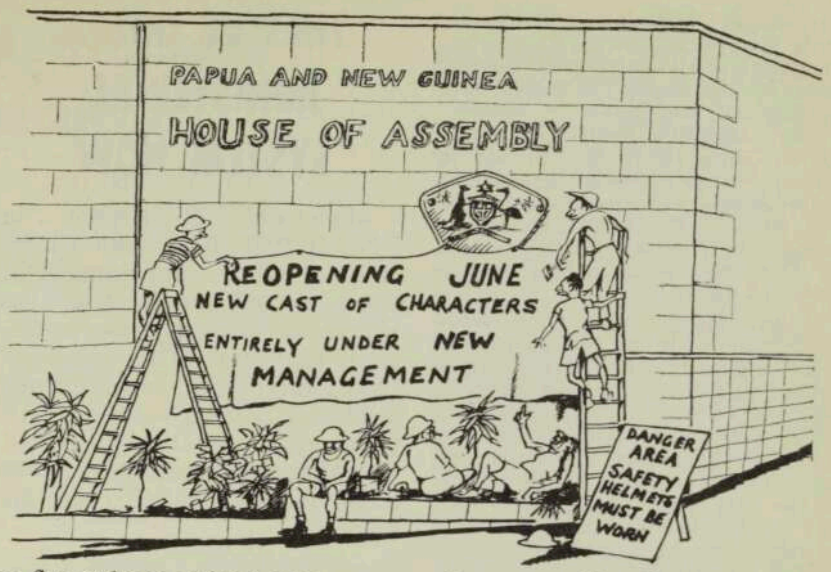
The meeting finished a fortni later with the House divided i three unequal, uneasy parts— Government, Pangu and The Re Pangu was very much the minor having started its parliamentary with 13 supporters and lost o possibly two, en route. The Gove ment started with 10 and took u itself another 16 ministerial assistant ministerial members.

Pangu's unpopularity with Rest brought predictions that it finished, that it could last no lon than another two meetings. Pangu leaders Michael Somare, T Voutas, Paul Lapun and Cecil A appeared confident at the end t the party could prove its hon intentions during the heat of controversy over Government poli and gradually win for itself significant following from The Re

Thus their decision to shoot t

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● The big event in Port Moresby in June, as seen by the artist's brush of former P-NG Director of District Administration, Mr. J. K. McCarthy, who this time wasn't himself a member of the cast of characters.



olt in the first week, stating firmly where they stood, may have been the ight one, for if they stick to the arty platform they have the next our years to gain the confidence of heir parliamentary colleagues, and he general electorate such as it is.

The party's aims were summed up y Voutas (Morobe Regional) as mmediate home rule, followed by nternal self-government and finally ndependence.

Home rule

Under home rule, the Assembly ould decide the territory's budget nd make general decisions on terri- ry affairs, but the Australian Gov- nment would keep the power of eto. Under home rule, the biggest arty in the Assembly should fill all e ministerial positions.

In the next step, internal self- overnment, Australia would no nger have power of veto but would ntrol external affairs and defence. he territory would bargain about e amount of aid to come from ustralia.

P-NG would need plenty of ex- rience with home rule before self- vernment came, said Mr. Voutas. ngu believe that P-NG should be der the one UN agreement (Papua not under a UN agreement) and territory should have one name, one flag and one national song.

Earlier, Somare (East Sepik Regional) had announced that he was parliamentary leader of Pangu, that Lapun (South Bougainville Open) was deputy leader and Pita Lus (Maprik Open) was party whip. Somare said that initially no member of Pangu would accept a ministerial appointment because in the early stages of the party's development the loss of men would weaken it. Ministerial members, bound by the oath of secrecy, would not be able to obtain a party ruling.

Pangu's attitude, he told an attentive House, did not lessen the respect for the ministerial system; nor would Pangu oppose Government measures automatically, but only when the party felt they were contrary to national interests.

Pangu would offer constructive criticism and alternate courses of action, and regarded its role in the House as "a loyal opposition". It would carry out this "difficult task" despite the fact that the Minister for Territories did not recognise the desirability of fostering a two-party system of government.

Cecil Abel (Milne Bay Regional) put forward the party's economic platform, which was, in short, to double the territory's national income in two years with more money from taxes and loans—a commendable policy, most people thought, if only it could be achieved.

Attacks on Pangu

Slings and arrows were hurled at Pangu from all parts of the House in the ensuing fortnight, although it was not always clear why some of the assaults were launched.

Possibly it was because Pangu had the only positive programme, and in the absence of any vexatious Government legislation, Pangu was the only windmill that could be tilted at. And members were suspicious of the party's intellectual background, particularly of the university people they believed to be behind Abel. The Highlanders considered it to be a coastal party, and thus not in their best interests.

Many members attacked Pangu for not having accepted ministerial posts, one of the strongest criticisms coming from Oala Oala Rarua (Central Regional), one time president of Pangu, who was eased out following some statements he made in Australia.

Oala made it clear that he was an independent member and that his policy was "straight-out



hile the Assembly was meeting at one end of Port Moresby in June, these embers of the police riot squad were putting on a display of strength at the her end after breaking up a series of brawls which developed from an inter- rritory football match. Papuans and New Guineans took sides, proving that hile P-NG may have a national parliament it is still in search of a national identity.

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nationalism", although in partnership with Europeans. Since Pangu had advocated early ministerial government for the territory it should have participated, said Oala.

Jim McKinnon (Middle Ramu Open) shot off a few rounds in Pangu's direction when announcing to the House that his own party—the All People's Party—had decided to rename itself the All People's Group, as "most New Guineans had no idea of party politics".

Even before Mr. McKinnon's announcement it had become obvious that as a party All People's was in tatters, and somebody had suggested to the wordy, always beaming McKinnon (who is widely liked in his Madang area as a warm-hearted and generous trader) that he rename it the One Person's Party. Neither the All People's Group or McKinnon is likely to have political impact. Pangu and All Peoples were the only parties to gain seats.

Few personalities

Few personalities stood out. It is too early yet, and many members became restless fairly early in the proceedings, for they had already gone through a lengthy "schooling" in Port Moresby before the actual Assembly began.

The appointment to the Government benches of old kiaps such as Mick Foley (District Commissioner-elect of the Western Highlands) brought some fire from Pangu, returned in kind by Foley himself, who thus added some colour to what otherwise was an inoffensive Government team. It still misses such personalities as Dr. John Gunther and J. K. McCarthy.

Among the elected members, the gaps left by Ian Downs, John Stuntz and Don Barrett were wide ones, and in the early stages of the meeting old-hand Ron Neville (Southern Highlands Regional) made the mistake of trying to fill them all himself, and frequently harangued the House like a short-tempered kiap. Like a short-tempered kiap this resulted only in him getting some backs up, but he saw the error of his ways in time and quietened down to his more reasonable self, and will survive to fight another day with weapons better suited to his personality.

The Budget session at the end of the year will give the House its first opportunity to try its political steel, and also be the first testing ground for the new Ministerial Members.

Thanks to Pangu, that Budget session should quickly get away to a serious start.

THEY'VE GOT A MINISTERIAL SYSTEM NOW

Ministerial government in P-NG took its first hesitant steps in June with the appointment of seven elected members of the House of Assembly as "ministerial members". They share responsibility with departmental heads for policies of the departments and may initiate proposals. In addition, eight assistant ministerial members have been appointed.

The 15 were selected by a committee of the House, which compromised "only a little bit" with the Administrator (to quote a committee member) before the final selections were announced. General feeling in the territory is that the selections were a good choice. Some have no formal education, but the Administration plans to issue them with tape recorders to allow these men to put their views to departmental heads.

The selection of the members was based roughly on a regional distribution, although Papua ended with a slight edge on the others. Five come from the Highlands (which has 30 seats in the House), three from the New Guinea islands (17 seats), three from the mainland (24 seats), and four from Papua (13 seats). Average age of the members is 38.



Roy Ashton—Works.



Toua Kapena—Labour.

The Ministerial Members all be come members of the Administrator' Executive Council, together with a additional elected member who is no a Ministerial member—Tom Leahy 39, planter (Markham Open)—an three official members, Messrs. F. C Henderson, L. W. Johnson, and T W. Ellis.

The Ministerial Members are ex pected to spend at least three week of every month in Port Moresby. I there is any disagreement betwee them and their departmental hea the Administrator may adjudicate.

The list of Ministerial Members is *Trade and Industry:* Angmai Bila 30 (Mabuso Open). *Public Work* Roy Ashton, 47 (East and West Ne Britain Regional). *Education:* Ma thias Toliman, 43 (Gazelle Open *Posts and Telegraphs:* Sinake Giregin 31 (Daulo Open). *Agriculture, Sto and Fisheries:* Tei Abal, 36 (Wab Open). *Labour:* Toua Kapena, (Hiri Open). *Public Health:* To Lokoloko (Kerema Open).

Assistant Ministerial members ar *Lands Surveys and Mines:* Andre Andagari Wabiria, 30 (Koro Open). *Technical Education a Training:* Joseph Lue, 35 (Bougai ville Regional). *Local Governme* Kaibelt Diria, 48 (Wahgi Open *Co-operatives:* Lepani Watson, (Kula Open). *Rural Developme* Mek Singiliong, 34 (Finschhaf Open). *Treasury:* Oala Oala Rari 33 (Central Regional). *Informati and Extension Services:* Joe P Langro, 29 (West Sepik Regiona *Forests:* Siwi Kurondo, 48 (Kerow Open).

Siwi Kurondo is a former Par Pati member who resigned in Jun

How they elected Mr Speaker

The election of John Guise as Speaker of the Papua-New Guinea House of Assembly removes from the active arena a man who has long been an enigma of New Guinea politics.

Guise, 53, born in a village near Dogura, Papua, a part-European who has chosen in recent years to call himself a Papuan, became P-NG's first full-time politician in 1961 when he was elected to the Legislative Council and has held his seat since with big majorities. A father of eight, he lives in a village in the Marshall Lagoon area of Papua, and his usual dress is a pair of old trousers and a singlet, shoes but no socks.

He is a former sergeant-major of police (where he was noted for his smart turn-out), an active layman of the Anglican Church, chairman of the important Constitutional Committee in the last House (on which he did excellent work), and Leader of the Elected Members in the same House until the title was abolished by his colleagues as a means of getting rid of him (for he was not entirely trusted).

Fence-sitter

Guise, politically, is a fence-sitter; a mixed-up personality with an ambition to be successful but not sure of the direction he should travel, and thus which signposts he must look for in order to get there. His election to the high post of Speaker (ranking in protocol after the Administrator and Chief Justice) has solved his dilemma for him.

His nomination for the position came late, and after much cogitation. Rainantu coffee planter Mick Casey had nominated, and wanted the position. But he was a new member, and old hands Roy Ashton, a New Britain planter, and Percy Chatterton, retired Papua missionary, allowed their names to go in so as to give the Assembly a choice. Ashton had preferred to hope for one of the ministerial positions and wasn't an enthusiastic starter.

At this point John Guise nominated. Chatterton then withdrew; as a European in a Papuan electorate he did not want to contest the Speakership against a Papuan. The members cast their votes in a secret ballot, using symbols for their choice of the three men. Guise won easily. Why did he stand and where did his support come from?

The explanation is to be found in his support of the Pangu Pati. He had joined the party late, after fence-sitting to see how it would go, and he was not at ease there, nor was the party at ease with him. Guise realised he could not hope to control the party, which was in the hands of younger men.

Pangu's position

Pangu now took the line that its members should not accept ministerial positions in the new House. When it became obvious that this view would be accepted as policy by the party, Guise had to decide on his future.

He knew the Administration would offer him a Ministerial post ($5,000 a year, with a car and the use of a house). If he remained with Pangu he would be a backbencher (on $3,000), with every prospect of being overshadowed in the next four years by the younger, more radical men. He could be sending himself into the political wilderness. He decided to try for the Speakership ($5,000, plus allowances and great prestige).

Once nominated he was apprehensive about his chances. If Chatterton had remained in the ballot Guise might have been justified in his fears, for Chatterton almost certainly threw away the Speakership by withdrawing.

But Guise's nomination got the support of Pangu, which wanted to avoid a public showdown over the ministerial issue. The Highlands bloc also supported Guise, believing that he would be more useful as Speaker than in shaking things up on the benches.

What he wore

Only the Administration was unhappy. It still saw Guise as good ministerial material and preferred to see Ashton as Speaker. (In the end result, Ashton became Ministerial Member for Works—the only European to get a ministerial post).

John Guise displayed his propensity for being all things to all men when, on the day he was installed as Speaker, he wore ceremonial robes



of tapa cloth from the northern district of Papua, plus a large kina shell and a white bow-tie around his neck, two bird of paradise plumes on his chest, traditional Westminster wig and black gown, and the usual shoes without socks.

This colourful outfit was evolved to meet the objections of New Guinea members who had heard he planned to wear merely the Papuan tapa, which, they felt, did not sufficiently identify New Guinea. Fortunately, Mr. Speaker's outfit is for ceremonial occasions only; his everyday dress when in the Speaker's chair is merely wig and gown.

At his inaugural address, Mr. Speaker spoke at length on his humble village origins, and said he and his wife would continue to be what they were, "simple village people, with no false trimmings in our official lives". He would maintain impartiality despite any affiliations he had and "will not rubbish any member of the House".

"Friends," he added, "mine will be a lonely and exacting life, and I ask you all to pray that God will guide and assist both myself and my dear wife and family."

John Guise's election was a tidy solution for everybody, and not the least for Guise himself. With his knowledge of the House, his length of parliamentary service, the popular support he has from his electorate, and his ability, he deserves the honour. And his handling of the House during the inaugural session indicated that besides being P-NG's first Papuan Speaker, he might also turn out to be its best.

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FIJI, 1968: CONFRONTATION OF PAST AND FUTURE

By JUDY TUDOR

What has been happening along the 10 miles sweep around the foreshores of Suva Harbour, from Bay of Islands to Suva Point, has changed the seaward face of Fiji's capital city. Similar spectacular development has taken place around Nadi Airport and in the 25 miles of Viti Levu coast from Yanuca to Korolevu. All of it is a significant indication of the faith both local and overseas investors have in the future of Fiji. How far is this justified?

Fiji has not had a favourable visible balance of trade since 1963—and hadn't had one for some time before that. In 1964 the deficit was over £1,500,000 and it has risen steadily ever since—£7,800,000 in 1965, £5,835,000 in 1966 and the tentative figures for 1967 show a deficit of nearly £7,500,000. The pattern has continued into 1968.

The gap is filled by overseas investment, loan money, overseas grants and, increasingly, by the tourist industry. According to the Fiji Visitors Bureau, tourism was worth £5,400,000 to Fiji in 1967. It is going to have to do even better in the future if it is to fill the gap. Some of Fiji's traditional industries now appear moribund. Or, anyway, static.

Since 1960, Fiji has increased the tonnage of sugar exported from 217,833 tons (valued at £8,706,000) to 318,142 tons in 1967 (valued at £11,356,000). This increase has been made possible by the suspension of world quotas when Cuba withdrew in 1961 and also by the development of a modest market in the United States. Sugar, however, is an over-produced world commodity.

Of other primary exports, Fiji produced 17,985 tons of coconut oil in 1960; 14,160 tons last year; 2,499 tons of copra in 1960; 1,756 tons last year. Production of bananas in 1960 was 13,512,000 lb; last year 3,478,000 lb.

In the late 1950's and early 1960's, when trade deficits seemed to be getting out of hand, there was almost panic insistence that Fiji should produce more at home to get her trade into better balance.

Since then, Fiji has attracted at least a score of local industries that did not exist a decade ago—cement manufacture, a brewery, new paint factories, a plastics works, two cigarette factories, two factories for corrugating steel sheets, two canners of fruit juice and pulp, factories for locally made nails and building components—to name just a few of them.

Tourism is 'cure-all'

In addition, there has been a big increase in the production of local eggs and poultry and an increased production of local meat, in the fresh state and also in the form of smallgoods and, more recently, preserved in cans.

Nonetheless, the deficit has not got less—to the contrary. One reason for this is that the population has grown also; another that the tourist industry has boosted imports.

But where is that panic of yesterday? Sunk in the present and growing expectation that tourism, that universal cure-all for under-developed countries, will continue to take care of most of it. The view once was that this industry could supply the jam; now there are a great many people who believe that, in the long term, tourism is capable of supplying Fiji's bread and butter as well.

In theory, the money brought into Fiji by tourists seeps down through the whole community. In practice it seeps a great deal more freely through some quarters than others.

A better standard of living, a growing sophistication and awareness of the good things of life, are apparent around Suva and, to a lesser extent, around the Nadi-Lautoka area. The further you travel from these places the less change is apparent and, in purely Fijian areas, it looks to be absent altogether.

Along the Yanuca-Korotogo tourist coast, the Fijian villages have not changed, except to become more tumble-down, probably because the power of the chiefs who once organised these things, has been curtailed.

The village on the Suva side of Sigatoka has, in the last couple of years, built a barn-like church but still has its acre of dwarf-sized, individual privies on the other side of the road, each sitting up on top of a mound, presumably because the ground is too stony or the villagers too tired to dig deep holes.

Sigatoka, the only town in the area, changes slowly and certainly not for the tourist. The small shops cater for the local trade; the Big Stores stock the same tried-and-true merchandise, last year, this year, and seemingly, forever.

Labour problems

The market, which shows real animation on Saturday, when it seethes with people selling black shell-fish and taro to each other, for the rest of the working week sinks into apathy, offering a dribble of over-ripe bananas, soft tomatoes and tired-looking beans to a few local customers.

The rich produce of the Sigatoka Valley is packed into large trucks and taken off to Suva.

A few of the local people work in the hotels but this can be a mixed blessing for the hotels. Come a big local occasion, like a fish-drive, the local staff will not turn up for work; family weddings and funerals also call them away. It becomes commonsense therefore to employ Indians, or Fijians from far away places.

BP's join world hotel group

Travelodge Australia Ltd. has taken the Burns Philp group and Queensland Insurance Co. Ltd. as partners in the $7 million to $8 million hotel-motel expansion program in Fiji, Australia and the Pacific Islands. BP and Queensland will jointly hold a one-third interest in the program along with Travelodge and Trust Houses Ltd., of London. The first venture of the project will be Suva's Travelodge Hotel, due to open in October. Each group will take up a 33⅓ per cent. interest in this hotel before it opens. The companies also plan a new hotel for Savusavu.

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Where a village has cane-lands rented out and controlled by the Native Land Trust Board, it is assured of some income but cane-land is patchy along this coast and does not exist at all east of Korotogo.

The men get some seasonal work during the cane-crushing season; they do a little road work; they sell dry coconuts to the local Indian or Chinese store; they do some work in their gardens. The women stand half the day, up to their waists in the lagoon, fishing; the teenagers gather shell-fish from the reef.

As long as they have enough to eat, enough *yaqona* to drink, three bob for the football match on Saturday and the price of a pint or two after it, their immediate needs are satisfied.

But around the grog bowl at night they talk, and some of the things they have been talking about are party-politics and the magical business of voting. Having voted-in their very own candidate to the Legislative Council in 1966—to say nothing of three other candidates from the cross-voting electorates—they had expected more results.

Electors unhappy

Now they are browned-off, according to my spy in one of these villages. They are fed up with seeing the chiefs and cabinet ministers still with government jobs *and* parliamentary salaries, "driving around in cars" and obviously enjoying life "while the villagers have got nothing."

Next time, goes the talk, they will probably vote for the Opposition. I am horrified and say:

"But what about the Chief Minister, Ratu Mara? Surely they think he's doing a good job?"

After some hesitation: "Ratu Mara is a little bit good. But he is a Lauan; what he does is for Lau not for Nadroga-Navosa."

So, although it is over 90 years since Cession, Fijians are still not Fijians—but Lauans, or Bauans, or Rewas or Seruas or Nadrogans or a dozen other varieties!

(Continued on p. 28)



THE CHANGING FACE OF SUVA

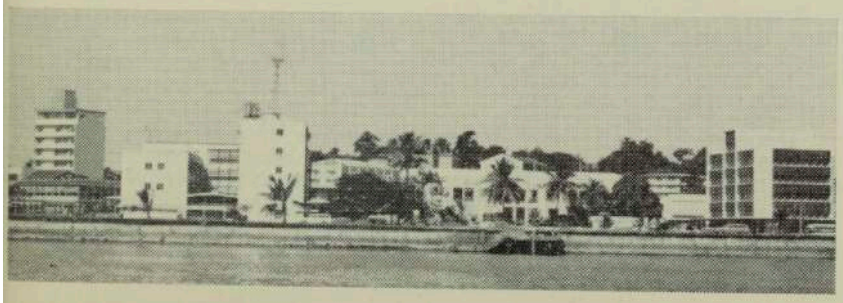
SUVA'S mini-opera house is Suva City Council's most ambitious project. It is seen in the foreground in this shot of the Suva waterfront. The building is not really an opera house but the second stage of the Suva City Centre and will eventually face a boulevarde running right along the foreshore. Formation of the road is almost complete up to this point but more reclamation will be necessary before the road can proceed beyond the new town hall—the city baths is in the way, among other things.

This second section of the City Centre project (the first, mainly executive offices, was completed several years ago) will cost approximately £400,000 and is expected to be opened in August. It consists of meeting rooms, foyer and a small hall to seat 500 on the ground floor; a reception hall, cloak room, etc., on the first floor. From there, there will be an entrance to an air-conditioned, licensed restaurant, which will be leased to private operators, and staircases to the main hall, seating 750, which takes up the whole of the top floor. The large hall will have a full-scale stage and be able to accommodate a small opera company. When finished, the building will be equipped with bars and a sitting-out terrace as well as an air-conditioned restaurant.

Further along the Suva waterfront, and not in the picture, is the Travellodge, Fiji's newest and probably biggest, hotel now rapidly taking shape on a large block next to the Grand Pacific Hotel. It will have 137 double rooms in two wings, each air-conditioned and with private bath, balcony, view and refrigerator. The centre block has dining-room, lounge, cocktail-bar, coffee shop, reception, shop and hairdressing salon. In the courtyard, facing the harbour, is the biggest swimming pool in Fiji.

The hotel building and furnishing should be complete by September; the owners expect to open in October after a dry-run of a few weeks to get staff trained and to iron out some of the usual troubles. The hotel will cost £1 million and is owned jointly by Trust Houses of the United Kingdom, Travelodge Australia and the Burns Philp group (see panel).

The picture (left) shows the newly-completed Honson's Building on the extreme left; the new post-office building next to it; and, extreme right, the CML Building. Further along, facing Victoria Parade, the six-storey Development Bank building, costing £600,000, is taking shape. Pictures by A. G. Shearer and Stinson's.



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[It is interesting to note, in this connection, that the latest Trusteeship mission to New Guinea took the Australian Government to task for not doing more to inspire nationalism among the New Guineans. It suggested that, towards this end, a national flag, a national anthem and a corporate name for the two territories be invented.

Papua-New Guinea is about 26 times larger in area than Fiji, its population is four times greater and it has about 700 language groups, not a dozen.

The Fijians have a flag and they all can sing *Isa Lei* which, while it might not be an anthem, must be a step in that direction. It seems, then, that P-NG has quite a way to go towards national togetherness although the newly elected Speaker of the House of Assembly, John Guise, did his best in the way of universal symbolism by making his first appearance in a Westminster wig, and a tapa cloak decorated with a corsage of bird-of-paradise plumes. A polished pearl-shell hung round his neck. What he did must have pleased the pundits of the Trusteeship Council although some observers were cruel enough to think it made him look like a witch-doctor.]

Progress, but no benefits

It is not likely that when the next Fiji election comes around the Nadroga people will vote for the Federation; nor can they be regarded as typical of Fijians in general—they have a reputation for being "difficult people."

Nonetheless, it is interesting to see how some people think when they have the trappings of progress and none of the benefits.

The one new industry that could revolutionise their lives—tourism—has so far had little effect. These people could, if they wished, get into some kind of tourist business of their own, as some Fijians have around Suva. But they apparently have not the imagination, the initiative nor the drive.

In many ways, anyway, mass-tourism is a Mother Monster that eats its own young. In its worst forms it is something that you wouldn't wish on your worst enemies, much less on unsuspecting Fijians.

Recently I spent a few days in Nassau, New Providence Island, Bahamas, which is the most ghastly tourist trap I've ever had the misfortune to visit. I spent most of my time there asking myself, in

(Continued on p. 132)



NORFOLK ISLAND'S NEW ADMINISTRATOR

Norfolk Island's new Administrator is Air Commodore Robert Nixon Dalkin, a 54-year-old Australian with over 28 years service in the Royal Australian Air Force. He was expected to arrive on Norfolk on July 6 to replace Mr. Reg Marsh, who previously expected to be staying on as Administrator until October. A pre-World War II resident of New Guinea for four years, Air Commodore Dalkin has in recent years served in several senior positions with the RAAF and Department of Air at Canberra and Williamstown. He is married, with a daughter aged 23, and a son, 21.

Fiji wiped in the 'match of century'

In the first NZ representative game in Fiji in 55 years, those magnificent men of New Zealand's Rugby machine, the All Blacks, in June walloped the colony by 33 points to six before the biggest crowd ever assembled for a sporting event in Fiji. Over 20,000 had walked, swam rivers, bicycled or travelled by car, bus or ship to jampack Buckhurst Park, Suva, for the big match.

Department stores, shops, offices and schools closed down to allow those who wanted to, to see what many tabbed "Fiji's match of the century". The city was dead.

The match? Well, local opinion was that, while the home side was well beaten, Fiji was not disgraced. New Zealanders said that with more international experience, Fiji could be among the top Rugby countries in the world.

Football pools could bring $1m. to Norfolk, promoter claims

Mr. George Pearce, the man spearheading current moves to set up a football pools centre on Norfolk Island, told *PIM* in June that if his company received permission to go-ahead with his pool's plan up to $500,000 would be spent on Norfolk Island. He said final expenditure could be nearer $1 million.

Six overseas experts on football pools would be brought to Norfolk to teach "selected personnel" to supervise operations. These experts would have to live on Norfolk for several months and be phased out over two or three years as the "selected personnel" took control of operations, Mr. Pearce said.

He said the company formed to run the operations—Sloop (pools spelt backwards) Ltd.—had a paid-up capital of $29,000, which was subscribed wholly from Sydney and NSW investors. There were less than 20 shareholders.

Littlewoods not connected

Mr. Pearce said Sloop was not connected with the English football pools operator, Littlewoods, in any way. Additional capital needed for the project could be found within Australia.

A former Liberal Party politician Mr. Pearce said he had spent several years in England and he had studied the English football pools system.

No directors or chairman of Sloop had yet been appointed, but Mr Pearce said he was "Australian correspondent" and spokesman for the company.

He denied allegations made in the Norfolk Island Council meeting in May that some Norfolk Islanders had not known that they had signed in Sloop's initial listing.

Islanders who signed the listing are D. Neagle, R. Ombler, O. G. Ombler, J. I. Adams, F. G. A. Adams, J. A. Davidson and K. M. Neagle.

Mr. Pearce said he felt most Islanders thought well of his pools plan which had been approved by the island Chamber of Commerce. He said he was awaiting approval by the island's council and the Australian Government (*PIM*, May, p. 26).

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PACIFIC AIR LINK PLANNED VIA NAURU

Following a visit to Nauru of Mr. Carlton Skinner, chairman of Air Micronesia, President DeRoburt announced to the Nauru Parliament on June 5 that negotiations were continuing with the airline for a fortnightly air service between Majuro, in the Marshalls, and Nauru.

Air Micronesia is a consortium of Continental Airlines of the USA Aloha Airlines of Hawaii and several business interests in the US Trust Territory. It already operates a network through the Marshall and Caroline Islands, linking them with Okinawa and Hawaii. The company uses a Boeing 727 for its main routes, but would commence the Nauru service with a DC6.

A team of Air Micronesia engineers is expected to visit Nauru shortly to examine the island's airstrip, and if technical arrangements can be completed in time, both sides hope the service will begin within three months from the announcement. The Nauru Government has under construction a block of eight flats intended for staff accommodation, which it will make available temporarily for tourists, pending indications of the hotel needs of future travellers.

It is proposed that the Air Micronesia flight should terminate at Nauru during the alternate week to the present Fiji Airways service via Tarawa and Funafuti. Tourists travelling in either direction would have a week's stay in Nauru before continuing on the other airline.

It will thus be possible to make a round trip of the Central Pacific region without having to retrace steps. Mr. Skinner said in Nauru that this would be of particular interest to American tourists.

Air Micronesia hopes to make the Nauru service a paying proposition on a fare rate of 10 cents per mile (about $50 single fare Nauru-Majuro).

No subsidy is being provided by Nauru, but the government is anxious to encourage the company to establish its service. Nauru is hoping that a regular through service, Fiji to the Marshalls, would mean more passengers and thus cheaper air fares in and out of Nauru. At present these fares are high.



PORT MORESBY PERSONALITY

As headmistress of Ela Beach Primary School, Port Moresby, for the last nine years, Jo Keating has led a busy and interesting life.

She has lived in the territory for 18 years—teaching at Wau, Rabaul, Lae, Madang.

At one stage of her career, in her home town Perth, Western Australia, Jo tried routine office work, but gravitated back to her natural love of teaching.

In 1966 she created a film "Time for the Bell" as a school project. It has been shown at P-NG theatres and in Australia.

In 1964 Jo went to the US as guest of her uncle, who was postmaster of New York State. Among the leading personalities she met was the late Robert Kennedy.

Jo Keating finds that most of her time is occupied with school work. Her outside interests are reading and the theatre.

'Negligence' caused 'Lakemba' loss

The loss of the 7,500-ton, £F1 million passenger-cargo vessel *Lakemba* off Vatulele, Fiji, last October, was caused by the "default and negligence" of the ship's third officer, Mr. A. D. McEwen. This was the finding of the judge at a Marine Court of Inquiry into the loss, held in Hong Kong in June.

The judge said Mr. McEwen had not only failed to obey the master's instructions to wake him before changing the ship's course but he had also gone to sleep on watch. He ordered that Mr. McEwen's certificate of competence be suspended for nine months. The judge said he took into account that McEwen had been unemployed for a period after the grounding, and also had resigned a job in Australia to attend the inquiry.

The former master of the *Lakemba*, Captain John Ward, was fully exonerated from any blame, the judge said.

Mr. McEwen was ready to accept full responsibility for the grounding of the *Lakemba*, Mr. R. H. Hindmarsh (for McEwen) told the inquiry. He said Mr. McEwen was a competent and responsible officer and it was "unfortunate" that he had gone to sleep while on watch.

Earlier, in evidence, Mr. McEwen said he was very tired that evening. He had dozed off and had failed to change the ship's course. When he woke about 11 p.m. he saw the reef on radar and the vessel was then about two miles northeast of it. Trying to steer the ship out of danger, he took the wheel but it was too late.

The court comprised Judge M. Morley-John, President, Captain L. King and Captain A. J. Wagg, master mariners.

● By-elections are expected in Fiji in September to fill the nine Legislative Council seats vacated by the walk-out of the Opposition Federation Party. A party split occurred in June with the resignation of one of its former parliamentarians—Mr. M. T. Khan; nevertheless, the party is expected to win back eight and possibly all nine of its seats.

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TONGA HOPES FOR A 10,000 FT JET AIRPORT

With its $T1 million Queen Salote Memorial Wharf open only a matter of months, Tonga now hopes to jump into the jet age with a 10,000 ft international-standard jet airport on Tongatapu.

This was spelled out in mid-June by King Taufa'ahau, in his opening address to the Legislative Assembly at Nukualofa.

Over half the address was devoted to the subject of a jet airstrip for Tonga.

"I am sure that no angel is going to come down from heaven and give us millions of paangas with which to build a jet strip. But we can do it ourselves if we have the desire," he said.

King Taufa'ahau said the aerodromes of the world could be divided into three main categories. The first —consisting of grass strips and unevenly surfaced strips — included Tonga's Fuaamotu strip.

The second type consisted of sealed runways of up to 4,500 ft, such as Fiji's Nausori strip.

Modern jet strips, such as Nadi, Pago, Canton Island, Tahiti and New Caledonia in the South Pacific, represented the third category.

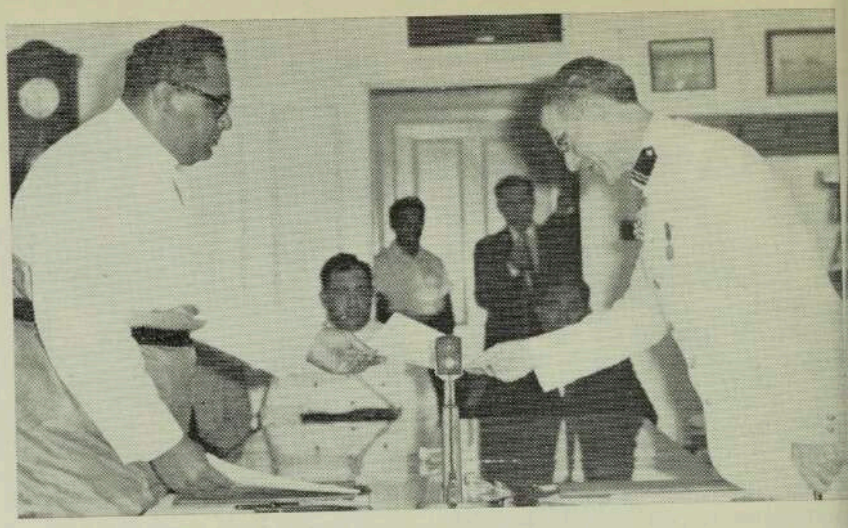
'Big revenue increase'

"Now is the time for us to start work on an airstrip capable of coping with large jet aircraft," he said. "Firstly, by building and sealing a runway of 5,000 ft to handle the type of aircraft which are at the present time operating, and then by extending a further 5,000 ft.

"I am sure that in a very short time following the completion of a jet-port, the kingdom's revenue earnings would be increased two-fold, three-fold or even more."

The king didn't give any idea of what the jet strip would cost Tonga, or where the money to build it would come from—a point which made observers in Nukualofa ponder whether their head of state was being too optimistic.

Meanwhile, Tonga in July expected to begin operating its first internal air service, using Air Pacific, of Fiji.



At the signing of the Treaty of Friendship in Nukualofa, the British Consul, Mr. A. C. Reid, hands his copy to Tonga's Premier Prince Tu'ipelehake.

TONGA CLOSER TO INDEPENDENCE

King Tafa'ahau of Tonga will visit Britain at the end of the year to open negotiations for the complete transfer of power from Britain to Tonga. This transfer is guaranteed in the new Treaty of Friendship which was signed in Nukualofa on May 30.

The treaty was signed by British Commissioner and Consul, Mr. A. C. Reid, on behalf of Britain, and Premier Prince Tu'ipelehake, on behalf of Tonga.

On the same day that the treaty was signed the Honorary Order of Knight Commander of the Most Distinguished Order of St. Michael and St. George (KCMG) was conferred upon King Taufa'ahau.

Until the arrangement for the complete transfer of power is made, Britain is responsible for Tonga's foreign affairs. However, British controls on Tonga's internal policy were reduced with the signing of the new treaty (*PIM*, March, p. 18).

Under the new treaty, each nation may cancel the sections in the old Treaty of Friendship referring to British controls.

This will have the effect of drawing the teeth from the old treaty and leaving a simple Treaty of Friendship which states that "there shall be perpetual peace and friendship between Her Britannic Majesty and His Majesty, the King of Tonga".

The original Treaty of Friendship was drawn up in May, 1900, when some of the big powers of the day were attempting to gain a foothold in the Pacific. Britain had take Tonga under her protection becaus Tonga was not in a position to safe guard her own interests.

When Tonga gains full indepen dence she will be free to apply fo membership of the United Nation (and other world councils) and fu membership of the British Commor wealth.

Tonga has appealed to NZ an Australia to support her in her appl cation for full membership of th Commonwealth when this matte comes up at the next meeting of th Commonwealth Prime Ministers.

In a message to Tonga to mark th signing of the new treaty, Quee Elizabeth said: "Although great di tance separates our two countrie they have for long been close each other in spirit, and it is m sincere wish that the new treaty w continue to foster the same friend relations as have in the past be enjoyed between us."

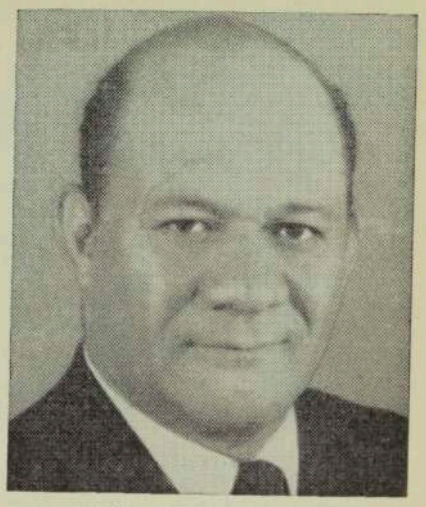
Before the signing ceremony held in the Cabinet Room of t Premier's office—Mr. Reid, acco panied by Commander D. J. Chapman and Lieutenant P. Frankl both of the British destroyer HM *Carysfort*, paid an official call King Taufa'ahau, at the Palace.

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Western Samoa optimistic about the future

From R. F. Rankin, in Apia

Western Samoa's sixth anniversary of independence, in the first week of June, drew near record crowds to Apia. Thousands of people lined the waterfront for the longboat and canoe races which were followed by a parade of floats carrying competitors in a Queen Carnival. The ceremonial opening of Parliament and raising of the flag at Mulinuu by Prime Minister Mataafa attracted a large crowd.



Prime Minister Mataafa

Bolstering the festive air of the niversary was a spirit of optimism out the future—optimism based on ore solid grounds than at any time the past.

Things are starting to look so good at the Minister of Finance, G. F. D. tham, has stated that the country oks to be on the verge of an conomic breakthrough".

There are plenty of facts and ures to support this belief. Agri-ltural production and export earn-s are showing a spectacular im-ovement; export earnings are well and imports down; and a number new and projected enterprises hold exciting prospects for the nomic welfare of the country.

The copra exports of 5,499 tons, rth $929,599, in the first five nths of 1968 have already ex-ded the value of the whole of year's production of 7,405 tons ich earned $927,966.

Mr. Betham has said that if the sent favourable prices continue it possible that copra earnings this r could exceed $2 million—the hest since 1959.

Cocoa has been adversely affected the hurricane and lower prices ke it uncertain whether figures will eed last year's ($1,461,636).

Increase

On the other hand the outlook for anas is bright and with many areas expected to come into pro-tion over the next few months ort figures will show a big in-se from now until the end of the r.

Up to the end of May exports lled 36,492 cases, worth $103,465, pared with 29,498 cases, worth ,124, for the same period last r.

Overall exports for the January-period improved $485,053 to $1,553,329 on last year, while imports of $1,953,344 were down by $162,048 giving an imbalance of trade of $400,015 compared with $1,047,116 for the first five months of last year.

Agriculture is not the only area in which improvements are becoming evident.

The development of the tourist industry, the timber industry, and many others requiring capital injection, are likely to provide the scope for greater economic attainment and security.

Tourist figures of North American visitors are over 100 per cent. up on last year, and Potlatch Forest Inc. is expected to start its $5 million timber project on Savaii later this year.

Some improvement in the credit situation will come about as a result of an increase, announced late in May, of the share capital in the Bank of Western Samoa.

The Bank of Western Samoa, owned 45 per cent. by the Government of Western Samoa and 55 per cent by the Bank of New Zealand, almost doubled its capital from $280,000 to $500,000. To assist Samoa take up its additional capital, the Bank of New Zealand lent the government $99,000.

Finance Minister Betham said that the primary purpose of this increase was to make additional funds available for development purposes.

A project evaluation team from the Asian Development Bank arrived on a one month visit to Apia just two months after Samoa made application to the Bank for assistance.

Nobody is officially mentioning any figure, but it is rumoured that loan money well in excess of $1 million is being contemplated.

It is generally expected that money for projects approved will be made available before the end of this year.

Meanwhile, Prime Minister Mataafa left for Japan early in June on a 10-day goodwill visit at the invitation of the Japanese government.

In Apia, officials were at pains to point out that the visit was strictly goodwill, but nobody doubted that Samoa would like to get a share of the generous Japanese aid to developing countries.

Japanese embassy officials from Wellington paid a short inspection trip to Samoa recently during which they were taken round both islands, and the general opinion after their departure was that Japan would view any request for aid sympathetically—particularly in the field of heavy roadmaking equipment.

ISLANDS SHIPPING SERVICE STOPS

Holm and Company Ltd. withdrew its freighter "Holmburn" from its regular 21-day service from NZ to New Caledonia, the New Hebrides and Norfolk Island in mid-June.

The company's general manager, Mr. I. A. McKay, said Holm had lost "a considerable sum of money" on this run over the past three years, and "as others will enter into competition with us we cannot see the possibility of ever being able to ply economically".

This was a reference to the Colombus Line's proposed new service out of NZ to Melanesia *(see p. 97).*

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CONSTRUCTIVE PROPOSALS FROM UN MISSION

From a Canberra correspondent

As some people predicted, so it happened — the United Nations' McEwen Mission to New Guinea earlier this year turned out to be more critical in its report than most New Guinea people had expected.

But the report is not likely to have any real impact on the Australian Government's policies in Papua-New Guinea, for the criticism was reasonable, constructive and couched in such terms that will allow Australia to pigeon-hole the report with an easy conscience.

The debate in the Trusteeship Council, held in early June, was the tamest for many years. With the usual exception of the Soviet, members of the council congratulated Australia on its development in the territory, gave their support to the recommendations of the mission and asked that Australia put them into operation.

Russia interpreted the report as indicating that New Guinea was in a chaotic state of misery, exploitation and military control—a deduction which got Australian representative K. H. Rogers on his feet to ask whether his Soviet colleague was discussing the same country as the rest of the council.

Leader of the UN mission, Mr. J. M. McEwen, NZ Secretary for Maori and Island Affairs, is an old Islands hand, and his knowledge of South Pacific conditions is clearly reflected in the constructive nature of the report. Other members were Mr. P. H. Gaschignard, counsellor with the French Mission to the UN; Mr. A. F. Caine, of the Liberian State Department, and Mr. Ward Allen, of the US State Department. The mission visited P-NG from February 24 to April 6.

Recommendations

These are the main recommendations of the mission:

- P-NG is lacking a sense of nationhood and Australia should do more to develop it. The country needs one flag, one name and an anthem.
- The Assembly should be involved without delay in real financial responsibilities, and local government councils given more autonomy.
- Because of inadequate delegation of authority between Canberra and Port Moresby and Port Moresby and the rest of the territory, the central administration and the districts do not have scope to exercise initiative and discretion. There must be greater flexibility and decentralisation.
- The new Ministerial Member system is the right step, but the Assembly should not hesitate to ask for full ministerial responsibility in two years or less.
- New Guineans made it "unmistakeably clear" to the mission that they were not ready for self-government or independence now. Nevertheless the people were confused as to the meaning of self-government and suspected it meant withdrawal of Australian aid; they should be assured that this is not so.
- New Guineans should be given a political education to prepare them for self-determination, and their present conservative attitude should not be used as an excuse to delay progress towards self-determination. Every effort must be made to associate the people more closely with the exercise of power, for it is better to meet events than to be overtaken by them.

Salaries

- Difference in salaries between local and overseas officers is causing widespread dissatisfaction, and one scale (with special allowances for overseas officers) should be introduced quickly. Permanent territory residents, or their wives, joining the Public Service should be given the same conditions as local officers.
- A speeding-up of Papuanisation of the Public Service should be achieved by fixing a date when no officer below a designated grade may be appointed. This cut-off point should be raised regularly.
- The "A" and "T" system of primary schools should be scrapped in place of one integrated school system.

The New Guinea newspapers have seen as a major point the mission's criticism of Canberra controls. But when the Department of External Territories issued from Canberra a news release giving a summary of the mission's main recommendations it did not include this point as being among them.

There are, of course, none so blind as those who will not see.

A WIN FOR THE AUTONOMISTS IN NEW CALEDONIA

From FRED DUNN, in Noume

New Caledonia's Union Ca donienne Party, which is seeki autonomy for the territory wi in the French Republic, retain its seat in the French Chamb of Deputies by a close, but c cisive, vote in New Caledonia June 23.

The party's candidate and sitt deputy, Mr. Rock Pidjot, with stro Melanesian backing, beat his p Gaullist rival, Noumea Mayor Ro Laroque, by 13,930 votes to 11,6 A third candidate, Mr. Al Bernut, a journalist, polled ab 1,500 votes.

About 30 per cent. of the te tory's eligible voters did not th it worthwhile going to the polls.

Those voting for Laroque did because of the haunting fear autonomy. Laroque's platform anti-autonomy and anti-communis

Many Europeans were taken especially in Noumea which not c voted overwhelmingly for the Gaul candidate, but set something of record in having only about 20 cent abstaining from voting.

However Pidjot, with the m force of the native population beh him, was unbeatable.

One can hardly say that the e tion campaign has done much endear the Europeans to Melanesians, and the latter will all out to keep the local autonc project in the fire.

There is little hope of such a th coming to pass while de Gaulle h the reins in France, but Melanesians hope that some there will be change.

During the campaign, Laroq party hired planes to fly Noumea and drop leaflets.

Ironically the town which wa a filthy mess on the day prece the elections with gutters and f paths littered with papers of parties, had to be cleaned up Laroque forces as Laroque is M of Noumea.

Candidate Laroque put up the show seen for many years in opposition to the Union C donienne.

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Tropicalities

With half of the population of the Cook Islands under the age of 15, there was a likelihood of a population explosion in the territory.

This was part of an unpretty picture the Director of Health in the Cooks, Dr. A. Guinea, painted in a paper called "Health and the Community" which he presented to a seminar on the "Social and Economic Development in the Cooks" in Rarotonga in late May.

Dr. Guinea said the birth rate in the Cooks was about 42 per 1,000 of population, with one in every five women in the reproductive age groups pregnant.

Currently there were indications that more young people were remaining in the Cooks instead of moving to NZ. Dr. Guinea said that until recently the territory's population had been limited by emigration to NZ.

Dr. Guinea said the Cooks' coming tourism boom would aggravate the population problem, encouraging more Cook Islanders to stay rather than move to NZ.

Social stress was being caused by obesity, consumption of alcohol, attitudes to work and increasing thefts.

Dr. Guinea made the following suggestions to counter some of the current problems in the Cooks.

- Re-assess the housing policy regarding loans.
- Set up work incentives and put wages on a more equitable basis with store prices.
- Introduce family planning and reduce or ban imports of tinned food.

She's his right hand man

WHEN vivacious Christine Stewart, 23, of Sydney, and intense Anthony Constantine Voutas, 25, of New Guinea (no fixed abode) decided to marry, they were faced with an unexpected problem—how to go about it. At the time of Toni Voutas' proposal the pair were two days' walk out of Sialum, on New Guinea's Huon Peninsula, with a couple of weeks of intensive patrolling ahead of them and no copy of the P-NG Marriage Ordinance in the next dozen



Christine and Toni Voutas, briefly in Port Moresby.

Population problem in the Cooks

valleys. What were the legal requirements for marriage in P-NG?

We heard the rest of the story in Port Moresby in June from Christine, who accompanied husband Toni to the House of Assembly meeting to take his seat as Member for Morobe Regional. She's Toni's right-hand man, and unpaid factotum/secretary to the parliamentary wing of the Pangu Pati, which Toni helped launch and certainly helps direct.

Toni and Christine met in Sydney as university students (both are Arts graduates, Christine having majored in Indonesian and Malayan Studies and Toni in Indonesian and Political Science), but they lost touch when Toni went to New Guinea and Christine to Indonesia for further language study.

Languages run in Christine's family. Her father, a former Sydney barrister who decided on a change of vocation, is lecturer in modern languages at the Sydney Teachers' College.

Last January, Christine and Toni decided to re-activate their interest in each other. So Christine flew from Sydney to Lae, on to Pindiu and stayed there a couple of days until Toni turned up from some intensive electioneering in the Morobe district. Carrying rucksacks and sleeping in villages they set off for some more electioneering among the natives of the rugged Huon.

"Somewhere on the track out of Pindiu we decided to get married," says Christine. "We had no radio to ask anybody about procedures for this momentous decision, but we were hopeful we could find the Marriage Ordinance somewhere. Toni's electioneering brought us to Wasu, but we knew there was no ordinance there. We went on to Kalalo, climbed 2,000 ft to Patrol Officer Gary Scarlett's post, and read a copy there. It told us we had to fill in and witness a declaration of intent, after which we could marry in seven days.

"As we plodded up and down mountains for the next couple of days, Toni electioneering all the while, we discussed our next move at great length. Toni naturally didn't want to be accused of turning it into a publicity stunt—and some people would accuse him of it.

"We finally arrived at Kabwum, where ADC John Absalom had authority to witness our declaration. He wasn't there, and Toni went on patrol for three days while I waited for John to return.

"I had sent mother a radio from Kalalo, announcing that we were 'still patrolling, deliriously happy', but the wedding date I gave her turned out to be wrong, because it was several more days before I could get a plane from Kabwum to Lae to lodge the declaration. My wedding ring, sent from Australia by Toni's mother, is dated February 12 but we married on the 16th."

While Toni remained in the Huon, the bride-to-be waited out the seven days at Mumeng, 55 miles out of Lae, and hiked a lift on a passing vehicle to get her to her wedding on time. Morobe District Commissioner Bill Seale married them in the District Office, the couple making up their own vows, which they memorised and repeated to each other. Christine won't say what they were, "because they were very private and special to us and may sound ridiculous to anybody else".

(Over)

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The ordinance merely lays down minimum requirements for vows.

Eight magnums of champagne were a feature of the wedding feast, celebrated with a small group of friends in Lae, and the honeymoon was a whole weekend at a grass house at Mumeng. Then back to patrolling for Toni.

What sort of a man is Toni Voutas to his wife?

"He's an idealist," she says. "We live in a grass house because Toni doesn't want to live any better than his constituents. Toni sees himself as a stopgap politician—the people will run their own political affairs, and he's merely here to help.

"Toni believes in the Pangu Pati because last term in the House he saw for himself the frustration of individual politics."

Christine Voutas is not alarmed at the thought of the next four years of constant patrolling with Toni in his big New Guinea electorate. They intend always to be on the move, spending eight months of the year in the villages (and much of the rest of the time in the Assembly meetings in Port Moresby). The intelligent, friendly bride from Sydney has had an early introduction to the roving life.

Bigger bomb, smaller boom

THE hydrogen bomb that France plans to explode at Mururoa Atoll during the current nuclear testing season is reported to be umpteen times bigger than the Hiroshima bomb and all the bombs that the French have let off before.

But the shopkeepers, restaurateurs and bar owners of Tahiti could well remember it as a bomb with a considerably smaller boom than any of its predecessors exploded in the French Pacific.

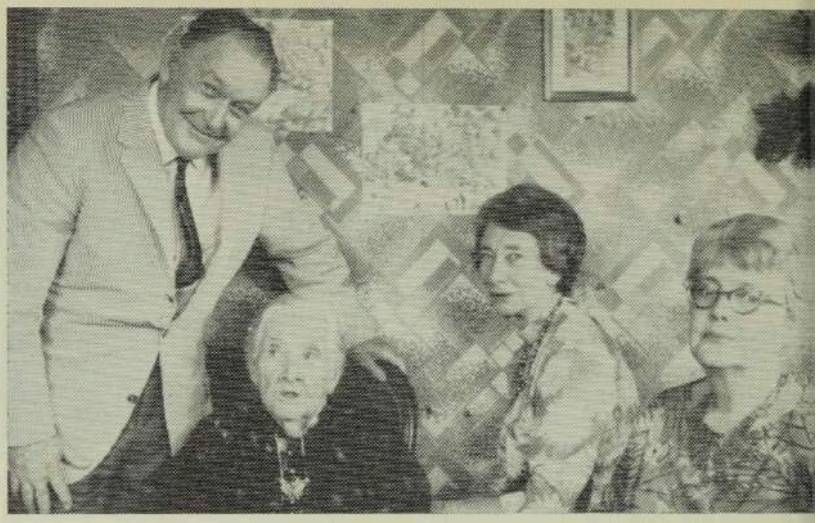
The fact is that the sailors and assorted bomb-watching personnel who arrived in Tahiti on May 18 in the French task force Alpha, headed by the 22,000-ton aircraft carrier *Clemenceau,* left far less wealth behind them than their counterparts of previous years.

It was not that the men of 1968 were stingier. They just had less to spend—possibly because they had emptied their pockets of much of their money during a call at Noumea early in May (*PIM,* May, p. 19).

Papeete businessmen interviewed by one of the local newspapers early in June on the impact of the Alpha force on their businesses estimated that turnover had increased by only 10 to 15 per cent. compared with as much as 50 per cent. in 1966.

However, some of them were optimistic that things might be better when the Alpha force (which sailed for the Tuamotus on June 11) returned to Tahiti about October.

"Only then," one of them said, "will we really be able to judge the force's economic impact on the territory."



GRAND OLD LADY OF THE SOUTH PACIFIC. Madame Celestine Lhuillier nee Trancha 97, is the second oldest European woman born in New Caledonia. The oldest Madame Mage, 100, of Switzerland. Picture, by Fred Dunn, shows Madame Lhuill with her son, daughter and daughter-in-law.

Old Bev Varradel had a farm

VERY few people could claim a greater run of misfortune than Unevangelised Fields Mission farmer Mr. Bev Varradel, at Lake Murray in Western Papua.

A year ago, the P-NG Administration granted him 600 acres on Baboa Island in Lake Murray, so he could try to set up an agricultural training school for Papuans dropping out of primary schools.

Mr. Varradel brought in two billy goats from Brisbane and half-a-dozen nanny goats, a bull and a cow from various parts of Papua.

Then—disaster!

The cow died of snakebite.

This made the bull a bit edgy. He became more aggressive and damaged various items around the farmyard.

Mr. Varradel decided to cool him off with a short spell on a nearby island, so he set off to swim the bull to the island, alongside a dugout canoe with an outboard.

The bull got in thick reeds near the island. And drowned.

The two billy goats had been brought up in the backyard of Brisbane home, and seemed to pre their own company.

So Mr. Varradel sent the t billy goats and selected nanny go to a small island, hoping to incre their numbers. One billy goat die he was trapped upside down in fork of a fallen tree.

Then disease killed several of nanny goats.

At latest report the remain billy goat was not showing mu interest in the nanny goats.

To put the seal on his fanta run of bad luck, Mr. Varradel t found that most of the young m who'd been interested in the a cultural training school a year a are now married, and have ot interests.

Unlike the billy goats.

Mr. Varradel, from Brisbane, mains undeterred.

"I'll bring in more stock as s as I can raise the money. At moment I'm catching barramundi Lake Murray, and flying them i the Highlands.

"It may take some time, but I going to keep it up—I've got to ra the money somehow, and this is that's offering."

To the top of the ladder in Hong Kon

IT'S just over 30 years ago t Paul Tsui, a young scho teacher from Hong Kong left N Guinea to return home after period of teaching for the Cath Mission at Rabaul.

Today the former schoolteac

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the Hon. Paul K. C. Tsui, OBE, , one of the top men in the Hong ong Administration.

A distinguished career in wartime d in civil administration has filled e years since Mr. Tsui left Rabaul, t he still keeps a circle of uaintances in New Guinea and ks over old times with New uinea friends visiting Hong Kong.

Mr. Tsui is Acting Secretary for hinese Affairs in Hong Kong, a sition soon to be redesignated ome Secretary.

He is an ex officio member of the ong Kong Executive Council and the Legislative Council.

He was invested with the OBE this ar for his services to Hong Kong.

Mr. Tsui went to Rabaul in the irties after completing his teacher aining, and to make a contribution missionary teaching in Chinese mmunities.

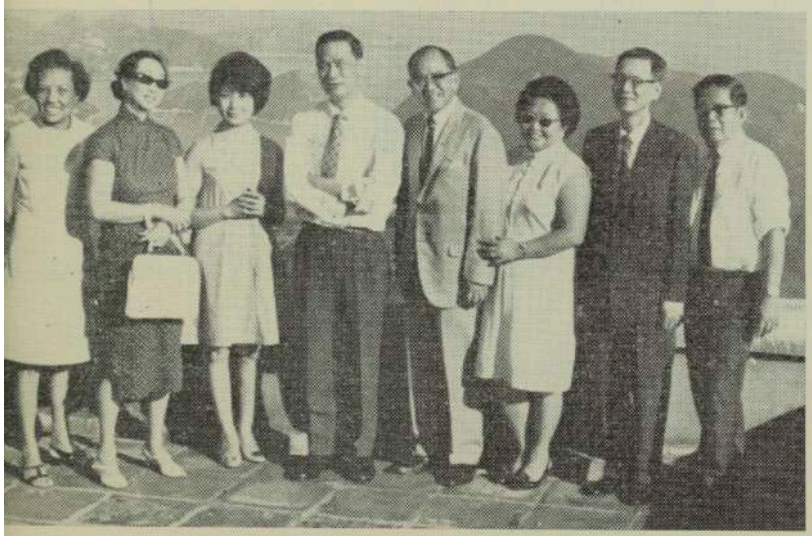
He left Rabaul in 1937 soon after e big eruptions, and spent the next w years at university studies in gland. He then served with the itish Army in the Far East.

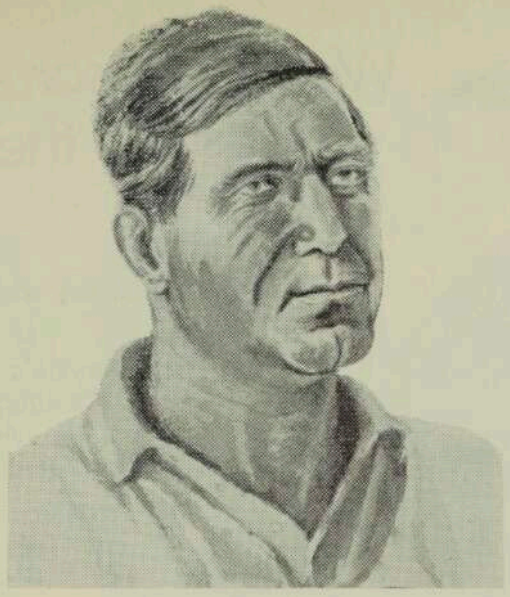
His career with the Hong Kong il service began immediately after e war.

Mr. Tsui has eleven children, one whom is studying at a university Canada.

He told Mr. and Mrs. Chin H. en, of Port Moresby and formerly Rabaul, who recently visited Hong ng, that he planned to revisit w Guinea one day.

the peak at Hong Kong, Mr. and Mrs. l Tsui, third from left. To the right Mr. Tsui are Mr. and Mrs. Chin H. en, of Port Moresby. Other Port resby people in the picture are Mr. d Mrs. Y. Lam at extreme right and extreme left.





A Brett Hilder Profile

Went to sea in tramp steamers

Captain Stanley Branson Brown, MBE, FRGS, of Fiji, owner and master of the beautiful ketch *Maroro*, previously the Tongan Royal yacht *Hifofua*, was born in England on October 9, 1914. He was educated there and served an apprenticeship in marine engineering, which has stood him in good stead since.

In 1936 he went to sea in tramp steamers until April 1941, when he joined the Fiji Royal Naval Volunteer Reserve. His war service in the Pacific included the Solomons and the Gilbert and Ellice Islands. After the war he became Master of the *Tungaru* in the Gilberts for seven years,, before settling in Fiji in 1954.

He was marine superintendent for Carpenters for three years, stationed at Suva, where he did such good work with the Naval Reserve that he was promoted to Acting Commander and awarded the M.B.E. before the Reserve ceased active training in 1959.

By this time he had purchased the *Hifofua* which he renamed *Maroro*. This lovely ketch has been very, very useful for charter work of various kinds in the Pacific, carrying parties of tourists at times, blasting reef passages in Fiji and carrying a scientific expedition to the Solomons.

He also undertakes salvage work and is now associated with a large marine consultant organisation in Australia. He has now practically given up tourist charters for his more serious work.

Stan Brown is essentially a rugged and practical man in his work and recreations. He does quite a lot of historical and navigational research, particularly on Pacific subjects, and occasionally writes on these topics.

He is a keen member of the Royal Suva Yacht Club, and lives at Lami, just out of the town. His wife was Miss Jean Dods, and he has two sons and four daughters, two from a previous marriage, the last born in 1967.—BRETT HILDER.

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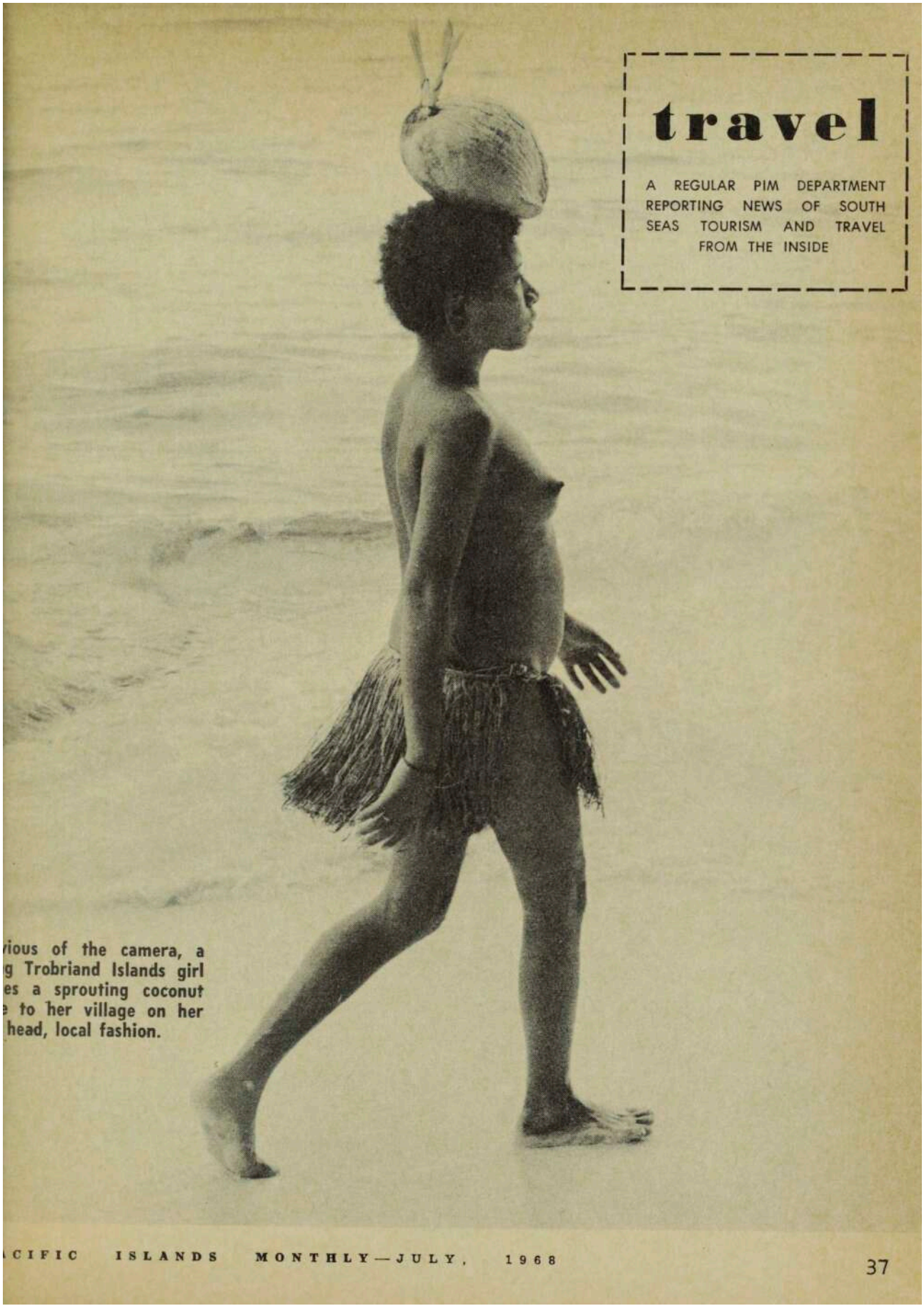


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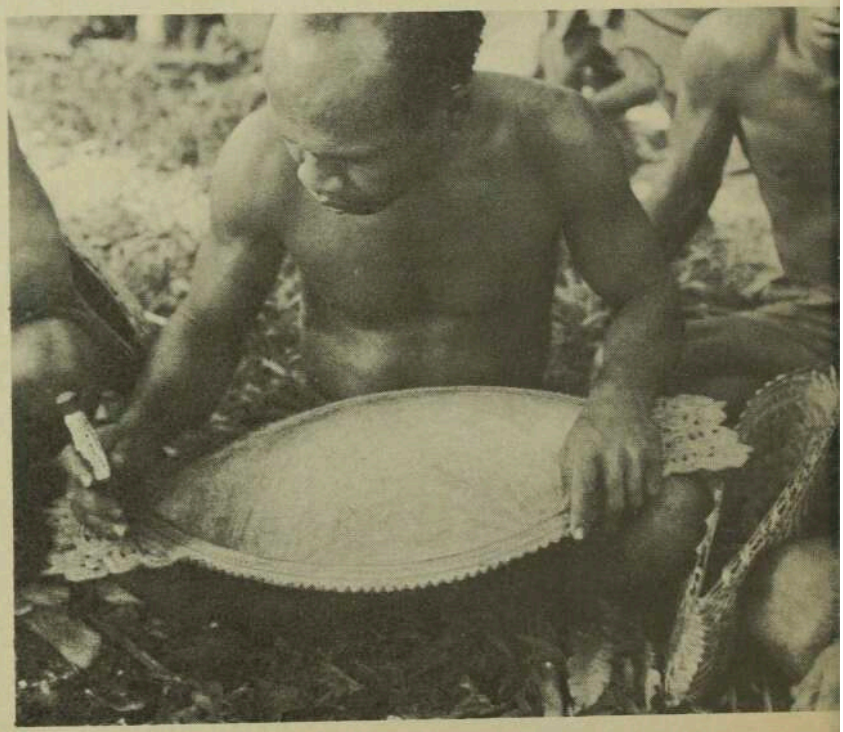
A REGULAR PIM DEPARTMENT REPORTING NEWS OF SOUTH SEAS TOURISM AND TRAVEL FROM THE INSIDE

ious of the camera, a
g Trobriand Islands girl
es a sprouting coconut
to her village on her
head, local fashion.

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The Trobriand Islanders, who inhabit a group of islands off the east coast of Papua, are famous as woodcarvers, and have learned to produce what they think visitors want, such as decorated trays and bowls like these. Sandpapering is usually done with the rough tail of a stingray. The islander at top is offering his wares to visitors who entered his village by truck during one of the regular weekend air charters from Port Moresby. The charters, at a reduced cost, have become very popular.



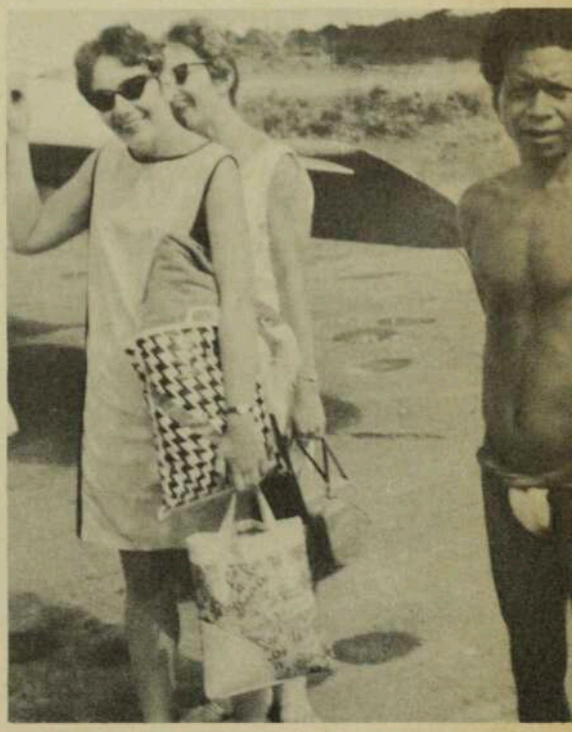
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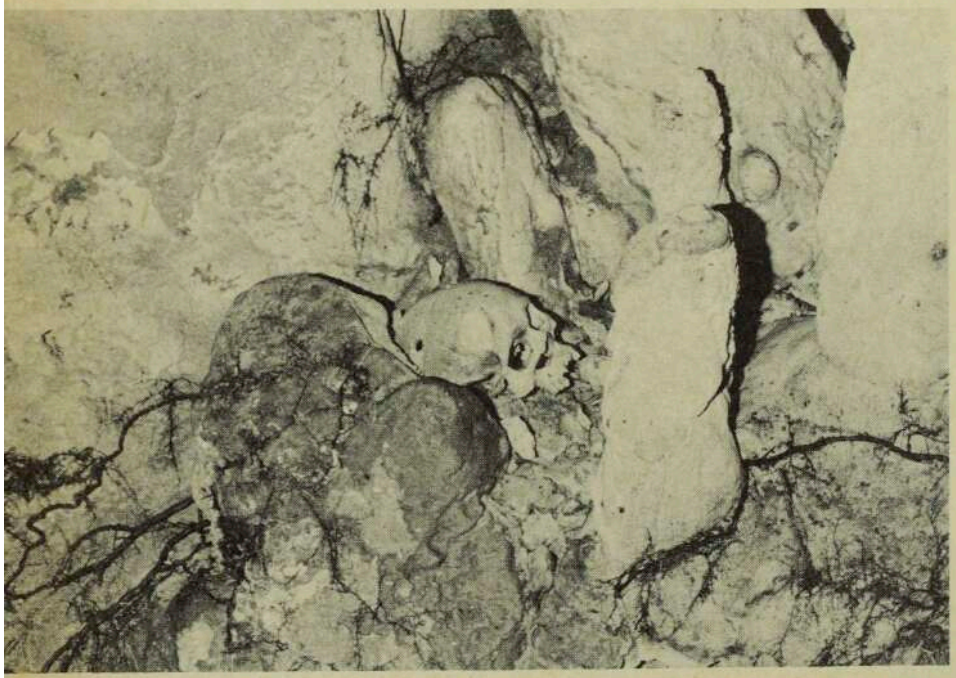


isitors to Kiriwina on the regular weekend charter clamber board the trucks at the start of their visit, which includes a anoe trip and detailed inspections of Trobriands villages, here the yam storage houses (below) can be clothed and ecorated more spectacularly than the islanders themselves (right).









Nothing is know
the history of thes
ancient stones
Kiriwina, but woo
is being carried oo
on them. Surroundin
undergrowth w a
especially cleared f
this photograph
be taken. At left
an interior phot
graph of part
an extensive ca
system on the islan
in which skeleto
have been found

THE TROBRIANDS: WHERE YOUR DOLLAR GOES FURTHEST

By a staff writer

It is not so long since bare-breasted maidens were a feature of the Port Moresby scene. Smiling, good-looking Hanuabadan belles with grass skirts and flowers in their hair strolled up Musgrave Street, offering village wares to passers-by. Today, 10 years later, the same girls—or perhaps their sisters—wear mini-skirts, but not of grass as they hurry to their office jobs. If they should now appear bare-breasted presumably they would risk being thrown into the lock-up.

I don't know why the bare-breasted ok went out in Port Moresby when did, but I know that before the st of the girls were swallowed up their village they were demanding - from the tourist before they uld be photographed—and were tting it. They had, in fact, le partners in the background o appeared to be there for no er reason than to see they got

It's possible that the development a business enterprise out of an l custom resulted in a quicker mise for the custom than otherse. I don't know, but I was reded of the disappearing Port resby belles recently when I was e of a party which made a weekd flight from Port Moresby to Trobriand Islands—where the rts are mini but still made of ss, and where bosoms are still shamedly high fashion.

For how long will they remain so? many of the local girls hurried the opposite direction immediately visitor's camera was pointed their y. Was this Port Moresby again? re they becoming conscious of ir nudity? Were they wanting payt for a photograph?

Why were even tiny children run- from the cameras? How long uld the bare-breasted look remain hionable in the Trobriands?

An explanation

asked an informed islander—le—for an explanation. Yes, it , he said, Port Moresby all over in. As islanders went off to resby to work they returned with news that photographs were rth money, and that girls shouldn't photographed unless they were d.

This explanation didn't account the fact that I was never asked pay for a photograph. Men could photographed with impunity. Nor did it account for the fact that mere children, girls, were anxious to avoid the camera.

Tim Ward, licensee of the Trobriands Hotel, had another explanation.

"This business of girls not being photographed dates from only a couple of years back," he said, "when an American arrived with a Land camera—the kind that gives you instant pictures. This one took coloured pictures. One day he lined up one of the girls, photographed her, peeled off the print and presented it to her.

'Remarkable people'

"As it happened, she wasn't delighted. He had captured this young girl's spirit, and there it was in front of her. She was horrified, and so was one of the chiefs, who brought that print to me and expressed his concern. It hasn't anything to do with money at all. They still have their superstitions here, despite the work of the missions.

"These are remarkable people. There is still a paramount chief and once they had their own form of government, exercised to a high degree. The people show a Polynesian strain."

I make no judgments on the two accounts. The matter of photographs is merely one of the many interesting facets of current life in the Trobriands. For travellers looking for something different, and, as yet, off the beaten track, a visit to the Trobriands should be high on their schedule.

Dollar for dollar, the Trobriands are the best tourist value in the South Pacific if you make use of a weekend package-deal air charter from Port Moresby.

The Trobriands are a group of 22 islands off eastern Papua, with a total population of 14,000, 12,500



Tim and Beverley Ward, outside some of the new native huts being added to the hotel. They will surround the present central building

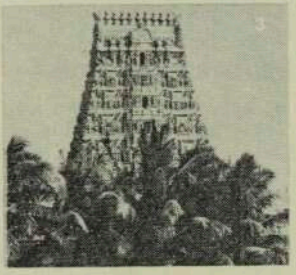
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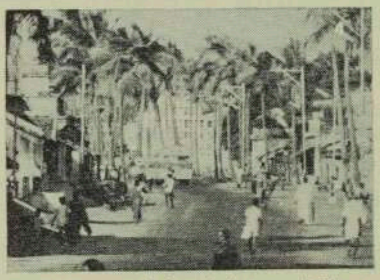
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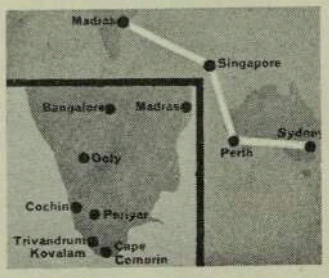






1 Smiles as wide as all India
2 Tropical Exotica! Beach at Kovalam
3 Awe-inspiring temple art and architecture
4 Main street in a southern village
5 Canal at Cochin — the Venice of India





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travel

f whom are on the main island of Kiriwina. Kiriwina is flat, shaped ke a pork chop, about 20 miles ng and 14 miles wide at its widest oint, but narrowing down in parts a few hundred yards wide. The landers live in villages scattered out the coast and interior, and the centre is an all-weather airstrip ft over from World War II.

It is this airstrip which has brought regular air service to Kiriwina in cent years, but the service did not art bringing visitors in numbers til about three years ago when im and Beverley Ward married on e island and started the hotel.

Tim, now only 30, had been with e Forestry Department, but saw the ading opportunities. The islanders ere friendly and unspoiled, the imate balmy most of the time, e fishing and croc shooting ex-llent.

Friendly hotel

The Trobriands Hotel on Kiriwina no Hilton. It is a friendly, no-ills Islands hotel with that leisurely arm still to be found in Islands ck-blocks. It is being extended all e time, and currently it has 22 oms, most of them served by com-unal bathrooms. But several sep-ate, and air-conditioned units with owers and toilets are almost ished. And individual native hut pe accommodation is also being ilt. There is a swimming pool, and bar with a 24-hour licence.

The tariff is one of those rarities all inclusive. $A8 a day, or $9 for e air-conditioned rooms when avail-le, with excellent meals (plenty of al seafood) and your laundry. At e weekends, with the charter in, u will be asked to share, but dur-g the week guests have their own oms.

At $8 a day that's value, but the ards do even better than that, as I und on my charter trip.

Kiriwina is served by a regular air rvice as well as a charter. Papuan r Transport provides both services. riwina is a 1 hr. 50 min. flight DC3 from Port Moresby. Patair ns a scheduled service once a week aving Port Moresby every Thursday out 7 a.m. and returning the same y. Cost is $50.80 single, $101.60 turn. If you take this flight you ll thus need to remain at least week, for a total fare of $101.60 d a week's tariff of $56.

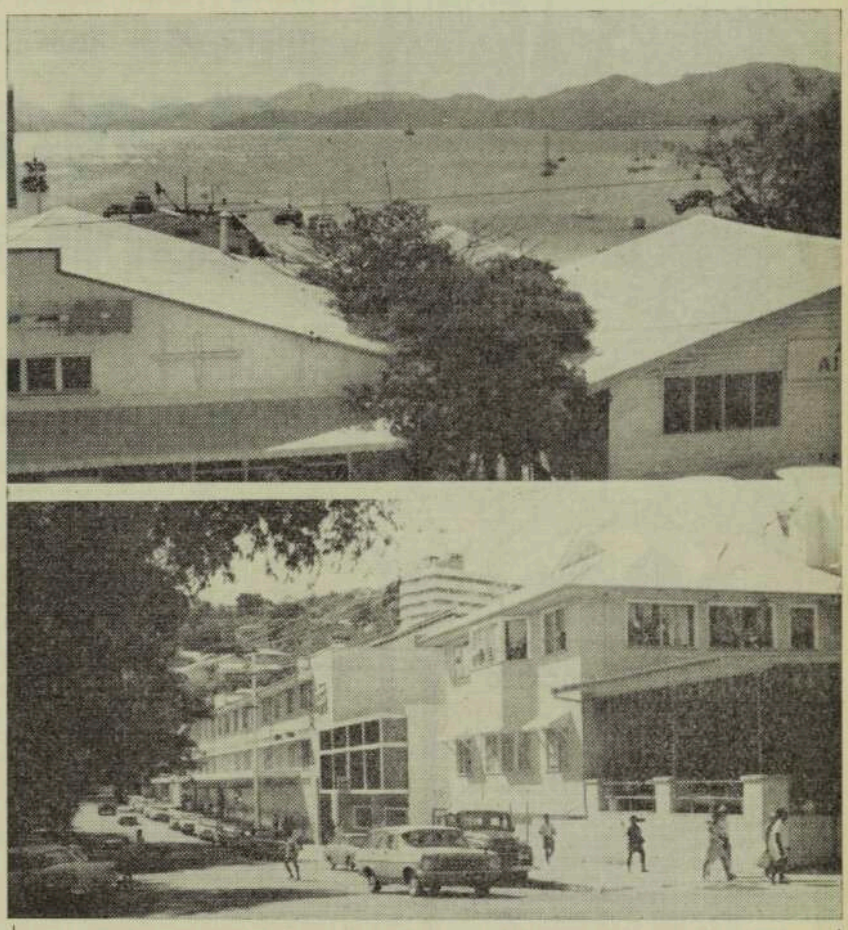
The charter trip is operated by Patair in the same DC3. This leaves Port Moresby at 8 a.m. on three Saturdays out of every four, returning to Port Moreby at 3.30 p.m. on Sunday. The aircraft remains at Kiriwina. Cost is $40 return, *inclusive* of hotel accommodation. No extras! It's a package deal dreamed up by Patair and the Wards.

Charter details

It's possible for the visitor to arrive by the regular service and get out on the charter, providing he books ahead and there is a seat on the charter. Or he can come in on the charter and go out on a regular flight.

If he makes use of the charter at all, either way, he must still pay the full $40—but a little mathematical comparison will reveal that it will pay to use the charter, especially as the fare includes a day's full tariff at the hotel.

The Patair charter that I took had an average load—about 30 passengers. We had been warned by the airline



Plans for new Moresby hotels

There was great interest in Port Moresby in June in the application by Steamships Trading Company for a liquor licence for a new 12-storey, 135-room hotel it plans to build opposite its present store, overlooking Port Moresby harbour. The site (top picture) is at present occupied by Ansett's and a wharf storage shed. Burns Philp objected to the licence being granted on the grounds that it plans to demolish the old Moresby Hotel on a nearby corner (lower picture) and erect a 10-storey hotel there, and there is not room for two large hotels in the area. The Licensing Court granted Steamships the licence, Burns Philp will appeal.

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o take no more than 10 lb weight of luggage each—a restriction whose purpose became obvious on our return when our aircraft lumbered manfully off from Kiriwina, weighted down with our individual purchases of ebony walking sticks and carved pigs. Passengers mostly were Port Moresby people—husbands and wives, and groups of office girls making a gang of it, but there was a sprinkling of visitors from Australia. Occasional Americans find their way on on the charter.

The flight to Kiriwina takes you across the spine of Papua, the Owen Stanley Ranges, within sight of the old wartime names of Buna and Gona and out across the Coral Sea.

Kiriwina is flat and scrubby from the air—and not very tropical—there is in fact only one decent-sized hill on the island.

At the airstrip, the plane is met by Tim and Beverley Ward, and two attractive friends of Mrs. Ward's, Coral Hurlock and Dianne Morgan, who are up from Dalby, Queensland, to help out in the hotel for a few months. You load yourselves into the back of a couple of Nissan trucks with seats added, and head along one of the old wartime roads for the coast, and the hotel.

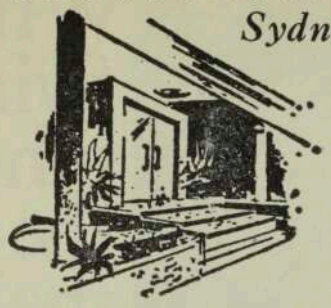
Free transport is a feature of the weekend charter. After lunch on the Saturday the visitors climb back on the trucks and set off on what turns out to be a 50-mile trip around the villages—the highlight being a swim at one of the white-sand Trobriand beaches. Tim Ward has his eye on another hotel site there.

Local carvings

The village trip gives the visitors the chance to buy some of the local carvings, which are now the major source of income for the islanders. They have always been carvers; their canoe prows and ceremonial yam houses are still a colourful fascinating feature of the island. Even the children carve today.

Skill varies as much as the prices. But a good piece is still cheap in the Trobriands by general standards. The villages seem to specialise—some being more expert at carving pigs of all shapes and sizes (including double-enders!), others at carving walking sticks into fantastic shapes, or hollowing out bowls and trays. One village makes collapsible tables; another is good at decorating gourds.

Buying is a matter of barter, which, after a half-dozen villages, can get exhausting and at the end



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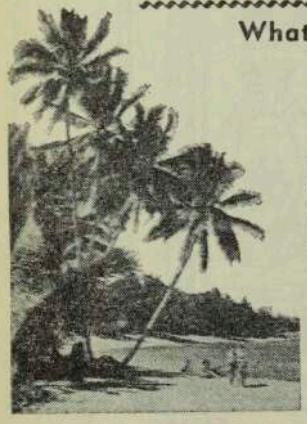
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travel

the afternoon most of the visitors e ready to head back to the hotel r a drink!

Saturday night is dance night—ith the dancing supplied by the en of a nearby village outside the tel. Our cover picture this month picts the kind of colourful head-esses seen in the Trobriands.

On Sunday morning a couple of made an early start for an un-heduled trip, a 20-minute drive to e mysterious "Stonehenge" in the ntre of the island. Transport and guide were provided free by the ards as part of the remarkable $40 ckage deal.

Ancient stones

These stones have been known r many years, but nobody knows eir history. *PIM*, in February, 36, ran a report on how Mr. A. J. gan had examined them in 1932 d estimated them to be 2,000 years l. The Papuan Government an-opologist, Mr. F. E. Wiliams, ex-ined them in 1936 and said it was ely they were tomb temples, or red burial places. In Williams' time stones formed a rough oblong, out 60 ft long and about 15 ft ad.

Williams recommended that the site preserved and examined, and the ing Lieutenant-Governor of Papua the time, Mr. H. W. Champion o is still living in Sydney) was orted in *PIM* of June, 1936, as ing that steps would be taken to ry out Mr. Williams' recommenda-ns.

What steps, if any, were taken, I n't know, but the stones have not n preserved. Some of them have n moved to the villages, and dur-the war, when there was an erican force on Kiriwina, many the stones were knocked down parts of them used as reinforc-for concrete.

Back to civilisation

found them overgrown and it impossible to see any pattern their arrangement. Nevertheless e scientific investigations are now g carried out on the stones. Next nth *PIM* will publish an article on t is known about them so far.

lso on Kiriwina are limestone erground caves, quite extensive, difficult to enter except in dry ther. Archaeological work is also g carried out on these, as they tain skeletons

The charter visitors head off again after breakfast on Sunday, but this time in two groups. One group takes to the trucks as usual and makes a five mile tour into new villages, ending on the coast, where they clamber into several ocean-going canoes. The other group sets off from the hotel in canoes and comes back by road.

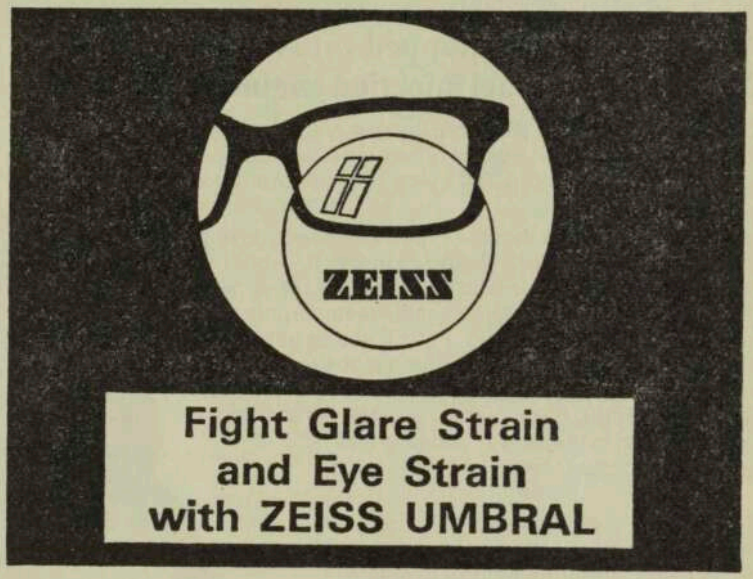
The canoes for the most part take you down a mangrove-lined river where there is always a good chance of spotting a crocodile on the bank, thus assuring the charter visitors of a final thrill before lunch—and the flight back to Port Moresby. After a weekend in the Trobriands, New Guinea's capital appears to be less civilised.

TOURIST HOTEL FOR RAROTONGA

Construction of Rarotonga's first tourist hotel will start early next year, the same time work begins on the island's international airport.

The hotel—with 140 beds and partly built in Polynesian village fashion—will be built by Rarotonga Village Hotel Co. Ltd., which is owned by Cook Island and New Zealand shareholders and is an associate firm of Cook Islands Development Co. Ltd.

Cook Islands Development has a seven-acre block of land two miles from the airfield.



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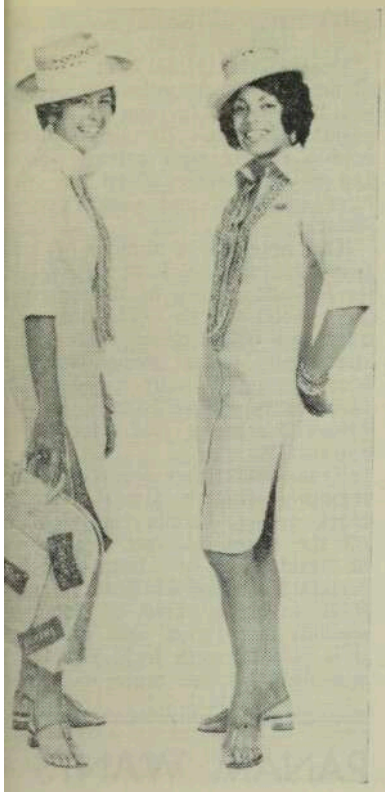
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ICRONESIAN JETS ET GOING

HE US Trust Territory started its new internal air service in mid-y, with direct jet links to Hawaii, am and Okinawa.

Air Micronesia—owned by two erican airlines—Continental and ha—and the Saipan-based United ronesian Development Association running the service with one ing 727 jet, a DC6-B four-engine raft and two Grumman SA-16 gboats.

daily passenger service is pro-d between Guam and the Trust itory's capital, Saipan, and Saipan connected weekly with Koror, , Truk, Ponape, Kwajalein and uro.

Weekly flights by 727 connect the st Territory and Guam with nawa to the west and Honolulu he east. (See Airways timetables).

These girls could take a lot of the tension out of flying. They are wearing the newly-designed (by Californian Don Loper) costumes of Air Micronesia's hostesses. They are zipper-fronted, drip-dry dresses with stand-up collars, in a choice of pink, blue or yellow.

Deep down behind those Fiji hotel figures

By a staff writer

PIM's article in April suggesting that Fiji's hotel occupancy figures leave something to be desired has caused a controversy in Fiji. Opinion among hotel operators in May was divided as to whether *PIM's* original April assessment of the occupancy figures was right or whether Mr. David Ragg's May reassessment—that there was nothing to worry about—was nearer the mark.

The one hotel owner who showed us his figures had a room occupancy rate that averaged out over the whole of last year at 60 per cent; and a bed occupancy rate at 40 per cent. This might be nearer the colony average than some other hotels will admit but what everyone was really trying to calculate from the figures was whether Fiji has too many hotels.

The short answer is that it probably has enough at the moment but may be straining at the seams again in three years when the projected number of tourists staying 24 hours or more is 105,000. (Projected 1968 figure, 69,000).

Hotels take up to two years to build and the whole thing therefore becomes a what-comes-first, chicken-or-egg exercise. Those with doubts about the soundness of hotel investment in the colony should, perhaps, take heart from the current Trust Houses-Motels of Australia investment of £F1 million in a Suva hotel. This company says it has every faith that Fiji will have a great tourist future.

The problems

In 1967, Fiji had 13,000 more visitors than in 1966. Most months showed some increases but the greatest proportion of these 13,000 extra people came in Fiji's traditional flush months, June-September inclusive and Christmas-January.

The result of this pattern is that hotels are over-busy in some months and tend to become hollow shells during others—including April and May this year, which were bad all over Fiji. This is the rub for all concerned.

The hotel owner's viewpoint is obvious. It is hard to decide which is more disconcerting for the customer—to have to fight for service, one among hundreds of other guests; or to have to rattle around in the hush of a nearly empty hotel, among disconsolate reception clerks and wilting waiters.

One exception to the normal pattern of visitor arrivals in Fiji was the November 1967-end of March 1968 increase of from 50 per cent. to 70 per cent. It is thought in the travel trade in Fiji that this might be artificial and largely due to the threatened US tax on travel later in 1968.

Permanent exceptions to all Fiji hotel occupancy figures are what are called the transit hotels at Nadi airport. They can be full at any time.

With planes leaving and arriving at all hours of the day and night, and with passengers snatching a few hours sleep where they can, rooms in these hotels could have a 300 per cent. daily occupancy.

Some hotel owners in Fiji feel that the Nadi occupancy figures throw the Fiji Visitors Bureau statistics out and that they don't, therefore, show the true position.

Overseas countries with an on-and-off tourist season have tackled the same problems and Fiji might learn something from them. One way is to have high-season and low-season tariffs. Another is to really make hay in the season and then shut down for a few months. Half the hotels along the Mediterranean shut in the winter, the profits on the high season carrying them over this blank period.

Fewer hotels

This is counter to Fiji's traditional way of running hotels but some modification of the idea might be possible.

Another idea, when looking into the future, might be to build fewer but bigger hotels. In Tahiti, a couple of years ago, the tourist authority calculated that no tourist hotel could be a viable proposition until it had 150-200 rooms to support it. This may be an exaggeration but, on international standards, some of Fiji's hotel's are woefully underroomed.

In 1968, 361 new hotel rooms will

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travel

be added to the number Fiji already has. They are in six establishments—four of them new hotels.

Of the new hotels, Suva's Travelodge is the biggest. It will have 140 double rooms, each capable of becoming a family-room with accommodation for one child in addition. The rooms will be luxuriously appointed — air-conditioned, fully carpeted, private balcony and view. The bathrooms have a bath as well as shower. Rooms are equipped with small refrigerators.

A very large swimming-pool is under construction.

The public rooms will include cocktail bar, lounge, dining-room, coffee shop, hairdressing and gift store. There will be a small area for dancing—according to the manager, the emphasis will not be on entertainment but on good service and food. The quality and quantity of the up-to-date labour-saving equipment in the kitchen and two imported catering experts should go a long way to ensuring that.

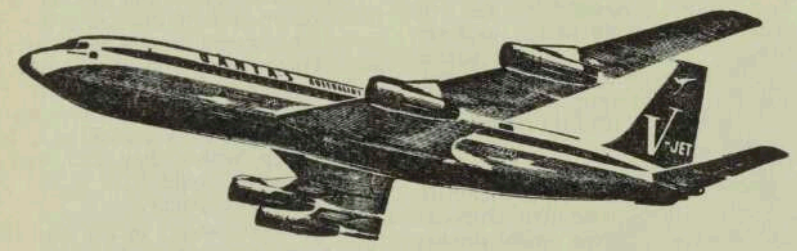
Travelodge is owned by a partnership of Trust Houses of UK and Motels of Australia. If the Suva hotel is half as good as the Trust House resort hotels in Spain and Portu it will be very good indeed.

Tradewinds Hotel, at Bay Islands, five or six miles out of Su has been open for guests for th months. It has 70 air-condition double rooms with private show and toilets Nearly all of the roo have balconies and views over water.

This hotel has a number of spec features, not the least of which the aquatic nature of the enterpr The hotel—or a subsidiary—hi out boats of all descriptions and stretch of water along which hotel is built, with its small turesque off shore islands, is also favourite haunt of local b enthusiasts.

Tradewinds also seems to be tempting what is almost round-t clock eating. People can wander off the street and get a meal th at midnight or later—which certainly unusual for Suva. Gener it is snack-bar kind of food, w specials for lunch and dinner, it is popular with local people. Y will probably see more local peo

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PANAM WANTS WEST SAMOA

Pan American World Airw Pacific manager W. Mullahey d ped a bombshell into local tou when he announced in Apia at end of May that Pan Amer planned to start a twice daily ser between the two Samoas in tember using 40-seater turbo-jet aircraft (Fokker Friendships, m under licence in the US).

"This is the biggest thing to happened to Western Samoa s independence. The country will another 300-500 hotel rooms by end of the year," he said.

Coinciding with the Samoan ser PanAm intends increasing its fli through Pago from the present to a possible 16.

The service to Apia would com with Polynesian Airlines of We Samoa. The move met with spoken opposition from Polyne Airlines' shareholders and the *Sa Times*. The local public may ta different view on the move, w offers greatly improved service has tremendous implications for growth of the tourist industry.

Polynesian Airline officials confident that the service would eventuate by September, if at al

"There is just not enough bus for two airlines," one said.

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ls hotel training Fiji's greatest need?

here in any one evening than in all he rest of Suva hotels put together.

This hotel started out with a ublic bar, but it was found that fter this closed at 9 p.m. patrons nvaded the rest of the hotel in a oisy swarm and it therefore was losed.

The Isa Lei Hotel, at Lami, about our miles out of the city, has also pened although work is still con-inuing on the grounds. This hotel as only 46 rooms at present, in a etached semi-circular block. The ost spectacular part of the hotel is he public rooms that are located in huge building shaped like a turtle. The swimming pool is also turtle-haped. Some local people refer to is hotel as The Turtle, and not the sa Lei).

Night-club acts

The management intends to direct lot of its effort towards large ublic functions and also to snare verseas artists, especially those oing to or coming from night-club ngagements in Australia. It already as had success in this.

The other new hotel, to be opened bout August this year, will be The ateway, which literally is at the ntrance to the Nadi airport gates. will have 58 rooms.

In addition, at Nadi, the Mocambo adding 28 new, first class rooms nd the Tanoa has already com-leted 21 additional rooms.

Fiji, at the moment then, is well pplied with good hotels—the best f them equal to most resort hotels broad. In addition, Fiji tariffs are ill low, the people despite what olitical pessimists might feel, look appy and are friendly; the climate good for most of the year; and e scenery is beautiful and real, not nthetic and contrived.

One of Fiji's disadvantages is its stance for potential sources of stomers, particularly Americans lthough in the end this might turn t to be a godsend). The biggest try on the debit side however, is doubtedly in the matter of staff.

As more hotels come into opera-on trained staff is spread just that uch thinner. This situation is now lt right down through every branch the hotel business but in no partment more than in the tchen.

With occasional exceptions, the andard of hotel food in Fiji is or—and no one realises it or has ven more time to trying to do mething about it than hotel owners managers themselves.

The basic trouble is probably that those who are cooking and serving it have no conception of what it should be like. A waiter on the Continent will know more about food than his customer; if his customer complains he will be understood.

If the customer complains in Fiji that the meat is tough and tasteless, the waiter is merely dumbfounded. If he is a Fijian, he probably thinks that all meat comes that way; if he is Indian he may not eat that sort of meat, anyway.

Import chefs?

If the customer says that the sauce is curdled, the gravy lumpy, the grapefruit warm, the soup cold, the toast like a board or the lettuce wilted then sadness drips out of dark brown eyes but there is no comprehension.

Suggestions for improvement have included importing leading chefs from Europe, but this has its drawbacks — temperamental Continentals could find it difficult to cope with and work with subordinate local staff.

A more practical idea might be to get somewhat less rarified chefs from Australia or New Zealand. Even a



good shearers' cook would be better than some of the chefs now employed in Fiji hotels. Shearers are, in fact, fussy about their food.

Another idea would be to let out hotel restaurants to an overseas team. Years ago, one of the largest hotels in Johannesburg, S.A. did this with great success, hiring a team of Italians from chefs down to assistant waiters. A similar plan in Fiji would, however, come up against immigration restrictions.

In the end this particular problem will possibly have to be solved by the establishment of the long-delayed hotel school. Some time back the Fiji Government asked the UK Overseas Development Ministry to send an expert to advise on what should be done. The expert was Mr. Joseph Koscher who runs a hotel school in Strasbourg.

His report is now being awaited but rumour has it that what he recommends will cost far more than the government will be happy to pay.

Chile-Tahiti air service should start in September

A DIRECT, jet air service—non-stop—from Santiago, Chile, to Tahiti, is expected to start in early September.

LAN-Chile Airlines, with 144-passenger Boeing 707's, will operate the 10-hour run initially once a month. The new service will supplement the airline's current fortnightly service from Santiago to Tahiti, via Easter Island with 44-passenger DC6B aircraft.

From September, LAN-Chile hopes to have two services out of Papeete monthly—one via Easter Island, with a 24-hour stopover for tourists, and the other direct to Chile.

LAN-Chile's Australian representative, Mr. J. F. Federer, told *PIM* the airline expected to have its second 707 jet delivered in late August so the Papeete jet service could begin in September. LAN-Chile had a fleet of one 707, four 727's, four Caravelles and two DC6B's, he said.

Its long-term plans included jet services across the Pacific to Japan and Australia, from Chile.

Accommodation on Easter Island for overnight passengers consisted of comfortable tents which make up the island's only hotel, managed by Honsa, a major Chilean hotel chain. No visas were required by travellers to the island because it was part of Chilean territory, he said.

During their stay on Easter Island travellers could made tours to archaeological sites and examine old temples and the world-famous statues. Easter Island had no stores, but artifacts and carvings were sold by the islanders.

Mr. John Borg, a travel consultant for Royal Interocean Lines, told *PIM* that his company had booked many people for the Tahiti-Santiago route in Sydney. Mr. Borg said people of Spanish descent were taking advantage of the route, which was the only direct air route to South America from Australia.

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Well, is it Papua? or New Guinea? or Newpap? or Panegu?

As far as is known, the first European to propose a name for our island was Don Jorge de Meneses, a Portuguese mariner, who called it Papua. This was in 1526. Nineteen years later, in 1545, a Spaniard, Ynigo Ortis de Retez, named it New Guinea. What a pother those two started!



TO THE POINT WITH PERCY CHATTERTON

One further attempt at island-naming was made in the sixteenth century—Alvaro de Saavedra's romanic fancy "Isla del Oro" (Island of Gold"). I have always felt that it was a pity that this name didn't stick; it might have saved us from the Papua v. New Guinea controversy. And "Oroans" would have been a pleasant sounding name for its people.

However, an attempt to revive this name now might serve to remind the Oroans that in the meantime the white men have got away with most of the oro.

The search for a common name for the emerging nation which will (we hope) comprise the Australian Territory of Papua and the Trust Territory of New Guinea has been vigorously revived after being (together with the search for a flag and an anthem) largely in abeyance since it was raised by the Guise Committee two or three years ago.

Now it has been re-activated by the Governor-General, the Roman Catholic Archbishop of Port Moresby and other smaller guns, and a prize has been offered for the best suggested name.

Oh horror!

This offer opens up long vistas of horror, with Paguinea, Panegu and Newpap in the vanguard, hotly pursued by Paradesia and other luxuriant fancies.

To some, of course, there is no problem. You simply call the place New Guinea, and if the Papuans don't like it that's just too bad fo them. They're in a minority, aren' they?

For myself, I don't object to "Nev Guinea", though I think that "Nev Guineans" is a clumsy, ugly nam for its people. "Oroans" would hav been much more euphonious.

The Dutch solved the problem i what used to be their half of th island by calling the land "Nev Guinea" and the people "Papuans" For home consumption I think tha this would be a very happy solution but it is asking rather much of th rest of the world to expect it to re member that "Papuan" means "in habitant of New Guinea."

A possible solution, and one whic rather attracts me, would be th adoption of the Pidgin spelling Ni Gini, or perhaps better still, to tele scope it into a single word—Nugin

I still don't like "Nuginian", but suppose I should get used to it. Any way, to give it a trial flutter I pro pose for the rest of this article t use "Nugini" for Papua and Ne Guinea, and "Nuginians" for Papuan and New Guineans.

"One Name, One Flag, On Emblem and One Anthem" has bee declared to be one of the planks o Pangu Pati's platform. Let's thin next about the flag and the emblem

A national flag for Nugini at th juncture must be one which can b used while this country is still dependency of Australia, but whic won't need too much alteration whe independence comes.

This calls for a quartering repr senting Australia. It could be th British Union Jack, as in the prese Australian flag, or the Australia coat-of-arms (or some other suitab symbol of Australia), or perhaps th latter superimposed on the former.

In the last-named case, all th would be needed on independen



These New Guineans (from Mt. Hagen) probably wouldn't like it much if you told them that they were natives of "Newpap", but sooner or later a common name for P-NG will have to be found. Percy Chatterton suggests "Nugini".

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ould be the replacement of the Aus-alian symbol by a Nuginian one. his assumes, of course, that by the me independence day comes there ill still be a British Commonwealth, nd that Nugini will want to stay it.

How national can you get?

The quest for an emblem should oncentrate on something which ould be used apparently as an mblem and could also be featured n the flag. And here we run into ifficulties, as Speaker John Guise iscovered when he wanted to wear "national" emblem for the cere-onial opening of the new House f Assembly. He finished up with ve!

What shall it be? A bird of para-ise? Loud cries from the New uinea Islands: "We have no birds f paradise here."

A coconut tree? Tumult from the ighlands: "We don't have coconut ees." And so on.

It seems just about impossible to nd any animal, bird, tree, flower or lant (except perhaps the ubiquitous veet potato) which is common to all ugini's varied regions.

Perhaps the best solution would be me stylised design which would raw on the art-forms of various gions without identifying itself ecifically with any.

What about an anthem? Papuans can't avoid using the word here) ave a first-rate "national" song hich is very popular. Its tune, in a nd adaptation, is used by the ABC open its early morning sessions. ut its words are in Motu, so that's ut. A number of attempts have en made to write a national song English. Quite frankly, the ones have read seemed pretty wet.

Poets needed

Can the pidgineers find an answer r us? And if so, can we take the sk of adopting it? Right now idgin is a very lively, expressive nd acceptable means of communica-on, as anyone who sits in the public llery of the House of Assembly on realises. But will it survive? nd what might be the attitude of e next generation but one to a tional anthem in Pidgin?

Perhaps we need a poet of the alibre of James McAuley to solve is problem for us, and to save us om the banalities and sloppy senti-entalities of the rhymesters.

The call for these things—name, ag, emblem, anthem—are part of a ll for national unity. True, they re among the trappings of unity.



Some Papuans (this family is from the far reaches of Papua, the Fly River area), have a popular song which, were it not in Motu, could make a national anthem for P-NG. So far attempts to write a P-NG national anthem in English have been weak. Perhaps it's time someone gave Pidgin a go.

They can stimulate its growth. But they cannot in themselves create it.

Paulus Arek, new MHA and ex-teacher, had some sensible things to say about unity in his maiden speech in the House. You can't get unity, he said, by having lessons on unity in school. Unity is achieved when people from different tribal groups and cultural backgrounds work together to achieve a common purpose. I am paraphrasing him from memory; he spoke in Pidgin and I haven't seen the official English translation of his speech, but I think that this was the gist of it.

Experience of adult education in Nugini suggests that English language classes for adults with no previous knowledge of the language generally produce poor results, even when the students are quite pathetically anxious to learn it. The use of language laboratories and programmed learning may change this situation, but I doubt it; and anyway, only the larger centres can aspire to these expensive luxuries.

A better approach seems to be to organise classes which aim primarily at teaching specific sought-after skills, and which, in the process, teach English incidentally.

Perhaps the same is true of national unity. We shall not get unity by holding seminars on unity. But we stand a good chance of getting it as a by-product when people from different parts of Nugini with a common interest in some particular branch of knowledge or some particular form of skill come together to acquire that knowledge or practise that skill. That is why regional and national conferences of representatives of local government, co-operatives and such-like interests are so valuable.

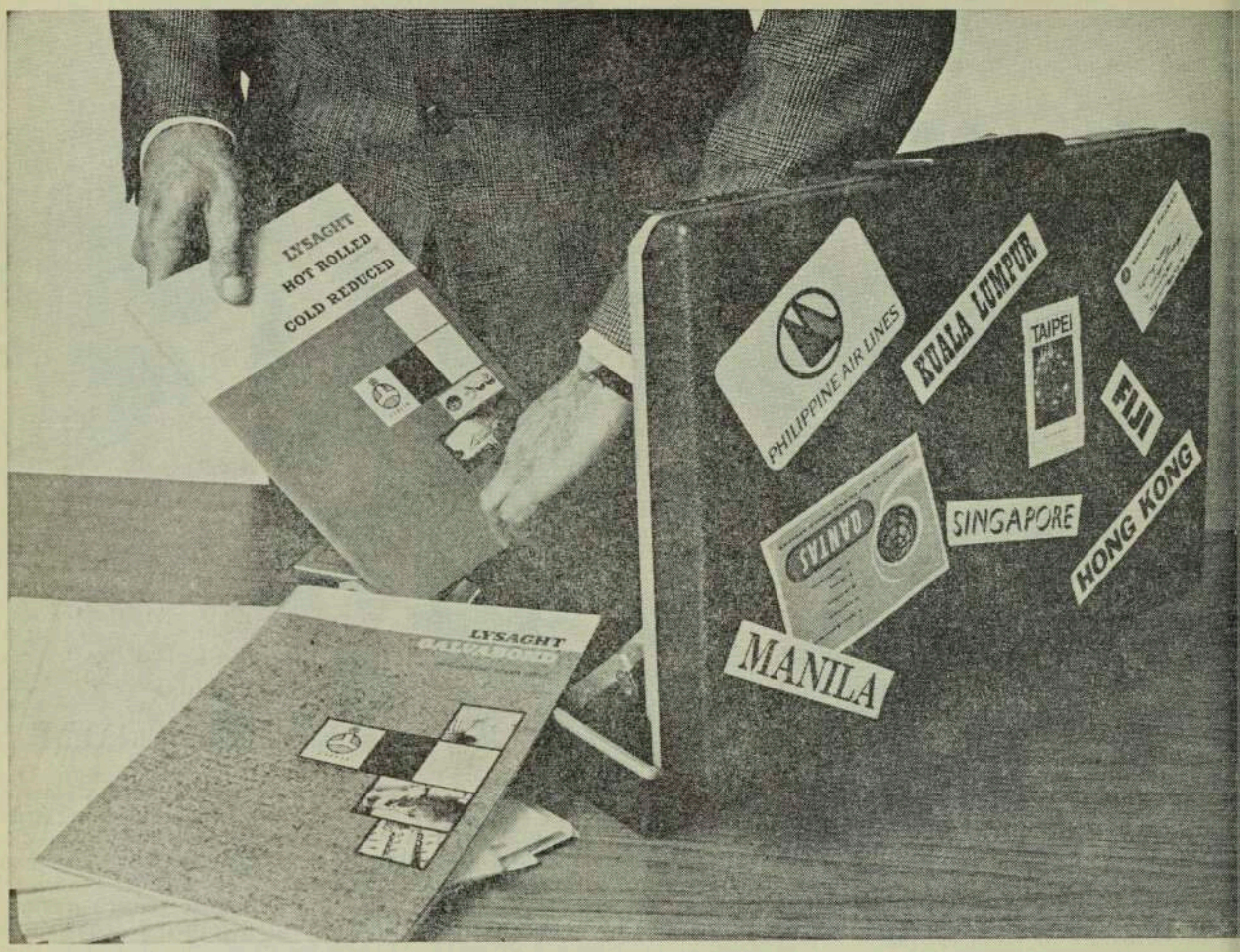
In defence of regionalism

This idea could well be extended to people with all sorts of other interests, and the money spent in bringing them together would be money well spent. The churches, in their own range of interests, are already doing this sort of thing on a considerable scale.

I have used the phrase "regional and national." I am obdurate in my belief that a controlled measure of regionalism would be as beneficial in the sphere of government as it has already been in the sphere of administration, and would not endanger national unity; and I am not shaken when distinguished people for whose opinions I generally have a high regard tell me I'm nuts.

Nowadays, Nigeria is trotted out

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A difference in attitudes

out as a dreadful example of the dire results of regionalism, but I do not think that the comparison is valid. In Nigeria and other parts of Africa regions tend to be uni-tribal areas, or at any rate areas in which one language group is overwhelmingly predominant, and inter-regional clashes are in effect inter-tribal clashes. This situation could not arise in Nugini.

Each of the four regions into which the country naturally falls comprises many tribes and many language groups, some small, but no one of them overwhelmingly predominant.

Among the obstacles to unity is the mental aftermath of the different kinds of relationship which existed between the governors and the governed in the two territories when they were administered separately.

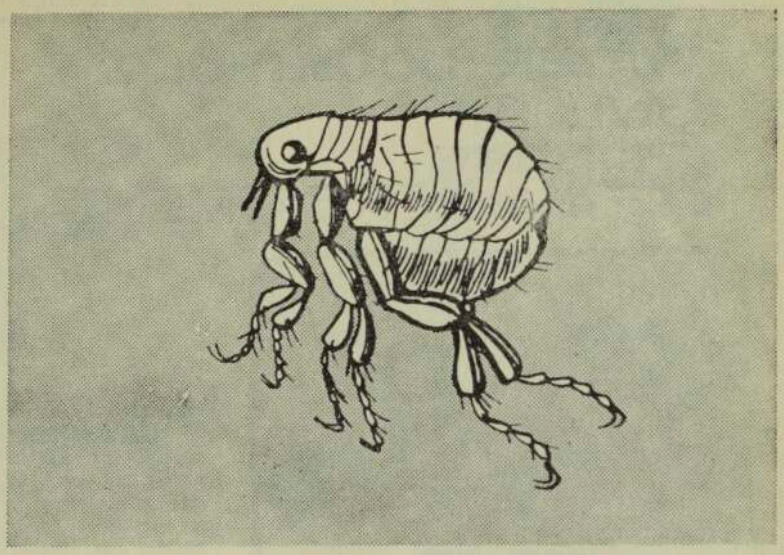
In 1942, after ANGAU had taken over from the pre-war civil administrations, ex-New Guinea officers began to take up duty on the Papuan side of the border, and during the next few years I had plenty of opportunity of observing the difference between their attitude to the native people and that of the ex-Papua men.

The ex-Papua officer would arrive at a village and settle down in the Rest House. Villagers would drift along with their dilly bags containing the makings for a smoke or a chew hanging from their shoulders, and squat down in an untidy group in front of the Rest House, from the



Paulus Arek—unity means people.

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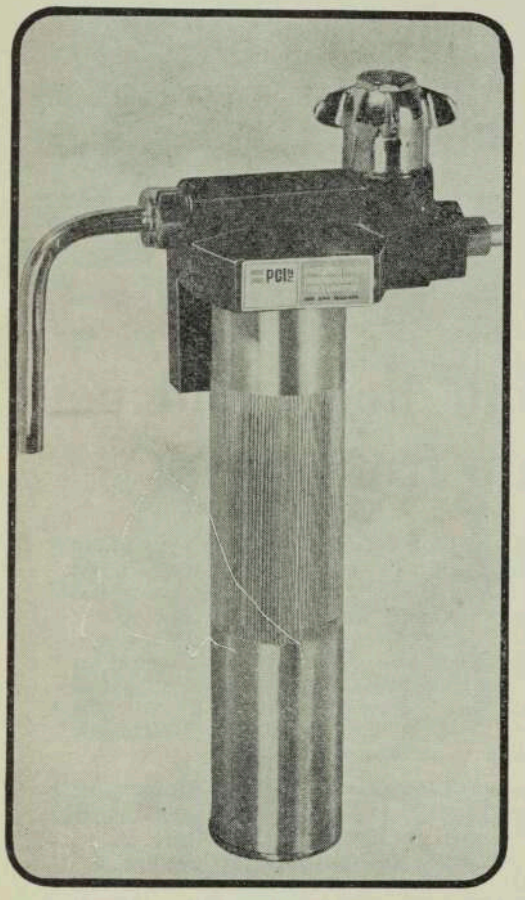
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Thinking influenced by colonial days

steps of which, or from behind a collapsible table set up at their foot the former ARM, now styled ADO would talk to them and transact the business which had brought him there. The proceedings were in formal and generally, unless the villagers had blotted their copy book quite badly, friendly.

How different was the approach of the ex-New Guinea man.

"Tell your people to line," he would command briskly.

I could hardly believe my eyes the first time I saw the whole population of a village falling-in.

Don't misunderstand me. These were able, hard-working and conscientious men, doing their job in the way in which they had learned to do it.

If they sometimes seemed overconscious of being officers in a world populated almost entirely by other ranks, that was perhaps a result of the system. If they sometimes seemed less inclined to adopt a friendly attitude towards missionaries than the Murray men had been, perhaps that too was a consequence of earlier experiences in a different environment.

I am not concerned here with the question of whether their way or the Murray way was the better. I merely make the point that they were different ways, and that these differences affected the mental attitudes of the people over whom they ruled.

Then there is Nugini's "third world"—the Highlands—where the colonial impact has been briefer in duration and different in quality. Again the mental attitudes of the people have been affected by the attitudes of those who have ruled them.

A recent article in *New Guinea* on current student attitudes in the University of Papua and New Guinea on social and political problems seems to indicate that, even though these young people were themselves born in an administratively united territory, their thinking on some quite important issues has been influenced by the varying colonial experiences of their forebears.

It looks as if a lot of hard arguing and tossing around of ideas among the emerging intelligentsia of Nugini has got to go on before these diverse mental attitudes, inherited from colonial history, will be sublimated and our feet firmly set on the path to national unity.

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Work has no place in the life of Henry Gibson, karate expert. He says: "Work . . . will distract me. You see, I am trying to develop my mind. The mind is the greatest dynamo in the universe."

They call him "The Master"

From MATT WILSON, in Suva

Odd Job, Ian Fleming's muscle-bound Korean karate expert, who hurls a steel-rimmed bowler at people he doesn't like, would never find a place among the ranks of Henry Gibson's disciples.

Odd Job is too much of a brute. He isn't gentle enough and obviously doesn't spend enough time thinking about the spiritual side of karate.

"The trouble these days," says 25-year-old Mr. Gibson, of Vesi Street, Suva, "is that when karate is mentioned people think only of chopping with the hand and kicking.

"I can smash a board with my foot or break a brick with my fist, but the physical side of the art, as far as I am concerned, is not as important as the spiritual."

A spiritual look

Mr. Gibson has a spiritual look about him, which is perhaps one of the reasons why at least 60 young people in Suva regard him as "The Master" and call themselves his disciples.

He is a powerfully built Rotuman, with large, luminous brown eyes, an aquiline nose and hands that have been deformed through karate practice. Girls think he is handsome.

Mr. Gibson is a black belt 4th dan in karate—which means that he is very, very proficient in the art.

"I have devoted my life to karate and I am interested in very little else," says Mr. Gibson.

He is transferring some of this dedication to karate to a group of young people who have formed the South Sea Oriental Club of Fiji.

"I am 'The Master' and they are my disciples," says Mr. Gibson.

On three evenings a week the club members gather at Albert Park to practise karate.

At weekends they make a pilgrimage to Mt. Korobaba at Lami. Before starting on the trek up the forested slopes they change into their white, baggy uniforms, known as Karate-gi.

After climbing for about an hour they reach a grassy clearing by a waterfall. Here they sit in silent meditation and perform exercises.

Meditate

"This is a serene place which helps us to meditate," Mr. Gibson says.

"We stay there for the day without having anything to eat. It is better if you do not eat because of the nature of some of the exercises. You can strain yourself.

"We think of the peaceful surroundings and meditate on our creed."

The creed reads:

Self-discipline and honour are my virtues;



Henry Gibson in karate pose. "I can smash a board with my foot . . . but the physical side of the art . . . is not as important as the spiritual."

Loyalty for justice is what I vow to uphold;
Should unjustness be forced upon me that I may defend
Myself, my principles, or my honour, should it be a matter of life and death;
Then let the unjust ones beware of my weapons;
The dynamic unity of mind and body.

Mr. Gibson's hands are large. Hard lumps have formed on his knuckles and ridges have developed along the sides. He explains that the deformities have been caused by exercises—such as press-ups, using the fists instead of the hands, on a concrete floor.

He says that this is the way to develop natural weapons.

He's never used it

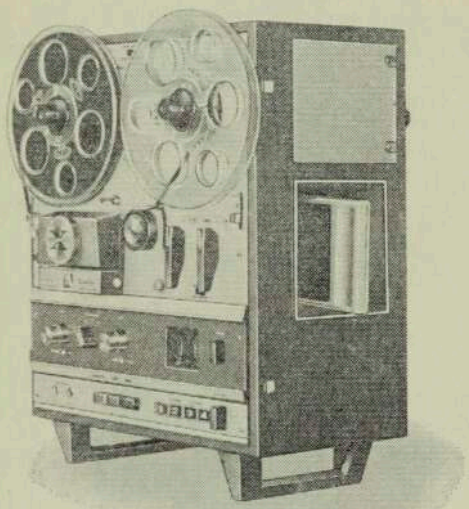
So far Mr. Gibson has had no cause to unleash the terrible forces of his body in self defence—and he hopes that he never will.

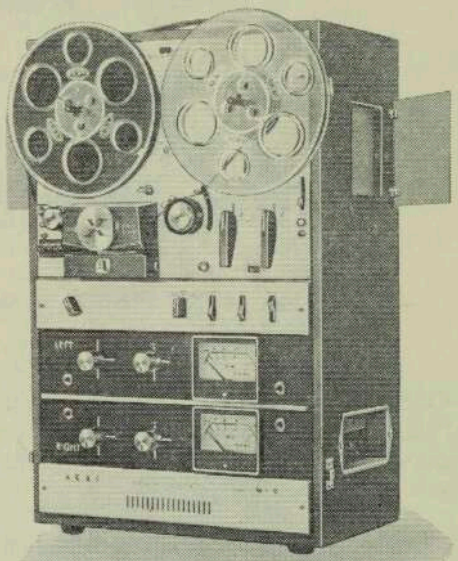
Work has no place in his way of life.

"I do not have a job. I don't want

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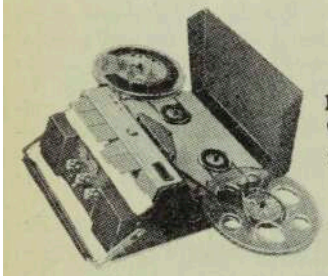


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Peace in a painting

a job. I could work but I do not want to. Work, I feel, will distract me. You see I am trying to develop my mind. The mind is the greatest dynamo in the universe."

He has no yearning for wealth and finds little use for money.

Doesn't seek wealth

"Money means nothing to me. There is a lot more to life than earning money."

The little money he does have usually comes from members of his club, who make voluntary donations towards his upkeep.

One of Mr. Gibson's ambitions is to go to Okinawa to continue his studies with his own Master, Tahara Choel, also a black belt 4th dan.

The two met in Fiji when Mr. Choel was a fisherman based at Levuka.

It is fascinating to watch Mr. Gibson perform his art.

On the green lawns by the Fiji Museum Mr. Gibson and his 30-year-old brother, Mani, a black belt 1st dan, regularly perform routine exercises.

Mr. Gibson will assume the "snake" stance and move with tightly controlled grace—the exercise is designed to emphasise the grace of the body.

His brother will adopt the "dragon" stance and go through a series of exercises illustrating the body's strength.

Reverence

Petite brunette Emma Smith, 17, is one of the girl members of the South Sea Oriental Club.

A look of reverence comes to her pretty face as she talks about Mr. Gibson.

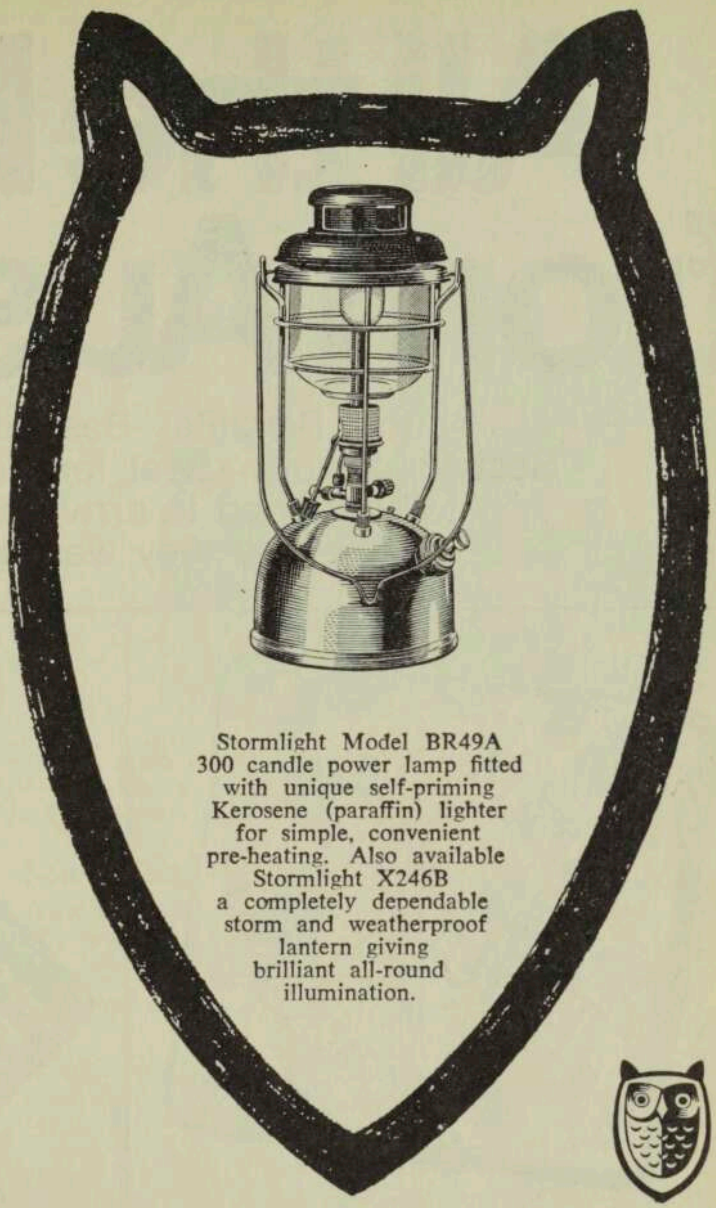
"Yes, we call Henry 'The Master' and we are his disciples. I think he is a very good teacher and a fine person."

Another way in which Mr. Gibson attempts to find spiritual peace is through painting. He is a talented and imaginative painter in the modern style.

Some people might brand Henry Gibson as a "non-productive" member of society; a parasite without a shred of social responsibility.

They would be wrong. The members of his club are acquiring qualities of spiritual goodness and self-discipline that have an important place in Fiji's multi-racial society.

So perhaps Mr. Gibson is playing a more important role in Fiji's development than most people.

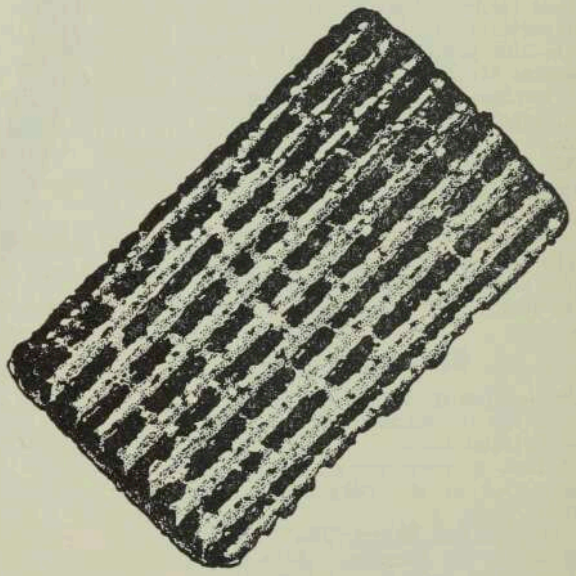


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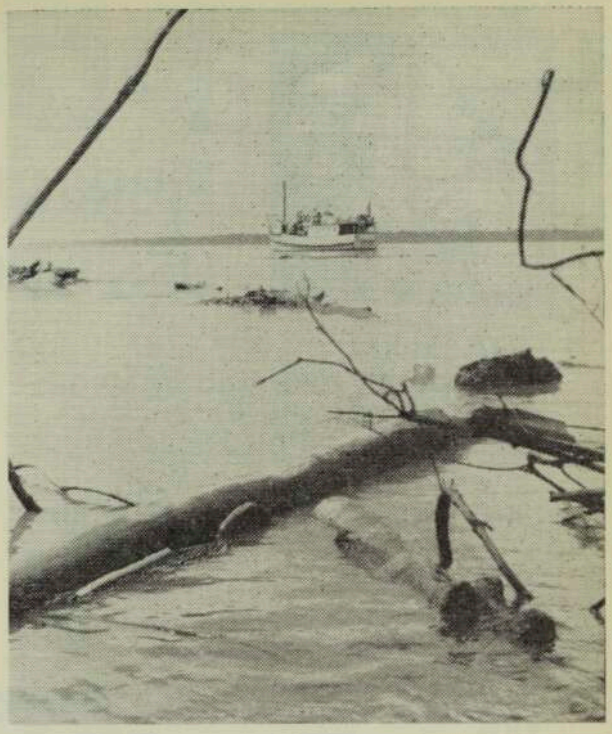


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In 1876, D'Albertis voyaged along the Fly, singing arias and firing rockets. Recently a P-NG Forestry Technical Officer made the same voyage—but rather more quietly.



UP THE FLY IN THE WAKE OF D'ALBERTIS

From a Port Moresby correspondent

Forestry Technical Officer Mrs. Andree Millar has just achieved an ambition—a voyage along Papua-New Guinea's mighty Fly River, in the wake of Italian explorer and naturalist, Luigi D'Albertis.

Bearded romanticist Luigi Maria D'Albertis made three voyages along the Fly River—raucously singing his arias, firing rockets of magnesium, gunpowder and phosphorous, putting down mutinies, and losing most of his Chinese crew to the head-hunters and cannibals of the middle and upper Fly.

D'Albertis stole native skeletons from spirit houses, and came home from one Fly voyage with a pickled human head.

D'Albertis became notorious in a notoriously dangerous area for white men.

But he *did* keep a scientific journal of his voyages, and he's perpetuated in botanical science for his work in the Arfak Mountains of West Irian and for his botanical collecting along the Fly.

The brilliantly red D'Albertis Creeper abounds in the Fly River jungles, D'Albertis' name also abounds—D'Albertis Junction where the Ok Tedi or Alice River joins the Fly, and among others, D'Albertis Dome in the far south of the West Sepik District.

Luigi D'Albertis voyaged nearly 700 miles up the Fly River, and was probably the first European into what's almost the geographical centre of the great New Guinea island.

He was almost certainly the first naturalist along the Fly and while his methods of collecting might have been barbaric, his results and scientific observations are valuable.

All this was 92 years ago.

New collectors

But recently, Mrs. Andree Millar, of the Papua-New Guinea Division of Botany at Lae, took time off to study the D'Albertis records and to go up the Fly to check the accuracy of the D'Albertis observations, and to collect the specimens he described.



Mrs. Andree Millar on the Fly expedition. The P-NG government trawler "Anzana" is in the top picture.

Papua's Regional Agricultural Officer, Mr. Fred Kleckham, and Western District Agricultural Officer, Mr. Ian Pendergast, went along too aboard the government trawler *Anzana*.

It was the first recorded botanical expedition right along the Fly, since D'Albertis in 1877.

Hundreds of botanical specimens—D'Albertis Creeper, dozens of orchids and plants and flowers—were collected and flown out to Lae so the government herbarium will be able to fill another gap in its botanical knowledge of P-NG.

Some of the specimens will be sent to Canberra, Melbourne, Sydney, Kew Gardens in England, Edinburgh and California.

As Mrs. Millar puts it, the government wants to know what is growing where.

Triumph

"We want to know where to send visiting scientists so they'll have a good chance of getting what they want. By building up a wide knowledge of the territory's botany, we'll know what areas will support certain plants. This knowledge could help, too, in the planning of food crops."

Mrs. Millar has covered a lot of botanical ground in more than 20

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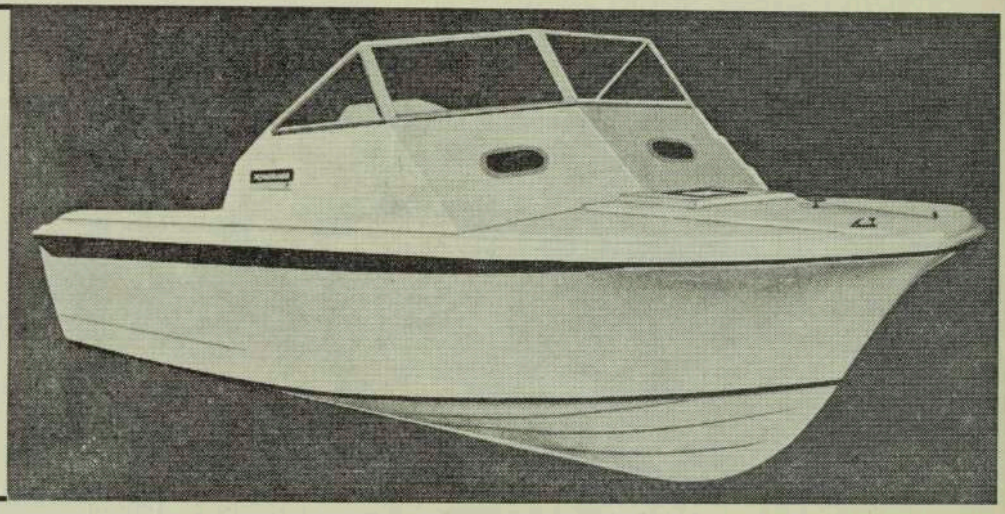
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Precious orchids

years in the territory, but one of her greatest triumphs was the discovery on this trip of the common Queensland Onion Orchid near the waterway which links the Fly River and Suki Lagoon, 250 miles up the Fly from Daru.

It's the first time officially that botanists have found the Queensland Onion Orchid in he Territory.

According to Mrs. Millar and her companions, the discovery lends some weight to the old theory that there was once a land bridge between Papua and Australia's Cape York Peninsula.

There was a moment of excitement when the Papuan cook aboard the *Anzana* threw out what he thought was an unused carton. It contained the three precious Onion orchids, and it floated downstream on a three or four-knot current, with Kleckham preparing to go overboard to retrieve it.

Quick action!

With the cook in a panic and Mrs. Millar imploring quick action to save her specimens, the master of the *Anzana*, Frank Narua, put his ship into a quick turnabout. A chase of half a mile, and the Queensland Onion Orchids were safely aboard.

The *Anzana* voyage covered 820 miles from Daru to Kiunga, including 200 miles up the Strickland and Herbert Rivers into Lake Murray.

If she can overcome the quarantine problems of shipping Papuan soil to Rome, Mrs. Millar will be sending two small jars of earth to be placed on Lugi D'Albertis' grave.

The first jar is from Ellengowan Island in the middle Fly, where D'Albertis landed in 1875 from the Reverend Samuel McFarlane's mission ship, the *Ellengowan*.

Died in Rome

The second jar of soil is from D'Albertis Junction, a few miles south-west of Kiunga.

D'Albertis died in Rome in 1901, aged 60, after building himself a Papuan-style house in the Pontine Marshes.

Papuans along the Fly River remember the name D'Albertis, handed down from father to son. Unless Papua-New Guinea's Place Names Committee deems otherwise, D'Albertis will be on the map forever.

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SUVA, CITY OF CARS, CARS, CARS...

From a Suva correspondent

In a comparatively few years, Fiji (population half a million) has been getting many of the amenities and benefits to be found in more developed, and ambitious, countries. There are now modern hotels, up-to-date homes, some thriving industries, busy docks, a widening telephone network, increasing use of air conditioning. And motor cars . . . and motor cars, and motor cars.

In Greater Suva (population about 88,000) there are approximately 7,250 motor vehicles—or about one vehicle to every 12 people.

That's a lot of vehicles for a city that was not designed for heavy traffic.

For some years now, Suva has suffered from traffic jams and congestion, and for some years the people's nerves have been shattered by honking horns and yelling motorists. Parking has become an acute problem.

This year the traffic problem had become so great that the Government decided to introduce new traffic regulations.

Overnight Suva became a town dotted with new driving and parking signs.

New routes had been marked out, diverting traffic through thoroughfares seldom used before.

In some places traffic lights, which could be operated by the public, had replaced the blinking orange lights alongside the pedestrian crossings.

Inevitably, there was confusion at first about the new regulations. People were not sure where and where not they could drive, and where and where not they could park.

Some people even forgot—or didn't know—about the new regulations and calmly parked in their old (illegal) spots and drove along the old, familiar (illegal) routes. Many of them received court summonses—which they might have avoided had they read their newspaper.

Criticisms

And some people, of course, criticised the new traffic measures. They described them as "useless" and "unimaginative". The fact that these people were personally inconvenienced may have had something to do with their reaction.

Most people, however, were tolerant and took the give-it-a-chance attitude, reasoning that things would improve.

But parking is still acute.

Suva's taxi drivers—who are not allowed to cruise for fares—had a beef, too

They complained that the new regulations prevented them from parking, even for a moment, in certain main thoroughfares. This, the said, meant that in those areas the couldn't pick up a fare who ha phoned from an office or shop.

The cabbies claimed that this wa unfair to them since their client would be forced to walk to a ran in order to get a ride. Naturally people are reluctant to walk for cab.

The Fiji Times championed th cruising taxi cause in a leading article pointing out that cruising taxis wer a familiar sight in overseas cities an could, in Suva at least, serve useful purpose.

The recent regulations are likel to be followed soon by more traffi regulations, say observers in Suva.

So great has become the problem of drunken driving, for instance, tha moves are under way to introduc the breathyliser.

Many people would welcome such a move.

Meanwhile in Suva, any evenin as the day's work ends and the "rus hour" sends thousands homewards there is a stream of bumper-to bumper traffic in the centre of town a stream which fine work by traffi police keeps moving at a good pace

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THE GROWTH OF SUVA'S TRAFFIC

There were 239 buses in Suva in 1964. Today there are nearly 300. Private cars four years ago numbered 2,860. There are now over 3,860. In 1964 there were no rental cars. Now there are 86. The number of goods haulage vehicles has risen from 1,352 in 1964 to 1,707 today.

ut still a stream which will inevitably grow as more and more vehicles nter the colony.

Moresby, too

Port Moresby has a growing traffic roblem, too. Staff and students of he P-NG University, the police and Commonwealth Departments have coperated in a traffic and parking urvey of Port Moresby.

About 80 preliminary year students rom the university are engaged in he work as part of their orientation ear exercises.

The survey examined parking n the Port Moresby town area and Konedobu, and traffic at congested ntersections.

The survey was organised by Professor P. C. Ryall, Head of the Civil Engineering Department, Institute of Higher Technical Education. He has had considerable experience of traffic engineering in the United Kingdom and elsewhere.



uva's New Government building — and cars.

LIFE ON THE BIG POND

One of a series, by BILL DAME

Case of the Limburger cheese

Tit for tat or "getting even"—call it what you may—has a well-entrenched position in any society, and a trans-Pacific passenger ship is no exception.

There was once a photographer on our ship who got bored with routine quiet easily, and frequently livened up the monotony by playing pranks on his innocent friends.

His darkroom was forever producing laughs: a crewman's head on the body of a waitress or vice versa, a sleeping officer on one of the mahogany rails, a cook in a frying pan, and once a flying albatross absconding with one of the lifeboats filled with Boat Drill participants. His pranks never hurt anyone and always created mirth, but no one, it seems, was ever able to pull any kind of retaliation on him. Until . . .

The captain's champagne party was scheduled for a particular late afternoon and the photographer sent his formal suit to the tailor to be pressed. The suit was returned to his room and left hanging on a hook on the wall and the photographer, slightly behind schedule, showered and shaved in a hurry and started to dress.

He fell

One leg went through the trousers as it should, but the other side was securely sewed at the cuff, which made the photographer lose his balance and fall into an undignified position.

His next door neighbour heard the commotion and came over to investigate. He had his camera with him, complete with flash, and took a picture of the funny sight. This made the photographer immediately blame him for the sewn cuff.

The neighbour emphatically denied any knowledge of the successful plot but rejoiced that Old Funny Pants had finally become victim to a joke.

The photographer warned him, good naturedly, to be on guard.

Several days after the pants episode, the photographer went to the pantry and made a request. He returned to his room with a small foil-wrapped package, which he unwrapped as he quietly went next door. To his surprise, his neighbour was sprawled out on top of his bunk reading, so the photographer stuttered a bit and finally said, "I didn't think you were in or I'd have knocked. May I borrow your razor cord?"

"Sure. Help yourself."

He took the cord and started for the door, hiding his left hand as he walked. Before he closed the door he asked, "What time are you going to dinner?"

"Same time as usual. What's the matter with you anyway? You're acting a little strained."

"Nothing. Wake me when you leave, will you? I'm going to take a little nap."

The photographer left and the neighbour frowned and sniffed, then resumed his reading for another hour. He shifted his position as the setting sun shone directly through the porthole.

At dinner time he left for the Special Mess, knocking loudly on the photographer's door and entering, as usual, without waiting for an invitation. He took one step inside, coughed violently and backed into the passageway where he took a deep breath.

"What is that dead smell in your room?" the neighbour asked in alarm as the photographer took deep breaths of air.

"That, you schedule-changing fink . . . is the sun-melted Limburger cheese that I meant to spread all over your walls! And I'll bet it's ruined the pillow on the empty bunk. I . . . I guess it's no use asking you to keep quiet about this?"

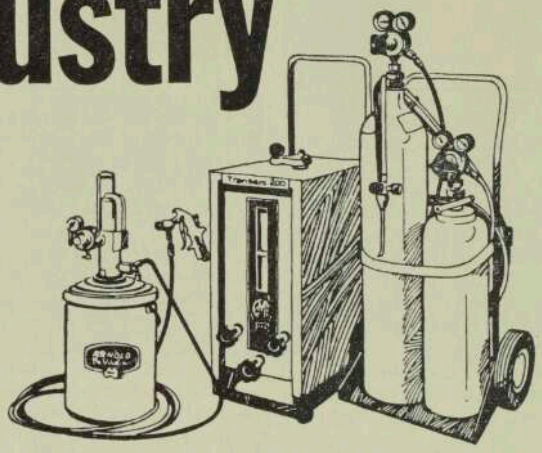
"Not a chance," the neighbour said. "It serves you right. Just wait until I get to the dining room and spill this!"

To this day the photographer is called Limburger in memory of his downfall.

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AUSTRALIAN PRESS HURTS NOUMEANS' FEELINGS

From a Noumea correspondent

Noumean newspapers are indignant over what one newspaper here has described as "a campaign of tendacious news being published by Sydney newspapers and certain Sydney radio stations."

According to the local Press, the culmination of the "campaign" was an article in a Sydney newspaper stating that Noumeans had boycotted the military parade held on Victory Day (May 8).

It was said in the newspaper that, following this news item, the Australian Consul in Noumea thought it his duty to apologise to the High Commissioner for the newspapers' and radio stations' distortion of the facts.

The newspapers also disliked the suggestion in the Australian Press that paratroopers were brought in to New Caledonia (*PIM*, Mar. p. 18) especially to deal with possible political trouble.

The facts behind the Victory Day upset are these:

This year Victory Day was not a public holiday, and the military parade was held at 8.30 a.m.

Possibly certain circumstances made this time necessary, but most people regretted that it was not at midday. Few people here are free at 8.30 a.m. on a working day.

It is a great pity that they could not attend as the parade, held at Anse Vata, was worth seeing.

Disturbing aspect

The parade did have one disturbing aspect, however. A reliable local newspaper reported that a class of schoolchildren, headed by their teacher, had remained seated during the playing of the French national anthem.

It has been suggested that the Australian Press is being fed stories unfavourable to New Caledonia by a newsagency in Noumea.

This is hardly likely since the only news agency operating here is Agence France Presse. It seems much more likely that tales from tourists are responsible for the stories appearing in the Australian newspapers.

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Today you can cherish your complexion beauty as never before, keeping your skin wonderfully young and lovely. The discovery of a tropical moist oil with a remarkable, nourishing influence on the skin makes it possible for women all over the world to enjoy unprecedented complexion loveliness that is virtually evergreen.

Now, when nature starts slowing down in early adulthood and supplies less and less of the skin-beautifying essentials to the complexion surface, this unique moist oil comes wonderfully to the rescue. Because it is isotonically pressurised to balance with the skin's own fluids the replenishing moist oil amalgamates easily with dwindling fluids within the cells and stimulates the cellular functions of the skin so that youthful loveliness is restored and sustained. An invisible film of moist oil applied to the face and neck each night, and used as a powder-base by day, will provide the complexion with all the oil and moisture required to keep the skin young and beautiful.

It is to the skin virtually what water is to a flower, reviving and keeping it exquisitely fresh and flourishing. Endowed with hygroscopic qualities that attract and draw moisture from the atmosphere, the moist oil helps overcome dehydration of the epidermal (top) layer and ensures the retention of a dewy bloom on the skin all through the day. Called oil of Ulay in England and oil of Olay in other parts of the world, this unique moist oil is known as oil of Ulan in the Pacific Islands and is available from chemists. Complexions cannot help but thrive and blossom when well-tended with this beautifying fluid.

Beauty Skin-care Consultants Recommend

For sheer loveliness in complexion beauty, consultants are now recommending that a film of moist tropical oil of Ulan should always be smoothed over the face and neck before applying make-up. This will nourish and beautify the skin as well as protect it against the drying effects of wind and weather.

When your complexion seems to be showing signs of keratinization (skin coarsening), brace and clarify the skin by vigorous toning. After cleansing, pat your skin briskly with a cotton pad soaked with lemon Delph skin freshener to clear away blemish-inducing impurities and invisible flakes that cause blackheads and a muddy appearance to the skin. Your complexion will soon regain a smoother texture and radiant youthful appearance.

The tissue-thin skin area surrounding your eyes needs the gentlest and tenderest of care. Finger-pat moist oil of Ulan around the eyes before you apply make-up, working from the nose and over the upper eyelid, then down and round the eyes towards the nose again. The special isotonic properties of the tropical beauty fluid makes it invaluable for keeping wrinkle-dryness at bay and protecting the youthful appearance of pretty eyes.

Here's a tough one!

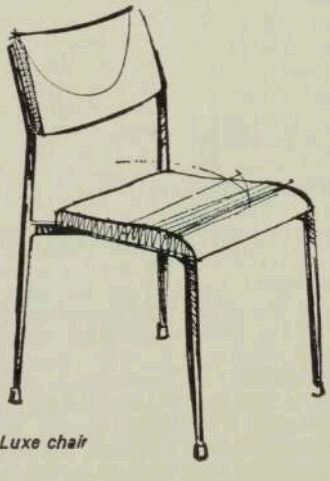
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NOUMEA PRISON DESPOT GETS 20 YEARS

From FRED DUNN, in Noumea

Late in May, one of the mos sensational trials in New Cale donia's history ended. Henr Pommelet (ex) head warder a Camp Est Prison was sentence to 20 years' hard labour fo savagely beating three prisoners one of whom later died. The si Melanesian warders who helpe him assault the prisoners wer awarded sentences ranging fron five to 12 years hard labour.

The men had been charged wit beating three prisoners who ha escaped from the prison on Christma Eve, 1966, and had been capture six days later. The prisoners wer Max Arsapin, 25, Brizou and Ollivier The latter two were serving priso sentences and Arsapin was in pre ventive custody waiting to appea in court.

Arsapin died on a plane that wa flying him to Sydney for medical at tention.

During the opening days of th trial the public gallery was packed but interest lagged as the trial pro ceeded. Only a few spectators wer there to hear the verdict.

The details of the beatings, give at the trial, were gruesome.

One of the victims showed trace of 70 blows when examined by doctor. Rubber truncheons had bee used, and it was alleged that Pom melet gave orders that strict atten tion be paid to the genital organs.

The victims of the beating wer not given immediate medical atten tion. Pommelet did not present th injured men to the doctor when h did his round of the prison. Evidenc suggested that had the men bee presented for treatment Arsapi would not have died.

Pommelet's evidence at the tria was inconsistent. At one stage h said that he was drunk at the tim of the assaults, and that he re membered little or nothing.

Later he tried to put the blame o his Melanesian subordinates, sug gesting that he had been draw into the "corrections" by these men and that he remembered little tha had occurred.

The six Melanesian warders de fended themselves by saying tha

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they "had to obey the orders of the chief."

The court heeded the Procurer General's suggestion that some clemency be shown to the six natives—but only to the extent of knocking a year or two off the sentences asked for.

Often in tears, the six men were almost as much to be pitied as their victims.

The evidence showed a state of affairs existing at the Camp Est Prison that was hardly credible.

Pommelet was the absolute master of the prison and brooked no intereference. His order was law even to his European colleagues.

Pommelet had once threatened a warder with his revolver, it was alleged.

Investigations into brutal incidents alleged to have taken place at camp Est Prison have been ordered by the Procuror General.

The young New Caledonian lawyer, Reuter, defended Pommelet. At one point he asked for an adjournment, saying that he wished to have Pommelet's chromosomes counted.

Press attacked

He submitted to the court an article from a French newspaper stating that a man born with two "Y" chromosomes could commit acts of violence for which he could not be held responsible.

Reuter told the court that he had shown the article to a local doctor who had said that if Pommelet was found to have two "Y" chromosomes then extenuating circumstances could be applied to his crime.

A charge against Pommelet's son, who had been present during the assaults, was dismissed at the trial.

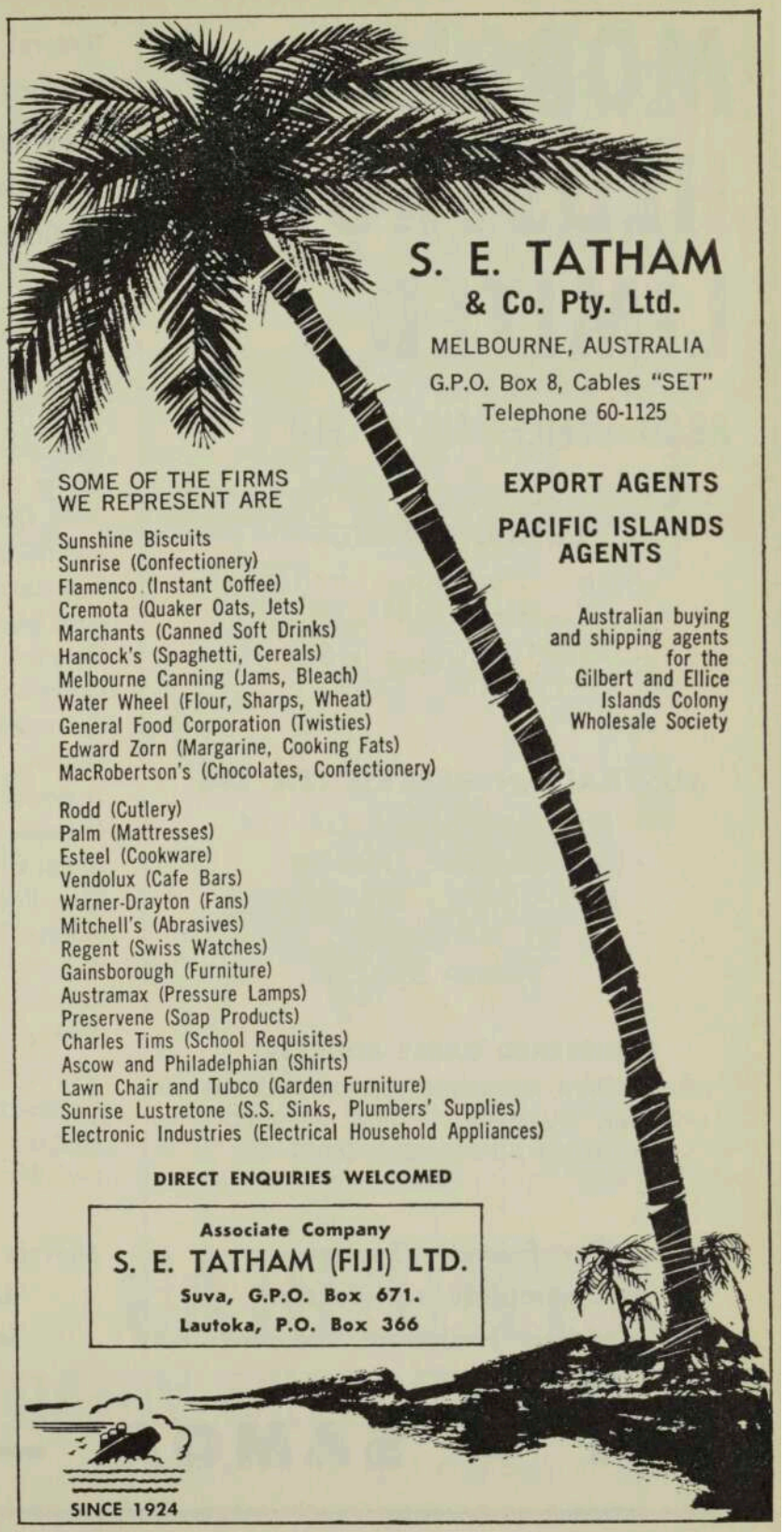
The local Press came under fire from the defending lawyers for having given the Camp Est affair an exaggerated importance.

Local newspapers, even the staid daily *France Australe* bitterly defended themselves.

Asked the *Voix du Cagou:* "What were we to do with the story, bury it as so many scandals have been buried before?"

In late May damages of $5,000 each were awarded to the two surviving victims of the assaults. Arsapin's father received $3,000.

The seven convicted men have lodged appeals against their sentences to the Court of Cassation, which can order a new trial if it finds any fault in the conduct of the earlier trial, but cannot alter the sentences.



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AMERICAN MOVIE STAR TO FILM SOUTH PACIFIC

A 48-minute film—"South Pacific Adventures"—will be the result of a seven-weeks cruise on the Matson liner *Monterey* by movie and television actor Victor Jory in May and June.

The film will include shots by Mr. Jory of Bora Bora, Tahiti, Moorea, Rarotonga, Noumea, Suva, Tongatapu and Pago Pago, taken on stopovers by the *Monterey* on her regular trans-Pacific run.

It will be shown in the United States and on Sydney television stations in early 1969, a product of Victor Jory Productions, of Los Angeles, California.

Mr. Jory said he was a good friend of television actor Raymond Burr, who has owned Naitaubu Island in Fiji's northern Lau Group for nearly three years. He had hoped to meet Mr. Burr in Suva, but he understood Mr. Burr would be busy at Naitaubu in June.

40 years an actor

Mr. Jory, who in about 40 years as an actor has taken part in nearly 400 films and television series, told *PIM* in Sydney he had first arrived in the Pacific Islands in the mid-1930's, when he made a brief trip to Fiji and Samoa.

He said most Americans who visited the South Pacific did so on pre-arranged tours. They stayed at only the best and most modern resorts in Fiji and Tahiti and were reluctant to venture to not-so-well known areas as the New Hebrides or the Solomons.

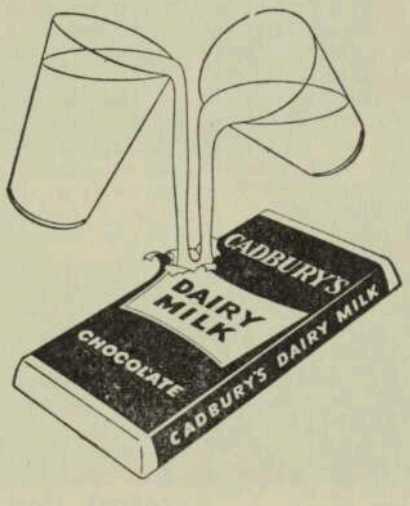
"I think it's a great shame more of the Americans who come to the Islands don't do it on their own and see the real South Seas," he said. "They may have to rough it a little, but this is what it is really like in many places."

Mr. Jory said a tour of the South Seas was relatively expensive to Americans, compared to holidays to Europe and the West Indies, mainly because of high air fares.

And what did the versatile actor think of the South Seas today? "Absolutely fabulous," he told *PIM*.

However, he had his reservations about Papeete which he described as "like any other miserable port in the world".

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From the Islands Press

WE have a problem which is getting worse. This is juvenile delinquency . . . which is all out of proportion to our small islet population.

Young children roam about the streets of Betio at night, smoking cigarettes, hanging about the clubs and getting into all kinds of mischief. They steal food, smash empty bottles, write all over the walls of empty houses, sneak into the movies without paying and generally make a nuisance of themselves.

Although we have a small population in what can be described as a Pacific Island paradise, we in fact have the problems of a smoky industrial city of several hundreds of thousands as regards our young people.

The delinquency problems spawned through an environment of grimy buildings, sooty walls and row upon row of gloomy tenement housing cannot be used as an excuse. The scene here is that of sandy beaches, waving palm trees, not smoggy streets where the sun hardly shines through.—*Letter from Phillip Wilder, in the "Colony Information Notes", Tarawa.*

MISSING: Would the person(s) who borrowed Frank Lui's Japanese-made Ukulele from his home at Hamula please kindly return the same to its rightful owner. The Ukulele is all brown and was only a day old when it went missing two weeks ago. Owners name on it.—*Notice in "Tohi Tala Niue", Niue.*

NOT only is nobody claiming four pickled human heads waiting on the Brisbane wharf, but nobody seems to know how they got there.

Early reports indicate the heads arrived in Brisbane from NG on the Karlander-NG Line's ship, *Sletfjord.*

It is believed the heads, wrapped in newspaper, were among a consignment of personal effects addressed simply, "Quincey, Brisbane".

Officers on the *Sletfjord,* who first heard the news when they read it in the Australian Press, said they had no record of any consignment of personal effects for "Quincey".

Police officials in Lae this week had not heard the report, but said it would take "some time" before they would be notified. They were not yet making any investigations.

The main concern over the heads seems to be from Customs officials—human heads are a prohibited export.—*News Item in the "Times Courier", Lae.*

CRIES for the preservation of Fiji's natural beauty are made from time to time by the Fiji Visitors Bureau.

It also frequently expresses dismay that Fijians nowadays tend to roof their *bures* with iron instead of grass.

On the subject of beauty, thatch and shacks, the Bureau might take a look at the thatched information office it maintains on Suva Wharf.

The tatty . . . state of the thatching is one of the first unfavourable things that arriving tourists must note as they gaze down from the decks of berthing liners.—*Columnist in "The Fiji Times", Suva.*

IT is all very well to enumerate the benefits that tourism will bring in the way of new jobs and sales of handicrafts, but the fact remains that those who put the most money into the business also get the lion's share of the profits.

If the government (Western Samoa) intends to get more for the people out of tourism than a few extra jobs and an increased demand for handicrafts it had better start thinking more closely about how they intend to control the industry "in the interest" of the people.

So far it has come up with nothing better than a brochure for travel agents throughout the world extolling the beauties of Samoa illustrated with a picture showing a Solomon Islands canoe and hut.—*Editorial in the "Apia Advertiser", Apia.*

MY name is Silas. I come from New Ireland. I was in the Coastwatchers on Nissan Island in World War II from 1942 to 1945.

Many people fought in World War II. I presume they still remember those days of fighting when they were often hungry and did not get much rest and conditions were very bad and very different from our country today.

I am unhappy about the young men of today. Many of these young men are not capable of going on further at school.

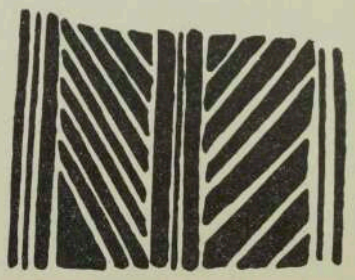
These young men have the ability to do something useful for their country instead of sitting around their villages doing nothing. I think these people who are doing no work can make trouble for other people, and I think it would be a good idea to make a PNGVR (Papua-New Guinea Volunteer Rifles) unit in Kavieng. This unit would give these young men something to do.—*Letter from Silas, in "Our News", Port Moresby.*

SMOOTH seas about the island (Pitcairn) early in the month allowed Tony Hermans to launch his small outboard runabout, ship aboard his water skis and a couple of odd-bods to run the boat and give the community a look at a new water sport for Pitcairn.

With Steve at the helm, Tony made a number of passes across the front of the island and never once suffered the indignity of a ducking.

After more practise, a hardening of the right muscles and the right weather, he hopes to make a circuit of the island in the near future.

It is understood that others tried to emulate Tony, but our reporter was unable to confirm results.—*News Item in the "Pitcairn Miscellany".*



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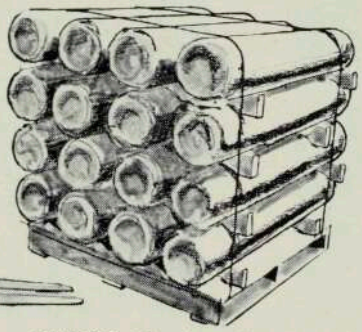
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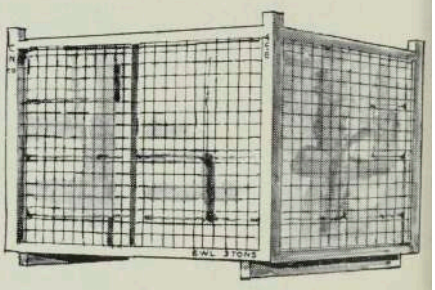
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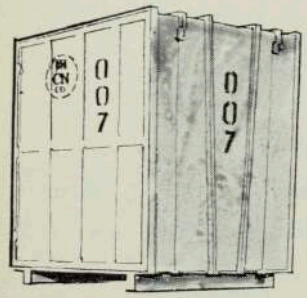
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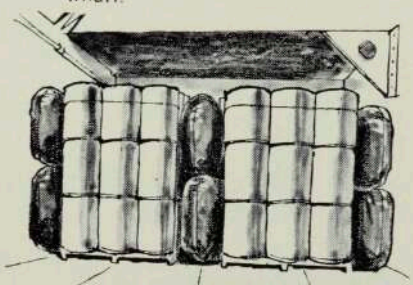
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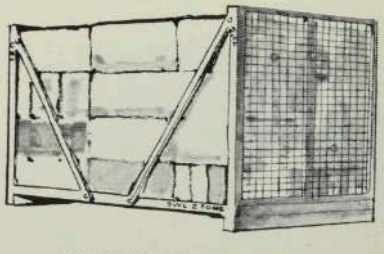
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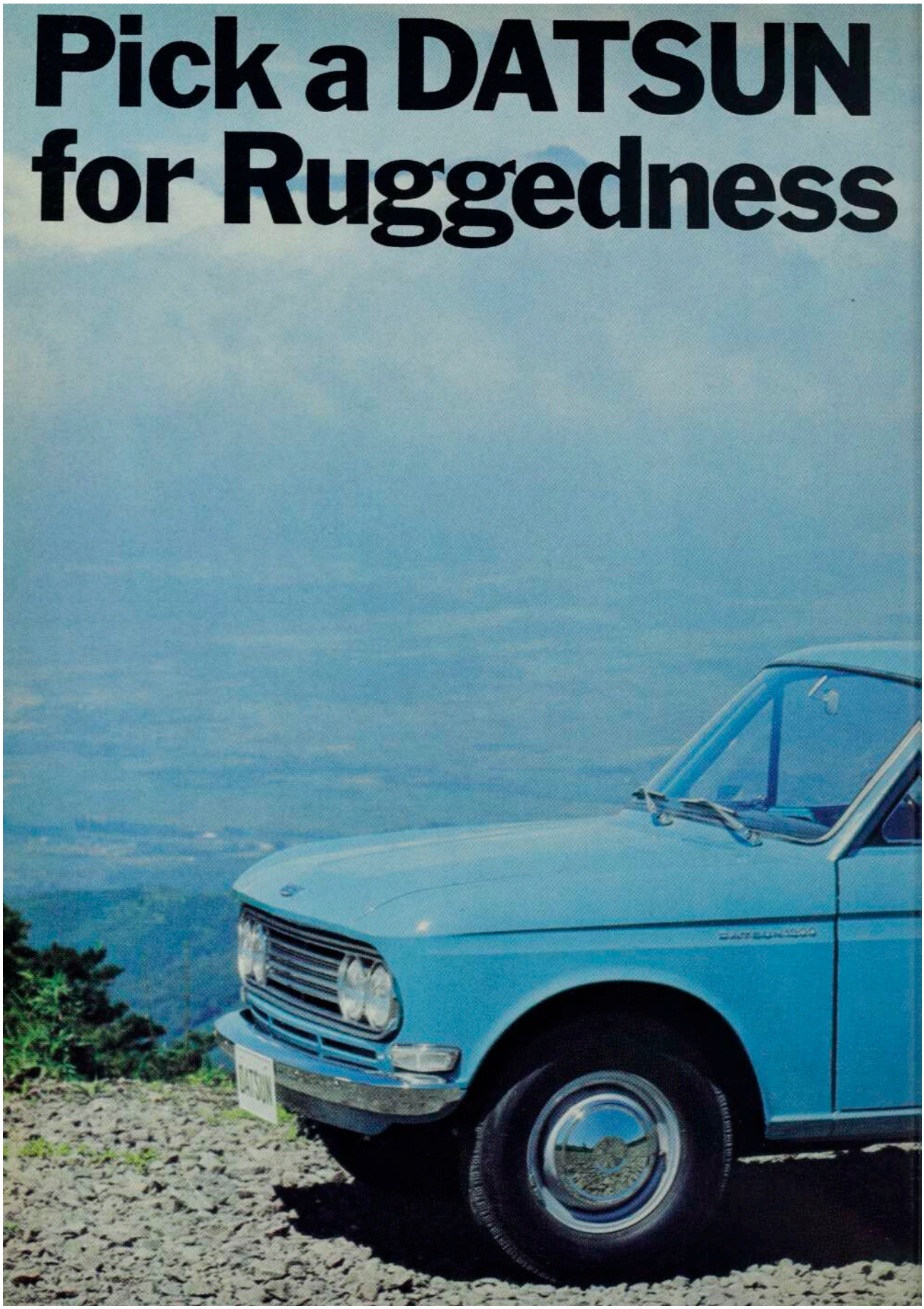
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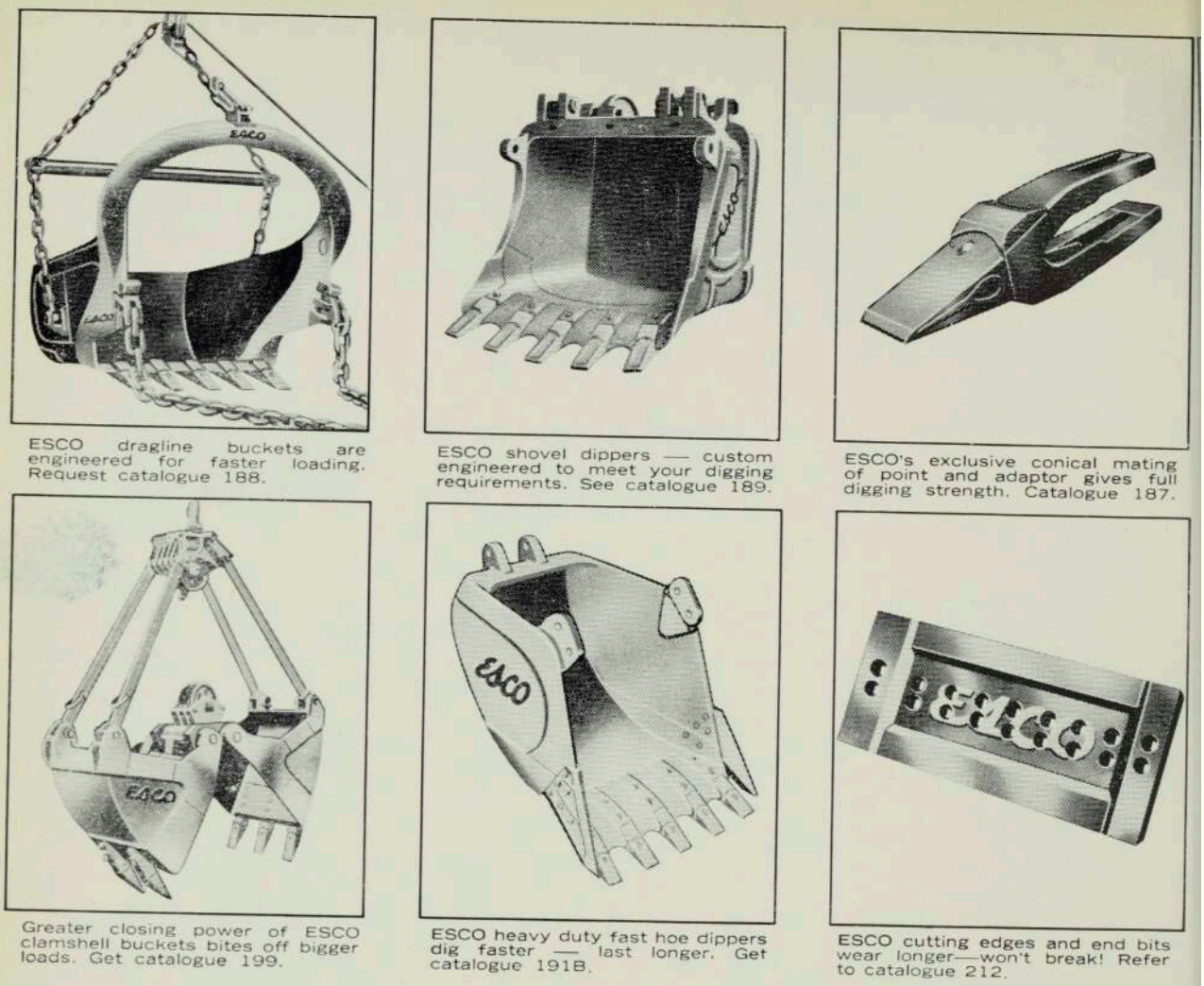
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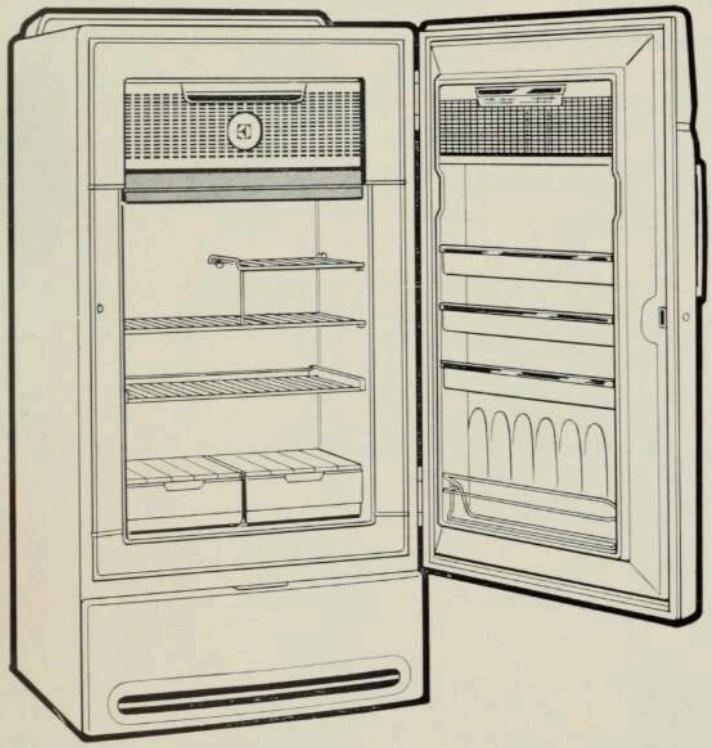
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TO T. J.

FROM T. H.

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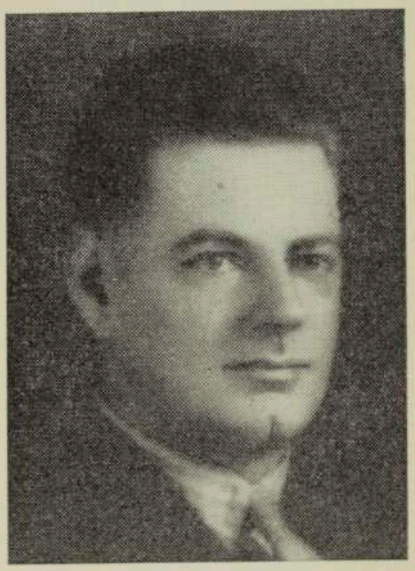
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Pacific Islands Monthly MAGAZINE SECTION

Bougainville is on the brink of a copper boom. CRA has been conducting mineral surveys in the island's Crown Prince Ranges for several years, and it is now estimated that there are 230 million tons of copper-bearing ore in "them thar hills". Here staff writer KEN McGREGOR tells for the first time the story behind Bougainville's present fortunes.

Bougainville's boom and the men behind it

The huge carpet of dark moss ranging over the creekbed looked pretty uninteresting to the two tired prospectors. The moss was long and scraggy, and it looked as if it had been growing in the spot undisturbed since time immemorial. Nevertheless, Jack Comb and Captain Bob Palmer elected to give it another try.



Jack Comb, one of Bougainville's pioneers. This picture was taken not long after he and Captain Bob Palmer had discovered gold and copper in the Crown Prince Ranges in 1929.

So far their daylong panning expedition up the twisting Bougainville creek had revealed only small traces of gold flakes—hardly the rich ore locals had talked of, a few days before, in nearby Kieta.

Both men climbed onto the slippery bank and started chipping the moss from the rock. Their picks and shovels easily ripped off long sheets of moss to expose the naked rock.

"We had cleared a big patch when we saw it," Mr. Comb said many years later. "Long, shiny streaks of gold-bearing lode running along interspersed with darker, greenish signs of copper.

"The copper wasn't as shiny as the gold, but it was there all right."

By turning over that moss way back in 1929, the two prospectors made the first real find of gold on Bougainville and so started the island's small Kupei goldmines which flourished through the 1930's.

Nearly $60,000 in gold was taken out of Kupei and nearby spots in the rugged, Crown Prince Ranges of Bougainville, before production petered out in the 1950's.

Today, with the gold-producing days largely forgotten, the Crown Prince Range area is poised on the threshhold of huge copper operations which could make Bougainville the site of one of the world's biggest copper mines.

Overshadowed

If plans go ahead to set up a copper mine, every enterprise in NG in the 1970's and probably also the 1980's will be overshadowed by Bougainville's mineral exports.

But back to the beginning. . . .

After uncovering the moss, the jubilant Mr. Comb and Captain Palmer, both veterans of the Edie Creek goldrush three years before, marked the spot and quickly packed their gear.

They retraced their steps 3,500 feet down the Crown Prince Ranges to the creek mouth and Iwi Plantation, then run by the popular Jimmy Joyes. They told him of their find.

Mr. Joyes had hired Mr. Comb and Captain Palmer through the Bougainville Syndicate which he had formed with a group of Adelaide businessmen early in 1929 to look for gold behind his plantation. He had met the two men during the Edie Creek goldrush.

Now that he knew there was gold in the area, Mr. Joyes wasted no time in relaying the news to his Australian partners. A mining consultant and metallurgist, Mr. E. G. Banks, was dispatched to Kupei to evaluate the find.

Mr. Banks and an assistant made tests on extracted concentrates of gold-bearing ore and yields indicated a commercial find.

Kupei gold was proclaimed in May, 1930. Word was soon out and prospectors quickly drifted in to try their luck.

Miners like J. H. Ellis, P. A. Logan, C. W. M. Evans and W. R. Sergeyeff arrived. Mr. E. P. Holmes, Secretary for Lands in Rabaul for the mandated territory, arrived to take ore samples.

Major problem

Two mining experts from the Australian steel maker, Broken Hill Pty. Ltd., Messrs. F. R. Hockey and K. C. Church, inspected Kupei sites in 1931. They found too little had been done by that stage to warrant further BHP interest.

Meanwhile, Mr. Comb and Captain Palmer, working for the Bougainville Syndicate, got busy.

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Two other gold deposits are found

Mr. Comb sunk several small adits to test more ore. He found one major problem—it was difficult to extract the gold from its less-profitable neighbour, copper.

Perhaps the best summary of Bougainville's gold came from the famous "Sharkeye" Park, who wasn't slow to show his face at Kupei.

Park had a good look around, and left, saying: "There's gold there, but there's too much bloody Bougainville in it."

Mr. Comb wasn't discouraged, however, and he travelled to Sydney to build a two-head battery to work the Kupei diggings. He returned to Kupei and won over $2,000 of gold with the tiny battery.

About 1933 the Bougainville Syndicate pulled out its interest in the small goldmine and sold its holdings to Mr. Comb and Captain Palmer, who decided to work the mine in partnership.

Six months after the partnership began, Captain Palmer, an experienced Islands skipper, died suddenly on a visit to Rabaul.

Mr. Comb, who now lives in retirement in Sydney, worked on alone for a short period and then sold out, for $12,000, to a second Bougainville Syndicate.

Before leaving, he installed a larger five-head battery for the mine's new owners, who stepped up operations.

Two other deposits

By 1934, two other nearby gold deposits had been located at Moroni, south of Kupei, and at Panguna, east of Moroni. Both were high up in the Crown Prince Ranges and were discovered separately by two miners, Mr. C. W. M. Evans and Mr. G. A. Myers.

Mr. Joyes, as interested as ever in ore, took out a prospect at Panguna in 1935.

A geologist for the NG Administration, Mr. N. H. Fisher, made a report on the three areas in 1935, and said Kupei had lower-grade ore but cheaper mining costs than the two later discoveries.

No figures are available for gold production before 1935, but it is likely about $10,000 in gold was won up to this period. Production rose five fold in 1937 to 598 ounces, but in 1938 it was 100 ounces less.

Between 1930 and 1940, about $50,000 in gold was found. After World War II, production didn't start again until 1948, and then only lasted about three years.

A syndicate including Mr. R. Watson and Mr. R. Doyle won some alluvial gold near Atamo, and two prospectors, Hetherinton and Gleeson, made small finds between 1949 and 1954.

Small finds were also made at Atamo and Karato to the north-west of Kupei, along the Kavarong River and in other spots in the ranges.

But by 1960 mining in Bougainville seemed over. During that year a startled traveller reported that he had seen a large colony of bats in one of the dormant mine adits.

Then in 1961 a report on the Panguna gold-copper prospect was released by the Australian Bureau of Mineral Resources. It was compiled by Mr. J. E. Thompson, then a geologist working out of Port Moresby.

"The difficulties of access to the mineralised areas of the Crown Prince Range could possibly be borne by a large-scale copper-gold mining operation, but for small operators, interested only in gold, the area is not attractive," Mr. Thompson said in his report.

"From a regional aspect, t Kupei-Panguna-Moroni area is province of copper-gold mineralii tion which warrants reconnaissan investigation," he said.

"The area of particular inter for copper mineralisation is t northern fall of the Crown Prin Range from Atamo to the foothi behind Kieta."

Huge mine

Mr. Thompson's report on Kupe copper possibilities came out at time when the big, British-own mining company, Conzinc Riotin was searching eastern Australia f low-grade deposits of copper.

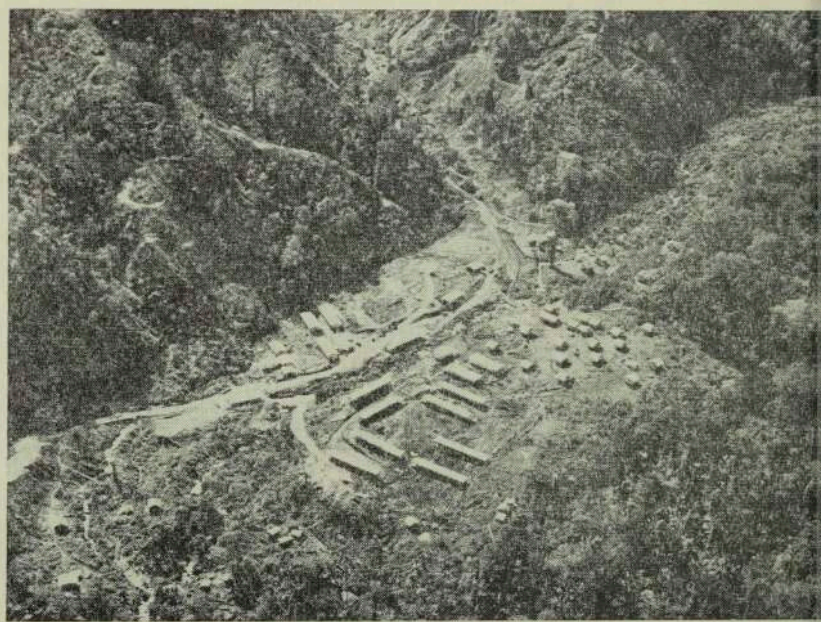
A company geologist, Mr. Phillips, 32, took a trip to the Phil pines in May, 1963, and inspected huge copper mine in operation Cebu Island.

To Mr. Phillips' thinking the were many geological differences b tween Cebu and the type of count CRA was looking at in Australia f copper.

He suggested it would be better look in the New Guinea Islands, the Solomons. A few months later was sent to have a look at a mine prospect in the NG Highlands.

Nothing came of this trip but CR was still interested in two copper c currences in NG—at Kupei, Bougai ville, and Bundi, south of Madang.

CRA re-read the Thompson rep



CRA's exploration headquarters at Panguna, deep in the rugged Crown Prince Rang behind Kieta, Bougainville. This camp is now accessible by road from Kieta.

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Until early this year, CRA used helicopters to airlift mining gear from Kieta to the company's exploration headquarters deep in the Crown Prince Ranges. Our picture shows one of the choppers preparing for a hard day's work.

d promptly applied for prospecting hts over 130 square miles behind eta—a request which was granted December, 1963.

Advice

In January, 1964, as a senior geo-ist for CRA Exploration Ltd., a olly-owned subsidiary of CRA, Mr. illips went to Kieta for a few days obtain advice from Administration icers regarding contact with Bou-inville Islanders.

Two months later he was back with geo-chemist, Edgar Muceniekas, two field assistants, Rex Brooks, and Ian Wilkie, 18, and a rep-entative of the NG Department of ines, Port Moresby, Neville Robin-n, 35.

Guides and carriers

The party stayed in Kieta only to y supplies and then wasted little ne hiring a small boat which took m around to Arawa Plantation.

With a few Bougainville guides d carriers they walked up into the own Prince Ranges and reached the e of the old Kupei goldmine.

Heavy undergrowth, bushes and g vines covered up any exposures outcrops of minerals.

The party operated from Kupei til April, examining sediment mples from nearby creeks and ers. Then headquarters were anged to Moroni Village, four miles ay on the western slopes of the own Prince Ranges.

Mr. Muceniekas was able to ana-e most sediment samples on the ot, but urgent specimens were shed to Kieta by runners. CRA ickly set up an improvised labora-ry at Kieta.

Meanwhile, the explorations ex-nded to nearby Panguna.

Mr. Phillips was convinced after eliminary investigations that the ea contained big copper deposits. In s reports to top CRA executives in eir Melbourne headquarters he gued that the terrain closely re-mbled areas of Cebu Island.

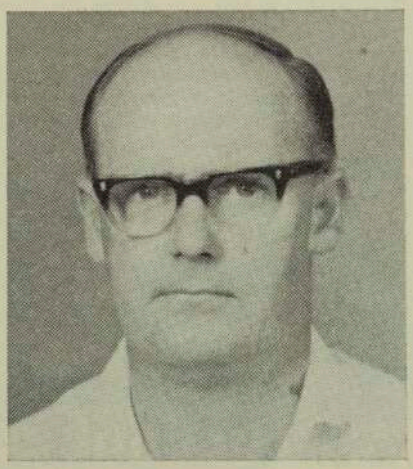
Sediment samples held very strong sitive copper responses, scattered over a large area of several square miles. Results were deemed "encouraging", and CRA decided that findings warranted diamond drilling.

CRA's chief geologist, Mr. Clem Knight, arrived at Kupei in mid-1964 and called for a small one-ton rig, capable of drilling to 100 feet, to be brought in from Kieta.

The trouble CRA experienced getting the rig into Kupei, part by part, by small boat and Bougainville carrier, convinced the company that helicopters were the only answer for getting heavy and bulky equipment in to the area, and CRA began airlifting all its heavy equipment.

When the Kieta-Panguna road was completed early in 1967, helicopters were gradually phased out. The last copter airlift was completed early this year.

The first rig was too small, and it was quickly followed by two bigger rigs, both capable of drilling to 600 feet.



Ken Phillips, who did much of the early exploratory work for CRA on its copper prospects in the Crown Prince Ranges of Bougainville.

Operations started to build up fast during 1965. Extra field assistants and geologists arrived, and hundreds of local people found part-time or full-time work, first under Mr. Phillips, who remained in charge of operations until September, 1966, and then under Mr. Colin Bishop who took over.

In May, 1965, CRA announced its "interesting copper prospect" near Kupei.

During the next three years this report was followed by others which estimated the copper-bearing ore at 90 million tons, 100 million tons and 200 million tons. The latest report, in March this year, put the copper-bearing ore at 230 million tons.

Low-cost copper

And in May this year Mr. Val Duncan, chairman and chief executives of Rio Tinto-Zinc Corporation, told the company's shareholders: "... We believe that Bougainville ... will prove to be one of the low-cost copper producers when the final evaluation has been completed, and will moreover be a substantial gold producer. We hope to bring it into production by 1972".

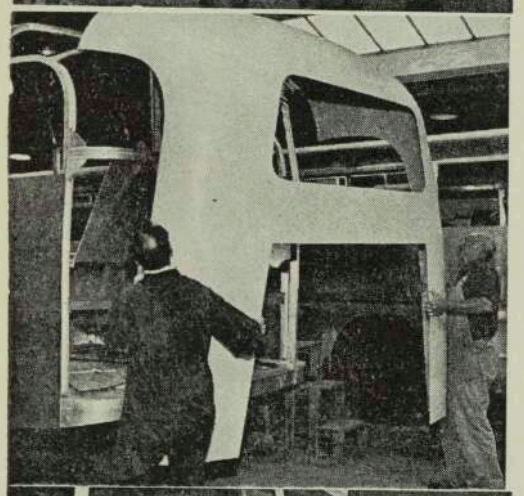
With an agreement for royalties signed with the NG Administration, a wealthy one-third partner in New Broken Hill, and overall exploration costs expected to top $15 million, there seems little doubt, at this stage, of CRA getting US, European or even Japanese financial backing to go ahead at Panguna.

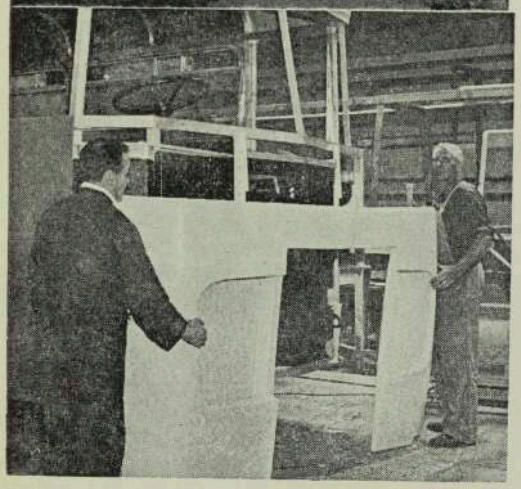
Reports early this year say that as Japan will be one of the biggest buyers of the copper, it is probable Japanese funds will be used to finance the mining. Seven big Japanese smelters have already formed a consortium committee to begin negotiations with CRA.

A final decision to go ahead at Panguna will be made by mid-1969.

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Top illustration shows a refrigerated container for Meats Ltd. being loaded at Lyttelton for despatch.

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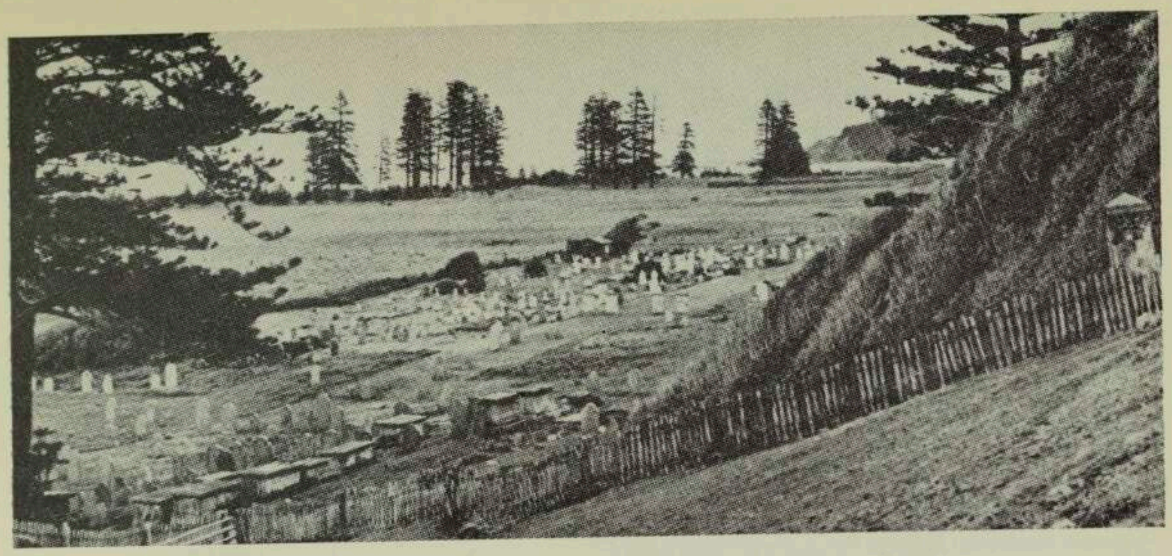
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Kingston Cemetery, Norfolk Island. Here the officers and privates, murderers and their victims, freemen and prisoners . . .

Stories the tombstones tell

By MERVAL HOARE, on Norfolk Island.

Kingston cemetery at Norfolk Island has been in use since the earliest days of the settlement. Severe weathering has reduced the inscriptions on some headstones to illegibility while a number of headstones are partly covered with sand.

In the seaward section of the cemetery where those who died before 1856 are buried many persons who would have scorned each other's company in life lie together in death.

For here sleep officers and privates; murderers and their victims; freemen and prisoners. And scattered among them are the graves of women, children and tiny babies.

Quite large areas of the cemetery are without headstones today but this is no doubt due to the practice in Commandant Maconochie's time of marking many graves with wooden tablets which have long since disappeared. Other commandants may also have favoured the use of wooden tablets as monuments.

The headstones and tombs with their brief, quaint or touching inscriptions, are all the story that remains of many of those buried in the cemetery. But information concerning the lives or the deaths of some is available—a few facts from official records or details to be found in old books or manuscripts. Such information is of value at present, when much of the island's history still has to be fully explored.

On the morning of January 15, 1834, one of the most serious revolts in the island's penal history took place. At Kingston the prisoners rioted in a body; some rushed their guards, others who had reported sick escaped and overpowered their attendants, and convicts in irons at the sawpits freed each other and then attacked the soldiers. Meanwhile prisoners at Longridge revolted and hurried down to Kingston to join their confederates.

Revolt put down

But the ill-equipped and disorganised convicts were no match for the soldiers and within a short time the outbreak was over. A few prisoners who escaped to the bush were eventually rounded up.

Of the 55 prisoners tried for the uprising, 13 were executed; some on September 22 and the rest the next day.

Today the headstones remain of only seven of the 13 who, in the words of a contemporary writer, "underwent the sentence of the law." These were all men in their twenties and their names are Michael Anderson, John Butler, William McCullogh, Walter Burke, Pet Glenny, H. Drummond and Henry Knowles.

Near them is the grave of Thomas York, a private of the 4th or King's Own Regiment, who was killed during mopping-up operations following the mutiny. His headstone records that he was accidentally shot by a brother soldier on the night of 17th January, 1834, "while in pursuit of mutineers engaged with others in a disgraceful attempt against the peace of the settlement on the morning of the 15th of the same month."

Triple drowning

A triple drowning occurred on February 15, 1840, when a party of sportsmen was returning from a shooting trip to nearby Philip Island and their boat overturned "crossing the bar" at Kingston.

The victims were Captain the Honourable John Charles Best and

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'Hell of the Pacific'

Corporal J. McLoughlin, both of the 0th or Queen's Own Regiment, nd John McLean, the Superintendent f Agriculture.

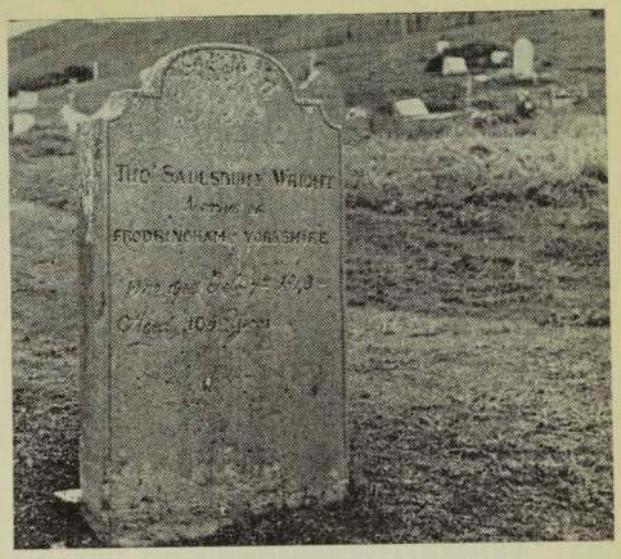
The dead Captain Best, who was 0, has been described as a giant of man; popular and hospitable; a een sportsman and dog-fancier. But he Superintendent of Agriculture, ged 47, was evidently one of those arsh officials who helped earn Nor-olk its title of "Hell of the Pacific."

The convict, J. F. Mortlock, in re-erring to the tragedy, said "No prospect of indulgence could induce he prisoners to endeavour to save a ertain official, justly detested for his nfeeling severity, whom they saw truggling in the boiling surf, but hey gallantly rescued his companion, he Honourable Captain Best, although oo late to prevent his shortly giving p the ghost."

Both Captain Best and Superin-endent McLean have massive built-up tombs erected to their memory but poor Corporal McLoughlin lies under a plain headstone, now so weathered that his age is indecipherable.

Another man who lost his life through a boat accident was Alfred Essex Baldock, who was drowned on April 12, 1848, aged 27. Baldock was the island's Chief Constable, but he had once been a convict. Like many another prisoner who was given authority, Baldock became a bully, and presumably no tears were shed by Norfolk prisoners at the news of his sudden death.

The tomb of George Hales, commander of the *General Boyd*, who died on August 18, 1801, at the age of 47, is a reminder that whalers called at Norfolk in the early days, for water and supplies.



A fascinating headstone in Kingston Cemetery. The inscription reads: ". . . Thos. Saulsbury Wright, native of Frodringham, Yorkshire, who died Feb. 7, 1843, aged 105 years."

The *General Boyd* was a whaling ship of 300 tons which carried 24 men and four guns. She left Sydney with a cargo of oil on July 25, 1801, and probably arrived at the island a week or so later. It was her commander's last voyage.

Captain Hales' tomb is one of a group of built-up tombs situated in a far corner of the cemetery. It is ornately carved with angels' faces and scrolls and features a Masonic symbol.

Susanna, the first wife of the Honourable William Pery, died on August 22, 1841, 15 days after giving birth to a daughter. She was 30. Her inscription reads "Gifted with every good quality which could adorn life she was in their relative positions the gentle and devoted wife, mother and friend. Distinguished for piety she bore her sufferings with the most Christian resignation, leaving this world in perfect love and confidence in our Lord and Saviour of redemption thro' Him." The baby, Susanna Emily, died six months later.

Susanna's husband, the Honourable William Pery, was for several years the island's Superintendent of Agriculture. He married again the following year and became the second Earl of Limerick in 1844.

Young daughter

Elizabeth White Robertson, who died on Norfolk on January 11, 1847, at the age of 24, was the daughter of yet another Superintendent of Agriculture—Gilbert Robertson.

A former editor of a Hobart paper, *The Colonist*, Gilbert Robertson arrived on Norfolk with his family in 1844, and during his term there he was often in serious trouble with the commandant, John Price. On one occasion, Price accused Mrs. Robertson of giving tea and eggs to a prisoner. The convict, J. F. Mortlock, who acted as tutor to Robertson's son, called daughter Elizabeth "the guardian angle of the family in a season of sharp distress."

These persons then, among hundreds of others, rest in the old Kingston cemetery. There rest the whaler whose last port of call was Sydney Bay; the gentle mother and her child; the devoted daughter and the harsh officials; the redcoats who once marched down Quality Row, and the 13 desperate prisoners of the Crown—young men who revolted against Norfolk's cruel penal system and paid for their temerity with their lives.



Quality Row, Norfolk Island. The old military barracks are to the left.

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This month 20 years ago the territory of P-NG was in the making. A Bill to approve the administrative union of Papua and New Guinea had passed its first reading in the Australian Parliament. However, the Trusteeship Council of the United Nations had yet to grant its approval of the union. And in July, 1948, at least four members of the UN—the US, Russia, China and Mexico—were critical of Australia's plan. Nevertheless, Papua and New Guinea were soon (March, 1949) under one administration. This was one of the news items in PIM for July, 1948. Among others:

Yesterday

WITH swinging England only 18 years away, a group of British seamen did a bit of swinging—and swaying—in Tahiti. It all happened when the British steamer *Nesmiskan Park* put into Papeete for water and provisions. Not only did the sailors from this ship indulge in what Our Own Correspondent described as "an orgy of wine, women and song," they were also caught red-handed smuggling cigarettes and food ashore. (They were fined 13,000 francs, about £A80). The British sailors decided to put things right by hurling phosphate, wood and garbage at locals who happened to be passing the ship. The police were called and there was an ugly scene. The following day the British Consul, Mr. Henderson, spoke to the sailors, who demanded another night ashore and a pay advance of £1 each. Amazingly this was agreed to. Result: more fights.

THREEPENNY bits were reintroduced in Fiji. Fifteen years before they had been abolished because someone thought it might make people more careful with their pennies. Pennies had been produced with holes in them with the idea that people "would string them together". Fiji pennies still have holes in them, but Fijians keep them in their pants pockets or purses, like everyone else.

FERRO-CONCRETE chapels were springing up all over Tonga, and the various denominations were buying trucks, lighting equipment, sedan cars and motor vessels. Reason for all this spending: the churches were sharing in the prosperity caused by the high price for copra. According to our man in Nukualofa, some devout Tongans had been giving cash gifts of up to £200 to their church.

WHEN a cricket match was held between a team from the Port Moresby Cricket Club and a team of villagers from Hanuabada, the Administrator, Col. J. K. Murray made a special point of attending. And that was the start of some bad feeling in the territory. Apparently the European cricketers either behaved in a surly manner in the Administrator's presence, or ignored him altogether. The villagers, on the other hand, stood smartly to attention for the Administrator and at all times treated him with great respect. Information reaching *PIM* from Moresby revealed that this demonstration of bad manners was not directed at Col. Murray personally, and was not organised; it was merely an indication of the resentment felt by public servants at the way their pay claims had been handled in Australia. Nonetheless the incident was ugly enough to cause the president of the Port Moresby Cricket Club, Mr. Tom Flower, to resign.

PEOPLE in Honiara had a shoe problem, thanks to the stern eye of British bureaucracy. Because the Protectorate's laws precluded the immigration of a Chinese shoemaker, Honiara people had to post their shoes to Suva or Australia for repair. But unless they filled in a form in triplicate they ran the risk of not being able to get them back.

GIANT snails were still causing concern in New Britain, New Ireland and New Guinea. They had been released by the Japanese during World War II—presumably as a food, though no one has been able to prove that the Japanese ever ate them. The snails multiplied and, in 1948, were a big problem. No means had been found of controlling them in the jungles, and *PIM* suggested that the snails would remain a permanent curse. (They have—though a diminishing one.)



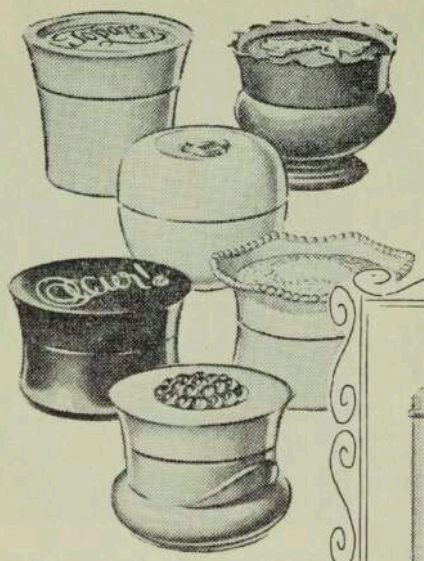
Sub-Lieut. A. M. Andresen, RANVR, was in the news this month 20 years ago. He had been awarded the US Medal of Freedom for "meritorious service which has aided the prosecution of the war against Japan in the South-west Pacific Area".

SOUTH Sea gourmets may have forgotten themselves for a moment and licked their lips. According to a *PIM* report, Sydney rock oysters and the Stewart Island (NZ) oysters were thriving at the Borron Plantation on Mago, Lau Islands, Fiji.

WHEN the Union Steam Ship Co. vessel, the *Matua*, arrived in Apia, the strict polio quarantine restrictions then in force in Western Samoa led to "another difficult situation". The man who found the situation difficult was Mr. W. O. Fry, manager of the Union Steam Ship Co. in Apia, who had, in the customary fashion, gone on board the *Matua* for dinner. It seems that this was a breach of the quarantine regulations, and Mr. Fry was arrested and placed in quarantine for two days.

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BOOK REVIEWS

Fascinating Islands material in early Sydney newspaper

Keen readers of literature on the Islands, whether early or current, have learned to keep an eye on the lists published by Australian booksellers under the general heading of "Australiana". Australiana, both new and second hand, frequently includes material of special reference to the Islands, particularly accounts of the early days of the Australian colonies, when ships touched the Islands en route to Port Jackson.



The Tongans, whose arrival was noted in the "Sydney Gazette" of June 15, 1806, would have been confronted by people dressed something like this. A Spanish artist drew this picture in the 1790's.

What has developed into a useful ource of Islands material is the eries of facsimile editions of the ydney *Gazette*, Australia's first newsaper, which began appearing in ydney town on March 5, 1803. riginal copies of this paper, are, f course, rare, so the publication in 963 of the first facsimile—volume of the *Gazette* from March, 1803, February, 1804—was a significant vent for Australiana collectors who ould otherwise not have access to ie paper.

Volumes two and three appeared ter and now volumes four and five, overing the period from March, 806, to August, 1807, have been eleased in the one volume. The inntion is to publish facsimiles of ll issues, and prices so far have been ithin easy reach of even the casually terested reader.

The reason for the double-header test release is that the fifth volume f the *Gazette* was in fact a fragent of 42 pages with almost a two onths' gap in the middle and a mplete breakdown at the end, leavg another gap of eight months.

Early printing problems

In the meantime, Governor Bligh ad been overthrown by the rum ebellion, but the cessation of the aper was not due to political turoil but to lack of sufficient paper the infant colony. Before the final reakdown in supplies the newspaper as being printed on all types and ues of paper—some on very coarse rownish substances, thick, pulpy and lt-like, and some on a similar urplish paper, said to be wrapping aper.

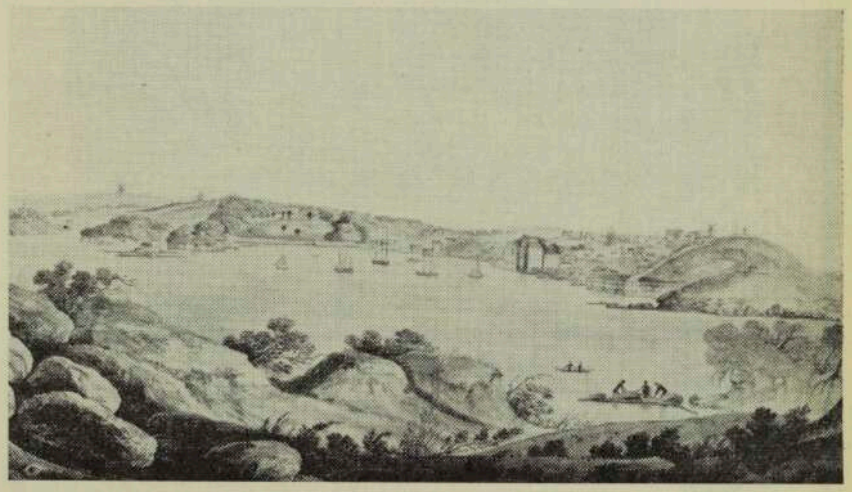
The old, worn type and equipment sed by printer George Howe added production problems, and have also added to the problems of the Trustees of the Public Library of New South Wales, who are publishing the facsimile editions in association with Angus and Robertson Ltd.

The reproduction is being carried out by modern photographic and offset printing processes from the best surviving copies of the original newspapers, but not even the best technical experts can restore ink impressions which were not there.

Better than originals

The publishers have been painstaking in ridding the facsimiles of extraneous marks in the paper or due to age, but they have been equally careful not to improve on the work of the originals. Nevertheless, the facsimiles are better than some originals, for we are getting the best versions of those originals which are still available; and as an invaluable bonus we are getting something that was never in the original—a detailed index. Nothing is missed, every single reference is there, and there are excellent cross references.

This index makes a research tool out of what otherwise might have been a mere collector's item. In this new issue, for instance, we can see



Sydney looked like this to readers of the "Sydney Gazette". Our picture is taken from the original in the Mitchell Library.

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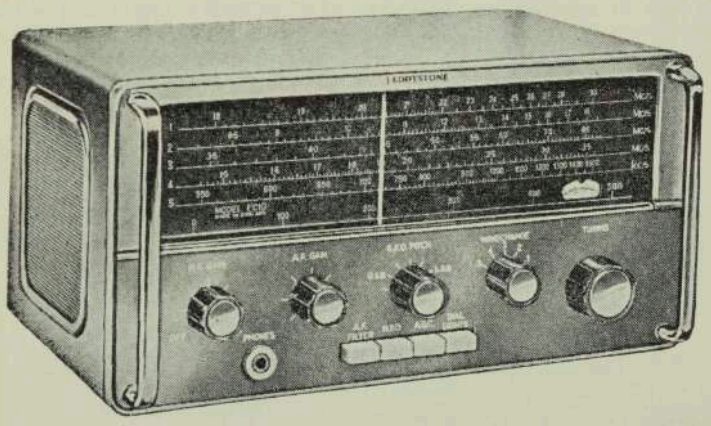
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hey did like 'the flesh of swine'

tantly that there are two refer-
es to Tongans and one to
ngatapu, a dozen or so references
Tahiti and to the Tatitians, two
erences to Fiji, 15 references to
rfolk Island, one reference to New
inea, and two references to Pacific
nders generally. The following
racts indicate the kind of material
be found in the *Sydney Gazette*:

The first is from the issue of June
1806.

"Last Monday the sloop *Hawkes-*
y, of 18 tons, out 5 months,
ived from Otaheite in 8 weeks,
ing touched at Norfolk Island.
her return from whence she sailed
ortnight since. From Mr. Edwards,
master, we learned that the island
Otaheite is perfectly tranquil and
t the missionaries settled there
in good health, Mr. Jefferson
epted, that gentleman having
oured under a dangerous illness
some time past. Mr. Edwards suc-
ded in procuring at Matavai about
e tons of pork, the salting down
which he inspected himself and
said to be better preserved than
before received from thence.

Pork scarce

"Pork was rather scarce at Matavai
ing to a festival that had shortly
fore taken place, as on such
asions the natives voraciously de-
ired the flesh of swine in quantities
t must very soon demolish their
ole stock, unless prevented by an
erdiction of the king against the
of it. At Ulitea it was supposed
be more plentiful.

"Mr. Edwards, entering inquisitively
o the manners and prejudices of
people, describes them as partial
the customs of the English as they
represented to be, though to their
igious persuasions they still con-
ue as obstinately attached as ever."

Tongans meet Governor

From the issue of Sunday, June 15,
06:

"Two natives of Tongataboo, a
le and female, are brought hither
the *Criterion* and last week pre-
ted themselves before His Excel-
cy [Governor King]. The woman
rather a diminutive figure, her
atures good, and her hair which is
jetty black is frizzed all over so
to give her little head the quaint
pearance of a prodigious ball.

"The man, on the contrary, is of
tall stature, well proportioned, his
countenance open, his complexion a
very faint olive and features more
nearly resembling those of a European
than of the other inhabitants of the
Southern Hemisphere hitherto intro-
duced by circumnavigation to our
acquaintance. In fact, nature has
bestowed a degree of expression upon
this stranger's countenance which
would have given a high opinion of
the friendly indications of his country-
men had not too many fatal instances
proved the reverse—but at all events
obtain a prepossession in his favour.

Inhospitable shore

"We must ever remember with
aversion the dreadful murder of
Captain Pendleton of the American
ship *Union* and of Mr. Boston on
their inhospitable shore, together with
the inhuman massacre of the unfor-
tunate Captain Mellon of the ship
Portland with that of his whole crew
as narrated by Mrs. Morey, in our
paper of the 4th of November, 1804,
who accompanied Captain Mellon
and was happily rescued from these
barbarians by the *Union* after a three
years' residence among them."—SI.

(THE SYDNEY GAZETTE. Volumes 4 and 5 in one volume. Angus and Robertson. $10.00).

P-NG GEOGRAPHY— WITH A BONUS

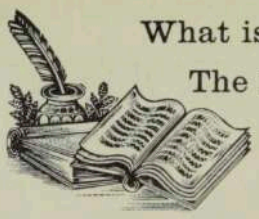
Dr. Diana Howlett's *A Geography of Papua and New Guinea* is a handy little book in paper-back form, probably intended for high-school students.

However, the study of "geography" is obviously a very different business now to what it used to be.

Only one chapter deals with the physical environment — mountain, rivers, climate, rainfall and the rest of it. The remainder of the book is devoted to history, indigenous and non-indigenous economy, people, population and contemporary social conditions.

Dr. Howlett has spent two periods doing field-work in New Guinea and more recently has been lecturer in geography at the University of Sydney.—JT.

(GEOGRAPHY OF PAPUA & NEW GUINEA. Published by Thomas Nelson (Australia) Ltd. Price not given.)



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NEW GUINEA ASMAT IS COFFEE-TABLE SIZE

Whether you regard it as a memorial to young Michael Rockefeller; a memorial to an ancient culture; or an example of what modern publishers can do on an unlimited budget, *The Asmat of New Guinea* is a fantastic book.

It comes in coffee-table size, weighs about 10 pounds and, like the price, is big in all directions.

About half the volume is devoted to a pictorial record of the first of Rockefeller's two visits to the Asmat people of West New Guinea (the photographs taken during the second and longer expedition were lost with him). Most of the rest of the book is a pictorial catalogue of the carvings and ceremonial objects which he collected during the two visits and which now make up the Michael C. Rockefeller Collection of Asmat Art in the Museum of Primitive Art in New York.

Both sections are magnificiently produced and of intense interest to the layman and, I should imagine, great importance to the academic.

The book has been edited by Professor Adrian A. Gerbrands, of the University of Leiden, who spent about a year among the Asmat studying the methods and meanings of their art and who was Michael Rockefeller's mentor during his first visit to this area.

Professor Gerbrands also supplies an introduction to the book, which is as valuable as, and complements, the pictorial sections. In this he gives a first-class account of the Asmat, their background, their culture and the 10,000 square miles of mud, sluggish rivers, swamps and mangroves that make up most of their country.

The Asmat occupy a rough triangle on the mid-southern coast of West New Guinea and, about the time the Dutch left, it was estimated that there were just over 30,000 of these people occupying about 75 villages of various sizes.

'Mud is everywhere'

Their land, records Dr. Gerbrands, is little but a gigantic mud plain, covered by a tropical rain forest that has adapted to the brackish conditions.

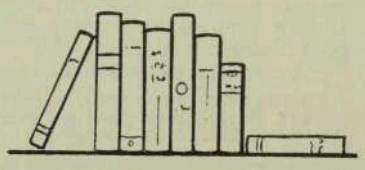
Countless rivers and streams cut through the plain but apart from a couple of patches of firm sand, "mud is everywhere . . . even the rivers are grey with it. . . . This part of New Guinea is without distinct coastline. At low tide, miles of muddy shore appear, though it is always uncertain where the sea turns into mud. Only at high tide, when the trees mark the high water line, do the muddy margins disappear so that the land really becomes land. But even then the distinction is not clear, for the sea-water seeps between the roots of the mangroves and the other trees native to these tropical, alluvial shores."

The Asmat were thus protected by the sea and by their swamps, on one hand, and by the high, snow-capped Central Range on the other. They lived in jungle villages, in houses raised high above the mud. In each village there was at least one ceremonial house around which the whole cultural life of the people revolved.

Their land was devoid of stone of any sort and such stone-axes as there were had been traded down mysterious trade-routes from the interior; there was no clay suitable for pottery and no land suitable for gardens. Their basic foods were sago, made from the palms that grow in the brackish swamps; and fish.

Headhunting

Nonetheless, in spite of this poverty in their environment, or perhaps because of it, the Asmat developed a fairly complicated cultural life in which symbolism played a large part. Symbolism included headhunting, as a form of fertility rite, and the





The Asmat ancestor pole or "bis"

carving of ceremonial objects: shields, drums, paddles, spears, ca prows, ancestor figures and pc bowls, etc.

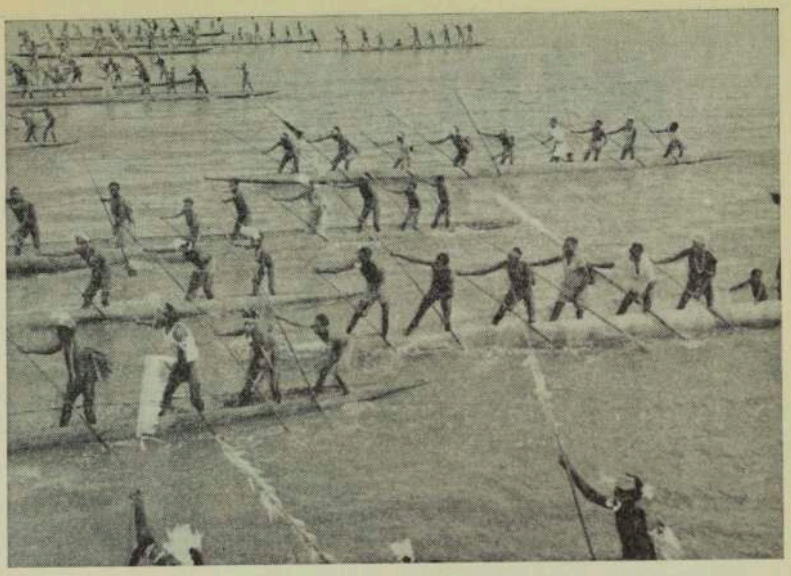
Some of these objects had a pr tical use as well; some, such as ancestor poles, or *bis*, after ce monial use were frequently thrc away to decay in the forest so t their supernatural power might p mote the growth of the sago palm

It is through their carvings t the Asmat are best know to the side world. Although most of t carving—for example, on shields bowls—is in low relief, the op work designs seen on drums, particularly on the ancestor-po or *bis*, are better known and are garded as characteristic.

The ancestor poles are made fr fully-grown mangrove trees, one the heavy "plank" roots being attached to the trunk. This becon the pennant, carved in open-w and is the most striking feature a *bis* which can be anything up 20 feet high.

Although every Asmat appears be able to knock out a few woo pieces for every-day use, the

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The Asmat in their canoes. These pictures were taken during the search for Michael Rockefeller in late 1961. The Asmat helped scour the area around Agats for the missing man.

rvings of the ceremonial objects e the work of experts. These ex- rts exercise a certain amount of iginality but Asmat carvings are ways based on a set form of mbols.

The Asmat themselves, remarks . Gerbrands, have no trouble erpreting the symbols because they ve become signs, with fixed mean- s. "The forms are more than just aningless and ornamental decora- ns," he goes on, "we might very ll call them ideograms, and one s the impression that they are . . . the verge of becoming a written guage. . . . Their meaning is the ne all over the Asmat territory."

Real interest

Although a few carvings had found ir way into Dutch museums fore the Pacific war, real interest these artifacts and of the Asmat mmed from about 1954 when the itch re-established a patrol-post t had been set up for a brief time fore the war.

In March, 1961, when he was less an a year out of university, ichael Rockefeller went to West w Guinea as photographer and nd-technician with the Harvard- abody Expedition which was study- a group of people in the untainous Baliem Valley.

In June and July, 1961, he took few weeks off with a college friend make a private expedition to the ast with the intention of buying rvings from the Asmat people. It this trip that is covered by his otographs, the narrative that ac- mpanies these coming from notes t he made at the time and from ivate letters to friends and family.

After the Harvard-Peabody Ex- dition had gone back to the US, ckefeller, in September 1961, turned to the Asmat country and th Rene S. Wassing, a Dutch thropologist, spent two months ing from village to village along e seacoast and rivers, collecting terial for the Museum of Primitive rt, of which he was a trustee.

On November 18, while crossing e mouth of the Eilanden River, ir catamaran overturned. Wassing yed with the craft and was eventually rescued. Rockefeller apparently attempted to swim ashore and was never seen again.

During his short life, Michael Rockefeller appears to have been an unassuming and quiet young man who chose to spend his time, in considerable discomfort, thousands of miles away from what we call civilisation, finding out how other men lived, and recording it—with the results we see in this book.

Chartered jet

However, his death was another matter. His father, Governor Nelson Rockefeller of New York, chartered a 707 Boeing jet which landed him at Biak; from there a smaller plane took Rockefeller Sr., and Michael's twin sister, to Merauke, which was still 250 miles from where the young man disappeared.

In their wake went newspapermen, TV crews and radio commentators until 50 of them overflowed the small town and jammed the local radio station with their messages to the world.

The Dutch turned on everything they had in search equipment; Australia sent a RAAF Hercules, two Army helicopters, 26 men and a Dakota plus a TAA Catalina from Port Moresby; the US offered an aircraft-carrier from the Seventh Fleet.

While it lasted the Asmat. and Agats, the village from which Michael Rockefeller set out on his last journey, got more publicity than they are likely to get again. Less than a year later, the Dutch got out of New Guinea and left it to the Indonesians; what has happened to the Asmat since is anyone's guess.

But thanks to Michael Rockefeller, the photographs he took and the art objects he collected; and thanks also to the people who compiled this book, the Asmat and their culture, as they were in 1961, have been preserved.

The Asmat of New Guinea is published by the New York Graphic Society. Apart from the valuable text, there are 90 photographs in colour, 510 in black-and-white—all magnificient—and a fold-out map.—JT.

(THE ASMAT OF NEW GUINEA. Distributed in Australia by Paul Flesch & Co. Pty. Ltd., Melbourne. $32.50.)

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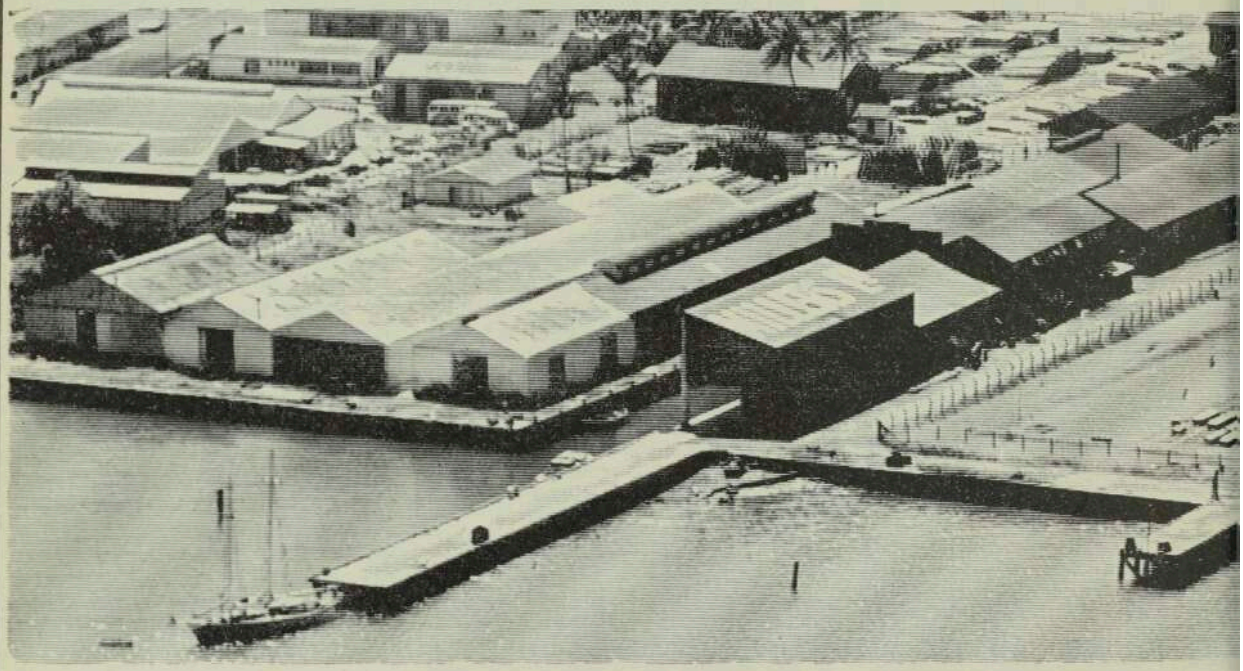
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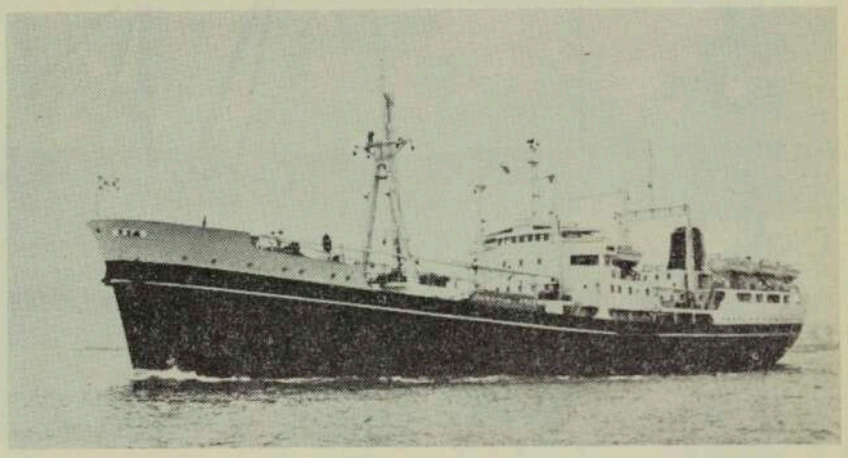
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Pacific Shipping And Cruising Yachts



Messageries Maritimes' passenger-cargo vessel "Imerina", scheduled to begin a new Pacific Islands service out of Auckland in August, to the three major French associated territories—New Caledonia, the New Hebrides and French Polynesia—and Fiji. Late reports said the start of the service could be delayed because of a minor recession in France following the nationwide strikes in May.

Four new cargo runs highlight changes in Islands shipping

Four carriers will start four new cargo runs in the South Pacific in July and August. Our shipping correspondent says that this is a clear indication of the extensive changes going on among inter-territory shipping operations in the Islands.

Three of the new runs will be ed out of Australia and New aland. They will be operated by althy European and Asian shipping porations, already well-established the Pacific Islands.

These are the German-financed l New York-based Columbus Line; French-government subsidised ssageries Maritimes Line and the tish and Hong Kong-controlled ina Navigation Company.

The fourth new run will be opera- by the only major government- ntrolled company in the GEIC, Wholesale Society.

The new runs will be:

- Messageries Maritimes. A 50- service from August out of ckland to Melbourne, Sydney, umea, Vila, Santo, Suva and peete, and return.
- Columbus Lines. A 28-day vice from late August out of ckland to Noumea, Port Moresby, and Rabaul, and return.
- China Navigation. A 21-day vice from August 3 out of Sydney to Brisbane, Lae, Madang and Rabaul, and return.
- GEIC Wholesale Society. A 49-day service from July 29 out of Tarawa to Sydney, and return.

Delayed

Messageries Maritimes will use an 18-year-old, 4,000-ton cargo vessel *Imerina* on its new run. *Imerina* will be taken off the company's Madagascar run, where it has been working for several years.

In late June, a company spokesman told *PIM* that *Imerina's* first sailing date out of Auckland could be delayed up to mid-September. He said strikes in France had delayed refurbishings to the vessel. Some late changes could also be made to the vessel's Pacific Islands itinerary.

The company hoped to include passenger room for up to 12 people.

Columbus Line will operate its New Zealand to Melanesia run through two NZ associate companies, NZ Export Line and Maritime Services Ltd.

Two 884-tons gross ships, *Caroline Horn* and *Harald Horn*, will be used and the first one to leave Auckland on the run will be renamed *New Zealand Exporter*.

These ships will be registered initially in NZ, and carry NZ crews. Both are eight years old.

They will carry refrigerated and general cargo and are expected to lead to a much greater NZ export attack on the huge $A130 million NG and New Caledonian markets.

When the announcement of this

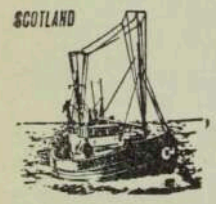
In The News This Month

Aisokula	Mistra' II
Aoniu	Moana Raoi
Amania	Morinda
Anshun	Nam Hae 261
Astrocyte	Neophyte Too
Bachelor's Wife	NZ Exporter
Bodmer	Nickel II
Camira	Nirvana
Cap Villano	Niuvakai
Caroline Horn	Niutaki
Carousin' II	Opty
Corinthic	Oriental Queen
Deanal	Papuan Chief
Dove	Pavana
Eryx II	Pongrass
Fuji Maru No. 2	Santa Maria
Harald Horn	Sarabande
Hsin Hung Wu	Shearwaters
Imerina	Siatukimoana
Island Chief	Solo
Island Waters	Tatoso
Janus Lee	Thekla Christine
Kelasa	Thor I
Kismet	Thorsgaard
Komaiwai	Vadura
Kotoku	Wanliu
Kyrenia	Wenchow
Maclaren-King II	Woosung
Matipo	Yeti

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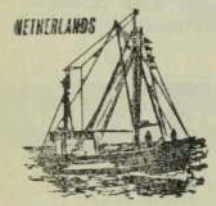
IN GOOD COMPANY—



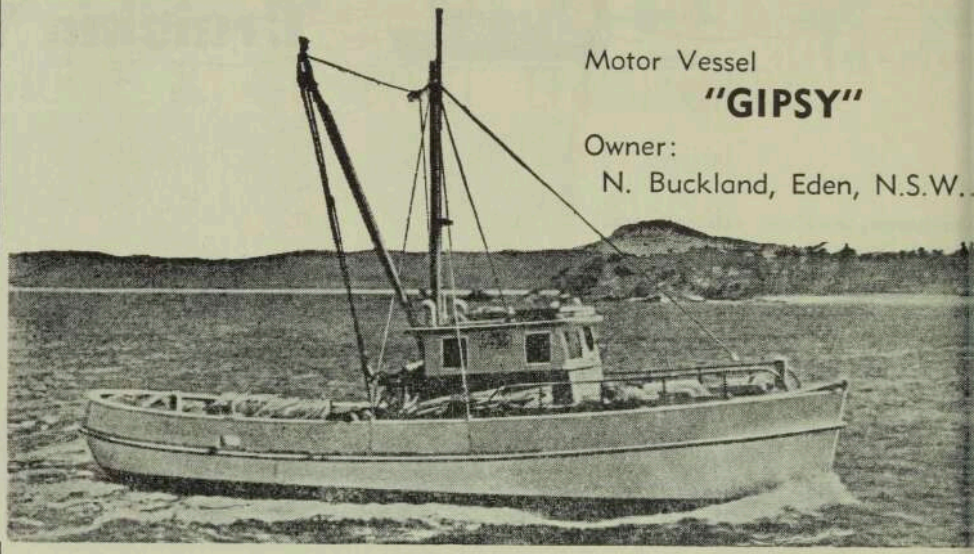












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n was made in NZ in early June, received harsh criticism from aptain J. F. Holm, managing rector of Holm Shipping Company, hich maintains regular cargo rvices out of NZ to New Cale- nia, the New Hebrides, Norfolk and, the Cooks and Tahiti.

The Holm Company had re- ested a $NZ150,000 subsidy from e NZ government to extend its rvices to NG and the Solomons any months before the Columbus ne had begun negotiating for the rvice in January this year at the quest of the South Pacific Export tion Committee.

Captain Holm claimed Columbus ight rates would be 40 per cent. ove his company's proposed rates NG.

"It appears that a NZ company hting for its life has been sold wn the drain by a government un- epared to arrive at a decision and parently willing to encourage a reign-owned concern," he said.

"Sour grapes"

Mr. H. W. Rilk, Australian man- er for Columbus Lines, later told M that Captain Holm's protests ere "sour grapes". Mr. Rilk said hen he had been in NZ early this ar he had asked Captain Holm help run the services jointly with olumbus Lines. Captain Holm had fused, Mr. Rilk said.

"Sour grapes" or not the fact mains that Holm Line has had its mbitious shipping plans set back a bigger rival. If Holm Line does er go ahead with a Melanesian ute it is almost certain that it ill have to do so without a NZ overnment subsidy.

A NZ Government Minister has inted out that it's a 100 to one iance a subsidy for a service will granted now that a non-subsidised rvice is about to begin.

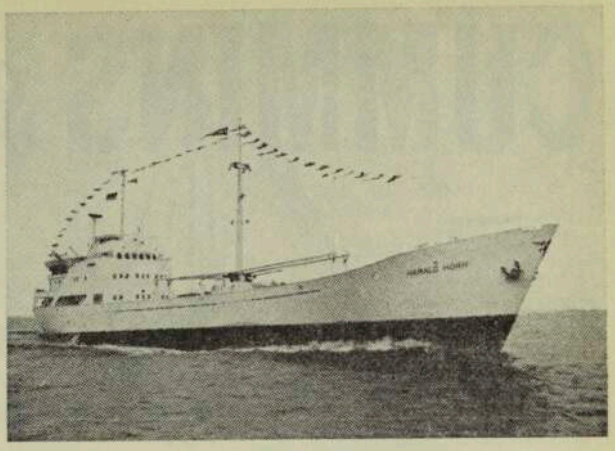
Sideport loading

China Navigation will use a 6,400- ns deadweight freighter *Island hief*, on its NG return run. *Island hief* will be almost fully unitised, ith sideport loading. Vehicles and frigerated and preslung cargo will so be carried.

Island Chief, which the company's dney representatives are already bbing "Big Chief", will travel up speeds of 17 knots and complement e work of her sister ship, *Papuan hief*, which restricts her NG calls Port Moresby.

Steamships Trading Company Ltd., ill act as agents for the *Island hief* in NG.

The new ship will completely re-



"Harald Horn", one of two 884-tons gross freighters of the Columbus Line, which will start servicing Melanesia from New Zealand in August. This proposed new service has caused a great controversy in NZ because a NZ-based shipper line, Holm Line, has been forced out of this run to make way for the new service.

place China Navigation's three "W" ships — *Woosung*, *Wenchow* and *Wanliu*—which have been running a Sydney-NG-Far East run. The "W's" will make their last NG calls in mid-July.

Introduction of the new unit loader coincides with the end of 25 years' service to NG ports by China Navigation. One of the company's first vessels, the *Anshun*, was sunk in the Milne Bay area in 1942-43.

Long-awaited

When the Wholesale Society's vessel *Moana Raoi* leaves Tarawa for Sydney on July 29, it will be the start of the long-awaited GEIC direct link, with the colony's own ship, to Australia.

Overnight, the GEIC will become the second Pacific Islands territory with its own overseas shipping connections (Tonga was the first).

It is expected that *Moana Raoi* will carry about 400 tons of copra for Australia on each southbound trip and return with general goods, most of which are imported from Australia anyway (by Columbus Lines).

It is hoped that over 2,000 tons of copra can be exported to Australia each year—at the expense, incidentally, of NG producers—on this route.

Two other benefits of the new service are the saving of foreign currency by carrying a large proportion of the GEIC's cargo in its own vessel and continued job opportunities for Gilbertese and Ellice seaman aboard the *Moana Raoi*.

She will be replaced on inter-island and Suva runs by the *Aisokula* and *Komaiwai*, both chartered from Fiji.

While the Wholesale Society's shipping operations are doing quite well, thank you (especially in its transhipment business to the US Trust Territory), trading and retailing remain still its big money earner.

BIG CHANGES IN TONGAN SHIPPING?

Big changes in Tongan shipping operations could be the result of a four-week study tour of the kingdom's shipping operations in May and June by Mr. D. Koludrovic, a regional advisor for the UN's Economic Commission for Asia and the Far East.

Mr. Koludrovic arrived in Tonga in mid-May. He studied all activities of the Tonga Shipping Agency and examined the chances of the kingdom's two traders, *Aoniu* and *Niuvakai*, expanding their overseas services to include new ports of call.

He also looked at internal shipping services among the Vavau, Haapai and Tongatapu Groups and suggested the types of ships Tonga may need for her future requirements.

"ORIENTAL QUEEN" BECOMES FLOATING UNIVERSITY

The 12,000-ton cruise liner *Oriental Queen* will be used as a floating Pacific University, travelling from Japan to Hawaii and the US West Coast.

Oriental Queen left the South Pacific early last year after making many cruises through the Pacific Islands, visiting Tonga, Fiji and New Caledonia (*PIM*, Feb., 1967, p. 105).

Toyo Yusen Line, of Japan, put her in dry-dock in January, 1967. Early this year she was reported in service around Indonesia.

Now, a team of Japanese scholars and industrialists has organised educational cruises for the ship. The first cruise was to leave Japan on June 30 on a five-week trip to Los Angeles and Honolulu.

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d secondary students from Japan, ith Korea, Thailand, India and ylon.

ICKEL II" GROUNDED ON EF NEAR NOUMEA

The 15,000-ton nickel ore carrier *ckel II* spent four days grounded a reef near Anse Vata Beach, umea, in late May. She was floated the reef after nearly 1,000 tons nickel ore were offloaded into ges.

French navy divers inspected the ll of the carrier and found little mage.

No reason for the grounding of Societe le Nickel vessel has been en. She hit the reef at 9 p.m. in m weather on May 27.

"The strangest things happen to Societe le Nickel vessels," *PIM's* umea correspondent said. "A few rs ago one of them tried to climb Cook pines on Porcupine Island r where *Nickel II* hit the reef.

"Noumea's daily newspaper, which owned by the Societe le Nickel, d this time that *Nickel II* apparently 'deviated slightly' from its urse. That surely must be the derstatement of the year."

NGAN SEAMAN ST OVERBOARD

Akuila Latu, 23, a seaman from apai, Tonga, was lost overboard in avy seas 500 miles north-east of dney off the Tongan Government ssel *Niuvakai* on May 28.

Niuvakai was steaming from dney to Lautoka when the accident curred. Latu was securing drums deck when two huge waves swept n overboard.

Crew members saw him surface mediately, but he was unable to ach lifebelts thrown to within 20 rds of him.

Niuvakai's master, Captain C. H. lmer, turned the vessel around and ent four hours searching for Latu.

EMENT CO. BUILDS ONCRETE TUG

Fiji Industries Ltd., cement manucturers, have built a concrete tug, e *Nuitaki* (Trusted), which cost out £8,000.

The tug was built at the mpany's cement works at Lami, d taken by trailer to the sea.

Advantages of a concrete tug are w maintenance costs, particularly tropical waters, and relatively low eight.

About 10 tons of concrete were ed to build the *Nuitaki*.

According to the company the way build a concrete ship is to first construct a framework of steel pipe frames.

The framework is reinforced with high tensile steel rods, and covered with many layers of wire mesh.

The framework is then plastered with concrete, smoothed off with trowels and then steam cured.

The *Nuitaki* has been fitted with a variable pitch propeller, which will enable her to go forward or reverse.

The *Nuitaki* will be used to tow raw material such as coral sand and silica to the cement works.

Her specifications are: 19 tons, 38 ft long, and 12 ft 2 in. beam.

"THORSGAARD" STARTS NG RUN IN AUGUST

The Pacific Islands Transport Line, which announced plans recently to extend its Pacific Islands calls to Lae and Rabaul, NG, with its 7,850-ton deadweight freighter *Thor I*, will put a second ship, the 8,000-ton *Thorsgaard*, into NG in August.

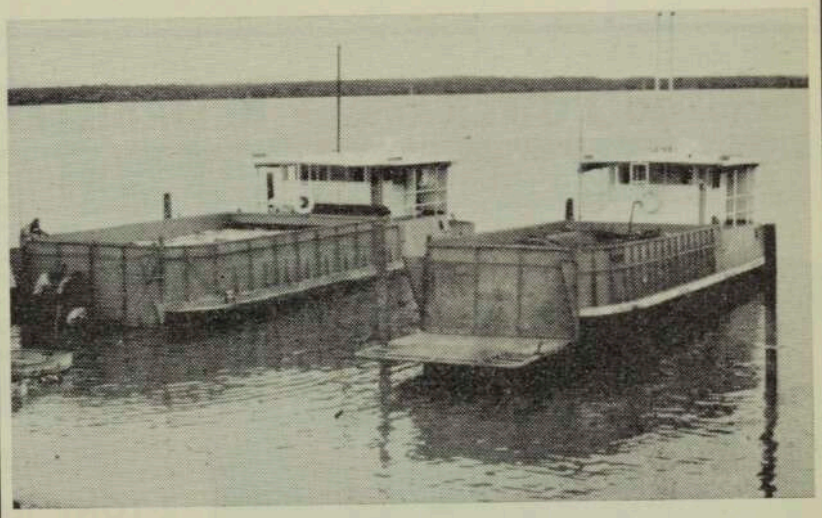
Thorsgaard is scheduled to reach Rabaul on August 13-15 and Lae on August 16-17. She will pick up big consignments of coffee and cocoa which have been ordered by US importers.

A spokesman for the company's

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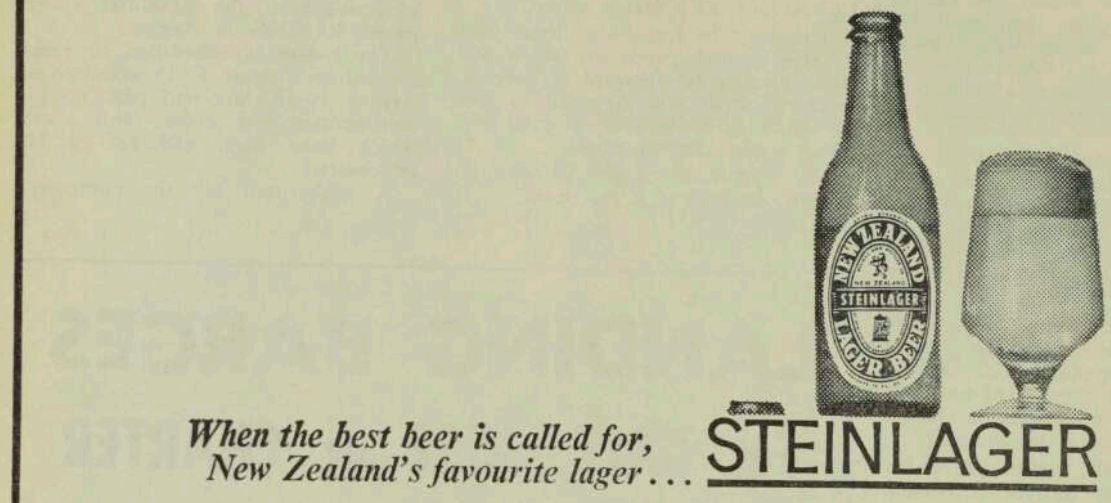
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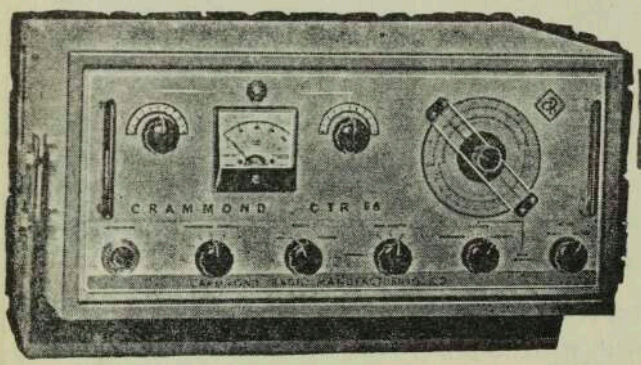
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THEY'RE STILL TRYING TO REFLOAT THE "MATIPO"

Intensive efforts were continuing in June to refloat the 397-ton island trader *Matipo*, aground on a reef 30 miles off Noumea since May 7.

Workmen were using barges to offload as much of her cargo as possible before a seagoing tug from New Zealand arrived to try to refloat the *Matipo* during a period of high tides in late June.

Matipo was reported little damaged, except for a slight leak.

ydney agents told *PIM* that the hips would make regular calls at NG during the coffee season. He aid that the NG service was a faster nk with the big US markets ecause it eliminated trans-shipment hrough Hong Kong and Japan ports *PIM*, June, p. 99).

MERGENCY CALL AT ITCAIRN BY "CORINTHIC"

The Shaw Savill vessel *Corinthic* nade an emeregncy call at Pitcairn sland on May 13 to give urgent nedical attention to Mr. Albert oung, aged 68.

Corinthic steamed 250 miles off er path to help Mr. Young, who had allen from a visiting ship, *Cap illano*, a few days before. *Corinthic's* loctor, Dr. Gwenda Hutchison, went shore and made Mr. Young as omfortable as possible, giving nstructions to Pitcairn's resident urse on how to look after him.

It was judged impracticable to ake Mr. Young to Panama.

RAYFISH GALORE N "BODMER'S" FREEZER

Inter-island trader, the 278-ton Bodmer recently arrived in Raro-onga with quite a load of Islands roduce from the northern Cooks. In ix weeks *Bodmer* visited Manihiki, Rakahanga, Penrhyn, Palmerston, Nassau and Pukapuka.

Bodmer, skippered by Captain Lumbers, collected 170 tons of copra, a freezer full of fish and crayfish and 65 deck and cabin passengers.

The day after her arrival in Raro-tonga crowds rushed to the ship to buy up the quarter-ton of crayfish of all shapes and sizes, caught at Palmerston.

By 10.30 a.m. most of the crays were sold to people "who seemed to materialise from nowhere", as a local report put it. Captain Lumbers had his hands full weighing the crays in buckets and passing them out to eager customers.

The four-ton catch of frozen fish took a couple of days to sell.

RECORD NUMBER OF VISITS TO ROTUMA

The isolated island of Rotuma, about 240 miles north of the main Fiji group, which normally sees only two Fiji government vessels a year, will have reecived a record number of visits by 1969.

From June to December this year four government vessels are scheduled to make nine trips to Rotuma.

They will take cattle and building materials, a medical team for a special survey, and government personnel who will do preparatory work connected with Fiji's change-over to decimal currency in 1969.

INI ISLAND SHOULD HAVE NEW HARBOUR SOON

Ini Island, in Deception Bay, Gulf of Papua, should have a new harbour by September. Dredging work was to start in late June and take about two months.

One of the reasons for building a new harbour is that a well will be

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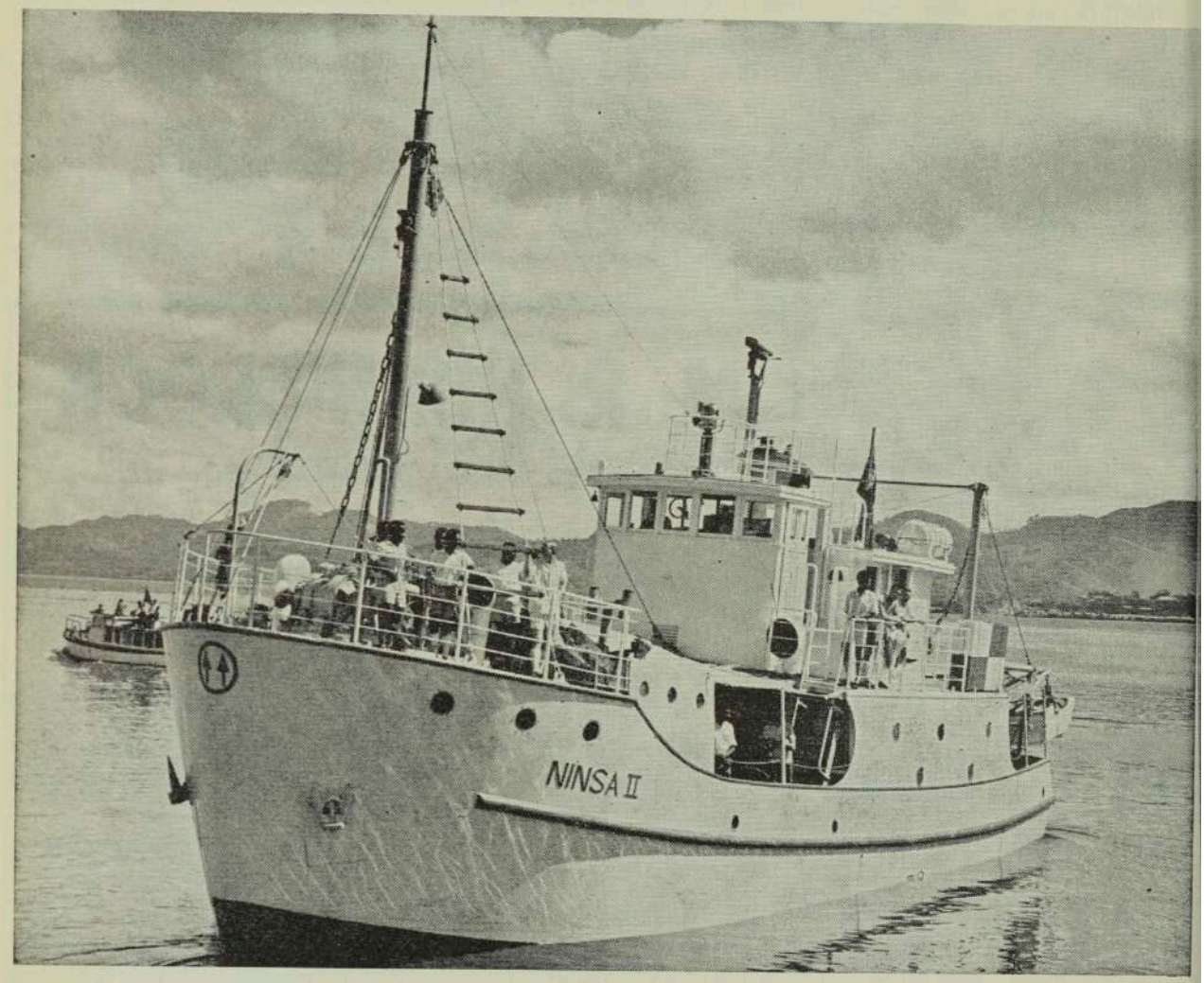
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Page 106
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nk on the island by Esso Explora-
on-Oil Search Ltd. in late July or
rly August. Esso is currently piling
structure on the island for their
g to drill on, because very high
les sometimes submerge the small
land.

SAMOA'S TUG TO E CALLED "TATOSO"

American Samoa's 85 ft seagoing
g (*PIM*, June, p. 105) will be
lled *Tatoso*—a name made up of
e first letters of the territory's five
opulated islands—Tutuila, Aunuu,
au, Ofu, Swains and Olosega.
atoso will reach Pago Pago from
ew Orleans in August.

ORFOLK STAMP ONOURS "MORINDA"

The popular old Burns Philp
eamer *Morinda* was featured on a
ew $1 stamp issued by Norfolk
land on June 18. This stamp will
mind many oldtimers in NG, the
ew Hebrides, the Solomons and
orfolk and Lord Howe Islands of
orinda's long and varied service.
Morinda first headed for Papua
late 1913, but hit a rock near
ooktown, Queensland, and had to
turn to Sydney for repairs.
She plied the Sydney-NG routes
ntil 1931, after which she spent
ght years on the Sydney-Lord
owe-Norfolk Island-New Hebrides
n.
From 1939 to 1941 her run was
tended to the Solomons, and this
n was continued after World War
. In 1952 she was laid up—after
1 completed voyages.

OREAN FISHING SHIP ITS SUVA REEF

A Korean fishing ship, the *Nam
ae 261*, went on the reef at the
ft of the main passage to Suva
arbour on June 2.
She was pulled off at high tide
xt morning by a Japanese fishing
oat, the *Fuji Maru No. 2*.
The tow rope snapped while she
as being pulled off, and wrapped
elf round the *Nam Hae's* propeller.
The *Nam Hae* was towed to King's
harf, where divers freed the
opeller and examined the hull for
mage.

ORMOSAN SHIP DRIFTS I THE KORO SEA

The *Hsin Hung Wu*, a Formosan
hing ship, based at Pago Pago,
nped into Levuka late in May after
aving drifted in the Koro Sea
hen the engine broke down.
During her drift the *Hsin Hung
Wu* went close to Makogai, but the
crew managed to make temporary
repairs to the engine, and she was
able to sail to Levuka.
After repairs at Levuka the *Hsin
Hung Wu* was to go to Pago Pago.

"DEANEL" SINKS ON SECOND MAJOR VOYAGE

Deanel, a 120-ton, 94 ft coastal
trader, capsized and sank off Lae
Wharf, NG, in late May.
Loading operations were under way
when *Deanel* slowly went down, set-
tling in 30 ft of water. No one was
reported injured.
Owned and skippered by Madang
businessman, Mr. John Licciadro,
Deanel was built in Japan and was
on her second major voyage.
Soon after the sinking, the P-NG
Harbours Board tabbed the ship a
"wreck".

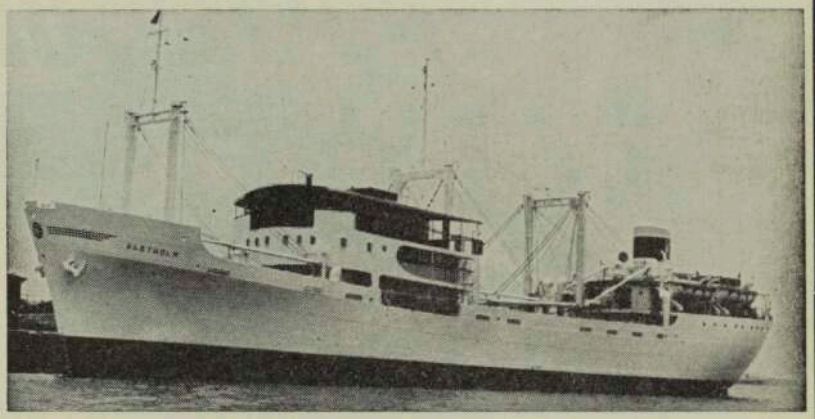
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ruising Yachts

● *DOVE,* Lee Graham's 24 ft reglass sloop, was in Gordon's y, 25 miles from Capetown, South rica, in mid-May.

After leaving Durban on March 8 *IM,* May, p. 110) for the West dies, Lee made stops at Port izabeth and East London, South rica, before reaching Gordon's y.

While in South Africa, Lee made inland trip to Johannesburg ere he met a girl he had pre-usly known in Los Angeles. apetown reports said the couple arried soon after and Lee was ac-mpanied by his wife at Gordon's y.

● *KYRENIA,* 25 ft yacht, left va early in June for the New ebrides, with Frenchman Yves arioud, who plans to sail home.

The 22-year-old Garioud bought e yacht in Papeete and sailed in r to Fiji, via the Cooks and Tonga, th her former owner, Alaister bertson, of NZ (*PIM,* June, p. 7).

Robertson left the yacht at Suva go home.

● *SHEARWATERS,* Brisbane cut-r, was to leave Rabaul in late June r Madang and then Timor with d and Barbara Nettleton and their t "Fred". To date they have spent o months cruising NG waters.

The Nettletons made a cruise to e Pacific Islands six years ago and e well known to Lord Howe landers because of the many stops ey have made there.

● *JANUS LEE,* Tahiti ketch from elbourne, was to leave Rabaul in te June for Japan, via the Phillip-ines and Taiwan.

Last year *Janus Lee* made a call Kirakira, eastern Solomons, with ipper Ken Mortimer (*PIM,* Oct., 967, p. 116).

● *PAVANA,* 52 ft staysail hooner, with skipper-owner Bill rown and a crew of two, was in abaul in June after a cruise out of ort Moresby. On this cruise *Pavana* as struck by lightning and her radio erial destroyed.

Last year the Sydney schooner won the Port Moresby to Kerema yacht race (*PIM,* May 1967, p. 101).

● *CAMIRA,* 41 ft yawl, with four Italian migrants to Australia—Bruno Vatta, Nino Yugovaz, Luciana de Gastani and Luigi Romolo—arrived at Nukualofa on June 13 after a five day trip from Suva.

After an extensive cruise of the Pacific Islands, *Camira,* which left Sydney on April 7, will head for Italy (*PIM,* May, p. 110).

● *NIRVANA,* 50 ft ketch, left Sydney in early June for two small Melanesian atolls, Ontong Java and Nukumanu, via Noumea and Honiara.

On board were skipper and owner George Balkanyi, freelance journalist, John Heweston, 26, judo instructor and photographer, Alain Le Troidec, 26, and Jacques Sapir, 32, an engineer.

George's attractive wife, Eliane, flew from Sydney to Noumea to collect her two dogs, Amber and Jade. She plans to join *Nirvana* in Noumea.

Nirvana's yachtsmen hope to spend



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ANYONE KNOW WHERE THE "PONGRASS" IS?

Mr. S. Steer, c/- Government Treasury, Honiara, BSIP, is trying to find the whereabouts of the cruising yacht *Pongrass*. Mr. Steer thinks *Pongrass* may possibly have been cruising in the south-west Pacific area recently.

Will anyone who can help, contact Mr. Steer, or *PIM's* Cruising Yachts Department?

out three months in the two atolls, udying the Islanders' way of life. ey hope to produce a film about eir experiences and George will ite articles for Italian newspapers.

About September, *Nirvana* will turn to Noumea before setting off r Singapore, via Torres Strait and rt Moresby. *Nirvana* reached dney in February (*PIM*, Mar., p. 9).

● *SARABANDE*, Sydney-register- 36 ft ketch, with skipper Basil ethelm, was to leave Vila in June r Bali and Singapore, via Port oresby, Thursday Island and rwin.

Sarabande left NZ in late April d sailed to Noumea and then ade a stop at Lifou in the Loyalty roup before reaching Vila.

In a note to *PIM* from Vila in ne, Mr. Diethelm said: "I have no t plan to sail around the world, t just 'around'. I hope to make ture ports in one piece".

● *KOTOKU*, NZ trimaran, was ecked on Hen Island, off the North and of NZ, in late May, after ly four days out of Auckland on world cruise.

Her crew of six, including an 11- ar-old girl, Norma Hamilton, spent ven days marooned on the island til they were rescued by local lice. They had made tents from ils and slept in caves.

A spokesman for the crew said er another attempt would be made a later date to sail around the rld.

● *ERYX II*, 100-ton, 83 ft French hooner, with skipper John de gue and a crew of four French- en and one Englishman, left Pago go in late May for the New ebrides, Solomons and then the r East.

Eryx II, built in Southampton, ngland, and currently owned by a small French company, paid calls at the Galapagos Islands, the Marquesas and Tahiti before reaching Pago Pago in mid-May.

The schooner is named after the Greek goddess of the sea.

● *KISMET*, 34 ft ketch with Turks, Sadun Boro, 38, and his wife, Oda, arrived home in early June after a circumnavigation out of Turkey, begun in August, 1965.

Crowds cheered, sirens sounded and an official party greeted the Boros.

In her travels through the Pacific Islands, *Kismet* called at the Galapagos Islands, Marquesas, Tahiti, Vavau (Tonga), Fiji, the New Hebrides and NG. She was in Port Moresby late last year (*PIM*, Nov., 1967, p. 107).

● *VADURA*, 93 ft ketch, with skipper Dr. Christian Jonville, was to leave Suva on June 20 for Papeete.

Vadura left France in February, 1967. After leaving Port Moresby in April this year she made calls in the Solomons and Fiji before reaching Vila recently.

In a note to *PIM* from Vila, Dr. Jonville said the owner of *Vadura*,

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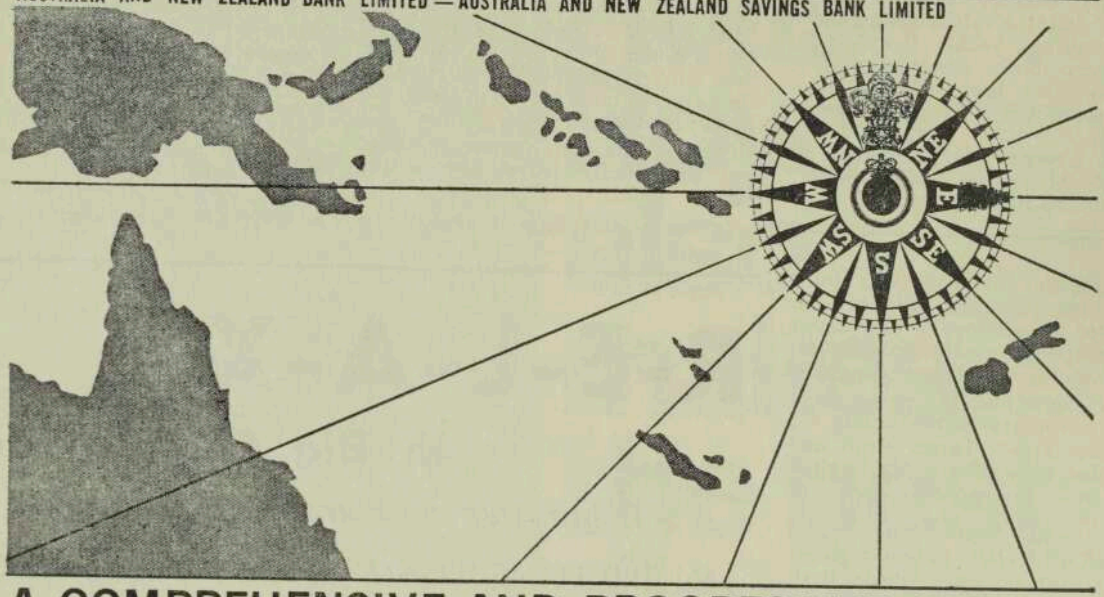
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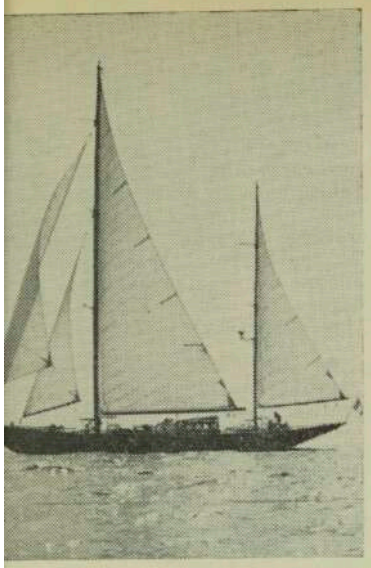
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The "Vadura"

. Gerard Leclery, and a Urugayan nter, Carlos Paez Vilaro, were king a 35 mm film of the Pacific nds for the Dahlia Film Com- y.

Mr. Vilaro painted a mural of iti's new Faaa airport in 1964.

• *BACHELOR'S WIFE*, 25-ton ney ketch, with Mr. and Mrs. ham Hume, of England, left baul for Durban in June after a of six months. They will sail via t Moresby and Darwin.

The ketch was last reported at niara (*PIM*, Oct., 1967, p. 116).

• *YETI*, 35 ft NZ masthead sloop, h Bob Bokhorst and Fred Libeau, s to leave Suva in mid-May for a, via Lautoka and the Yasawas oup. After Vila, *Yeti* will sail for umea.

The sloop arrived in Suva in early y from Auckland. Mr. Bokhorst lt her in three-and-a-half years in riend's shipyard.

• *ISLAND WATERS*, 82 ft ury motor yacht, left Suva in mid- e for both Samoas and Tahiti. e yacht's skipper, Captain Albert ss, and a crew of 10 Seychelle and Islanders are crewing the yacht her owners, Mr. and Mrs. Gurnne nn, of Palm Beach, Florida.

Calls before Fiji included Port resby and Thursday Island.

• *NEOPHYTE TOO*, 48 ft cutter, h American yachtsman Lee Quinn, ched Sydney in early June after a trans-Pacific crossing which included a stop at Bora Bora last November (*PIM*, Dec., 1967, p. 117).

Mr. Quinn, who has gained world fame for using all-girl crews, promptly bought another yacht in Brisbane after his arrival in Australia.

He then announced plans to take a group of girls on motorcycles across Asia and Africa, starting in Singapore and ending at Capetown.

Mr. Quinn, whose calling card lists his occupation as "Adventurer", receives a high income from an extensive chain of engineering firms.

• *ASTROCYTE*, 50 ft sloop, out of Vancouver, British Columbia, with Dr. Charles and Ruth Gould, left Sydney for New Guinea and other northern waters in late May.

In 1966 and 1967 *Astrocyte* made an extensive cruise of the Pacific Islands.

Stops included: Taiohae, Marquesas; Raiatea, Tahaa, Bora Bora, Tahiti and Maupiti, Societies; Suva, Ovalau, Makogai, Taveuni, Naitauba (owned by television actor Raymond Burr), Avea and Lomaloma, Fiji; Tongatapu, Vavau, Haapai and Niuafoou (Tin Can Island), Tonga;

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Efate, Nguna, Emai, Epi, Ambrym, Tanna and Aneityum, New Hebrides; and Noumea and the Isle of Pines, New Caledonia.

Astrocyte was last mentioned in these columns when in Suva (*PIM*, Nov., 1967, p. 111).

● *KELASA*, 36 ft gaff-rigged cutter, with Canadian-draughtsman Mr. Harry Gilbert and his fiancee, Miss Dorothea Mackellar, reached Nukualofa on June 12 after a 26-day trip from Whangerei, NZ.

En route to Tonga, Mr. Gilbert found what he believes to be an uncharted reef, about 150 miles south-east of Nukualofa. He sent his findings to the British Admiralty.

Next stops for the *Kelasa* will be Fiji, the New Hebrides and Port Moresby about November. In *PIM's* May issue *Kelasa* was inadvertently called the *Victoria*—our Cruising Yachts Department's apologies, Mr. Gilbert.

● *AMANIA*, 31 ft trimaran, with skipper Keith Jones, his wife, Poko, and Rarotongan crew Paul Rapana, Karl Karangi and Maia Kavana, reached Nukualofa in mid-June after a 25-day trip from NZ.

Amania had a rough trip from NZ and was to remain in Nukualofa for about four weeks so repairs could be made before the trimaran sailed for Pukapuka, Cook Islands.

● *THEKLA CHRISTINE*, 60 ft steel cutter and a sister ship to the well known *Solo*, was to leave Nukualofa on June 18 for Rarotonga.

Aboard the luxury cutter of 37 tons were owner-skipper Ernst Gunther Eggers and crew Wolfgang Eggers, Rudi von Harder and Gerlad Gnahs. The cutter recently made Suva after an 18-day trip from Sydney and reached Nukualofa after a four-day trip from Suva.

● *CAROUSIN' II*, 40 ft trimaran, reached Port Moresby in early June from Brisbane with her American skipper and owner Mike Kane and an Australian and NZ crew of four. Mike's crew left the trimaran in Port Moresby and he hoped to sign on a new crew for his next hop to Darwin.

The trimaran was last mentioned here when she left Papeete in December (*PIM*, Feb., p. 114).

● *SIATUKIMOANA*, 45 ft Tongan yacht en route from Auckland to Nukualofa, capsized off Ocean Beach, on NZ's North Island, in mid-June.

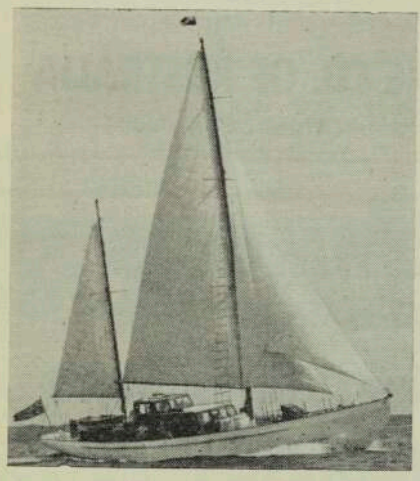
The four Tongans aboard—Malakai Tapealavi, skipper, Viliami Havilili, Tevita Pomale and Alfred Vaitul—swam through a pounding surf safety ashore. Local NZ farm helped the Tongans beach the bad damaged yacht.

● *OPTY*, 31 ft yawl, with s yachtsman and Polish writer Leo Teliga, was to leave Suva in ea July for further Pacific Isla cruising. Stops already have inclu the Galapagos Islands and Tuamotus, Marquesas and Soci Islands of French Polynesia (*P* Mar., p. 109).

● *MISTRALL II*, 46-year- staysail schooner, with nine yo Australian men, left Sydney on J 23 for an around-the-world cru First call was to be Lord Ho Island, and then the schooner was start "island-hopping" to Hawaii a the west coast of the US.

Her crew includes Arthur Barn 24, Tony Henderson, 23, Ken W 23, Peter Richlin, 23, Richa Turner, 24, Tony Logan, 24, K Smith, 20, and Ron Moylin, 25.

● *SOLO*, 57 ft Sydney yawl, w Swiss-born skipper Vic Meyer, and crew Mary Peitsch, 30, a Alison Holster, 33, was to lea Hilo, Hawaii, in mid-June for S Francisco.



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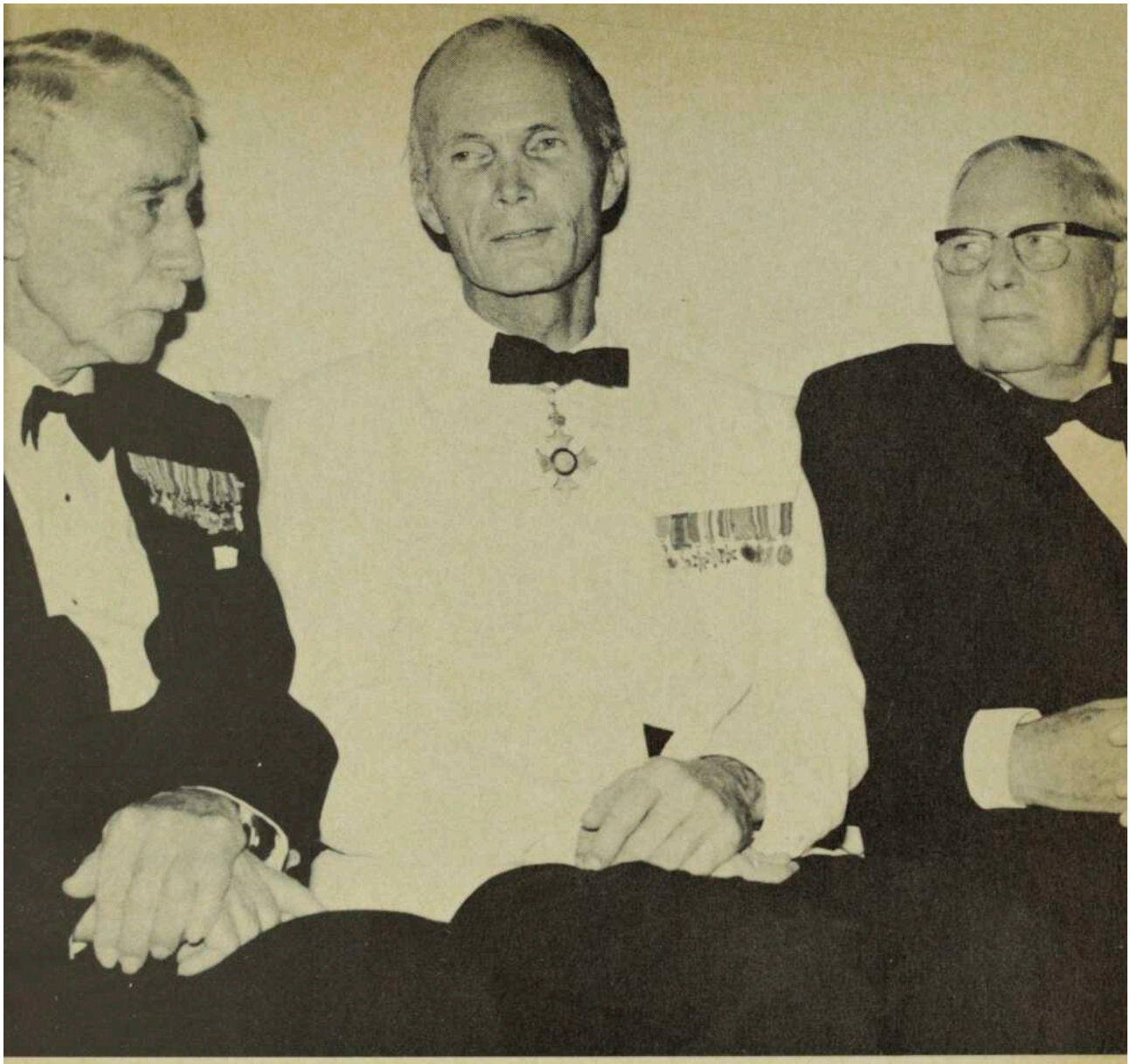
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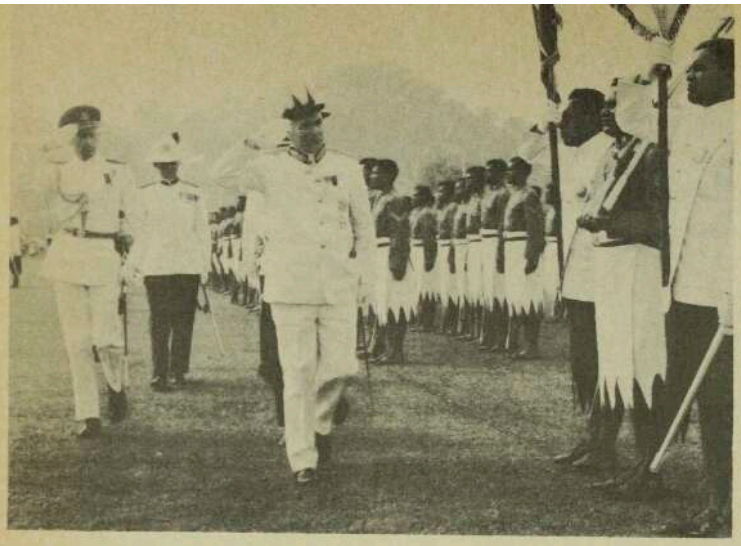
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Three Men of New Guinea

The three men responsible for the administration of Papua-New Guinea since World War II came together in Port Moresby in June, and this historic photograph is the result. Before the war Papua and New Guinea had separate administrators but there was administrative union at the end of the war and the first Administrator of the combined territories was Colonel J. K. Murray (left), who was in authority from June, 1946 to June, 1952. He handed over to Brigadier (now Sir Donald) Cleland (right), who was Administrator until December, 1966, when the present Administrator, Mr. David Hay (centre) was appointed. The photograph was taken by Tony Reid, of the P-NG Department of Information, at a reception at Government House for members of the new P-NG House of Assembly.

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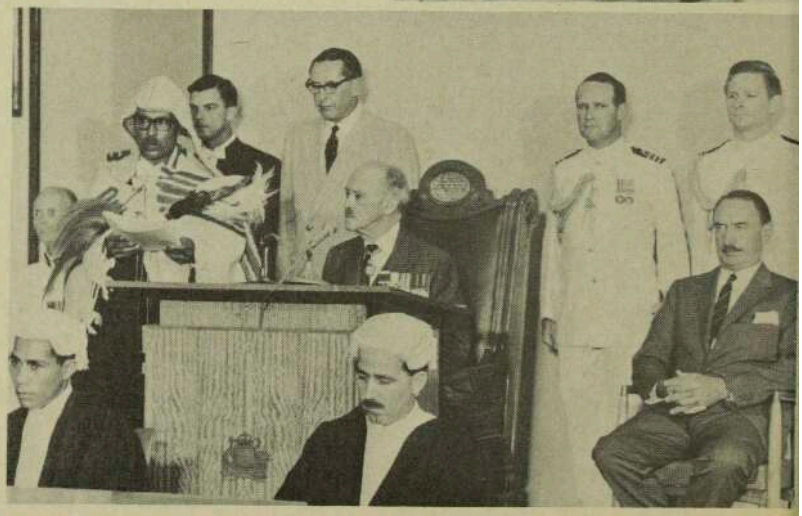








A page of contrasts. In the top picture, the Governor of Fiji, Sir Derek Jakeway, dressed in plumed hat, inspects a guard of honour during the Queen's Birthday celebrations in Suva. In the picture below the Governor-General of Australia, Lord Casey, dressed a little less colourfully in a top hat and tails, inspects a guard of honour at the opening of P-NG's House of Assembly, and, at right, serious faces in the House reflect the interest in the opening. To the left in this picture is Speaker John Guise in feathers and bow-tie; to the right is Mr. Barnes, Minister for External Territories. Standing behind Lord Casey is Sir Murray Tyrrell, his secretary. The girls? Two contestants in P-NG's Miss Territory—Miss Charity Quest. Top, Judith Greathead, of Goroka; below, Margaret Huxley, of Madang. Miss Greathead won the Miss Territory crown.



Pacific People in Pictures



A study in concentration. A shot of the public gallery at the opening of P-NG's House of Assembly.



In Port Moresby in June, leading P-NG businessman, Mr. H. H. Stubbs, chats with the Governor-General after Lord Casey had decorated him with the order of Officer of the British Empire. Below, at the same function, the P-NG administrator, Mr. David Hay (right), and Lady Casey, after presentations of the Police Valour Medal to Sub-inspector G. Sutton, and Sub-inspector A. Fyfe, of the Royal P-NG Constabulary. They are accompanied by their wives.



Alex Wendt, public relations and cruise manager of Hunts Travel Service, Fiji, was married in Sydney in May to Sue Jordan, formerly a writer on "The Australian", Sydney.



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People

MRS. Marie-Terese Danielsson, wife of the Swedish author Bengt (*Gauguin in the South Seas*) Danielsson, is to act as curator of the Gauguin Museum at Papeari, Tahiti, for eight months from the end of June. She will relieve the permanent curator, Mr. Gilles Artur, who is to visit Europe.

Although the museum has no original Gauguin paintings, it is a popular calling place for tourists making a trip round Tahiti.

Since it was opened in June, 1965, it has had nearly 70,000 visitors. This year's figure is expected to reach 75,000.

The only original Gauguin that has so far been exhibited in the museum is a canvas called "Vairumati", which was shown there for two weeks in April during the Bougainville bi-centenary celebrations. "Vairumati" was on loan from the Musee du Louvre in Paris, and was obtained through the intervention of French Polynesia's Governor, Mr. Jean Sicurani.

● Mr. Art Van-eijk, 27, and his attractive Cook Islands wife, Vaine, 19, were to return to Rarotonga in July after 18 months in Holland. They plan to live with Vaine's father, Mr. Puta Tekiri, at Rarotonga.

Dutch-born, Mr. Van-eijk arrived in Rarotonga in 1962 as a costing clerk for the Cook Islands Trading Company. In partnership with Mr. John Meers he later became well known as a photographer.

Soon after he returned to Holland in 1966 Vaine flew to join him and the couple were married in 1967.

● Mr. and Mrs. Allen Innes celebrated their Golden Wedding anniversary on June 1 with several parties in Sydney with their many relatives and friends.

The couple, who originally met in Fiji in 1914, spent 22 years in New Guinea before the Japanese invasion in 1942. Mr. Innes worked for Burns Philp for several years and later operated several companies out of Salamaua, including the Hotel Salamaua.

Mrs. Innes told *PIM* that recently her husband had regained his sight after a successful cataract-glaucoma operation.

● That great reservoir of goodwill in NZ towards Samoa has again been tapped. This time to the tune of $20,000 raised there by the NZ Red Cross through public subscription to finance a visit to Apia of a surgical team to treat a number of Samoan crippled children.

The team arrived on its 10-day visit in mid-June. It comprised surgeon Mr. A. W. Beasley, anethethist Dr. R. Wright, sister Mrs. H. Mannion, physiotherapist Miss Gilbert and Red Cross official L. S. Poole.

Mr. Beasley made a survey in Samoa last year and examined 154 crippled children throughout Upolu and Savaii. He found 34 who could be helped by surgical treatment and these are the ones being operated on during the team's visit.

● Mr. L. J. Waka, 24, who comes from Bola village in the Talasea Sub-District of New Britain, has gone to Geneva to attend the 52nd session of the International Labour Conference. Mr. Waka will act as an advisor to the Australian delegation attending the conference.

● The marriage of Miss Tutasi Pasefika, of Funafuti, GEIC, and Mr. Keith McDonald took place at Nauru on June 1. Keith hails from Victoria, and is employed in Nauru by the British Phosphate Commissioners.

The wedding was a happy blend of Australian and Islands style, beginning with the church service where all was Australian, and ending with a sumptuous party, at which Ellice Island traditions prevailed.

Mrs. F. Pasefika, mother of the bride, who is one of the two women who are members of Island Councils in the GEIC, spoke warmly of the couple, and Mr. T. Lauti, as master of ceremonies, hailed the marriage as a strengthening of inter-racial harmony.

● Mr. D. N. Harvey has been appointed chairman of the P-NG Tourist Board. Mr. Harvey replaces Mr. D. G. Cannon who resigned the chairmanship on leaving the territory.

Mr. Harvey, who was deputy chairman to Mr. Cannon, is an employee of Steamships Trading Company where he is responsible for supervision of the company's hotel interests.

● Vivacious Bernadette Stevens was one of several Fiji girls at a recent social night of the Islanders Association of Sydney. Bernadette, formerly Miss Emberson from Fiji's "burning north-west" township of Lautoka, is now settled in the Sydney suburb of Balmain. Photo: Jim Fairburn.



Ivan Chow cuts the birthday cake at his seventh birthday as his mother, Mrs. M. Chow, and brother Gary look on. They live in Boroko, Port Moresby.

Photo: Chin H. Meen.

● An American exchange student from Detroit, 17-year-old, Miss Christine Piethe arrived in Port Moresby in June, on her first visit to P-NG. While in Port Moresby, Christine will stay with Mr. and Mrs. Warden and their daughter Elizabeth. Miss Piethe will be enrolled in form five at the Port Moresby High School for eight weeks and will be a classmate of Miss Warden.

● Dr. Mary Elizabeth Shutler, an American archaeologist from the Bishop Museum in Honolulu, returned to the New Hebrides recently for a period of field work in the southern islands. She is the wife of Dr. Richard Shutler, also an archaeologist. The couple have been working in the New Hebrides off and on for the past three or four years.

● A cultural agreement between Australia and Indonesia was signed in Djakarta on June 14 by the Indonesian Foreign Minister, Mr. Adam Malik and the Australian Ambassador to Indonesia Mr. H. M. Loveday, MBE. The agreement emphasised "the need for widening the mutual understanding and respect of the diverse peoples and nations of the Asian and Pacific regions".

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Business and Development

Papua's fast-growing Patair buys Stol

Papuan Air Transport, started in Port Moresby in 1952 with a capital of $5,000 and one ancient single-engined Waco biplane, in June acquired the assets of a Papuan air charter firm, Stol Air Services—and thus brought its fleet to 19 aircraft and its group turnover to more than $2.5 million a year.



Cliff Jackson, of the Patair Group.

It will have two more aircraft at the end of September, and the group's managing director, Mr. Cliff Jackson, believes the sky's the limit.

Cliff Jackson is one of the founding partners of Papuan Air Transport, which as a result of the Stol acquisition is now to be known as the Patair Group of companies.

Cliff Jackson arrived in New Guinea in 1946, as engineer for Guinea Air Traders and Gibbes Sepik Airways. He broke off in 1952 to go into equal partnership with Frank Goossens, then a pilot with Gibbes, in flying a charter aircraft in the Popondetta area. Goossens did the flying, Cliff somehow kept the Waco in the air (it was built in 1936) and Cliff's wife, Thelma, did the bookwork. Profits were meagre and the future was very iffy. Two years later, in 1954, a limited company was formed, which took in another pilot, Hank van Santen, as a shareholder and a director, and in 1955 there was a further enlargement of the shareholding, when a number of local planters, particularly the Kienzles, of the Mamba plantations in the Yodda Valley, Kokoda, took an interest. Frank Goossens later left (he is now flying on the Barrier Reef).

Big step forward

The ancient Waco kept flying until only a few years ago—a picture of it now takes pride of place in Cliff Jackson's office—and other aircraft were added slowly, an Anson, a Fox Moth, another Anson.

The big step forward came in January, 1962, when the airline got its licence to run scheduled services (in P-NG there are several types of airline licences). Cessnas, DC3's, Piaggios were added, and the company took an interest in Short Skyvans. It began paying a regular 10 per cent. dividend.

At the end of 1965 there came the beginning of the construction of The Gateway hotel, right at Jackson's Airport—designed as the territory's first luxury hotel. Patair formed Tourist Developments Pty. Ltd. as the operating company. This, its first subsidiary, was financed from money entirely raised in the territory and Patair owns all the shares.

The hotel was an immediate success, and room occupancy figures vary these days between 87 and 99 per cent., with most months being in the nineties.

The launching of the hotel brought Patair into other interests, such as a liquor importing agency (Gateway Importers), a real estate company (Patair Investments) and the Patair Travel Bureau.

The purchase of Stol has added other interests and the full list of the Patair Group of companies now is:

Papuan Airlines Pty. Ltd., Tourist Developments Pty. Ltd., Patair Investments, Gateway Importers, Patair Travel Bureau, Patair Rent-a-Car, Stol Commutors Pty. Ltd.

Patair Rent-a-Car was one of Stol's assets, under the name of Dekenai Rent-a-Car, but Patair has changed the name.

Stol itself was called Stol Air Services but Cliff Jackson says th new name gives a better idea o its work. Stol has three Piper Aztec and seven Cessnas—a 336C, a 31 and five 185's. Sixty per cent. o its work in the past has come fron Administration charters, and Patai has no plans to change its direction

Stol has some real estate, includin a hangar at Daru, in Papua's Weste district, and a staff of 50. There ar six Holdens in its car renting busi ness.

The present Papuan Airlines' flee comprises two DC3's, two Piaggios two Piper Navajos, two Polatu Porters, a 180 Cessna, and two Shor Skyvans to arrive at the end o September.

Total assets of the company whic started in 1952 with $5,000 are now conservatively worth more than $ million.

Decline in copra prices

Chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald gave the following report on the world copra market in Port Moresby on June 21:

The average Philippine price for copra during May, expressed in Australian currency, was $A255.76

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uring May copra rose from $A244 $A262.40 later in the month, but nished at $A259.35.

Since the end of May there has en quite a heavy decline in copra rices and it is understood that as at e date of writing this report, the rice has dropped to something in the cinity of $A225. There is every dication that prices might go lower.

It is extremely difficult to offer y explanation for this sudden drop the market price of copra. hilippine copra exports have con-nued to decline although exports of conut oil have increased. Overall, e combined total over the period nuary-April was considerably less an for the same period last year. alm kernel oil exports have also en declining, although there was a ight improvement in April.

On the whole, it looks as though nsumers have reached the stage here they can no longer continue uying Lauric oils at highly inflated rices, and have therefore been rced into accepting substitutes.

Also, in the world markets there as recently been a general weak-ess in the whole of the liquid oil ctor. There have been sharp price eclines in soyabean oil, and also roundnut oil, and as a result of eavy near supplies, fish oil has lso come under pressure.

However, sunflower oil has been e steadiest commodity over the st few weeks.

By far the heaviest price decline as been in Lauric oils in the last onth or so. It appears that the oom is finally over with the decline supplies to the larger consuming reas having been stopped—consump-on is apparently reacting to the cent high prices, Mr. McDonald dded.

With world copra prices recently t very high levels, all Pacific Island erritories are currently benefiting. op grade Fiji copra is fetching best-ver prices of nearly £F100 a ton nd similiar Cook Islands copra as recently worth $NZ229 a ton.

But no territory has done better han the New Hebrides, which last ear produced a best-ever 40,673 etric tons of copra.

In 1967 the Condominium ex-orted a total of 42,407 tons of copra which included stocks held over rom 1966), worth $A5,698,023.

Just why, apart from good prices, id the Condominium do so well in 967? *PIM* asked Mr. J. C. Stegler, Burns Philp (New Hebrides) Ltd. anager at Vila, who gave five easons for the high copra produc-ion.

These were: intensive New Hebridean planting since 1945; cleaner, weedless plantations; New Hebridean co-operatives fully exploiting copra-growing areas; more frequent inter-island ships calling at new ports and ideal weather conditions.

Hopes for world sugar agreement

The adjournment of the International Sugar Conference in Geneva on June 1 is not a serious setback for Fiji, as was first thought, writes our finance roundsman.

Certainly no agreements on tonnages or sugar prices were made by the 80-odd countries represented at the talks, but further talks among a limited number of major producers and importers of sugar are to be held in July, and it is possible that major talks will be resumed in September.

If the July talks go well, there is every chance that some agreement will be reached.

And any new agreement, particularly on prices, should be beneficial to Fiji. World minimum sugar prices on the free market have been at low levels for several years, fluctuating only slightly.

Hopes are that price levels will go up, and that prices will fluctuate at slightly higher prices per ton.

Fiji's Chief Minister, Ratu K. K. Mara, told *PIM* in Sydney in early June he didn't regard the Geneva talks as a failure, even though they had been adjourned. His view was that the talks among the major producers in July were "likely" to lead to sugar agreements.

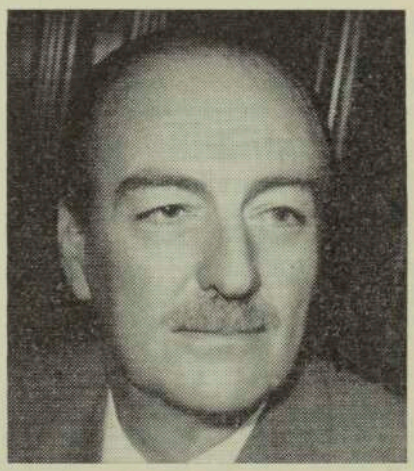
More progress had been made at the May talks than at the corresponding talks in 1965, he said.

The Colonial Sugar Refining Company Ltd. is, unofficially at least, cautiously optimistic.

The company was hardly surprised that the May talks didn't come to any agreements although it had hoped for more concrete results.

It feels that with 80 different countries present, using a dozen or more different languages, it would have been almost an Amazon task for the agreements to come out of the seven-week talks.

With the July talks about to start, CSR feels that there is still a good chance new world-wide agreements will be in force from January 1 next year.



Mr. Kenneth James Wrighton, of Beaumaris, Victoria, has been appointed resident chief executive of the W. R. Carpenter Group in New Guinea. He will take up the position in September. Mr. Wrighton succeeds Mr. C. B. Bailey, who will relinquish his post at the end of the year. Mr. Wrighton, 51, was deputy chairman and managing director of Ball and Welch Ltd., Melbourne retailers.

BSIP RICE BOWL INTERESTS FIJI

Fiji, which has conducted experiments to grow rice commercially for many years with only mixed results, is taking more than a passing interest in the successful harvesting of over 2,000 tons of polished rice on Guadalcanal, one of the bigger Solomon Islands (PIM, June, p. 33).

With ambitious plans to replace its major food imports—including rice—Fiji feels it may well learn something from the Solomons rice project, and in late June Fiji was making unofficial inquiries as to why the BSIP apparently has triumphed while Fiji has failed.

BSIP gets extra grant from Britain

The Solomons have been provided with an extra grant from Britain to make up for the loss of British aid to the protectorate in the wake of devaluation of the British pound late last year. A draft development plan for 1968 and 1969 provides for an expenditure of $A8¼ million.

Mr. L. M. Davies, the Acting High Commissioner of the BSIP, said this

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in his opening address to the Legislative Council's ninth session, which started on June 5.

He said the government would continue to attract and encourage private enterprise, co-operatives, overseas capital and the Solomon Islanders themselves to further develop the Solomons economy.

Because of the efforts of those engaged in the timber and copra industries, exports were the highest-ever in 1967—nearly $5 million. Imports, however, were about $8,200,000, he said.

Mr. Davies commented on other features of the Solomons economy. These included:

- Copra and cocoa. Of the total copra production of 23,520 tons in 1967, Solomon Islanders produced over half. Cocoa production was 60 tons, compared with 95 tons in 1966.
- Timber. Exports doubled over the previous year and were worth over $1 million—"a splendid and encouraging result".
- Chillies. Hopes were that commercial planting would start. The West Kwaraae Co-operative Association had produced 12 cwt. of dried chillies worth $250.
- Tourism. Mr. Davies said that although some Solomon Islanders had said that tourism would n necessarily be a blessing, it "mu not be stopped". The Solomons cou not "afford to sidestep" benefits fr tourism. He added that it w "likely" additional air services to a from NG would be started.
- Rice. Mr. Davies applaud the recent rice harvest on Guad canal Plains (*PIM*, June, p. 33), a said if forecasts were true, the BS would be self-sufficient in rice mid-1969, and also exportin sorghum by this time.
- Oil Palm. A decision would made by 1969 whether a large palm scheme was an econom proposition in the Solomons.

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Big profit increase for Kinjibi Holdings

Kinjibi Holdings Ltd., NG Hig lands coffee producer, has report a net profit of $20,159 for the ye ended December 31, 1967, a pro more than double that for t previous year despite a significa fall in coffee prices.

The 520 shareholders of the co pany, mostly residents of New Sou Wales, will not receive a dividen however.

With a paid-up capital of just ov $280,000, Kinjibi owns and operat two coffee plantations—Kinjibi, ne Banz, and Norikori, near Kainantu

In 1967 both plantations increas their output of coffee; Kinjibi pr duced 99.54 tons and Norikori pr duced 36.6 tons. However, avera prices realised for the coffee ha shown a steady decline, from 38 cents a lb in 1965 to 33 cents a last year, for the Kinjibi coffee.

The company's chairman, Mr. E. Corben, in his address to shar holders on June 26, said an out-c court settlement of $15,550 wou be made to Messrs. Ferguson an Mathew. This would finally end a action Ferguson and Mathew ha taken against Kinjibi in 1959.

(The settlement represented clain Messrs. Ferguson and Mathew mad against Kinjibi on share transf activities in the late 1950's.)

Mr. Corben said that because the settlement no dividend could b paid for 1967.

Kinjibi's store at Madang had bee sold for $30,000, resulting in a lo of $10,363, he said.

Mr. Corben said the Noriko Plantation had been advertised fo sale so the company could full develop its other plantation. How ever, no offer had been received tha directors considered worthwhile.

Produce Prices

Unless otherwise stated, quotations are in Australian currency. Australian dollar equals $1.00 New Zealand; 9/7 Fiji; 98 French Pacific francs; $1.23 Western Samoa; $1.00 Tonga; 9/3 sterling and $1.12 USA.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. 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 rates in Philippines.

P-NG purchase prices for copra delivered main ports in July were hot-air dried, $163 per ton; FMS $160 per ton; smoke-dried, $158 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 until "further notice" were: 1st grade, £F91/15/-; 2nd grade, £F86/17/6; CAS, £F76/10/-. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents —the local firms—and sells the copra on the open market with a portion of Abels Ltd., NZ. Prices in June were $WS127 for grade one, $WS127 for grade one sun dried, and $WS114 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. June prices to growers were $T144 first grade and $T132 second grade.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Prices on June 14 were: 1st grade, $140; 2nd grade, $136; 3rd grade, $126 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at $67.20 per ton for first grade.

NEW HEBRIDES:—Copra sold direct by planters to France and Venezuela. Official market. Price on June 21 was $95 (9,500 Pac. Francs). French price was 1,337 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 July, August, and September, have been fixed, subject to freight adjustment, at $NZ229.32 first grade, hot air dried; $NZ227.22 first grade, sun dried, and $NZ225.66 standard grade, all per ton packed f.o.b.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australian dollar on Fiji pound, buyer 2.0235, seller 2.0576. Fiji-London, £F104.5 to £Stg.100.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller $A1 to $WS Tala 1.2470.

NORFOLK IS., PAPUA-NEW GUINEA.—Australian currency used: no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. **French Bank,** Sydney, on June 25, quoted: Selling, Noumea and Papeete, 98 Pac. francs to $ Aust.; 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 11.86 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quoted F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for "Sucuwalu" and "Loaloa" varieties.

Honiara.—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On June 24 they were £Stg.283/5/- per ton, c.i.f., UK Spot.

On June 25, Quote No. 1: In store Rabaul, export quality $470 per ton, ex-wharf Sydney, $535, and steady. Quote No. 2: Best quality, ex-wharf Sydney, $530, in store NG ports $474 (for UK, Continent and USA shipments).

W. Samoa. — Latest price quoted in Sydney, on June 23, was: Grade 1, £Stg.285; grade 2, £Stg.257/10/-.

New Hebrides. — beach, Vila, Santo, $250 per ton.

Solomons.—4 cents a lb delivered to a fermentary, 3½ cents a lb at buying points.

COFFEE.—P-NG: June 25, Quote No. 1, good quality A grade 39c to 42½c per lb; B grade 37½ to 41½c; C grade 35c to 37c; X grade 36c to 39c and native X grade 33½c to 34½c (ex-store Sydney).

CROCODILE SKINS. — On June 23 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—$2.80 per in., f.o.b. main ports, small scale (salt water); large scale (fresh water) $1.80 per in. **B.S.I.,** Honiara: $1.89 to $2.10 per in.; Gizo: $2.10 per in.

GREEN SNAIL SHELL.—In late June Australian buyers reported very little demand from Japan, Europe and the US. Prices were not quoted. **Honiara:** 16c lb.

PAPUAN GUM: New Guinea graded gum $185 per ton, f.o.b., Samarai, ungraded gum $174, f.o.b., NG.

PEANUTS.—P.-N.G.: Sydney agents reported June 24, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL. — Torres Strait Pearl-shellers' Assn. recently quoted these prices for MOP: AA grade, $A1,250 per ton; A $1,450; B, $1,800; C, $1,900; D, $1,220; E, $840 and EE, $600 f.o.b. Thurs. Is.

Solomons. — Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, $NZ700 (approx.), f.o.b., Rarotonga.

RICE (Aust.): Prices, until Mar. 31, 1969, are—**P.-N.G.:** Dried brown rice, 112 lb bags, $136 per ton, f.o.w. Sydney or 56 lb bags, $153 per ton, f.o.w. Brown, Melbourne. Vitamin enriched white rice, 40 lb bags $146 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), $161 per ton. f.o.w.

Solomons.—$160 per ton (orders over 2 tons), $168 per ton (under 2 tons), f.o.b. Honiara.

Stock Market

LAST SALES SYDNEY

	May 23	June 24
A. Lemon .50	.73	.78
ANG Hold. 1.00	.90	.78
Bali Plantations .50	.55	.60
Burns Philp 1.00	4.12	4.30
Burns Philp (SS) 2.05	3.25	3.60
Camelec .50	.53	.56
Carpenter .50	2.02	2.25
Choiseul Plntn. 1.00	3.35	3.20
C.S.R. 1.00	5.56	6.05
Dylup Plntn. .50	.67	.73
Fiji Industries 1.02	2.28	2.30
Hackshalls .50	1.80	1.78
Kerema Rubber .50	.17	.21
Koitaki Rubber .50	.56	.66
Lolorua Rubber .50	.30	.30
Makurapau Plntn. .50	.52	.50
Mariboi Rubber .50	.30	.25
Plantation Hldgs. .50	.39	.45
Queensland Ins. 1.00	6.00	6.20
Rubberlands .50	.18	.20
Sogeri Rubber .50	.51	.53
Sth. Pac. Ins. .50	1.60	1.85
Steamships Tdg. .50	.71	.83
Watkins Cons. .50	.85	.96

OIL AND MINING SHARES

C.R.A. .50	16.50	19.20
Cultus Pacific .25	.48	.62
Emperor .10	3.85	3.05
NG Gold Ltd. .35	.88	.70
Oil Search .50	1.02	1.24
Pacific I. Mines .25	.68	.51
do. rights	—	.25
Papuan Apin. .50	.46	.78
Placer Dev.*	29.50	29.50

* No par value

Sydney stock exchange share price index for ordinaries on June 24 was 599.76. On May 23 it was 560.76.

RUBBER. — P-NG price is based on Singapore rates, which on June 24 were: Prompt nominal shipment 53¾ Malayan cents per lb; July, M53⅜ cents per lb and Aug. M53¼ cents per lb (all about 17 Aust. cents per lb).

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, $300 a ton.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney according to quality.

TROCHUS.—A Sydney buyer indicated the following quotations to Islands producers: June 24 — **Papua** — $175-$185 per ton — **Honiara** — 4 cents per lb, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 60c to $1.50 a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on June 25 were: white and yellow label processed, standard packs, $5.30, green label, $5.20, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, June 24, Philippines, in bulk, $US234 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast, $US205 per short ton.

COCONUT OIL: LONDON, June 20, Ceylon, 1% in bulk, £Stg.162 per ton, c.i.f. UK/Nth. European ports. June 25 —unquoted, market unsettled.

RUBBER: LONDON, June 24, Spot 19d Stg. lb; July 19-1/16d Stg. lb; Sept. 19⅜ Stg. lb.

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THE BANK LINE

MONTHLY SERVICES

UNITED KINGDOM AND CONTINENT

TO AND FROM

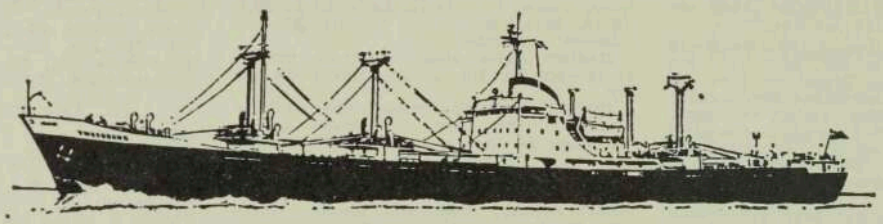
PAPUA, NEW GUINEA AND THE SOLOMON ISLANDS

ALSO:

FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT

☆

U.S. GULF/AUSTRALASIA SERVICE VESSELS CALLING AT FIJI, ETC., WHEN SUFFICIENT INDUCEMENT OFFERS FROM U.S. GULF PORTS



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

SOUTHERN CROSS—NORTHERN STAR

Linking the
PACIFIC ISLANDS with . . .
England, West Indies, New Zealand, Australia and South Africa

•

One Class liners, Southern Cross (20,000 tons) and Northern Star (24,000 tons)—air-conditioned with the latest in amenities.
Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Fiji, Rarotonga, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, Wellington, Auckland.

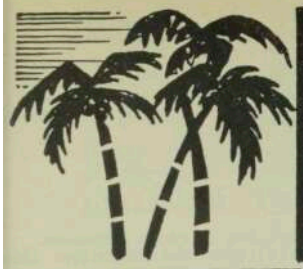
For full particulars apply:—
Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.
Tahiti. Messageries Maritimes, Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE



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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of Sweden, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks for Lautoka and Suva en route to West Coast, USA, and Canada.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

Orient Overseas Line, with four cargo vessels, operates a monthly service from Adelaide, Melbourne, Sydney and Brisbane to Suva, Lautoka, San Francisco, Puget Sound and Vancouver.

Details from H. C. Sleigh Ltd., 115 York St., Sydney (2-0253).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne. Calls are also made every 8-10 weeks at Sukarnapura.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

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 Waimate from Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Tauranga (NZ) for timber.

Details from Union Steam Ship Co. of NZ, 247 George St., Sydney (2-0528).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton, returning via South Africa.

Details from Chandris Line, 135 King St., Sydney (28-2451).

Sitmar Line, with four liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Balboa, Panama, via NZ, Fiji or Papeete.

Details from Sitmar Line, 22 Bridge St., Sydney (27-4521).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC (with transhipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver.

Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitien and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, with occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI/COOKS - TAHITI - PANAMA - UK

Southern Cross, Northern Star and Akaroa passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

AUSTRALIA - P-NG

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports.

Braeside sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Wewak, Madang, Lae, Port Moresby, Sydney, Melbourne.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Lae, Manus, Kavieng, Rabaul, Bougainville ports and return.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and Sydney.

Montoro sails every four weeks from Sydney to Brisbane, Port Moresby, Samarai and return.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation vessel Papuan Chief leaves Sydney every two weeks for Brisbane and Port Moresby.

Details from Swire and Yuill Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line's five cargo vessels leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Gizo, Honiara, Buka and Vanimo.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG Lines, with the freighter Jette Bue, operates a three-weekly service from Sydney to Lae, Rabaul and Fulleborn, and return.

Details from Auscan Shipping Pty. Ltd., 68 Pitt St., Sydney (28-0721).

Messrs. Keith Holland Shipping Company uses a small motor vessel Jardine to operate fortnightly services from Cairns, Queensland, to Port Moresby and Daru, and return.

Details from Herbert S. Craig, Box 12, Port Moresby (2728).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessels Australasia and Malaysia run monthly between Australian ports (turn round

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at Melbourne) and Singapore, via Pt. Moresby and Djakarta.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line vessels maintain a passenger/cargo service from Adelaide, Melbourne, Sydney, Brisbane to Lae thence Taiwan, Hong Kong and Manila, with return to Australia occasionally via Island ports.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. vessels **Changsha** and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney (2-0253).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transhipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Kweilin and Kwangtung operate a monthly passenger/cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via NZ and the Far East.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ

Royal Interocean Lines operate a monthly return service with the Straat Torres, Straat Madura and Houtman from Hong Kong, Bangkok (opt.), Pt. Swettenham and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA TAHITI - AM. SAMOA - FIJI

China Navigation vessels Chungking, Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo, Papeete, Pago Pago, Apia, Suva, Lautoka and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

JAPAN - NEW GUINEA

Mitsui Osk Lines of Japan, with six cargo vessels, operate a monthly service from major Japanese cities to major NG ports, and return.

Details from McIlwraith McEacharn Ltd., 247 George St., Sydney (27-1481).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Burns Philp (SS), Suva.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Fiji, Tonga and Samoa.

Tofua maintains a service every four weeks from Auckland to Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Matua maintains a service every four weeks from Auckland to Lautoka, Apia, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Details from USS of NZ, Quay and Commerce Sts., Auckland (40-430).

NZ - COOK ISLANDS - TAHITI

Holm and Co. Ltd. passenger-cargo vessel Magga Dan maintains a 28-day service from Auckland, NZ, to Rarotonga and Papeete, with other Island calls when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - COOK ISLANDS - 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.

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay (British Columbia) to Papeete and Pago Pago and return the same way.

Details from Marine Chartering (Aust.) Pty. Ltd., Box 1631, GPO, Sydney (27-8505).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a seven-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

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.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia.) Pty Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleigh, 115 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency 13 Bridge St., Sydney (27-6301).

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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, Noumea, occasionally Pago, Apia, Suva, Noumea, and occasionally Lautoka, Vila, Lae, Rabaul, and return.

Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

Thurs.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900, arr. Honolulu 0755, dep. 0900, arr. San Francisco 1645.
Thurs.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Bris. 0525 Sat., dep. 0610, arr. Syd. 0725.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Tues., Sat., Sun.: Dep. Syd. 1700, arr. Nadi 2245, dep. 2330, arr. Honolulu 0735, dep. 0900, arr. San Francisco 1645.
Mon., Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0045, dep. 0130, arr. Honolulu 0935, dep. 1100, arr. San Francisco 1845.
Mon., Wed., Fri., Sun.: Dep. San Francisco 2000, arr. Honoloulu 2155, dep. 2300, arr. Nadi 0315, dep. 0400, arr. Syd. 0615.
Mon., Tues., Sat.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0715.

BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0045, dep. 0130 Wed., Fri., Mon. (cross Dateline), arr. Honolulu 0935, dep. 1100, arr. San Francisco 1845 Tues., Thurs., Sun.
Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300 (cross Dateline), arr. Nadi Thurs., Sat., Mon. 0315, dep. 0400, arr. Sydney 0615.

SYDNEY - FIJI - TAHITI - MEXICO

QANTAS (with 707's)

Wed.: Dep. Syd. 2000, arr. Nadi 0145 Thurs., dep. 0230, arr. Papeete 0845 Wed., Dep. 2230, arr. Acapulco 1030 Thurs., dep. 1130, arr. Mexico City 1220 (to London).
Sat.: Dep. Mexico City 2200, arr. Acapulco 2255, dep. 2355, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0745 Mon., dep. 0830, arr. Syd. 1045.

SYDNEY or AUCKLAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)

Alt. Sun. (July 7, 21): Dep. Sydney 1900, arr. Nadi 0055 Mon., dep. 0140, arr. Honolulu 0950 Sun., dep. 1130, arr. Vancouver 1950 Sun.
Alt. Fri.: Dep. Vancouver 1800, arr. Honolulu 2040, dep. 2245, arr. Nadi 0305 Sun., dep. 0345, arr. Sydney 0600 Sun.
Alt. Sun. (July 14, 28): the DC8's end and start at Auckland, leaving at 2205 and arriving at 0640.

SYDNEY - NZ - HAWAII or TAHITI - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Syd. 1500, arr. Auckland 1945, dep. 2100, arr. Honolulu 0720, dep. 0830, arr. Los Angeles 1625.
Sun.: Dep. Syd. 1815, arr. Auckland 2300, dep. 2359, arr. Papeete 0655, dep. 0815, arr. Los Angeles 1905.
Wed., Sun.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.
Fri.: Dep. Los Angeles 2100, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.

SYDNEY - USA (via N. CAL., FIJI, NZ, AM. SAMOA or HAWAII)

PANAM (with 707's)

Tues., Wed., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2315, dep. 2359), Honolulu arr. Tues., Wed., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1755.
Mon.: Dep. Syd. 1600 for Noumea (arr. 1930, dep. 2030), Pago Pago (arr. Mon. 0145, dep. 0225), Honolulu (arr. Mon. 0830, dep. 1000), Los Angeles, arr. 1755.
Thurs.: Dep. Sydney 1600 for Auckland (arr. 2045, dep. 2145) for Honolulu, arr. Thurs. 0800, dep. 1000 for Los Angeles, arr. 1755.
Sat.: Dep. Syd. 1600 for Auckland (arr.

DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "TOKAI MARU" V-7

Dep. **JAPAN** August 30.
GUAM September 4.
PAGO PAGO September 14.
APIA September 14-15.
SUVA September 17-18.
***LABASA** September 18-19.
LAUTOKA September 20-21.
NOUMEA September 23-24
VILA October 4.
SANTO October 5-6.

* Subject to cargo inducement.

Heavy lift available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Samoa Maru", V-9, End September.

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: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

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2045, dep. 2140), Pago Pago (arr. Sat. 0210, dep. 0250), Honolulu (arr. Sat. 0855, dep. 1000), Los Angeles, arr. 1755.
Sun., Mon., Wed., Fri.: Dep. Los Angeles 2145 for Honolulu, Nadi, arr. Tues., Wed., Fri., Sun. 0515, dep. 0615, and Sydney, arr. 0830.
Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, Noumea, arr. Mon. 0755, dep. 0845, Sydney, arr. Mon. 1035.
Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0825 for Sydney, arr. 0930.
Thurs.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0855, dep. 0945 for Sydney, arr. 1050.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI

UTA AIRLINES (with DC8's)

Mon.: Dep. Noumea 1120, arr. Nadi 1400, dep. 1445, arr. Papeete 2050 Sun., dep. 0900 Mon., arr. Los Angeles 1955.
Thurs.: Dep. Noumea 1020, arr. Auckland 1340, dep. 2345, arr. Papeete 0630 Thurs., dep. 0900, arr. Los Angeles 1955.
Fri.: Dep. Sydney 2050, arr. Papeete 0730 Fri., dep. 0900, arr. Los Angeles 1955.
Mon.: Dep. Los Angeles 2345, arr. Papeete 0500 Tues., dep. 0645, arr. Auckland 1030 Wed., dep. 1230, arr. Noumea 1415.
Thurs.: Dep. Los Angeles 2345, arr. Papeete 0500 Fri., dep. 0645, arr. Sydney 1055 Sat.
Fri.: Dep. Los Angeles 2345, arr. Papeete 0500 Sun., dep. 0745, arr. Nadi 1030 Mon., dep. 1115, arr. Noumea 1215 Sat.

NZ - AM. SAMOA, TAHITI or HAWAII - USA

PANAM (with 707's)

Mon.: Dep. Auck. 2359, arr. Papeete 0645 Mon., dep. 0745, arr. Los Angeles 1830.
Thurs.: Dep. Auck. 2145, arr. Honolulu 0800 Thurs., dep. 1000, arr. Los Angeles 1755.
Sat.: Dep. Los Angeles 2359, arr. Papeete 0510 Sun., dep. 0610, arr. Auck. 0950.
Sat.: Dep. Auck. 2140, arr. Pago Pago 0210, dep. 0250, arr. Honolulu 0855, dep. 1000, arr. Los Angeles 1755.
Tues.: Dep. Los Angeles 2145, arr. Honolulu 2355, dep. Wed. 0100, arr. Auckland 0745 Thurs.
Thurs.: Dep. Los Angeles 2145, arr. Honolulu 2355, dep. 0100 Fri., arr. Pago Pago 0510, dep. 0610, arr. Auckland 0855 Sat.

INDONESIA - USA (via DARWIN, NOUMEA, NZ, or TAHITI)

UTA AIRLINES (with DC8's)

Wed.: Dep. Djakarta 2020, arr. Darwin 0225 Thurs., dep. 0305, arr. Noumea 0905, dep. 1020, arr. Auckland 1340, dep. 2345, arr. Papeete 0630, dep. 0900, arr. Los Angeles 1955.
Mon.: Dep. Los Angeles 2345, arr. Papeete 0500 Tues., dep. 0645, arr. Auckland 1030, dep. 1230, arr. Noumea 1415, dep. 0050 Thurs., arr. Singapore 0615.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

QANTAS (with 707's)

Thurs.: Dep. Syd. 1130, arr. Pt. Moresby 1525, dep. 1610, arr. Manila 1905, dep. 1945, arr. Hong Kong 2230.
Fri.: Dep. Hong Kong 0900, arr. Manila 0940, dep. 1025, arr. Pt. Moresby 1725, dep. 1810, arr. Syd. 2140.

AUSTRALIA-NEW ZEALAND

QANTAS, AIR-NZ, BOAC and PANAM operate regular trans-Tasman services. THE QANTAS and AIR-NZ services link major NZ cities with Australian east coast cities.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1045, arr. Nadi 1630.
Wed.: Dep. Nadi 0800, arr. Sydney 1025.

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● *PIM's shipping and airways schedules are correct to time of publication.*

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with flying-boats)

About twice weekly from Rose Bay. Time of departure depends on high tide in the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Mon., Fri.: Dep. Sydney 1100, arr. Noumea 1440, dep. 1600 for Sydney, arr. 1755.
Tues., Sat.: Dep. Noumea 0930, arr. Syd. 1150, dep. 1310, arr. Noumea 1715.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sun.).
Tues., Sun.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Syd. 1035, thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Wed., Sat.: Dep. Sydney 0800, arr. NI 1450. Flight extends NI-Auckland-NI Wed., Sat. only (See "NZ—Pacific Islands").
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1850.

AUSTRALIA - P-NG

Trans Australian Airlines and Ansett-ANA each operate from Sydney or Melbourne to Pt. Moresby and return five times a week, with Boeing 727's.

NORTHBOUND

Ansett-ANA: Mon.: Dep. Melb. 0700, arr. Syd. 0805, dep. 0835, arr. Bris. 0945, dep. 1035, arr. Pt. Moresby 1325.
Wed.: Dep. Syd. 0630, arr. Bris. 0740, dep. 0820, arr. Pt. Moresby 1110.
Fri.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.
Sat.: Dep. Melb. 0700, arr. Syd. 0805, dep. 0910, arr. Pt. Moresby 1250.
Sun.: Dep. Syd. 0700, arr. Pt. Moresby 1040.
TAA: Tues., Thurs., Sat., Sun.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140. (Sun. 10 mins. later).
Fri.: Dep. Melb. 0700, arr. Syd. 0825, dep. Syd. 0910, arr. Pt. Moresby 1250.

SOUTHBOUND

Ansett-ANA: Mon.: Dep. Pt. Moresby 1415, arr. Bris. 1655, dep. 1800, arr. Syd. 1910, dep. 2000, arr. Melb. 2110.
Wed.: Dep. Pt. Moresby 1200, arr. Bris. 1440, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.
Fri.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1615, arr. Syd. 1725, dep. 1800, arr. Melb. 1910.
Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710, dep. 1800, arr. Melb. 1915.
Sun.: Dep. Pt. Moresby 1130, arr. Bris. 1410, dep. Bris. 1500, arr. Syd. 1610, dep. Syd. 1800, arr. Melb. 1910.
TAA: Tues., Thurs., Sat.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.
Fri.: Dep. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.
Sun.: Dep. Pt. Moresby 1240, arr. Syd. 1605, dep. 1800, arr. Melb. 1910.

TAA and ANA each operate a weekly DC4 from Sydney to P-NG with cargo only.

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QUEENSLAND - PAPUA

TAA (with Friendships)

Mon.: Dep. Townsville 1210, arr. Cairns 1340, dep. 1440, arr. Pt. Moresby 1700.

Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Viscounts)

Thurs.: Dep. Cairns 1340, arr. Pt. Moresby 1600.

Fri.: Dep. Pt. Moresby 0745, arr. Cairns 1005.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these Islands see also Trans-Pacific Services).

NZ - AM. SAMOA

PANAM (with 707's)

Fri.: Dep. Pago Pago 0610, arr. Auckland Sat. 0855.

Sat.: Dep. Auckland 2140, arr. Pago Pago Sat. 0210.

NZ - FIJI

AIR-NZ (with DC8's)

Daily: Dep. Auckland 2130, arr. Nadi 0020, dep. Nadi 0505, arr. Auckland 0755.

Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050.

NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8)

Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445.

Wed., Fri.: Dep. Pago Pago 1600 (cross Dateline), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

NZ - NEW CALEDONIA

AIR-NZ and UTA (DC8's)

Sun.: Dep. Auckland 1300 for Noumea, arr. 1445, dep. 1600, arr. Auckland 1930.

Wed.: Dep. Auckland 1230, arr. Noumea 1415, dep. 1020 Thurs., arr. Auckland 1340.

NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)

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)

Thurs.: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Thurs. 0635.

Tues.: Dep. Papeete 0645 for Auckland (cross Dateline), arr. Wed. 1030.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)

Alt. Tues. (July 16, Aug. 1): Dep. Santiago 0100, arr. Easter Is. 0700 (24-hour stopover), dep. 0700 Wed., arr. Papeete 1500.

Alt. Sun. (July 21): Dep. Papeete 1900, arr. Easter Is. 0700 Mon. (24-hour stopover), dep. 0700 Tues., arr. Santiago 1900.

Details from Mr. J. Federer (31-4366), Sydney; or Tahiti Tours, Papeete.

FIJI - GEIC - NAURU

FIJI AIRWAYS (with HS748)

Alt. Sun. (July 14, 28): Dep. Suva 0600, arr. Nadi 0635, dep. 0720, arr. Funafuti 1020, dep. 1105, arr. Tarawa 1435, dep. 1520, arr. Nauru 1650.

Alt. Mon. (July 15, 29): Dep. Nauru 0700, arr. Tarawa 0930, dep. 1015, arr. Funafuti 1345, dep. 1430, arr. Nadi 1730, dep. 1815, arr. Suva 1850.

FIJI - NEW HEBRIDES - BSIP

FIJI AIRWAYS (with HS748)

Thurs.: Dep. Suva 0700, arr. Nadi 0735, dep. 0820, arr. Vila 0955, dep. 1040,

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arr. Santo 1130, dep. 1215, arr. Honiara 1510.
Fri.: Dep. Honiara 0730, arr. Santo 1025, dep. 1110, arr. Vila 1200, dep. 1245, arr. Nadi 1620, dep. 1705, arr. Suva 1740.

NOTE: From July 7 an additional fortnightly service will start here, leaving Fiji on alternate Sundays and returning on alternate Mondays (July 7, 21, July 8, 22). Times are the same as above.

FIJI - TONGA

FIJI AIRWAYS (with HS748)

Wed., Sat.: Dep. Nadi 0610, arr. Suva 0645, dep. 0715, arr. Tonga 1015, dep. 1100, arr. Suva 1200, dep. 1300, arr. Nadi 1345.

FIJI - WESTERN SAMOA

FIJI AIRWAYS (with HS748)

Wed.: Dep. Nadi 1100, arr. Suva 1145, dep. 1240, arr. Apia 1640.
Tues.: Dep. Apia 1720, arr. Suva 1920.

HAWAII - AM. SAMOA - TAHITI

PANAM (with 707's)

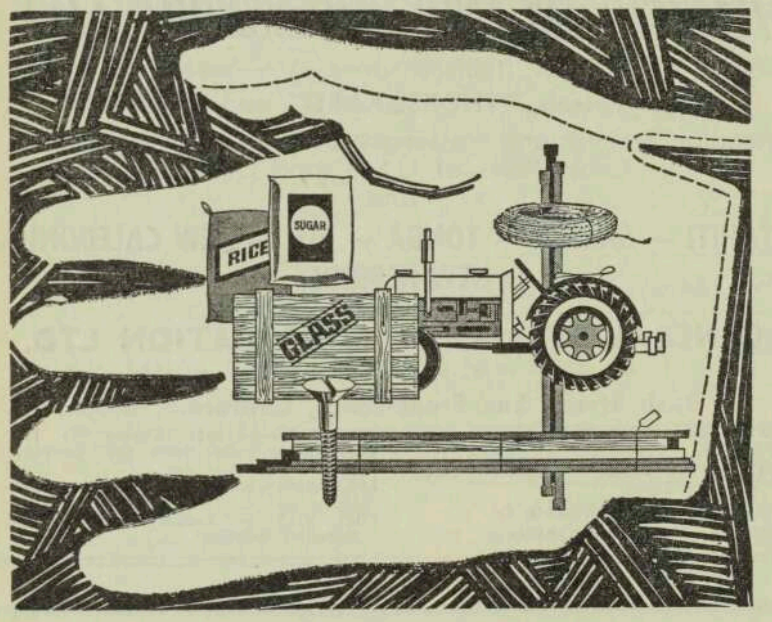
Tues.: Dep. Honolulu 1200, arr. Pago Pago 1610, dep. 1655, arr. Papeete 2045.
Tues.: Dep. Papeete 2230, arr. Pago Pago 0040 Wed., dep. 0130, arr. Honolulu 0735, dep. 0900, arr. Los Angeles 1655.

HAWAII - MICRONESIA - GUAM

AIR MICRONESIA (with 727's)

Sun.: Dep. Honolulu 0700, arr. Johnston Is. 0845, dep. 0915, arr. Majuro 1005 Mon., dep. 1035, arr. Kwajalein 1120, dep. 1150, arr. Truk 1310, dep. 1355, arr. Guam 1530, dep. 1615, arr. Saipan 1550.
Sat.: Dep. Saipan 0750, arr. Guam 0925, dep. 1010, arr. Truk 1135, dep. 1220, arr. Kwajalein 1540, dep. 1610, arr. Majuro 1655, dep. 1725, arr. Johnston Is. 2215, dep. 2245, arr. Honolulu 0025.

AUSTRALIA-WEST PACIFIC LINE



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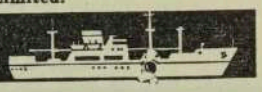
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Lae, Rabaul, Madang—New Guinea Company Limited.
Port Moresby—Island Products Limited.

AUSTRALIA WEST PACIFIC LINE



● **PIM's shipping and airways timetables are correct to time of publication.**

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)

Tues.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1215, dep. 1530, arr. Noumea 1725.
Fri.: Dep. Noumea 0800, arr. Vila 0955, dep. 1315, arr. Santo 1420, dep. 1450, arr. Noumea 1730.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA (with DC4)

Second Wed. each month.
Wed. (July 10): Dep. Noumea 0800, arr. Wallis 1530.
Thurs. (July 11): Dep. Wallis 1100, arr. Noumea 1630.

NEW GUINEA - WEST IRIAN

TAA (with DC3's)

Fortnightly flights leave Lae, via Wewak, to Sukarnapura and return the next day (July 17, 29).

P-NG - SOLOMONS

TAA (with Fokkers and DC3's)

Tues.: Dep. Pt. Moresby 0700, arr. Lae, 0800, dep. 0840 for Buka, Munda, Yandina, Honiara, arr. 1630.
Wed.: Dep. Honiara 0730 for Yandina, Munda, Buka, Rabaul, Lae, Pt. Moresby arr. 1415.
The Fokker calls at Yandina on alternate Tuesdays (July 6, 20).

TAHITI - USA

UTA-French Airlines (with DC8's)

Mon.: Dep. Papeete 0900, arr. Los Angeles 1955, dep Mon. 2345, arr. Papeete Thurs. 0500.
Thurs.: Dep. Papeete 0900,, arr. Los Angeles 1955, dep. Thurs. 2345, arr. Papeete 0500.
Sat.: Dep. Papeete 0700, arr. Honolulu 1225, dep. 1355, arr. Los Angeles 2150, dep. Sat. 2345, arr. Papeete 0500.

PANAM (with 707's)

Thurs.: Dep. Los Angeles 1300, dep. Honolulu 1630, arr. Papeete 2155.
Fri.: Dep. Papeete 0800, arr. Honolulu Fri. 1320, dep. 1500, arr. Los Angeles 2255 Fri.
Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0510 Sun.
Mon.: Dep. Papeete 0745, arr. Los Angeles Mon. 1830.
Tues.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735, dep. 0900, arr. Los Angeles 1655.
Tues.: Dep. Los Angeles 0830, arr. Honolulu 1040, dep. 1200, arr. Pago Pago 1610, dep. 1655, arr. Papeete 2045.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES (with DC3)

Daily: Dep. Apia 1600, arr. Pago 1645, dep. Pago 1715, arr. Apia 1800.
Mon., Tues., Wed., Thurs., Fri., Sat.: Dep. Apia 0800, arr Pago 0845, dep. Pago 0915, arr. Apia 1000.
Sun.: Dep. Apia 0445, arr. Pago 0530, dep. 0600, arr. Apia 0645.

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W. SAMOA - TONGA

POLYNESIAN AIRLINES (with DC4)

Sun.: Dep. Apia 0800, arr. Tonga Mon. 1025.

Wed.: Dep. Apia 1015, arr. Tonga Thurs. 1330.

Thurs.: Dep. Tonga 1415, arr. Apia Wed. 1730.

Mon.: Dep. Tonga 1200, arr. Apia Sun. 1435.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC3, DC4)

Thurs.: Dep. Apia 0830 (cross Dateline), arr. Wallis 0915 Fri., dep. 0945, arr. Nadi 1245.

Sat.: Dep. Nadi 0600, arr. Wallis 0900, dep. 0930 (cross Dateline), arr. Apia 1215 Fri.

Sat.: Dep. Apia 0830 (cross Dateline), arr. Nadi 1045, dep. 1145, arr. Apia 1610 Sat.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and a HS748 operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Details from Fiji Airways, Victoria Parade, Suva.

Air Pacific, with Beech Baron aircraft, operate regular services to Ba, Bureta, Korolevu, Nadi and Nausori.

Details from Air Pacific Ltd., Suva (Phone 25137).

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-boat, operates regular services to Bora Bora, Huahine, Papeete, Raiatea and Rangiroa.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's, DC6's and Grumman SA-16 flying-boats, operates regular services to Guam, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan and Yap.

Details from Continental Airlines, International Airport, Los Angeles, California.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, Twin Otters and Aztecs, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kandrian, Kavieng, Kerema, Kieta, Lae, Madang, Malalaua, Manus, Minj, Misima, Mt. Hagen, Munda, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Paiil, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Woitape.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Aneityum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.

Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solomons Islands Airways, with Dove and Beech Baron aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Mono, Munda, Sege and Yandina.

Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

Index to Advertisers

Adams Industries . 55, 67, 148
Air India International .. 42
Akai Electric Co. Ltd. . .. 58
Angliss, Wm. & Co. (Aust.) Pty. Ltd. 6
Arnott, Wm. Pty. Ltd. . .. 60
A.S.P. Overseas Pty. Ltd. .. 146
Australia & New Zealand Bank Ltd. 110
Australian Dairy Produce Board 5
Avon Cosmetics Ltd. 84

Bacardi International Ltd. .. 13
BALM Paints Ltd. 3
Bank Line (Australasia) Pty. Ltd., The 122
Beechcraft Australia 48
Bethell, Gwyn & Co. Ltd. 127
Blum, A. J. & G. 46
Breckwoldt, Wm. & Co. (NG) Pty. Ltd. 144
British Solomons Trading Co. Ltd. 151
Brittenden & Co. 102
Brockhoff's Biscuits Ltd. .. 86
Brunton & Co. 148
B.P. .. 1, 120, 148, cov. iii

Cadbury-Fry-Pascall Pty. Ltd. 71
Carnation Co. Pty. Ltd. .. 136
Carpenter, W. R. & Co. Ltd. 79, cov. iv
C.I.G. Ltd. 66
Classified Advertisements .. 130
Couzins Real Estate Pty. Ltd. 45
Crammond Radio Co. 102
Cummins Diesel Sales & Service (Aust.) Pty. Ltd. . 100
Cunningham, R. H., Pty. Ltd. 92
Cystex 146

Dairy Frost Pty. Ltd. 12
Daiwa Shipping Line 125
Dunlite Electrical Co. Ltd. .. 138

Earlwood & Canterbury Permanent Building Society Ltd. 18
Election Importing Co. . .. 10
Equipment Distributors Pty. Ltd. 78

Ferrier & Dickinson Pty. Ltd. 65
Filmo Depot Ltd. 148
Folio Society Ltd., The .. 93
Ford Sales Co. 88
Frigate Rum 45

General Foods Corp. (N.Z.) Ltd. 2
George & Ashton Ltd. . .. 84
Gillespie Bros. Pty. Ltd. .. 134
Grove, W. H. & Sons Ltd. 144

Handi Works Pty. Ltd. .. 151
Heinz, H. J. & Co. Aust. Ltd. 4
Hellaby, R. & W., Ltd. .. 107
Hornibrook, M. R. (Pty.) Ltd. 103
Hutchinson, Robert Ltd. .. 73
Hyster (Aust.) Pty. Ltd. .. 80

I.C.I.A.N.Z. Ltd. 8
International Majora Paints Ltd. 104

J. Stanley Johnston 92

Karlander New Guinea Line Ltd. 105
Kerr Bros. Pty. Ltd. 146
Kodak (A/asia.) Pty. Ltd. .. 9

Kraft Foods Limited 11
Lysaght, John (Australia) Ltd. 54

Marine Contractors Pty. Ltd. 101
Massey-Ferguson Aust. Ltd. . 140
Mendaco 147
Mick Simmons 111
Millers Ltd. 96, 109
Mineral Investment Portfolios Pty. Ltd. . .. 130
Moorhouse The Machinery Man Pty. Ltd. 142
Morris Hedstrom Ltd. 70
Mortgage Underwriters of Australia 63
Motel Lodge 44 45
Mungo Scott Pty. Ltd. .. 19
Murray, Sons & Co. Pty. Ltd. 6

Nederland Line & Royal Rotterdam Lloyd 106
Nelson & Robertson Pty. Ltd. 50
N.G. Aust. Line 74, 75
Nissan Motor Co. Ltd. . 76, 77
Nixoderm 147
Northern Hotels Ltd. 46

Pacific Islands Society, The 146
Pacific Islands Transport Line 127
Pacific Publications Pty. Ltd. 16, 147
Paterson Candy International (N.Z.) Ltd. 56
Philips N.V. 20, 135
Phoenix Biscuits 60
Polynesia Line Ltd. 110
Pongrass Bros. (Marine) Pty. Ltd. 62

Qantas 46
Qld. Insurance Co. Ltd. .. 147
Rabone Chesterman Ltd. .. 2
Remploy Ltd. 7
Rolls-Royce of Aust. Ltd. .. 108

Rothmans of Pall Mall (Aust.) Ltd. 17
Royal Interocean Lines . .. 44

Shaw Savill & Albion Co. Ltd. 122
Sebels (Aust.) Ltd. 68
Small & Shattell Pty. Ltd. . 149
Southern Pacific Insurance Co. Ltd. 146
St. Bede's College 95
Stapleton, J. T., Pty. Ltd. . 46
Steel Boat Building Co. of Australia 111
Stewarts & Lloyds (Dist.) Pty. Ltd. 152
Sullivan (Export) Ltd. . .. 152

T.A.A. .. .. cov. ii
Tait, W. S. & Co. P/L .. 145
Tatham, S. E., & Co. P/L 69
Temmah Products Aust. Pty. Ltd. 150
Tilley, The, Lamp Co. Ltd. .. 59
Tooth & Co. Ltd. 149
Toyota Motors Sales Co. Ltd. 133
Trans Pacific Marine Ltd. .. 112
Tulloch Ltd. 142
Turners Supply Co. Ltd. .. 146

Union Steam Ship Co. of N.Z. Ltd. 126

Victa Mowers 150
Vi-stim 150

Weston Electronics Pty. Ltd. 106
Weymark Pty. Ltd. 148
Whites Aviation 148
Wilhelmsen, W., Agency P/L 128
Wise Bros. Pty. Ltd. 147

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DEATHS OF ISLANDS PEOPLE

Rev. Martin Helbig

The Rev. Martin Helbig, a pastor in the Finschhafen area of New Guinea since 1933 and an authority on local Kotte language, died in Lae recently. He was 57.

Mr. Helbig was born in Finschhafen in 1911, the son a pioneer missionary in New Guinea, the Rev. Paul Helbig. In 1933 he became the first Australian Lutheran to be sent to NG as an ordained pastor.

Two of his three children are now serving with the Lutheran Mission.

Mr. B. W. Taylor

Mr. Ben William Taylor, who held a number of headmasterships in Fijian schools, died recently in Auckland, age 77.

He was in Fiji from 1928 to 1942, and left because of ill-health.

His first position was as assistant master at Suva Grammar School, and later he was successively headmaster of the Provincial School, at Bucalevu, Taveuni, the Provincial School at Namaka, near Nadi, and the Provincial School at Sawani.

Mr. Z. Hussain

Mr. Zamin Hussain, an indentured labourer from India who joined the Fiji Police Force on his arrival in the Colony in 1908, died recently at Valalevu, Ba, aged 90.

In his career as a policemen, Mr. Hussain served at Lautoka, Labasa, Ba, Nadroga and Nadururloulou. He retired in 1938.

He leaves a wife, nine sons, three daughters, 70 grandchildren and 26 great-grandchildren.

Mrs. Gladys Perriman

Mrs. Gladys Perriman, wife of Mr. B. B. Perriman, a director of W.R. Carpenter Holdings Ltd., died in Sydney on May 25. She spent nearly 20 years in the Rabaul-Kokopo area of New Guinea, mostly before World War II.

Born in Neutral Bay, Sydney, she married Mr. Perriman on September 3, 1921. Shortly afterwards the couple moved to Rabaul where Mr. Perriman became regional manager for the Carpenter group.

The Perrimans remained in Rabaul until 1938 when they moved to Sydney. Both spent the World War II years in Fiji and Canada.

In 1945 Mr. Perriman returned to Rabaul to restart Carpenter operations there and in 1949 his wife joined him. They finally left Rabaul in 1951 and have since been living in Sydney.

Mrs. Perriman is still well remembered in Rabaul as a popular hostess and good golfer. She leaves a son, Robert, and three grandsons.

Mrs. Nell Lees

Mrs. Nel Lees, who spent nearly 40 years before and after World War II living on New Britain copra plantations as the wife of Mr. Max Lees, died in Sydney in late May.

With Mr. Lees, she went to Kurudi Plantation, near Kokopo, in 1923. Two years later Mr. Lees became manager of nearby Kulon Plantation, and in 1925 the couple moved to Ulaveo Plantation, today the site of W.R. Carpenter's desiccated coconut plant. For a short period in the 1930's Mr. Lees owned Lanernewei Plantation, New Ireland.

They stayed at Ulaveo until 1940, when they returned to Australia so Mr. Lees could join the Royal Australian Air Force.

The Lees returned to New Britain in 1945 to manage Ulaveo for Carpenters. In 1954 they transferred to Tokua Plantation where they spent the next 11 years.

They retired to Potts Point, Sydney, in 1965.

Mrs. Lees is survived by Mr. Lees, now 73, and their two daughters—Mrs. Tom Garrett, of Varzin Plantation, Kokopo, and Mrs. Gordon Monroe of New South Wales. She was a great friend of Mrs. Perriman, who also died recently (story this page).

Mr. G. S. Chisholm

Mr. Gordon Scott Chisholm, a mayor of Levuka, Fiji, when the town was a municipality, died in Sydney on June 2. He was in his 70's.

Mr. Chisholm went to Apia in 1922 to join the staff of Smyth and Carruthers.

He transferred to Morris Hedstrom's in Apia in 1927 as deputy manager, and the same year he went to Levuka, also for Morris Hedstrom's.

Mr. Chisholm became Levuka manager for his firm in 1931, and two years later he went back to Apia as manager.

He held that post till he retired in 1956 and went to live at Pymble, Sydney.

Mr. Chisholm married Emmie, daughter of Mr. A. G. Smyth, who was a prominent figure in Samoa.

Captain W. M. Reade

Captain W. M. Reade, chief marine superintendent in Sydney for the Bank Line, died in Sydney on June 16, aged 56.

Born in Kilkenny, Ireland, Captain Reade spent several years on Bank Line ships before he was appointed assistant marine superintendent in 1949. In the next 19 years he travelled to all major New Guinea ports, the Solomons, Fiji, Tonga and Western Samoa.

In January, 1966, he was promoted to his last position. Captain Reade is survived by his wife, Margaret, and their daughter, Elizabeth.

Captain E. J. Ray will head the Bank Line's marine department until Captain O. L. Owens returns from holidays in the UK to take over as chief marine superintendent, in September.

Pita Tamindei

Pita Tamindei, Member for Maprik Open in the 1964/8 P-NG House of Assembly, died in early June, aged about 50. Tributes to his work were given in the inaugural meeting of the second Assembly in June.

Mr. Tamindei was the first president of the Maprik Local Government Council, and an early promoter of rice growing in the Sepik. He was a planter and trade store owner.

Miss Iris Ethel Wall

Miss Iris Ethel Wall, better known to her many New Guinea friends as "Poppie", died recently in Balmain Hospital, Sydney. Born in Fiji before 1900, she spent over 33 years in New Guinea.

Miss Wall left Fiji before 1914 for Sydney, to receive treatment at various Sydney hospitals for TB.

About 1930 she went to NG, and took up a job as assistant manageress at the Salamaua Hotel, then run by Mr. and Mrs. Allen Innes.

Miss Wall left this job soon after and spent the next 30-odd years working in various jobs in Lae and Rabaul. Her jobs included clerical positions with the NG Administration and the "big firms".

Her contemporaries knew her as a strikingly-attractive woman and a very good bridge player.

Her death came after a long illness in Sydney.

At her Sydney funeral were many ex-New Guinea-ites. They included Mesdames A. Green, Allen Innes, N. Laws, Les Clark, N. H. Foxcroft, George Washington and John Clark, and Misses I. Hanlon and "Taffy" Jones.

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FIJI DEVELOPMENT

(from p. 28)

anguish, could this ever happen to Fiji?

This tiny, flat, scrub-covered island has no natural beauty, except the sea that surrounds it and a few stretches of sandy beach. Its only natural assets are a warm winter climate when the North American continent is freezing or snow-bound; and proximity to the United States—about 20-30 minutes by jet from Miami.

Between 80,000-90,000 people, about half the population of the whole Bahamas group, live in New Providence. There is a small European community but most of the people are descendants of African slaves. The economy is now almost entirely artificial—the Bahamans live by selling chunks of real estate to expatriates; by providing income-tax-free subsidiaries for British and American corporations; and, most of all, by catering for one million tourists a year.

For the most part these are accommodated in huge hotels, each about the dimensions, and with the same amount of noisy activity, as the new San Francisco air-terminal. To feed them, vast quantities of food and other necessities are imported, mostly from the United States, Customs tariff on these imports providing most of the government's revenue. Water is pumped from bores or distilled from sea-water.

Because of all these high-cost consumer commodities and activities, the cost of living is astronomical on South Pacific standards and the local people, it seems to me, are rolled out flat and completely demoralised by the vastness of the flood of visitors.

Although their bread-and-butter comes from it, they consequently are the surliest, rudest most uncooperative people who have ever had anything to do with a tourist industry.

Not another Nassau

The Bahamas are still nominally British, although it is hard to see signs of it. The Queen's head still appears on coins and postage stamps; and vehicles still keep to the left-hand side of the road.

[Cars, nonetheless, all have the steering-wheel on the left-hand side and if you ask why, you'll be told that it's because Americans wouldn't know what to do with their right hands if confronted with a right-hand-drive car. I don't know why Americans should be regarded as dumber than the rest of us who usually manage to be ambidextrous in this matter].

I suppose there is good economic reasoning behind artificial excresences like Nassau and, no doubt, the permanent residents are what is generally described as "enjoying a higher standard of living" because of it. Nonetheless, I find it hard not to see it as a prime example of mid-20th century madness.

A tourist industry has its uses; in a large, developed country it takes its rightful place and is unnoticed; in a small, underdeveloped country it can be overwhelming.

Perhaps Fiji is too large to be overwhelmed; too fertile. Perhaps tourism will never be more than number-two among money-earning industries. But one Nassau and I'm inclined to agree, for once, with Albert Henry of the Cook Islands and the Western Samoans who used to say (they don't say it any longer) that tourism is all right—in small doses.



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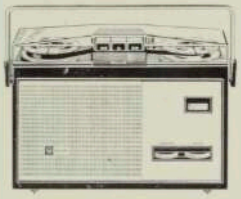
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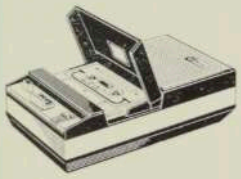


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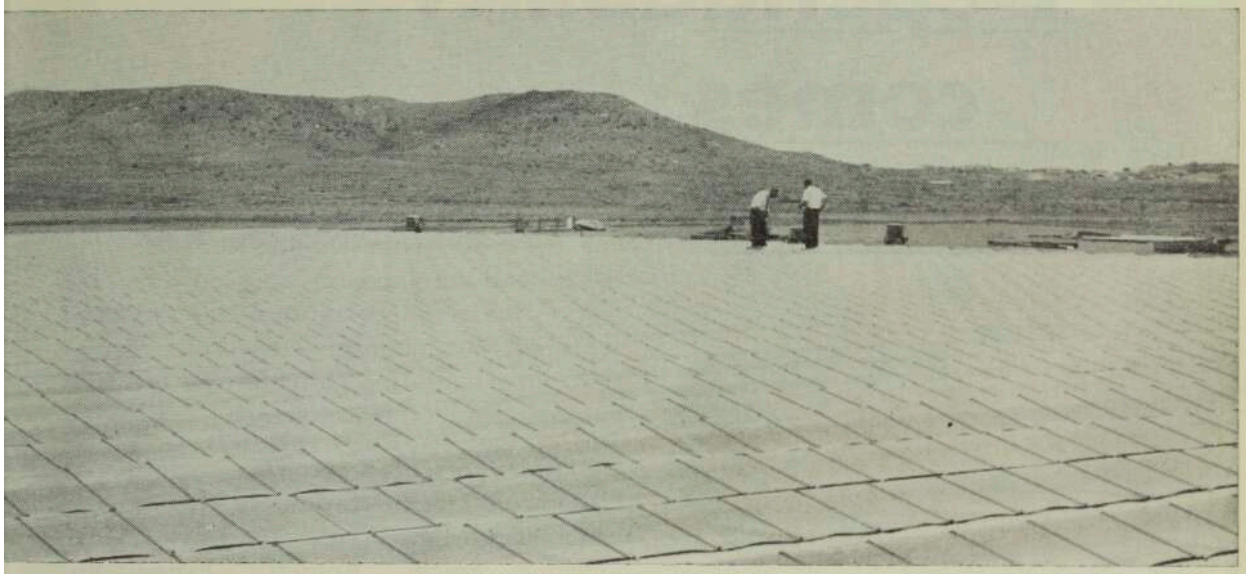


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THE PRACTICAL PLANTER



s solar still, at Coober Pedy, South Australia, distills up to 3,000 gallons of fresh water a day at a cost of $4 per 1,000 gallons. The still is covered with glass panels.

SPC's solar still research brings hope to dry areas

Solar stills—devices which use the sun to convert salt water into drinking water—could bring relief to the tens of thousands of Islanders who live in areas where the shortage of drinking water is a serious problem. Governments in the South Pacific are showing an increasing interest in these stills—interest that has been roused by years of research by the South Pacific Commission.

lt all started in 1957 when stills re mentioned at a meeting of the C's Research Council. At the Com-ssion's 24th session in 1962 solar ls were again mentioned. This ıe, however, the SPC decided to ɔsidise research into stills and ınted an initial £stg.500.

Between 1962 and 1967 the SPC, rking with such bodies as the iversity of Wisconsin, the Univer-/ of California and the CSIRO, up experimental stills in French lynesia, Fiji, the Gilbert and ice Islands, the US Trust Territory d P-NG.

One of the first experiments was nducted on Rangiroa in February, 53, by Professor Farrington niels, of the University of sconsin, who installed four plastic ar stills in the yard of the *Institut de Recherches pour les Huiles et Oleagineaux (IRHO).*

Each still had an area of 24 sq ft and was capable of producing 1 gal. of fresh water on a sunny day. The cost of the stills was $US10 each.

In the same year another experiment was conducted on Rangiroa by Professor Everett D. Howe of the University of California, who installed three stills:

- An inclined-tray still, supplied by the University of California, with a sheet copper tray and a glass cover. It had an area of 18 sq ft and was capable of producing 2 gal. of water per day. The cost of the materials was about $US25.
- A circular still, also supplied by the University of California, with a black polyethylene basin, and a clear plastic cover. It was 9 ft in diameter and was capable of producing about 5 gal. of water a day. The cost of the materials was about $US25.
- A greenhouse-type still, donated by the CSIRO, with asbestos cement basin and glass cover. It had an area of 20 sq ft and was capable of producing 2 gal. of water a day. The cost of the materials was $US34, but with packaging and freight the total cost was $US83.

Keen interest

During 1963 news of the solar still experiments had spread throughout the Islands. By October of that year the Solomon Islands, the Gilbert and Ellice Islands and the US Trust Territory were showing a keen interest in the exepriments. In that year also the SPC voted a sub-

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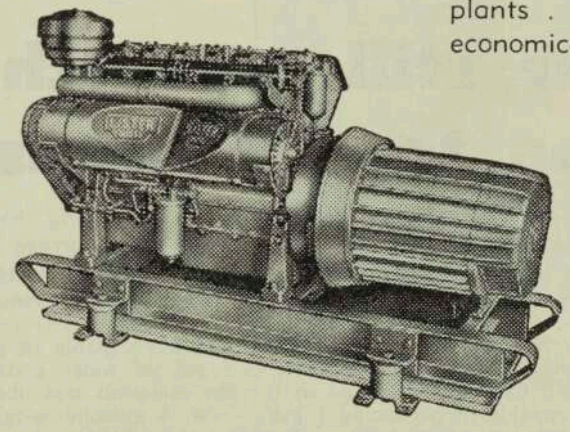
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Practical Planter

y of £stg.300 towards solar still periments.

In August, 1964, the solar still periments were extended by Profes- Howe to Fiji. A circular still, nilar to the one in use in Rangiroa, s installed in the grounds of the blic Works Department, Lautoka. ring the same period Professor owe erected two more stills at ngiroa.

At the 26th session of the SPC, October, 1964, £stg.500 was voted continue with the experiments.

The following year, Professor owe, now working with Mr. G. L. an, Public Health Engineer with SPC, installed a still at Lautoka, i. It covered 300 sq ft and was able of producing 30 gal. of water.

By the time the sixth Conference the SPC was held (in Lae, in y, 1965) many territories were owing a keen interest in the stills n operating in the Islands. At this nference £stg.1,000 was granted the continuation of experiments.

Family-size

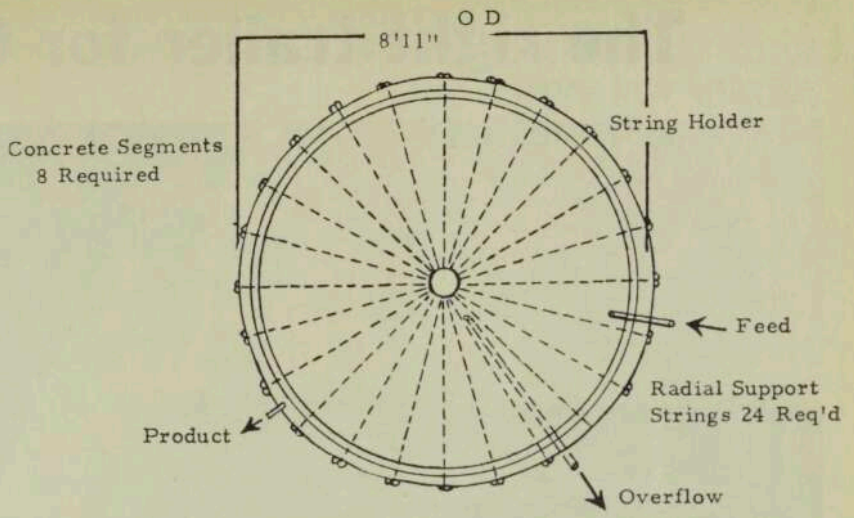
In 1966, based upon the findings a report by Mr. Chan on the utoka still, Professor Howe, and . B. W. Tleimat, of the Sea Water nversion Laboratory, University of lifornia, designed a glass-covered, nily-size still, measuring 6 ft by ft and capable of producing ween 4 and 5 gal. of fresh water.

In October, 1966, Professor Howe and Mr. Chan went to the Gilbert and Ellice Islands to install family-size stills. In the same month the SPC granted a subsidy of $A2,500 towards experiments.

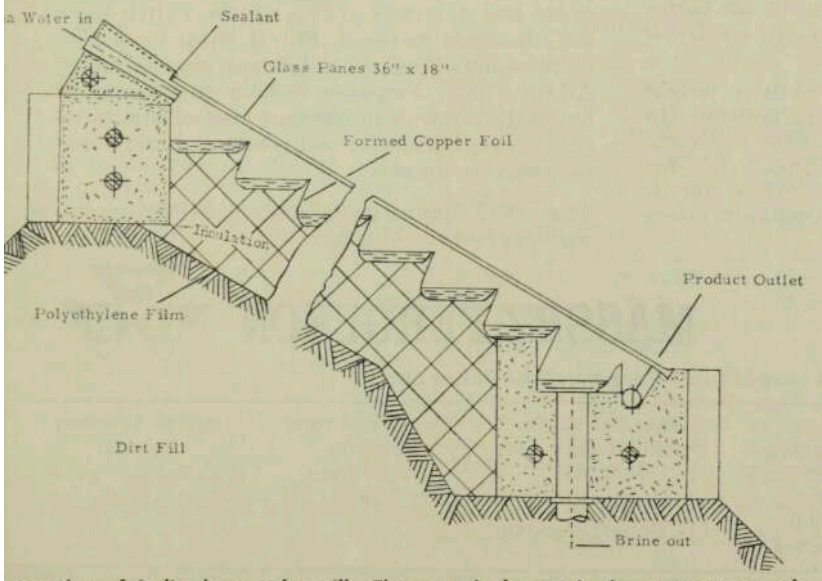
Later in 1966, Professor Howe installed a still on Fisherman's Island, a coral island off Port Moresby.

In December that year, Professor Howe and Mr. Chan extended the solar experiments to the US Trust Territory.

Work on solar stills continued through 1967. In November of that year, the Fiji Government landed a 50 ft solar still on the tiny island of Viwa (*PIM*, Feb., p. 65).



Plastic-covered circular solar still. Built on the ground, the circular shape is outlined by precast reinforced concrete segments which contain a drip-trough for the condensate. The cover is supported by a central pedestal and a number of radiating strings.



oss-section of inclined-tray solar still. The central element is the water tray made of copper sheet and formed in a series of steps by a rolling process.

Work continues today, and high hopes are held for solar stills. However, they are not without their drawbacks.

In a report on solar still experiments in the Pacific Islands, Professor Howe and Mr. Chan wrote:

"The use of solar stills to produce water for drinking purposes is by no means cheap. Where the Ghyben-Herzberg freshwater lens exists, it would be more satisfactory to tap this source of supply.

Only answer

"Also where the rain is regular, it would be more economical to collect the rain. . . . But where the groundwater is objectionably brackish, or the drought period continues beyond four or five months, the solar still is the only answer to the solution of the water problem in low coral islands.

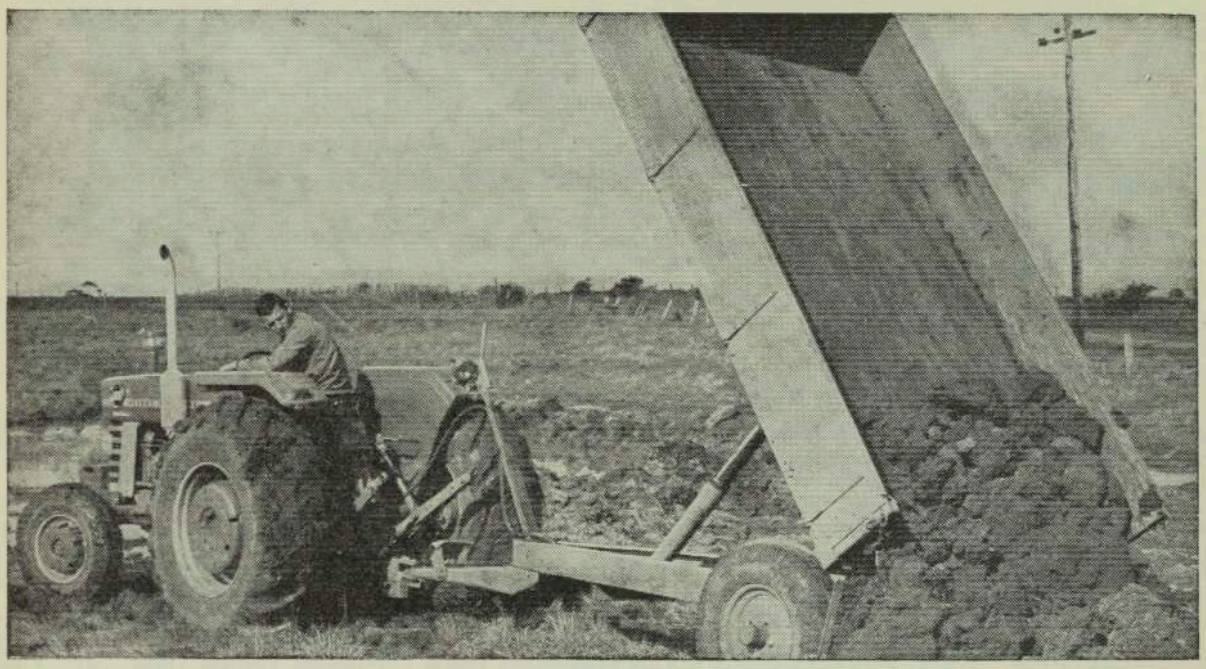
"The chief disadvantage of the solar still is the initial cost which is particularly high because of the exhorbitant price of sheet glass in these islands. . . . Unfortunately, most of the components have to be imported from developed countries and, because of the transport difficulties, they cost twice or thrice as much.

"The only way to reduce cost is to mass produce the still, but the demand should be important enough. The SPC is hoping to achieve this through demonstration.

"Considering that over 100,000 people live on the low islands of the South Pacific, this can become a very worthwhile project."

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The right trailer for the job:



the right tractor for the trailer

(MF17 tipping trailer and MF165 tractor)

The **MF17** is a two-wheeled trailer with a 3 ton capacity. The more you load, the better the traction. When capacity-loaded it carries two-thirds of the weight over the rear wheels and transfers one-third to the tractor's rear wheels for better traction, especially in difficult conditions. Draw load is also considerably reduced.

This balance, plus Ferguson System weight transfer lets the MF17 work where others fail. On hillsides and in soft conditions. Fast two-stage hydraulic ram lifts the trailer through 54° for clean tipping. Low loading height and easy handling make it the right trailer for orchards, citrus groves and market gardens.

The right tractor for the MF17 is the **new MF165.** Power has been increased to tackle tough jobs in tough conditions. Multi-Power gives you the right gear for the job (12 change-on-the-move forward gears and 4 reverse). Flip up the switch for a 30% increase in speed. Flip it down for a 25% increase in pulling power. Without changing gear. And the 165's Ferguson System gives complete hydraulic control, implement control and automatic weight transfer with mounted and semi-mounted equipment.

The MF17 tipping trailer and the MF165 tractor make a great combination.

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MF550/R

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● The third in a series of articles on spices based on information supplied by the British Government's Tropical Products Institute.

How to grow and prepare chillies

Since chillies require a tropical or sub-tropical climate with moderate rainfall, they can be grown in various parts of the South Pacific. Chillies have been planted experimentally in the Solomons, and earlier this year a trial shipment of 18 bags was sent from Honiara to London.

Chillies are the fruits of varieties of *Capsicum frutescens, C. minimum* and *C. annuum*. These species and their varieties yield fruits which vary considerably in shape and size —*C. minimum*, sometimes known as the "bird's eye" chilli, has the smallest fruit of all. The larger green fruits are often eaten as a vegetable and the ripe fruits, either dried or pickled, are used as spice. The plants are herbaceous, usually growing from 1½ to 2 ft high, and require a tropical or sub-tropical climate. Only a moderate rainfall is needed; if it rains heavily during the time the fruits are developing they are liable to become very susceptible to attack by fungi.

Chillies require a well-drained soil, and succeed best on a light friable soil. In Ceylon a rich limestone loam is favoured, while in Malaya cultivators usually select a clay soil and give it extensive tillage. If the soil is poor, well rotted cattle manure, or green leaves and plant ashes, should be applied during the preparation of the soil.

However, excessive quantities of organic manure should not be applied to the growing plants, since it is considered to favour development of foliage at the expense of fruit. Instead, superphosphate, ammonium sulphate or sodium nitrate, may be used profitably at this stage. The soil should be worked to a depth of from 4 to 6 in.

The plants are usualy raised from seed; only the largest and well-shaped pods of a particular variety are selected. The pods are dried thoroughly, and, wherever practicable, the seeds should be left in the pod until required for planting. The seeds are stated to be viable for four years.

Seed is sometimes sown broadcast in the field, but a better method is to raise the plants in well-prepared nursery beds where they can receive more attention. About 1 to 1½ lb of seed per acre is usually required.

The nursery beds should be sandy and, if possible, should be given a generous application of manure about two months before sowing. The seeds are usually sown in drills about ¼ in. deep and four inches apart; after sowing, the drills should be covered with a fine layer of sandy soil and lightly watered.

In some areas the beds are covered with a protective layer of straw or plaited leaves until germination occurs, as this prevents excessive evaporation and drying out of the soil. The first pair of seed leaves appear in seven to eight days, when the protective covering is gradually removed.

Watered

After germination the plants are watered when necessary, and in Ceylon and the US it is usual for the seedlings to be sprayed weekly with a standard fungicide to prevent diseases such as leaf-spot developing.

When the seedlings are from 4 to 6 in. high, about six weeks after planting, they are ready for transplanting. It is usual to withhold water from the seedlings about a week prior to transplanting.

The day before transplanting it is a good idea to give the nursery beds a thorough watering as this helps the removal of the seedlings without undue damage to the roots.

Chillies may also be propagated from cuttings. These should be taken off young shoots and should be at least 3 to 4 in. long. They should be planted in sandy or light soil, in nursery beds wherever possible and, when established, transplanted into the permanent positions.

Spacing

The usual spacing of chillies appears to be in rows of 2 to 4 ft apart and the plants set out at intervals from 1½ to 2 feet.

About two to three seedlings may be planted in one hole and the practice of turning a small dressing of manure into the soil at the base of each plant at intervals of two or three weeks is often recommended.

Alternatively, the seedlings may receive an application of Nicifos or a similar nitrogen phosphate fertiliser at the rate of ½ oz per plant about three weeks after transplanting. This fertiliser should be applied around the base of each plant and care should be taken to avoid sprinkling any on the leaves. Wherever possible a second application two or three weeks later should be given.

Stems are cut

Since the percentage of fruit set is stated to be influenced by the moisture content of the soil it is usual in the US that the plants are irrigated when the rainfall is sufficient. Cultivation should be frequent and shallow throughout the growing period.

Chillies may be grown as annuals, re-sowing each year, or as perennials, in which case the stems are

Practical Planter

HIGH QUALITY COCOA FROM NEW HEBRIDES

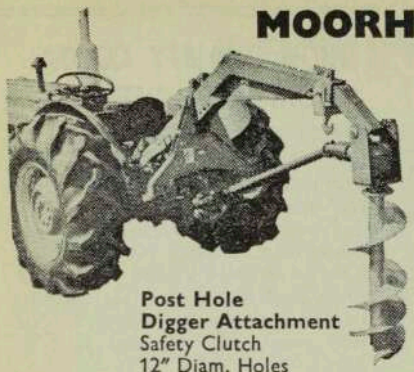
High quality cocoa is currently being produced at Malo Island, south of Santo, in the New Hebrides.

Three New Hebridean co-operative societies on Malo all have their own cocoa processing units and in the last six months of 1967 nearly 20 tons of cocoa was produced. All was sold to Japan.

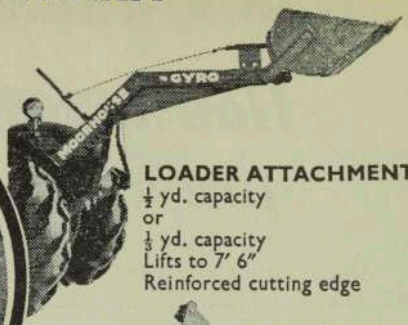
New Hebrides cocoa production in 1967 was 706 tons, and cocoa exports were worth $A318,147. Latest price, per ton, for New Hebrides cocoa is $A250.

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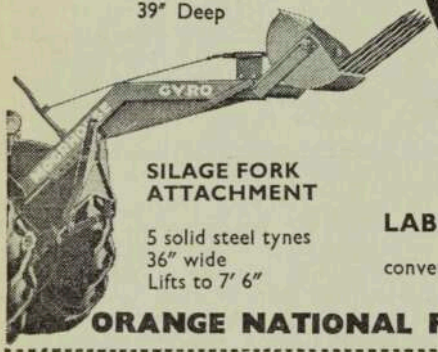


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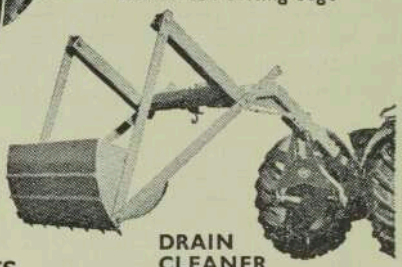
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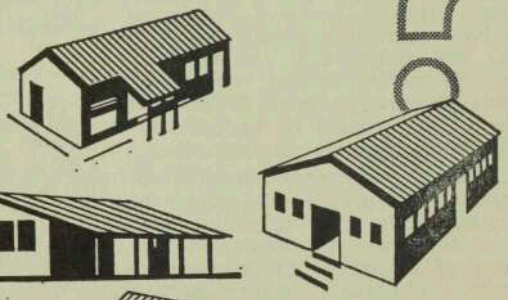
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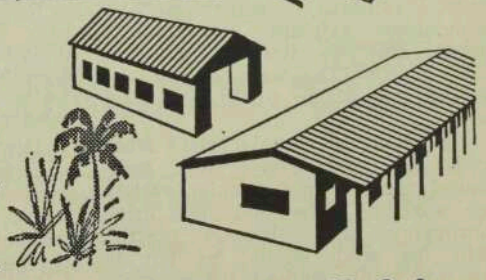


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cut down to within 9 in. of the soil after harvesting is completed.

Perennial plants are considered to produce small and less pungent fruits than the annual plants.

Flowering usually commences about a month after planting out, and picking from three-and-a-half to four months after sowing the seed.

In the first two flowering periods picking of green chillies should be carried out if practicable, even when the crop is grown primarily as a dry chilli. This encourages fruiting and with vigorous growth fruit may be picked every three or four days for green chilli, and from seven to 10 days for dry chilli. About six to 10 pickings may be taken during the season.

Picking often sets up an irritation in the hands of the pickers, who particularly dislike the smaller pod varieties for this reason. One person can pick an average of 80 lb of chillies per day.

The drying of the fruits is very important, as the colour of the final product (on which the value is largely based) depends upon the thoroughness of the drying. It is essential that only ripe fruit should be dried in order to avoid discolouration, which develops if immature pods are dried.

The pods are first sorted and any damaged or diseased ones rejected. They are next left in heaps for two to three days to develop a uniform colour, after which they are spread out on a drying floor in the sun.

Dry thoroughly

The pods should be periodically turned over, and protected in the evening from heavy dew or rain. On the third day, before the skins of the pods have become too brittle, the pods are usually flattened and then left to dry thoroughly. In favourable weather drying may be complete in 10 days.

Chillies usually dry down to one-third or one-quarter of their fresh weight. Insufficiently dried chillies lose their bright colour, and are liable to attack by moulds.

If the climatic conditions are unfavourable for sun drying, the pods may be dried in a tobacco curing barn (or a similar drying chamber) provided care is taken to ensure a low and even temperature, there is no risk of scorching.

ANSWERS TO THOSE ENGINE PROBLEMS

What are your problems with marine engines, power pumps, generators or other engine gear? Send us your questions and our technical expert will answer them through the columns of Practical Planter.

CORRODING EXHAUST PIPES

We are having trouble with corroding exhaust pipes on our diesel launch. The original copper exhaust pipe (with discharge water going out astern) quickly corroded and a galvanised iron pipe rusted, though not so quickly as copper. We do not want a hot dry exhaust or overhead pipe. What should we use?

A. It is now customary with wet exhausts to use a special rubber pipe. Rubber is not affected by sulphurous diesel exhaust and salt water. The piping is made up to specific lengths by Australian rubber companies, and has moulded soft ends for fitting to the engine end to the outlet fitting on the transom. Provided these pipes are always operated in a wet state they will last for many years.

PUMP FOR IRRIGATION

I intend to irrigate a section of my plantation property. I am told that bore water is available at a depth of about 35-40 ft below ground level. Could you suggest a suitable and reliable pumping unit? I have no electric power for this operation.

A. You do not state the area you intend to irrigate or the amount of water required. As an example — you can obtain a diesel-driven turbine pumping set which will produce about 25,000 gph. With this you could use an air or water-cooled engine of about 40 hp. Price would depend on the make of the unit. If you send me the necessary details, I will arrange for suppliers to submit quotations to you.



TROUBLE WITH DIESEL ENGINE

I have a diesel generating set on the estate and it is located on a very substantial bed. It is a smooth running set except for variations when I change power loading. I find this irritating. Also noise transmission and drumming are very noticeable on the bed. Is it necessary to alter this bed or to enclose the set?

A. As a first step towards overcoming the conditions you describe, I would suggest that you obtain some flexible mounting blocks which have insulating properties. It is not difficult to mount the set on the blocks, which, incidentally, are readily obtainable in Sydney. If you let me know the weight of the generating set and whether it is a single or a multi-cylinder power unit, I will pass your problem to the principal suppliers who will quote you for the correct size.

PROPELLER IN POOR CONDITION

We still use an ex-Army 40 ft workboat which has a well-used diesel engine rated, we understand, at 40 hp with rpm at 1,200, and a 2-1 reduction gear. Our propeller is in poor condition and we want to replace it. What type and size do you recommend?

A. We suggest trying a three-blade propeller of normal area — approximately 27 in. diameter by about 23 in. pitch. This is assuming your engine is quite efficient, but should you feel that the power is down on the original rating reduce the propeller diameter by ½ in.

● Questions for this department should be addressed to: The Editor, Practical Planter section, Pacific Islands Monthly, GPO Box 3408, Sydney, NSW, 2001.

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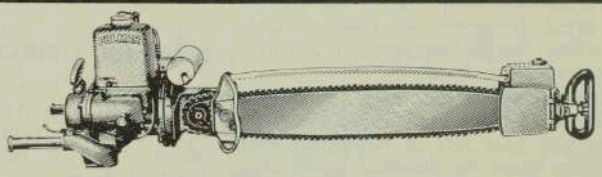
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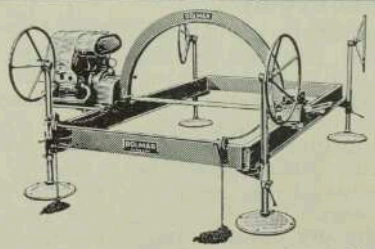
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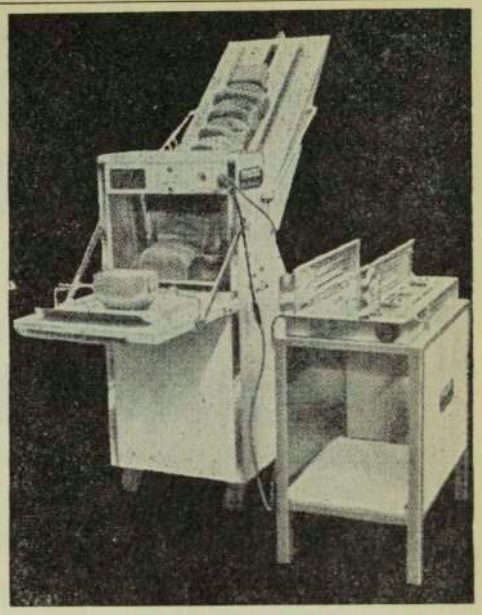
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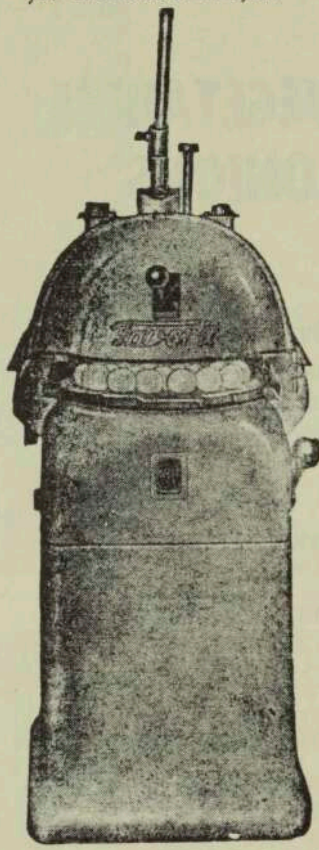
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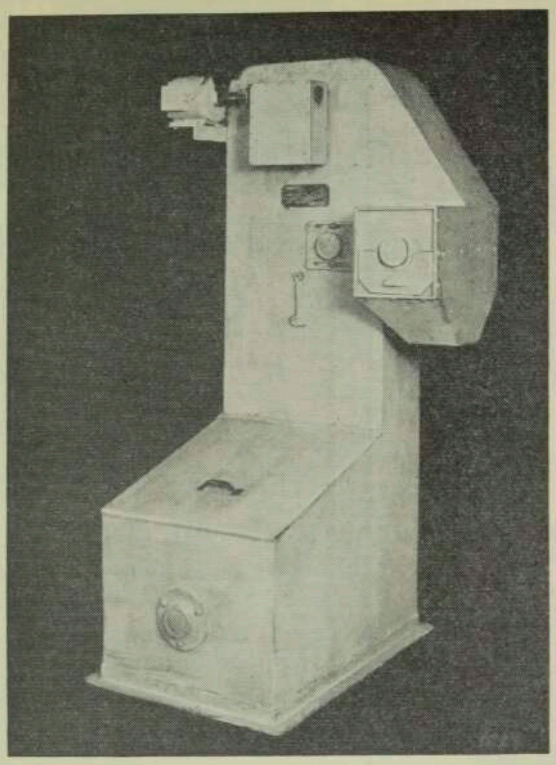
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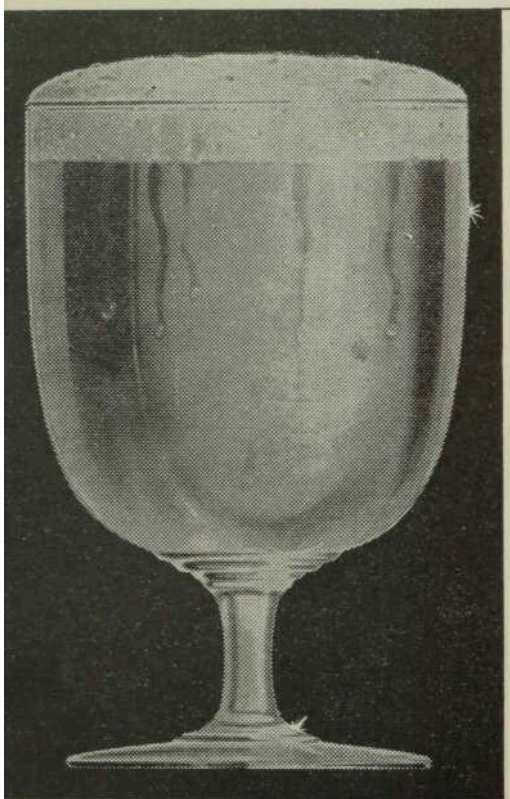
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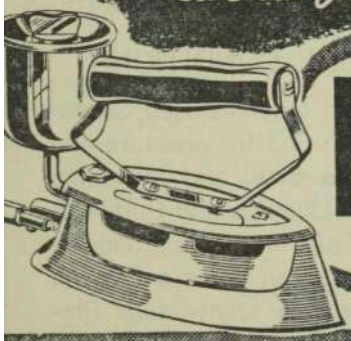
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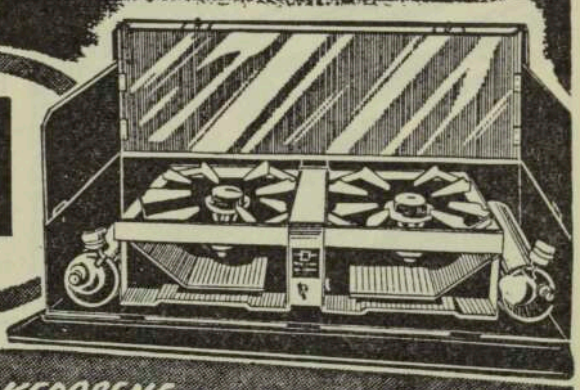
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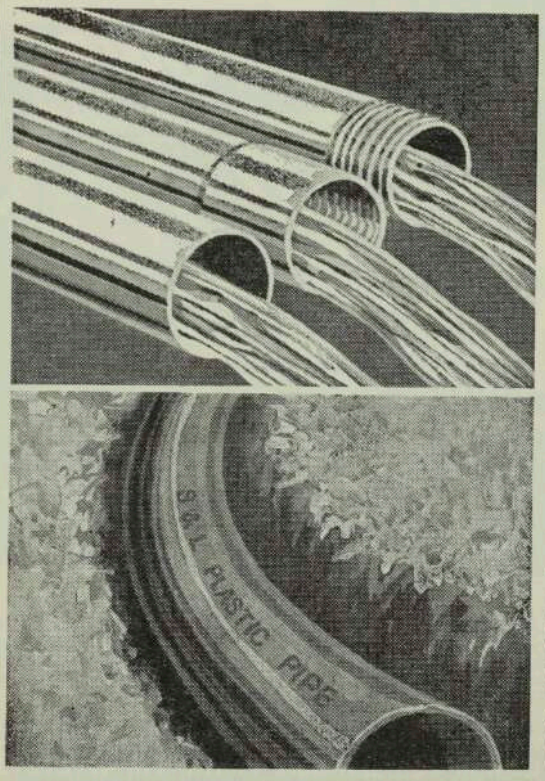
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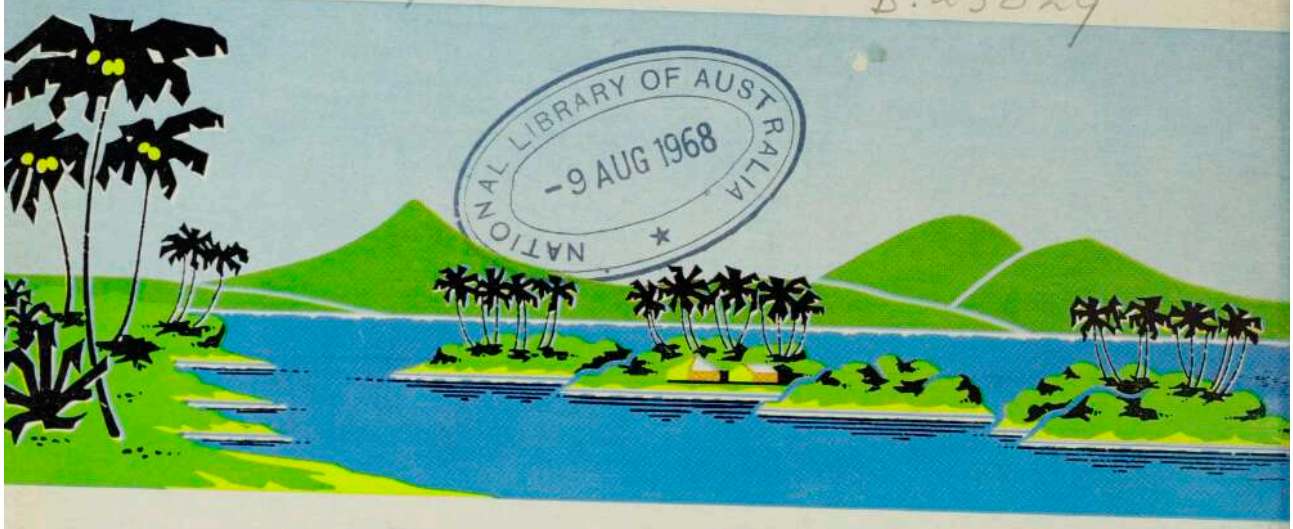
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