

Vol. 35, No. 12 (Dec. 1, 1964)

Date : 7/17/26, 4:35 AM

<https://nla.gov.au:443/tarkine/nla.obj-325301718>

Copyright varies by issue and article

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

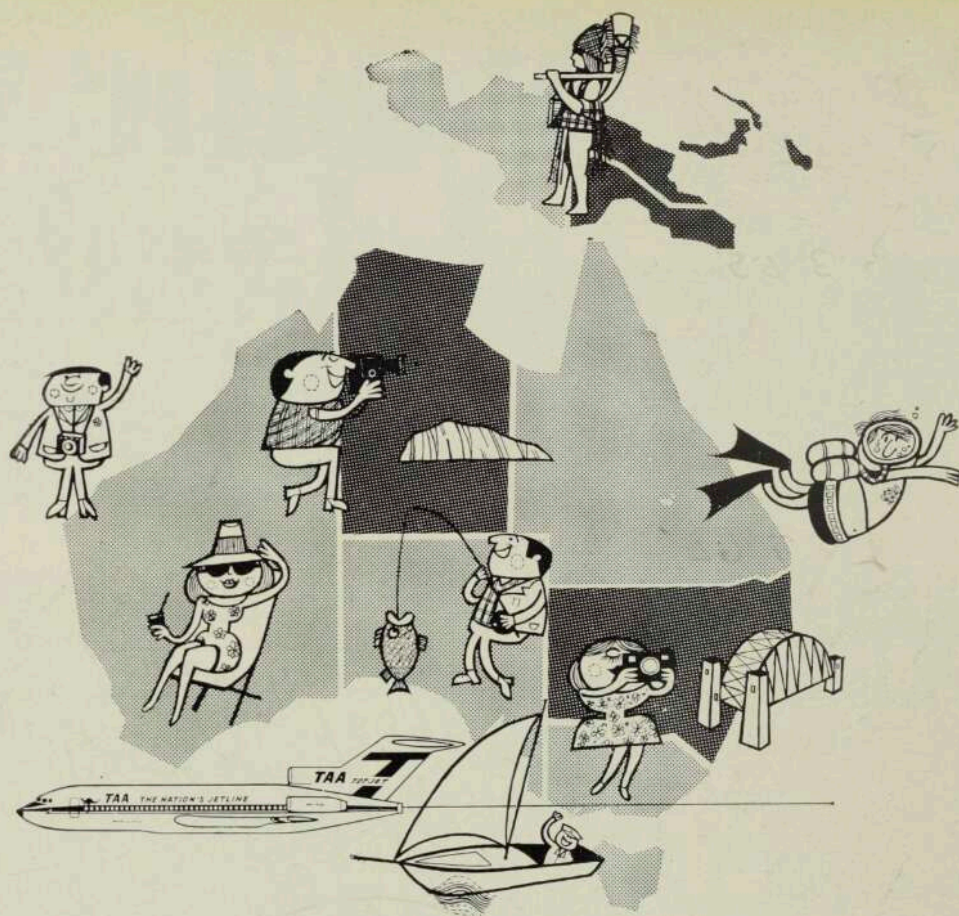
Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

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

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





WHEN IN AUSTRALIA FLY TAA

Trans-Australia Airlines operates the largest single domestic airline network in the British Commonwealth, serving 140 cities and centres throughout Australia and Papua/New Guinea. TAA's modern aircraft connect with all incoming and outgoing international flights. TAA provides the speed and comfort of pure jet travel within Australia with the introduction of Boeing 727 T-Jets.

TAA Fly-away Holidays. TAA offers a huge range of packaged Holidays to the most popular holiday resorts throughout Australia

and Papua/New Guinea.

And TAA takes care of everything — travel bookings by air, road, rail or sea, accommodation, sight-seeing tours — even theatre tickets!

Contact your nearest Travel Agent or Trans-Australia Airlines Office.

FLY
TAA
THE FRIENDLY WAY



TRANS-AUSTRALIA AIRLINES

TAA6674/

DECEMBER, 1964 — PACIFIC ISLANDS MONTHLY



FERRARI, WORLD CAR AUTHORITY, SAYS:

'My faith in Shell Oil springs from my experience, first as a racing driver, then as director of Ferrari Racing Team and finally as a car manufacturer.'

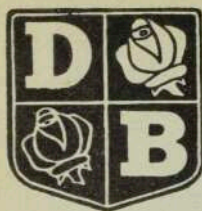
Enzo Ferrari knows what he's talking about. He has been an outstanding figure in international motor sport for 35 years. Beginning as an Alfa Romeo mechanic in 1918, he became a race driver in the 'twenties, and in 1929 formed the Scuderia Ferrari (Ferrari Stable) of racing cars and drivers.

Shell research teams have worked closely with Ferrari on racing engine lubrication requirements since 1926. The same experts contributed to the development of today's finest engine lubricant for all makes of cars — Shell X-100 Multigrade Motor Oil. Get the benefit of Shell technical leadership. Make the oil change to Shell X-100 Multigrade. It's approved by the manufacturers of all cars and is available only from Shell dealers.



Go Well — Go Shell X-100 Multigrade Oil

PS645048A



DAVID BROWN

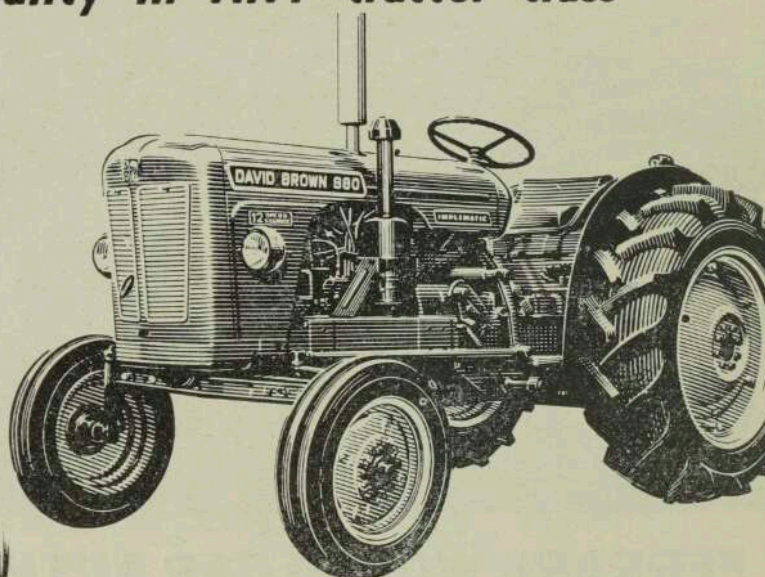
IMPLEMATIC DIESEL TRACTOR

★ 990-52 h.p. ★ 880-42½ h.p.

- ★ *Fullest specification in ANY tractor class*
- ★ *Highest quality in ANY tractor class*

CHECK THESE IMPLEMATIC FEATURES

- Multi-speed live P.T.O.
- Differential lock
- Live all-purpose hydraulics with draft control and linkage lock
- Exclusive anti-wheelslip device (TCU)
- Extra-high front axle clearance
- Adjustable drawbar
- Full range tractormeter
- Full field and road lighting
- Category 1 and 2 linkage
- Hand parking brake
- Deluxe fully adjustable seat
- Extra high lift linkage



David Brown Implematic tractors are designed built in the United Kingdom for better, easier farming under tropical conditions.

David Brown owners in Pacific centres may upon the David Brown factory in Sydney, Australia for a complete technical advisory and replacement parts service.

Ask your nearest David Brown dealer for details of the range of David Brown Implematic tractors—

Or write to:

DAVID BROWN TRACTORS
49-51 Derby Street, Lidcombe, N.S.W.

SOLE DISTRIBUTORS FOR THE FIJI GROUP
MILLERS LIMITED, SUVA, LAUTOKA

BURNS PHILP (SOUTH SEA) CO. LTD.

*GENERAL MERCHANTS AND SHIPOWNERS
SHIPPING, CUSTOMS AND FORWARDING AGENTS*

BRANCHES

Fiji:

SUVA.
LEVUKA.
LAUTOKA.
LABASA.
SAVU SAVU.

BA.
SIGATOKA.
TAVUA.
ROTUMA ISLAND.
TAVEUNI.

Samoa:

APIA.
PAGO PAGO.

Tonga:

NUKUALOFA.
HAAPAI.
VAVAU.

NORFOLK ISLAND.

NIUE ISLAND.

AGENTS FOR:

QUEENSLAND INSURANCE CO. LTD.
BURNS PHILP TRUST CO. LTD.
SHELL COMPANY (P.I.) LTD.

OVERSEAS AGENTS

BURNS, PHILP & CO. LTD., Sydney.
BURNS, PHILP & CO. LTD., London.
BURNS PHILP CO. OF SAN FRANCISCO

SHIPPING AGENCIES

• The New Zealand Shipping Co. Ltd. • Shaw Savill & Albion Co. Ltd. • Port Line Ltd. • Bank Line Ltd. • General Steamship Corporation Ltd. • Blue Star Line • Cunard Line • Compagnie des Messageries Maritimes • British India Steam Navigation Co. Ltd. • Royal Inter-ocean Lines • Nederland Line Royal Dutch Mail/Royal Rotterdam Lloyd.

EXCLUSIVE DISTRIBUTORSHIPS INCLUDE

- | | | |
|-----------------------|-----------------------|----------------------|
| • AKAI TAPEREORDERERS | • HELENA RUBENSTEIN | • ROLEX WATCHES |
| • DUNLOP PRODUCTS | • HITACHI ELECTRONICS | • REVLON COSMETICS |
| • EPIGLASS PRODUCTS | • HOLDEN VEHICLES | • PENTAX CAMERAS |
| • FERGUSON TRACTORS | • JOHNSON'S WAXES | • SUNBEAM APPLIANCES |

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES for

QANTAS EMPIRE AIRWAYS LTD.	::	TASMAN EMPIRE AIRWAYS LTD.
UNION DE TRANSPORTS AERIENS	::	ALITALIA :: PAN AMERICAN AIRWAYS

ASSOCIATED COMPANIES

BURNS PHILP (NEW HEBRIDES) LTD.
AUTOMOTIVE SUPPLIES CO. LTD.
CORRIE & CO. LTD. • NARAIN FURNITURE CO. LTD.

SPECIALISED SERVICES

EXPERT ADVICE ON WORLD AND LOCAL TOURS —
TRAVEL — SHIPPING — FORWARDING — CUSTOMS
— FORMALITIES — INSURANCE.

REGISTERED OFFICE: SUVA, FIJI

Code Address: "BURNSOUTH"



FEX106/H892/DPS/PIM

4

DECEMBER, 1964 — PACIFIC ISLANDS MONTHLY



Keep cool with **Cane-ite**

INSULATING BOARD FOR WALLS AND CEILINGS



Keeping cool is no problem in the snow country . . . no problem in the tropics, either. Cane-ite Insulation keeps you cooler by cutting down heat entering through walls and ceilings. You can watch the thermometer drop, and relax in cool restful comfort. Cane-ite makes air conditioners more effective, too; cuts down noise from outside and adds structural strength. Cane-ite is the key to your cooler comfort.

Sizes range:
 $\frac{1}{2}$ " thickness, 3' and 4' widths in 6', 7', 8', 9', 10' and 12' lengths.

EXPC142

**AVAILABLE AT LEADING
ISLAND MERCHANTS**

Made in Australia by CSR Building Materials
Division of The Colonial Sugar Refining Co. Ltd.



Help you build better

PACIFIC ISLANDS MONTHLY — DECEMBER, 1964

5

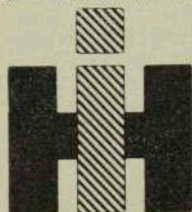


WORLD'S MOST MODERN 4-WHEEL DRIVE ... **INTERNATIONAL** *Scout*

This powerful, good-looking four-wheel-drive has been used and proven in the world's toughest conditions. It is a high-quality, general-purpose runabout, rugged and strongly built. Its more

powerful engine means it can go anywhere ... easily, quickly. Scout is a hard-working, all-purpose vehicle. Contact your nearest International Distributor for further information.

DISTRIBUTORS



PAPUA: Steamships Trading Company Ltd.,
Port Moresby and Samarai.

SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.

NEW GUINEA: N.G.G. Trading Company, Lae.
Colyer Watson (New Guinea) Ltd., Rabaul.
New Guinea Goldfields Ltd., Wau.

NEW HEBRIDES: Kerr Bros. Pty. Ltd.,
Sydney.

NEW CALEDONIA: Agence Automobile,
Noumea.

FIJI: Niranjan's Service Station, Suva.

TAHITI: Hintze & Company, Papeete.

INTERNATIONAL HARVESTER COMPANY OF AUST. PTY. LTD., SOUTH MELBOURNE. WORKS: DANDENONG, GEELONG, PORT MELBOURNE
FEX115/H997/FP/PIM

FOR VALUE VARIETY & QUALITY

TRY THESE NEW, DELICIOUS,
DIFFERENT BISCUITS FROM

BROCKHOFF

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

Make friends with the wonderful range of delicious biscuits from Brockhoff. There are so many varieties to choose from, all made from the most wholesome, finest quality ingredients. Brockhoff are Australia's finest biscuits. There's a biscuit to please you, whatever the occasion. Here are a few to choose from!





SAVOY

A crisp, nutty-flavoured base for savouries, specially treated to ensure that savouries stay fresh for hours.



EDINBURGH SHORTBREAD

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



SHAPES

These delicious, one-bite ready-made savouries are ready to serve anywhere, in the convenient tray pack. Savoury Shapes, true nutty flavour. French Onion Shapes, real onion flavour.



DUNDEE SHORTBREAD

Traditional Scotch shortbread made from pure dairy butter and sugar and packed in a special presentation gift tin printed with attractive Tartan designs.



MINCE PIES

A delicious fruit mince and rich shortcake biscuit, topped with almond icing. A wonderful dessert when heated and served with custard.













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

BROCKHOFF'S BISCUITS PTY. LTD.
53-71 Huntingdale Rd., Burwood E.13,
Victoria, Australia.
*Cables 'Brockbick' Melbourne.
Telephone 28 0222*

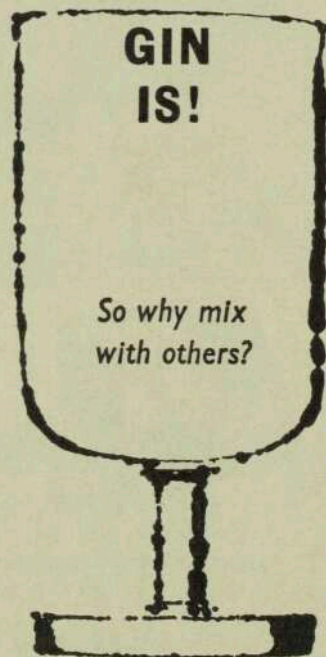
PACIFIC ISLANDS MONTHLY — DECEMBER, 1964

2849

7



**HAVE YOU
NOTICED
HOW MUCH
BETTER
GILBEY'S**



*So why mix
with others?*

**GILBEY'S
GIN**



3000/6

OUR COVER: Mt. Mouaroa, which rises to a height of 2,887 ft on Moorea, a picturesque sister island of Tahiti, is probably the most photographed mountain in the South Seas. It forms part of the spectacular backdrop of both Paopao and Paopao Bays on Moorea's north side. There's usually a handsome girl or two somewhere in the foreground.

Photo: Studio Macken

PACIFIC ISLANDS MONTHLY

OWNED AND PUBLISHED BY **PACIFIC PUBLICATIONS PTY. LTD.**, 29 ALBERT ST. (BOX 3408, G.P.O.), SYDNEY.
TELEPHONES: 61-9197, 61-7101, 61-436
Telegraphic Address: PACPUB, Sydney.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.

Assistant Editor: Robert Langdon.

BOOK PUBLISHING SECTION

Editor: Judy Tudor.

CHIEF EXECUTIVES

Managing Director: R. W. Robson.

General Manager: Selwyn Hughes.

BRANCH OFFICES

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

Papua-NG: Pacific Publications (NG) Theatre Building, Fourth St., LAE. Tel.: 2

Fiji: Pacific Publications (Fiji) Ltd., Fiji Times Building, 20 Gordon Street, SUVA. Tel.: 5
Fiji Times Office, Vidilo Street, LAUTOA. Tel.: 420.

REPRESENTATIVES

New Zealand: J. D. Whitcombe, C.P.O. 2229, Queen Street, Auckland. Tel.: 70.

Hawaii: C. C. Spencer, 203 Yap Bldg., 1 Waialae Ave., Honolulu. Tel.: 775538

United States: R. G. Craib, 153 Laidley San Francisco 31, California. Tel.: MI 8-1075.

United Kingdom: S. R. Warman, 73 Cheap London, E.C.2. Tel.: City 2355.

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

AGENTS

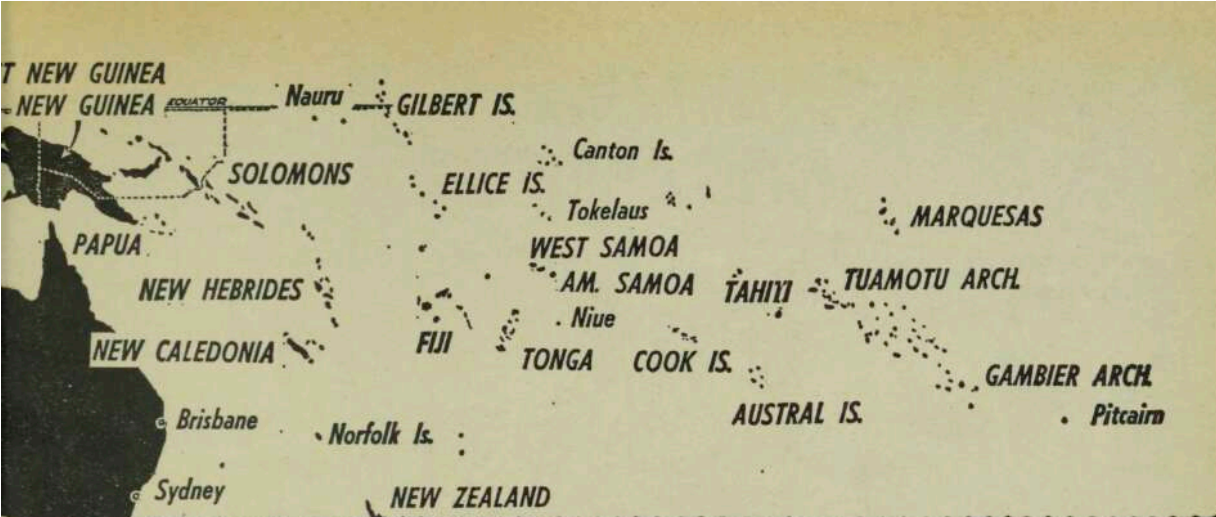
All main trading firms and stores in the Pacific Islands.

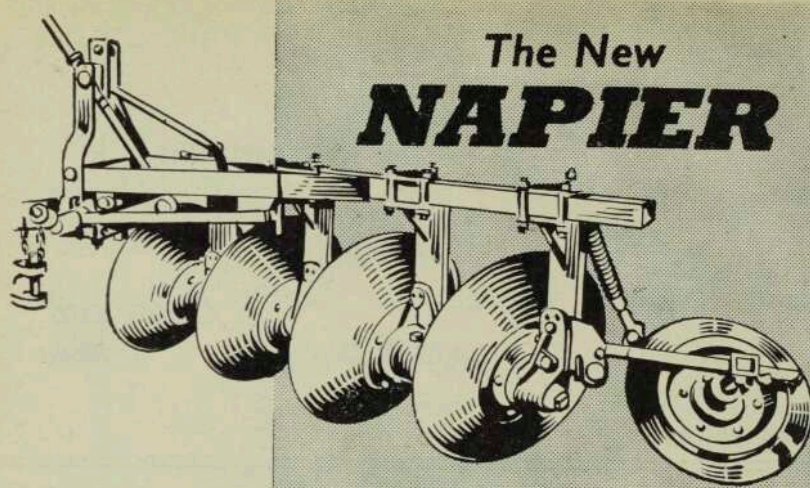
Pacific Publications Pty. Ltd. is the Australian agent for THE FIJI TIMES.

SUBSCRIPTION RATES:

Australia, New Zealand, all British Commonwealth South Pacific Territories, Tonga, Hebrides and Western Samoa: 3/- currency (36/- local currency for 12 months). Elsewhere in the South Pacific: 50 Fr Pacific francs or 60 US cents (600 Fr Pacific francs or \$7.00 US posted for 12 months). Posted to the UK, US and all other countries: £Stg.2 or \$7.00 US.

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

	
PACIFIC ISLANDS MONTHLY	
Vol. 35, No. 12. DECEMBER, 1964.	
In This Issue	
GENERAL of Transistor Bonanza 12 is Makes It 14 Committee on Colonialism .. 15, 20 al Skills Wasted 29 y Cost Housing 33 man Language-Teaching Method .. 44 re Venereal Disease 75 cient Sailing Weather 82 w RN Charting Job 83 w "Endeavour" Project .. 97 ora Prices Steady 145 AL's Record Traffic Figures 146	More Tourists 121 New Canneries 143 South Pacific Sugar Mills Shares 145 Emperor Mines Dividend 146 New Timber Company 146
AMERICAN SAMOA few on Children 14 other New Newspaper .. 65 ty Free Plan 65 lding "Boom" Goes Bust 67	FRENCH POLYNESIA Trouble in Tahiti "Not Far Off" 61 "Wanderer" Wrecked .. 76 New Air Services 127
COOK ISLANDS torists' Nightmare .. 20 tion Sought on Pearl Shell 69 ve to Refloat "Yankee" 76 rist Possibilities 113 in Plan for Rarotonga Hotel .. 117 port Decision 119 it Cannery's Troubles 143	GILBERT and ELLICE ISLANDS COLONY UK Financial Assistance Promised 37 Development Projects Discussed 39
NEW CALEDONIA w Banana Arrangements 14 ic Tax Debate 16 nstitution Adviser 20 vernor for Australia 23 eep-Raising Plan 65 iff Snags in Australia 67 ip Abandoned in Suva 99 w Fisheries Laws 105 itors Bureau Conference 121	KERMADEC ISLANDS Men Evacuated After Eruptions 23
NEW HEBRIDES Air Services 19 Talks on Labour Problem .. 39 Ancient Adze Contaminated 61 Crocodile Caught at Malo 85	LORD HOWE ISLAND Attractive Tourist Resort 125
PAPUA-NEW GUINEA Defence Plans 11 Public Servants' Compensation .. 12	NAURU Tougher Attitude on Future 15
DEPARTMENTS: Tropicalities, 19; Territories Talk-Talk, 55; Letters to the Editor, 61; From the Islands Press, 71; Magazine Section, 81; New Books, 89; Shipping, 97; Cruising Yachts, 109; Travel and Transport, 113; Shipping and Airways Schedules, 133; Commerce, 143; Deaths of Islands People, 148.	NEW CALEDONIA Contest for 1966 Games Emblem 41 New Ships for Nickel Company 99
	SOLOMON ISLANDS Low Cost Housing 33 Search for Airfield Sites 63 New Port of Entry 99
	TONGA Hurricane Damages Bananas 14 New Volcanic Activity Possible 23 Interest in TV Education 51 Search for Good Surfing Beach 125
	UNITED STATES TRUST TERRITORY Early Koror Shipwreck 85 Tuna Fishing Plan 143
	WESTERN SAMOA Sports Plan 43 Caution Over Educational TV .. 51 Call for Belt-Tightening 73
	WEST NEW GUINEA First Visit by Western Journalist 45 University a Going Concern 49



4-Furrow Model

MOUNTED DISC PLOUGHS



7-Furrow Model

For Greater Penetration under Hard Ground Conditions

Flexibility is the keynote with the Napier DA Mounted Disc Ploughs. Lateral and width of cut adjustments can be made quickly and simply to suit all ploughing conditions. The Rear Furrow wheel is quickly adjustable vertically and horizontally as well as for angle of track.

Napier Mounted Disc Ploughs are available in 2, 3, 4, 6 and 7 disc units, with 24 in., 26 in. and 28 in. discs.



Distributors in the Pacific Islands—

**MORRIS HEDSTROM LIMITED, SUVA
ISLANDS PRODUCTS LIMITED, PORT MORESBY
NEW GUINEA CO. LTD.—ALL BRANCHES**



This line-up of RAAF aircraft on Port Moresby's Jackson's airstrip is not normal. There are no military aircraft—or RAAF personnel—based in P-NG. The photograph was taken earlier this year during the opening of the P-NG House of Assembly, and shows 75 Squadron Sabres in the foreground and 6 Squadron Canberra bombers at the rear. A commercial ship is in the background.

Below is cartoonist Rob Walsh's reaction to the New Guinea defence measures. The wartime Coastwatcher network has in fact been disbanded and Coastwatchers are able to report movements at any time.

NEW GUINEA KEY AIR LINK TO S.E. ASIA

By a Staff Writer

The defence of Papua-New Guinea became a prominent issue in Australia in November after Prime Minister Sir Robert Menzies shed his usual urbane and diplomatic approach to describe President Soekarno as "truculent". He suggested that Indonesia probably wouldn't have too many doubts about infiltrating from West New Guinea to the Australian side of the border "if she thought it were profitable".

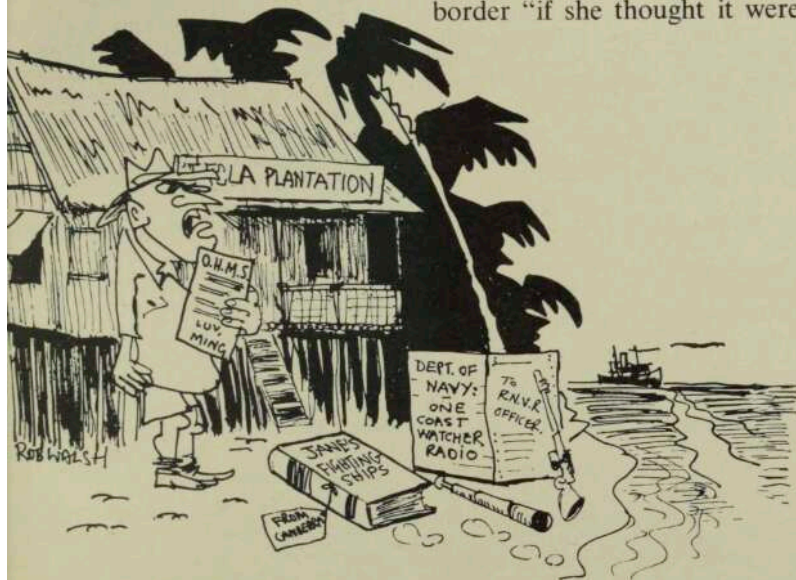
HE accompanied his words with an announcement of a stepped-up defence programme, aimed at putting better airfields and more troops in P-NG, improving the Australian armed services generally and introducing conscription for Australian youths.

Since all these things coincided with the opening of a political campaign for Senate seats, Australia's Labour opposition was quick to accuse the Government of thrusting diplomacy aside for political ends, and thereby of bringing Australia to the brink of war with Indonesia.

In Papua-New Guinea however, the Government announcements were generally greeted with satisfaction that at last something was being done for P-NG defence after years of Territory agitation.

And in Melbourne and in Can-

(Continued on p. 151)



"Back up the bloody trees again!"

ANOTHER BLOW FOR BANANAS

The South Seas banana industry, already reeling through severe floods and black leaf streak disease in Fiji and through bunchy top disease in Western Samoa, suffered another severe blow in late November when a hurricane badly damaged banana plantations on Tongatapu, the main island in the Tonga Group.

A MESSAGE from Nukualofa on November 25 said damage to property along the Nukualofa waterfront was severe and that banana exports would be affected.

About a week before the hurricane, the freighter *Port Montreal* left Nukualofa for Japan with a cargo of 6,854 cases of bananas—the second of a series of banana shipments to Japan. This shipment, like the first one in October, was more than 1,000 cases below the quota of 8,000; and it would seem that the hurricane has now ruined any chance that Tonga had of meeting its quota of 15,000 cases, due to be sent to Japan in the *Turakina* in mid-December.

A fortnight before the Tongan hurricane, the first shipment, 20,000 cases, of Australian bananas ever

sent to New Zealand arrived in Lyttelton from Brisbane. The shipment followed the failure of Fiji and Western Samoa to meet their banana commitments to NZ.

Although everybody connected with the shipment in Sydney and New Zealand was tight-lipped about the price paid for it, Brisbane's *Courier-Mail* stated on November 5 that the shipment was worth £30,000 (i.e. 30/- a case). This compared with an average of about 26/- a case which NZ recently agreed to pay for Western Samoa's bananas, while the Fiji price has been from 20/- to 25/- a case.

Fiji's Member for Natural Resources, Ratu K. K. T. Mara, left for New Zealand in mid-November for talks with Government representatives on banana prices and the contract under which NZ buys its bananas from Fiji.

Meanwhile, Mr. S. Hunter, managing director of the Fiji Development Company, left for Japan to assess the prospects of selling Fiji bananas there.

"Sense Of Achievement"

Ratu Mara returned from NZ "not completely satisfied, but with a sense of achievement". He had extracted from NZ an increase in the existing contract quota from 180,000 to 220,000 cases a year, with a tolerance of 1,000 cases a month, which could bring the total export to 232,000 cases a year.

"Not only did we get a better quota, but we got a better price offer," he told *The Fiji Times*.

The chairman of Fiji's Banana Marketing Board, Mr. J. A. Sandys, later announced details of the increased prices that New Zealand has agreed to pay. The prices are: Village fruit, 24/- a case (up 1/-) from January 1 to July 31, and 28/6 (up 3/6) from August 1 to December 1, each year. The quality bonus will still be payable. The new prices became effective on November 1.

A Suva correspondent says that the increased quota to 220,000 cases a year will take some getting under present conditions, and Fiji will have to pin its faith on the Lomaivuna settlement, where black leaf streak disease is controlled.

Public Servants Cry "Insecurity"

From a Port Moresby Correspondent

Plans for a comprehensive compensation scheme for European public servants who lose their jobs as P-NG moves towards independence do not look like stopping the rot which is developing at administrative headquarters in Konedobu.

ALL that the rank-and-file public servants talk about now is what they expect to finish their time and return to Australia. Resignations have been increasing and the feeling of insecurity is worse now than was at the last big "low", two years ago. Probably the only real work being done is on the out-stations.

The compensation scheme is yet to be accepted. It has merely been submitted to Canberra by the P-NG Public Service Association, which has asked that Cabinet discuss it. Association president, Mr. John Grey Smith, said the compensation scheme was urgently required to stop resignations by those who felt they might better go while the going was good.

He said a scheme was not really a matter of justice for the officers but of urgent practical politics. Australia could only retain experienced government officers in the Territory by making it worth their while to stay.

The association wants the scheme to come into effect from January 1 for expatriate employees who are replaced by New Guineans or resign because of constitutional changes in the Territory. In its general application it is designed to allow all permanent officers to retire at the time of independence or when Australia gives up control of the P-NG Public Service.

The proposed scheme covers those who have been extended superannuation and are below the age of 55. The amount of compensation to be calculated in a lump sum in a similar way to that instituted by the British Government in respect of many of its Territories which have achieved independence.

An officer shall also be entitled to removal expenses; a "disturbance grant" of a quarter of his annual salary; and three months retirement leave. All moneys are to be tax free.

END OF BONANZA IN TRANSISTORS

Travellers entering Australia from Fiji, Norfolk Island and other duty-free territories will only be able to bring in one duty-free transistor radio per person from January 1, 1965, as a result of amendments to Australia's Customs regulations.

Until now, each traveller has been allowed to bring in £30 worth of personal effects duty free, plus £80 worth at 25 per cent. duty. Thus, a traveller with three transistors worth £45 could bring in two duty free, and one at 25 per cent. duty.

Under the amended regulations, the duty free allowance of £30 will remain, but only one transistor will be eligible for admission duty free. All others will incur a charge of £5 each, plus a duty of 45 per cent. on the cost price and 25 per cent. sales tax. These charges will approximately double the price a traveller pays for each transistor after the first.

Other articles classified as personal effects, such as watches, cameras, battery-operated tape-recorders and binoculars, will be subject to varying rates of duty if their value exceeds the £30 "gift allowance" permitted to each traveller.

HIGH COURT PROTECTS P-NG LAND TITLES

By a Staff Writer

Natives who claim that their ancestors sold their land at a "give away" price, or sold it without authority, or allowed it to be confiscated, have not much chance in New Guinea of taking over the title at this stage. If the land was properly registered on behalf of new owners then old history can't be dug up again.

This is the effect of a decision of the High Court of Australia, handed down in Sydney on November 30. It's of general interest to plantation owners everywhere, but of special significance in P-NG because of fears that land titles were open to challenge on the ground of native custom, despite the granting of Torrens titles, which have always been held to be safe.

The High Court decision concerned Varzin, a plantation near Rabaul. It ended a series of legal challenges against the plantation which were begun in 1958. The matter had been complicated by the loss of documents during the war.

Varzin has been operated since 1928 by Tom Garrett, or by his widow, now Mrs. Norah Richards, of Rabaul.

The land title had been registered in the New Guinea titles register, but the register was destroyed by the Japanese when they occupied Rabaul in 1942, and also destroyed was a duplicate original copy of the title, which happened to be in the registrar's office at the time.

After the war a new title and duplicate were issued under the provisions of the NG Land Titles Restoration Ordinance.

ABOUT this time, 1958, a group of local Tolai natives claimed that the land had never been legally alienated by them or their ancestors. A portion of it had been illegally sold by one native and the rest of it had been illegally confiscated by the Imperial German Government about 1903, when New Guinea was held by the Germans.

The Tolai claim was dismissed by the Titles Commissioner, but in 1962-3 the Tolais appealed to the P-NG Supreme Court, claiming that under the Restoration Ordinance they were the owners of the land by virtue of native custom. Their appeal partly succeeded, for they obtained an order from the P-NG Chief Justice, Sir Alan Mann, to the effect that a substantial portion of the Varzin land was native-owned.

The High Court hearing was an appeal against the Supreme Court's decision. The High Court allowed

the appeal and thus the decision of the Titles Commissioner stands.

The legal argument before the Full Bench of the High Court—which lasted for three days in early November, with three QC's taking part—centred around whether the original German titles to the Varzin land were valid; whether the Australian titles were valid after World War I; and whether the loss of the register and the duplicate title during the war enabled the titles to remain valid.

NG 'Commercial Unrest'

Mr. D. L. Mahoney, QC, and Mr. A. B. Kerrigan, QC (for Mrs. Richards and the Custodian of Expropriated Property) held that the Australian titles were legal, and even though the certificate was lost it was indefeasible because nobody had attached any claims to it at the time of its existence.

Mr. Kerrigan commented that Mr.



*He Looks Sweet, High on the Seat,
Of a Bicycle Built From Two!*

Feamoeata Penitani, of Pea, Tonga, is up in the world on this unusual bicycle, built from two different bodies by the engineering staff of Liahona High School. What its advantages are, apart from the rider's ability to see over the car in front, we are not too clear.

Photo: Tulua Bros.

Justice Mann's decision for the native claimants had been a "contributing factor to a certain amount of commercial unrest that has occurred in New Guinea, as they seem to think the pronouncement has thrown doubt on the validity of titles."

Mr. John Kerr, QC (for the Director of Native Affairs and the native claimants) held that since the certificate and register were destroyed the matter of the original titles could be opened up.

Under the UN Trusteeship agreement there was an obligation on P-NG to safeguard native interests and to take into consideration their customs and usages. The native rights should have been looked at after the "dramatic destruction" of the documents.

Mr Justice Taylor: Not only the native rights.

Mr Kerr: Not only the native rights. If you are going to do that

you should look at the whole problem.

Mr Kerr submitted that in New Guinea the Torrens system of registration was not meant to override native land rights if they existed. People took their certificates knowing that if there were native rights they would be subject to them, even though the rights had not been uncovered and registered on the title.

Killed In The Rush!

The Chief Justice, Sir Garfield Barwick: The result might be most disadvantageous to the indigenous people. Introducing into this area that type of uncertainty could not make for progress at all, could it?

Mr. Kerr: It is not uncertain from their point of view. It may cause uncertainty in estates in the hands of people registered as proprietors.

Mr. Kerr said Europeans should be told that if duplicate titles were not in existence then land should be thrown open for the reinvestigation of native rights.

Chief Justice: If that was tendered to the European population you would nearly be killed in the rush, because why should my neighbour get his land back because the fire did not run in his property and I lose mine because it did?

Mr. Kerr: That is doubtless what they would say, but on the other hand the natives are entitled to say, "You have not got your certificates of title, we have a valid right and we wish to prove it".

Mr. Justice Taylor: I do not think it would be understood by the indigenous population or by anybody else, Mr. Kerr, that it should depend on the chance of whether somebody could produce a certificate.

During the submissions, it was stated that early German documents which some counsel felt might throw more light on the leases were presumed now to be in East Germany and could not be reached.

In its judgment on November 30 the High Court made no mention of general New Guinea fears on the validity of titles.

Doubt On Appeal

The judges said that in their view it was "open to considerable doubt" as to whether the natives had been entitled to appeal to the P-NG Supreme Court in the first place, because of time limits imposed. However no objection to the competency of the appeal had been raised at the time and it was now "neither necessary nor desirable for us to attempt to resolve the problem".

The judges held that in 1924, when

Curfew On Children

A spectacular increase in juvenile delinquency and rock throwing resulted in November in the imposition of a curfew in American Samoa on children under 16 who are unaccompanied by adults after 9 p.m. The authorities have stated that the curfew will be strictly enforced.

Children are liable to a fine of \$5 for a breach of a curfew and their parents may be fined \$50 or imprisoned for a month.

the land had originally been registered in Garrett's name, elaborate provisions had been carried out to see that the land was not subject to native rights. No claims were made against it and Garrett remained in possession of the land until the Japanese invasion.

His widow had resumed possession after the war, and no claim of native rights had been made until recently.

"Nevertheless the learned Chief Justice considered himself free at this late stage to embark upon an inquiry as to the validity of the claim now made," the High Court judges said. "In our view this conclusion was demonstrably erroneous."

Also erroneous, the judges said, was the Chief Justice's view that the destruction of the registers and certain provisions of the Land Titles Restoration Ordinance entitled him to grant the native claims.

Restoration Ordinance

The indefeasibility of the title did not depend upon ability to produce the register or duplicate register. It depended on the Restoration Ordinance, and this merely provided machinery to replace, in their original condition, registers which were lost or destroyed by the Japanese invasion. The ordinance did not assume that by the destruction of registers all land titles in New Guinea had been destroyed.

Claimants were excluded who were not registered when the book was lost or who could not prove that they would have been entitled to register if the book had not been lost.

The judges said it had been advanced that section 41 of the Lands Registration Ordinance enabled native rights to be established against a registered proprietor even though the register was clear. But the Chief Justice's conclusion that this was so was erroneous.

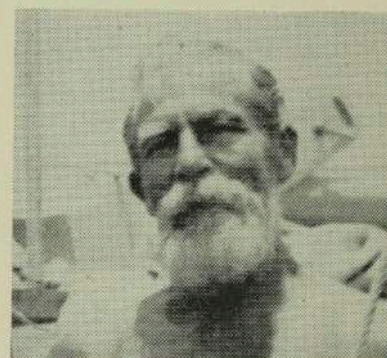
They said it should be observed that His Honour's conclusions could not be supported "by any reference

to any supposed 'policy of protection of native land interests', for if those conclusions are correct one consequence would be the destruction of native rights created by registration. . . ."

Such a conclusion would also mean that all land titles subject to the Registration Ordinance would be thrown open, leaving every individual native or not, free to assert a claim not founded on registration or upon a right of registration.

The High Court judges conclude that their reasons for these decisions were enough to dispose of the Varzin matter and render it unnecessary for them to give an opinion on Chief Justice Mann's view that there were enough irregularities in the actions of the German administration in 1900 to prevent the original German owner from having a good title to part of the Varzin land. They added:

"However, as the matter was argued before us by the parties we would wish to say that we have the gravest doubts as to the validity of His Honour's conclusions and as to the reasoning on which they are founded."



HE MAKES IT

American raftman William Willis, 71, who sailed his raft, *Age Unlimited* 10,000 miles from Peru to Northern Australia, arriving in September, was in Sydney in November, lecturing on his experiences and arranging for a lengthy film he took on his journey to be shown on Australian TV. He had planned to sail to Sydney direct.

Willis made the last stage of his journey from Queensland to Sydney aboard a freighter, with the raft as deck cargo. He later towed her outside Sydney Harbour and sailed her in gaily—for the benefit of news cameras.

Nauru Digs In Its Toes, Without Apologies

By Stuart Inder

The long period of testing the temperature of the water on the Nauruan question is now over. The temperature of the water is warmish, and a new phase has started in which the Nauruans are for the first time quietly on the offensive.

WE feel that our point of view is not listened to, although we are expected to understand Australia's point of view. Naturally, we want our views understood," Head Chief Hammer DeRoburt explained to me in Sydney, in November, where he arrived for discussions on the new phase.

The Nauruans are buying the services of a group of economics experts to advise them on the best way of obtaining a better deal on Nauruan phosphate deposits. It is likely that the experts will brief senior legal counsel to press the Nauruans' case for increased phosphate royalties before the British Phosphate Commissioners. The Commissioners represent Australia, New Zealand and UK Government ownership of the Nauru phosphate deposits.

The Nauruans want an increase from the present total of 7/- to 14/8 ton. Another conference on royalties and other matters affecting Nauru is likely to be held in Canberra early in 1965.

To Remain On Nauru

After the last conference, in August, the Nauruans announced that since Australia had refused to grant them sovereignty of Curtis Island, off Queensland, as a new home, they would not proceed with resettlement proposals. They would remain on Nauru.

They asked that they be given independence by 1967 and that the phosphate ships returning to Nauru in ballast be allowed to carry soil so as to rehabilitate denuded Nauru. They asked that the phosphate industry be transferred to them.

The Government replied that it considered Nauru's political advancement was closely tied up with a resettlement scheme, and it would discuss this with NZ and the UK. It would not agree to transfer the phosphate industry. It made no decision on the soil plan.

Hammer DeRoburt, a sound and intelligent leader whose determina-

tion to do what is right for his own people has never been questioned, says Nauru is united on the decision to stay put.

No Nauruan wanted to lose his national identity, and it was unnecessary and unwanted paternalism for any government to suggest that it knew better than the Nauruans what was best for them.

"We have lived there a long time, and in those seas near the Equator there are other islands with populations no greater who manage to live happily enough with less than we've got now and a great deal less money than we are likely to have," said DeRoburt. "We can grow coconuts, we can fish."

He said the fact that the Nauruan Council had not yet worked out the details of such an existence did not mean that they couldn't work them out, or that such a life would be impossible or even difficult for what, after all, were Islands people.

But the vital fact of the matter, he



Hammer DeRoburt.

stressed, was the Nauruans **wanted** to do it this way and they deserved and expected support from Australia and its trusteeship partners, NZ and the UK. Life should not be made more difficult merely because Nauru carried great phosphate deposits.

The Nauruan leader said he would expect that some young people might like to go to Australia in time, but he felt they would not be many and they would not create any large problem. No doubt some of them would be sending money home, as many Cook Islanders did who lived in NZ, or GEIC people in Fiji.

DeRoburt is aware that the Nauruans can't get what they feel is a fair go merely by applying to the Australian people, which is why the Nauruan Council is willing to spend money on legal help to tackle

(over)

And That's That!

The UN Special Committee on Colonialism had itself a ball in New York in November. In a series of meetings it disposed of, to its own satisfaction if to nobody else's, just about the whole of the South Seas territories, plus a few in the North Pacific.

The committee discussed the Australian administered Pacific territories of P-NG, and Nauru; the NZ territories of the Cooks, Niue and the Tokelau Islands; the American territories of Samoa, Guam and Micronesia; the British territories of Fiji, the Solomons, the Gilbert and Ellice group and Pitcairn and the

British-French Condominium of the New Hebrides. This was the only French territory mentioned.

It asked the same thing of all the territories—that they be invited to express their wishes for self-determination and independence.

The committee asked that the Nauruans be given control of their phosphate; that the Cooks, Niue and the Tokelau should not be denied independence on the grounds of limited resources or size; that UN assistance be given American Samoa to allow it to express itself on its future status; that "urgent steps" towards independence be taken in Guam, the New Hebrides, GEIC, BSIP and Pitcairn.

On the last four territories it was suggested that a visit by the UN would be useful.

the phosphate problem at its source—the BPC.

But he does feel, personally, that the Nauruans could do with some specialised public relations help to get their sentiments across to the Australian public.

He feels Australians don't realise that Nauruans have the same national pride as themselves, and that they are willing to be closely connected with Australia but not to be swallowed up.

He doesn't see why Nauru can't

have a Treaty of Friendship with Australia as Western Samoa has with NZ.

While in Sydney this trip DeRoburt will be making inquiries about the possibilities of getting a public relations organisation to look at Nauru's problem.

As far as Hammer DeRoburt is concerned, Nauru's 2,500 people are not talking pie-in-the-sky. They are talking in terms of nationalism—Nauruan nationalism, and they make no apologies for it.

FIJI'S SIXPENNY ROCKET WAS A FIZZER

From a Suva Correspondent

The Battle of the Tanner—the 6d in the £ basic tax which the Fiji Fiscal Review Committee has recommended should be imposed on all and sundry in Fiji—was joined in the Legislative Council in November and for two days the wordy encounter ensued.

It finished, as was expected, with the Government steam-rolling through the motion that the controversial fiscal report, which contains more than the tanner tax, should be accepted as a "general guide to Fiji fiscal policy".

"Sing a Song of Sixpence" will be on the programme again at the end of November when Financial Secretary Harry Ritchie presents his Budget. It goes without saying that the basic tax of 6d in the £ will be one of the proposals, or at least one of the changes which a new Income Tax Bill will usher in, probably in time for the Budget.

Despite the opposition of the Indian community, united in Fiji for once, the 6d will be insisted on.

It is to be introduced in addition to income tax, to bring in low income earners who never pay tax.

Biggest attraction for watchers on the sidelines was the dilemma facing the Member for Social Services, Mr. A. D. Patel, who was committed to collective responsibility with the remainder of his companions, Fijian and European, in the Executive Council.

Out On A Limb

Mr. Patel had put himself out on a limb by opposing the basic tax recommendation as a member of the Fiscal Review Committee, publishing his own minority report on the subject. He was thus faced with the dilemma of either opposing it in the Legislative Council and resigning his position as Member, or supporting something he opposed.

With singular adroitness, which marks the expert politician, Mr. Patel squared the circle and looked both ways at once.

It had been thought at first, after the Indian members on the Opposi-

TURNERS & GROWERS LTD.

AUCTIONEERS FRUIT & PRODUCE MERCHANTS
AUCKLAND, NEW ZEALAND

WE SPECIALISE IN THE EXPORT TO THE TROPICS
OF NEW ZEALAND PRODUCE, POTATOES, ONIONS,
APPLES AND FRUITS IN SEASON

All Inquiries to our Export Organisation:

Turners Supply Company Limited

Box 1370
Auckland, N.Z.

Cables:
"Tusco", Auckland

Brilliant light in
all weathers . . .

Coleman

Kerosene LANTERNS

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

Representatives for the Pacific Islands:

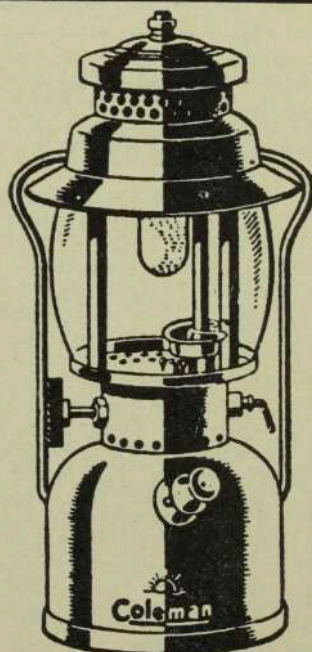
ROBERT GILLESPIE PTY. LTD.

22 Young St., Sydney. 334 Queen St., Brisbane.
Cable: "Robergill".

ROBERT GILLESPIE (N.G.) LTD.

Rabaul, Port Moresby, Lae, Madang.

PEARCE & CO., LTD., Suva.



on side of the House had declared their implacable opposition to the basic tax, that Mr. Patel must go with them.

One Fijian member, Semesa K. Sikivou, asked why Mr. Patel had not resigned.

Explanation

Attorney-General Mr. Justin Lewis explained that Mr. Patel wrote his minority report describing the basic tax proposal as "grossly iniquitous" as a private individual, and not as a member of the Government.

This was fair enough, because Mr. Patel had not then accepted the position of Member for Social Services.

Mr. Patel's lieutenant, Mr. S. M. Koya, went to his defence and probably caused Mr. Patel more embarrassment than would half a dozen Semesa Sikivous. Mr. Koya said Mr. Patel had not resigned, because the Federation Party to which they both belonged had not commanded him to do so! This clanger was eagerly seized on by Semesa Koya who said he had not thought that resignation depended on an outside body. He had thought it was a matter of conscience.

But, Mr. Patel himself later explained in a neat exercise in dialectics, it was a matter of conscience.

He had not resigned because he had opposed the basic tax as a private individual, and he had supported the report as a Member of the Government because he was helping to harmonise the different, conflicting interests of a conglomerate Government.

He was being a statesman and helping "to steer the ship of state clear of all rocks".

Then he repeated his momentous statement made at the time of the constitutional change.

"If it ever comes to a choice between sacrificing my community and the interests of this country and sacrificing myself, I would rather sacrifice myself," he said.

He ended with: "The day my conscience tells me I am of no use to my country by occupying this seat in the Government benches I will leave it without any hesitation".

Mr. Patel "Eloquent"

The Member for Natural Resources, Ratu K. K. T. Mara, waxed quite sentimental in congratulating Mr. Patel on his "eloquent speech". Mr. Patel thus voted with the Government, as did another member of the Federation, Mr. James Madan, who is in the Executive



NO, NOT SAMMY DAVIS JR. The grin belongs to Theophilus Kaembo, from Popondetta, Papua, who for the past five years has been boiler attendant at the Lae hospital. He has the local reputation of being the most cheerful boiler attendant in the country.—Photo: Pat Robertson.

Council as a Member without portfolio. A division was taken and Mr. Patel's name now officially appears among those who voted for the 6d tax.

Mr. Patel's opponents will no doubt circulate that list all over the Colony, but Mr. Patel will probably worry very little about it. Nowadays, the ability to somersault is part of the statesman's stock in trade.

The battle of the tanner was not

the only interesting item in the council.

Ratu Penaia Ganilau—who may possibly be given a very important and powerful post in his country's service when one certain retirement is announced—delivered a strong snub to the United Nations' ramshackle Committee of 24.

Committee On Colonialism

Only a few days before, this committee, comprising representatives from a score of cardboard states, had demanded that Britain should give immediate independence to Fiji.

Ratu Penaia was scornful. He asked that the "British Government should be requested to tell these meddlers to leave us alone". Another Fijian member, Josua Rabukawaqa, declared, obviously with the Congo and other places in mind, "We have no desire to tread in their blood-stained path to independence".

The interesting part of that particular debate, however, was not the indignation expressed by the Fijians or the Europeans, but the attitude of the Indian members.

Mr. Andrew Deoki said Ratu Penaia had made a most forceful and eloquent statement. Mr. Deoki didn't say he agreed or disagreed with his views. But he asked, pertinently, when the various groups in Fiji were going to get down to the job of holding conferences to hammer out a policy before the constitutional conference was held in London next year.

On that point, the Government, like Brer Rabbit, laid low and said nuffin. (See story, p. 21).

G.P.O. Box 172, Walu Bay,
Suva, Fiji.

Cable Address: "BISHLIMITED"
Suva, Fiji.

BISH LIMITED

ENGINEERS — SUVA

Marine, Structural & General Engineers
Iron & Brass Founders

AGENTS FOR

DEUTZ Marine and Stationary Diesel Engines

Manager: C. G. Wood, A.M.I.Mar.(London)R.E.A.

Residence 'Phone: 5943

Works 'Phones: 3021 & 3022

MORRIS HEDSTROM LIMITED

HEAD OFFICE : SUVA, FIJI

LONDON OFFICE

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

AUSTRALIAN REPRESENTATIVE

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

REGISTERED CABLE ADDRESS:

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

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

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

AGENTS & DISTRIBUTORS FOR:

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

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

FIJI — SAMOA — TONGA

Tropicalities

The war between rival aviation interests over control of internal air transport in the New Hebrides has been blowing hot and cold for some time. Lately, it has been going through one of its warmer periods.

THE two interests concerned are New Hebrides Airways, a British company with New Hebridean shareholders, headed by Mr. Bob Paul, of Fanna; and Hebridair, a French company, run largely by Mr. Martinet, head of the New Caledonian airline, Transpac.

A recent significant development in the air war has been the active entry into it of the big French firm, Comptoirs Francais des Nouvelles Hebrides (CFNH) as an ally of Hebridair.

CFNH has been helping to build airstrips in the northern islands of the Group, and, we hear from Tongoa, it has been attempting to influence New Hebrideans to travel by Hebridair rather than by NHA.

The Rev. J. R. Hyslop, a Presby-

terian missionary, who has been stationed at Tongoa since 1957, and whose letter on New Hebrides aviation was published last month (p. 51), now tells us (November 6):

"This week Comptoirs Francais des Nouvelles-Hebrides, which, if not a principal shareholder in Hebridair, is apparently vitally interested in its future, sent up here a Tongoan chief and member of the local council, who happens to be working for it in Vila at the moment, with an ultimatum to the chiefs and council. Emissaries bent on similar missions from CFNH have been many this year, but this was the first one with an ultimatum.

"The ultimatum was that if Tongoans continue to refuse to travel by Hebridair, then CFNH will dismiss all Tongoans who are employed by the firm in Vila and elsewhere. CFNH is the largest employer of Tongoans in the New Hebrides, and, as you probably know, is the largest commercial firm also.

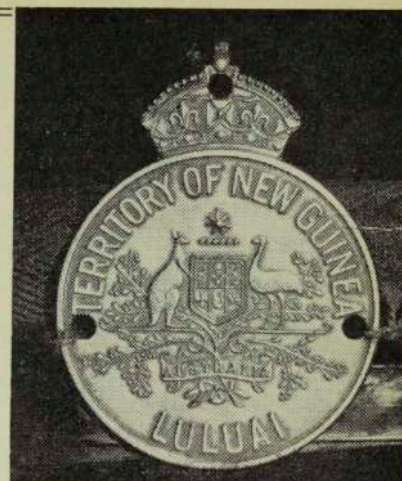
Disdain

"As nobody here is directed to travel by any one airline, the chiefs treated this threat with the disdain it deserved, adding a dark hint that this sort of thing could boomerang, as CFNH has a large trading business here that depends on the goodwill of the people to survive.

"There can be little doubt about which airline's resources are biggest, but there would seem to be plenty of doubt as to which are best, most desirable and most effective."

Two other—widely divergent—views on internal aviation in the New Hebrides were expressed recently by the New Hebrides Chamber of Commerce, Industry and Agriculture, and by Mr. Bob Paul, of NHA.

The Chamber of Commerce (which has eight French members to four British) expressed its view at its quarterly meeting in Santo on October 6. This was that the "activities of the aviation companies



Behind The Times

He hasn't heard the good news yet. This Luluai (chief) from the Wide Bay area of New Britain recently went to Rabaul wearing the old badge of the Territory of New Guinea. Since the war, of course, both Papua and New Guinea have been administered jointly.

operating in the archipelago should be co-ordinated" with a view to improving the Condominium's air services.

Mr. Paul's view appeared in an interview published by *The Fiji Times* on October 9.

He said his company had built seven airstrips in the New Hebrides with its own resources and without official backing, and now the French had convinced the British Adminis-

RECORD VOYAGE ON SEPIK RIVER

The Army landing ship "Brudenell White", commanded by Captain W. M. Blumenfeld, became the first vessel of her size to navigate New Guinea's Sepik River to the junction of the May River in October. The May River junction is 355 miles upstream.

The "Brudenell White", which is 203 ft long and 1,000 tons, was on a month-long assignment to set up fuel dumps along the river for helicopters being used in survey work. She returned to Wewak on October 26.

The last notable voyage on the Sepik was by the New Guinea Administration's schooner "Hermes". This vessel reached a point 12 to 15 miles below the October River in October, 1935, after which the voyage was continued to the Dutch New Guinea border in the launch "Osprey", which needed only 5 ft of water.

tration that they (the French) should be permitted to use the strips.

"This," Mr. Paul said, "has brought loud protests from the indigenous people who own the airstrips and the airways. The indigenous people say, 'We built the airstrips, we own them, and we will maintain them for our own use.'"

"The French will not meet anyone half way," Mr. Paul went on. "They want everything for themselves. We would like to know how we stand and what our future will be in the place.

"We started off as businessmen, and we will probably finish up as politicians."

UN Aid For The Pitcairners

THAT decolonise-or-else group—the UN Committee of 24—suggested in November (see p. 14) that a visit to Pitcairn Island by the UN might be useful to assess the political climate and aspirations of the people.

It seems to us that since the UN is rather short of cash, and a visit to Pitcairn, on present shipping schedules, would probably take a month, it might be more practical for the UN to send the Pitcairners a reply-paid letter each and ask 'em straight out. After all, at last count there were only 85 Pitcairners—and the sale of postage stamps is an important part of local economy.

Rarotongan Nightmare

IT can be said that the 20-mile road around the island of Rarotonga is the motorists' Via Dolorosa. When we were there recently, we had eight punctures during the seven days we used a hired car.

The explanation is simple. It is mostly a gravelled, bumpy road. For many years it has been used by carts and lorries carrying for shipment at Avarua nailed-up cases of oranges, bananas and tomatoes. The bumping of the load pulls the nails out of the wood of the cases, and the road is covered with nails. When conscientious roadmen run a grader over the road the grader stands the nails on end. Most drivers carry emergency outfits, and keep their fingers crossed.

Current report is that the Administration is importing a piece of road machinery with a very highly magnetised blade, and it is hoped that enough loose hardware thus will be collected to give the motorists a



BISHOP IN RABAUL

Visiting Rabaul recently for the first time since his consecration, the Anglican Assistant Bishop of New Guinea, Rt. Rev. John Chisholm, confirmed eight Rabaul youngsters, seen here with him and with the parish priest, Rev. Fr. A. Haley (right). The girls (from left) are Christine Jones, Helen Goad, Julie Grimshaw, Grace Minto and Ruth Haley. The boys (from left) are David Herbert, Stephen Oliver and Mark Brooks.

chance. A simpler plan, which would make Rarotongans truly happy, would be to complete the sealing of the road.

Mysteries Behind NG Education

ALTHOUGH our memories are pretty long, we don't know of any one-day seminar that has ever got such a national Press coverage as one in Sydney in November which discussed the P-NG report on higher education.

The coverage was all the more remarkable for the fact that only about 60 people attended, and considerably less than that took an active part. It just shows what can be achieved with a bit of organisation by a man who knows the ropes—in this case Sydney journalist Peter Hastings, executive officer of the Council on New Guinea Affairs.

It was the Council's inaugural function. Its next, a seminar on New Guinea defences, is in mid-December.

A number of New Guinea people were brought down for the education seminar, the main paper in which was read by Professor O. H. K.

Spaté, Professor of Geography at the Australian National University and one of the three commissioners whose exhaustive report—in itself a valuable social document on New Guinea's development pains—had only a tepid reception in Canberra.

The commissioners, among other things, want work started quickly on a university for Port Moresby. (A university college by 1966 was promised as long ago as 1960 by the former Minister of Territories, Mr. Hasluck).

Professor Spate, as we have noted before, is one of a number of long hairs capable of making positive statements, and he left no doubt that he felt bloody-minded about the lack of official response to the university provisions of the report. He felt that unless somebody decided to move there could be a Congo situation in the Territory.

A university could be a unifying force in New Guinea—if it could get moving before political problems developed a significant Highland v Coast, Port Moresby v Rabaul attitude, with none trusting the other.

But the professor's appeal drew nothing but more platitudes from the present Minister, Mr. Barnes, who Mr. Barnes was questioned in Parliament the next day. Everything had to be looked at in the light of everything else, said Mr. Barnes.

No doubt a number of those who attended the seminar smiled at this and wondered just how accurate had been the summing-up of Sydney barrister J. H. Wootten, who had had a number of fascinating things to say at the seminar about Australian policy in P-NG.

Mr. Wootten agreed with the majority of the report and felt that the reaction of the Government to it so far seemed to indicate that it would either shelve it or emasculate it.

Mr. Wootten admitted that he didn't know why the Government should do this, but he felt that it might have something to do with Mr. Barnes, who as a man of the land apparently was more interested in bulls than in bards. He felt that had been a significant shift in New Guinea policy since Mr. Barnes took over it had been a most empty year.

Were then the vigorous year under Mr. Hasluck due to a Hasluck policy and not a Government policy and had NG now lost priority with the Government as a result of Mr. Hasluck's departure? he asked.

Perhaps another explanation, suggested Mr. Wootten, was that the policy was being followed—but

icy of Australian disengagement
in NG.

Mr. Wootten's suggestion of
engagement is not new—a year
two ago Melbourne journalist
nar White suggested this was in
a deliberate Cabinet policy, and
stories received official denials.
Australia certainly wasn't going to
out of NG prematurely, the
government said.

but the key word here is "pre-
-ure". Cabinet presumably is
king to some kind of rough time-
e in P-NG, but until it reveals
nobody can say whether it is
nature—if then.

to doubt the much delayed World
k report—that elusive document
se contents everybody claimed to
w about before its release date,
ch has been announced as Decem-
3—will shed some light on the
ersity mystery. Whether it will
the situation is another matter.

H. Wyndham, NSW Director-
eral of Education, who had just
rned from a tour of P-NG, told
seminar that time was against
ualism in NG and an elite had
e built up. Much of the World
k report's views on education,
added, was "right off the beam".

ter Professor avidson?

NOTHER Canberra academic
with a close interest in South
politics at the moment is
essor J. W. Davidson, Professor
Pacific History at ANU, and a
tern Samoa old-hand.

now seems clear that Professor
idson is the man whom the
n leaders have been talking to
he hope that he will be their
titutinal adviser.

ne interesting thing is that not
is conversations have been with
Fijians. As we reported in
ember (p. 45), Indians too
been in search of a champion
heir own as a safeguard against
-fisted Fiji Government officials
would like a plan for the
ny's future to be almost entirely
of their own making.

nce the London constitutional
erence in which these vital
ers will be discussed is probably
a few months off, there are
bers of Fijians and Indian leaders
want to get matters discussed
ider circles than those of the
Executive Council. After all,
uture of Fiji is something of real
est to the half-million people
live there.

AN INVALUABLE AID
TO HEALTHY LIVING
IN THE TROPICS

TROPICAL and other DISEASES

COMMONLY MET WITH IN
MELANESIA and POLYNESIA

BY

CLIFFORD S. JAMES

M.B., Ch.B. (N.Z.), D.T.M. & H. (Lond.), F.R.C.S. (Edin.)
F.R.A.C.S.

Late Medical Officer, Melanesian Mission
Hospital Fauabu, British Solomon Islands.

"An indispensable aid to all people in the Tropics.
Personally found it a life-saver on many occasions
when trained medical help not available."
(Says REV. R. KIRKBY, late Presbyterian Missions,
New Hebrides.)

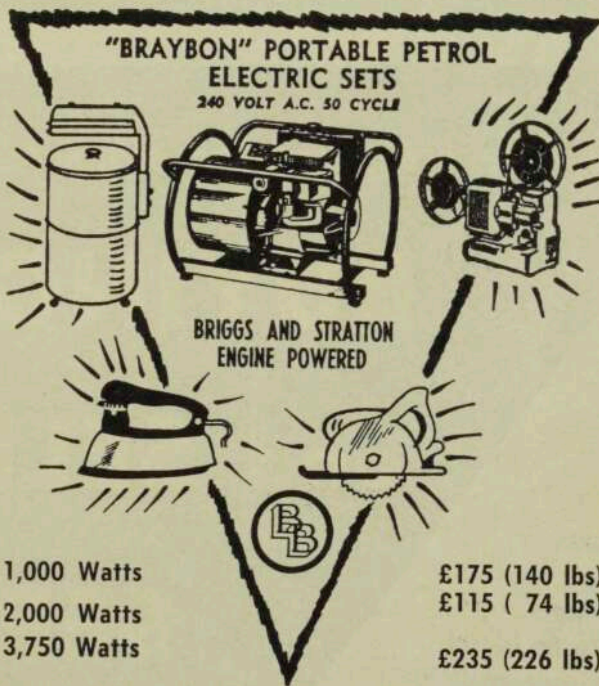
NEW REVISED FIFTH EDITION

AVAILABLE FROM
Whitcombe and Tombs Ltd., Sydney
Magazine Bookshop, Rabaul.
Lae News Agency.

Published by the
INSTITUTE PRINTING & PUBLISHING SOCIETY LTD.,
P.O. BOX 5053, AUCKLAND NEW ZEALAND

17/6

"BRAYBON" PORTABLE PETROL
ELECTRIC SETS
240 VOLT A.C. 50 CYCLES



BRIGGS AND STRATTON
ENGINE POWERED

1,000 Watts	£175 (140 lbs)
2,000 Watts	£115 (74 lbs)
3,750 Watts	£235 (226 lbs)

Write for Pamphlet

PRICES F.O.B. SYDNEY

BRAYBON BROS. PTY. LTD.

27-33 Washington Street, Sydney.

Distributed by: Steamships Trading Co. Ltd.; Colyer Watson (N.G.) Ltd.;
Tutt Bryant (Pacific) Ltd.

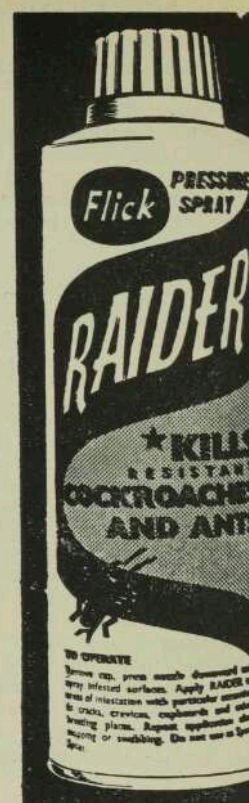
NEW *Flick* **RAIDER**

This wonderful new residual pest killer is available now from all Flick Agents.

Contact *Flick Pest Control* for expert personal attention. Inspections are free, treatments guaranteed. For your nearest RESIDENT Flick Man enquire through: NEW GUINEA—Steamships Trading Co.; P. L. James & Co., Rabaul; A. Woodward, Wewak; New Guinea Co., Lae and Madang. FIJI—W. A. Flick & Co., Bank of N.S.W. Building, Phone 3425. NEW CALEDONIA—Societe Havraise Caledonienne, Noumea. And BURNS PHILP BRANCHES everywhere.



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



We have been providing efficient:

BUYING and SELLING SERVICE

WE specialise in the requirements of the Pacific Islands. The experience of 70 years blended with the vigour of youth offers **YOU** a world-wide buying and selling network which cannot be excelled.

Since 1890

**W. S. TAIT & CO
PTY. LTD.**

22 Jamison Street
Sydney

Cables: "SUCCESS"

METEOROLOGISTS EVACUATE RAOUL ISLAND

Tongan Eruptions May Follow Series In Kermadecs

The western islands of Tonga could be the scene of spectacular volcanic activity soon because they are on a line of weakness in the earth's crust where greatly increased volcanic activity has been experienced recently.

THE line of weakness runs from Mt. Ruapehu in the North Island of New Zealand, through Raoul Island in the Bay of Plenty, through the Kermadecs about 600 miles north-east of Auckland, and through the Tongan islands of Ata, Nukunono, Tonga, Hunga Ha'apai, Fonuafo'ou, Tofua, Kao, and Fonualei to Savaii (Western Samoa).

Increased volcanic activity along this fault line has resulted in:

- Earth tremors at the rate of about 30 a day being felt on Raoul Island and in the Kermadecs from November 10. About 10 days later, the crater lakes on Raoul began erupting, and it was deemed advisable to evacuate the nine-man team of New Zealand meteorologists stationed there.

- Earth tremors in Tonga in November.

- Earth tremors in Apia, Western Samoa, on November 11, 12 and 16. The Lecturer in Geophysics at the University of New Zealand, Dr. A. A. Day, said *PIM* that the violent activity in the Kermadecs "could well suggest the reopening of the fault fissure further north," particularly as volcanic activity in this area had been very low in recent years.

This could produce "a series of bursts northwards along the volcanic chain running through Tonga in the next few years."

Submarine Volcano

A few weeks before the tremors on Raoul Island began a lively submarine volcano was discovered between White Island (Bay of Plenty) and the Kermadecs. The volcano is about 200 miles from Auckland.

According to existing charts, the

WHARF COLLAPSES IN RABOUL EARTHQUAKE

A wharf collapsed at Palmamal, New Britain, on November 17 during an earthquake which rocked Rabaul at 6.45 p.m. Palmamal is on the south coast of New Britain, about 110 miles from Rabaul.

The intensity of the earthquake was given as between seven and eight on the modified Mercalli intensity scale for the hills surrounding Rabaul. In Rabaul town the shock was given as between five and six.

More earth tremors were reported in Rabaul on November 20.

seabed in this area is featureless, with a constant depth of 150 fathoms.

But Dr. A. C. Kibblewhite, deputy director of the Naval Research Laboratory in Auckland, said in early November that investigation by the New Zealand research ship *Tui* had revealed the presence of a lively under-sea volcano a mile high and about 10 miles long.

The underwater mountain appeared to be the centre of a major region of volcanic activity along a ridge extending from Raoul Island in the Kermadecs to White Island, where there was continual volcanic activity.

A New Zealand Government volcanologist, Mr. J. Healy, who flew from Auckland on November 21 to make an aerial inspection of volcanic activity at Raoul Island, reported that he was sure further activity would be experienced, but it would probably not be big.

However, the risk of leaving the weather staff there was not justified, particularly as the settlement was vulnerable.

Following this survey, the nine meteorologists on the island took shelter for the night on board HMNZS *Lachlan* in case the island began erupting during darkness.

The *Lachlan* had arrived at Raoul a short time earlier with a party of 13 ornithologists to study the island's bird life, and another volcanologist, Mr. E. Lloyd. The ornithologists' visit was to mark the 25th anniversary of the Ornithological Society of New Zealand (*PIM*, Aug. p. 23).

Mr. Lloyd landed on the island on November 21 with a reconnaissance party, and after spending most of the day on the island, he recommended that it should be evacuated for several weeks while developments were observed.

Mr. Lloyd reported that black smoke and steam were rising inter-

mittently from the island's green and blue crater lakes, and that the water in the green lake had risen 10 to 11 ft the previous day.

The level of the blue crater lake, the main one, had also started to rise, and a few hot springs had been observed at its side. This lake was rising about one inch an hour, and the bottom of the lake was apparently being elevated.

On November 22, a report from the *Lachlan* said that debris had been hurled 2,000 ft into the air from the green crater lake that morning, and that an investigating party had been driven away from the blue lake by an eruption which hurled debris 500 ft into the air.

According to New Zealand reports, the last "full-scale eruption" at Raoul Island occurred in 1872, but several eruptions and earthquakes have been recorded there over the past century.

On several occasions during the century settlers have been driven away by the violence of volcanic activity. However, one family, the Bells, put up with Raoul's disturbing conditions for 36 years—from 1878 to 1914.

Notoriously Unstable

The islands in Tonga which may suffer a chain reaction from the latest Raoul Island eruptions are notoriously unstable.

One of the islands, Falcon, which is at present submerged, is sometimes called Jack-in-the-Box because of its appearances and disappearances.

Falcon was first reported as a shoal by HMS Falcon in 1867. Ten years later, another British naval vessel saw smoke rising from the spot; and in 1885 a volcanic island rose from the sea, two miles long and 250 ft high.

During the next few years, the island was rapidly eroded by the sea, and in 1898, it was reported to be only a reef, barely awash. It re-emerged slightly in April, 1900, but by 1913 it had disappeared altogether.

It erupted again in October, 1927, and in May, 1928, when it was about two miles across, the Tongan Government annexed it. As on the previous occasion, the sea gradually eroded it, and by early 1959 it was again submerged. It has not reappeared since.

GOVERNOR'S VISIT

The Governor of Fiji, Sir Derek Jakeway, will make an official visit to Australia in mid-February. He will be accompanied by Lady Jakeway.

Volcano Still "In Bounds" After Death Plunge

From AAP-Reuter and E. Frank Lyn
in Rabaul.

The Town Advisory Council of Kokopo, near Rabaul, has decided not to recommend a ban on climbing Matupit Volcano.

BUT it will ask the P-N-G Administration to obtain cliff-climbing equipment to facilitate rescues and to train personnel in its use.

The Kokopo Council made these decisions at a meeting in mid-November after John Hamilton, a Sydney accountant who had been working in Rabaul for four months, fell to his death in one of Matupit's craters on November 1.

The climbing of Matupit is a popular tourist attraction in Rabaul, and Father K. English, a member of the Kokopo Council, said a ban on climbing it would "take away the spirit of adventure".

Taking Photographs

Hamilton's death in Matupit was the first since 1937 when a photographer was blown up while standing on the crater's rim. That was during the volcano's last disastrous eruption, although it erupted to a lesser degree in the early years of World War II.

The



Challenger

Kerosine-Operated
BATH HEATER

gives you gas
or electric
HOT WATER
LUXURY

for Low Cost
Installation and
Operation

For full details Phone JF 2014
EVERYDAY PRODUCTS PTY. LTD.
105 Reserve Road, Artarmon, N.S.W.

Rabaul's active
Matupit volcano,
scene of a tragedy
in November.



Hamilton, who was with two friends, Miss Nicky Green and Bob Gregor, was also taking photographs before he was killed.

It seems that he had moved slightly off the beaten track that follows the crater rim and began sliding in the loose volcanic shale that falls sharply away from each side of the foot-wide track.

He slid 20 ft over the shale, hit a rocky outcrop and bounced 15 ft into space, then he plunged 50 ft down to the rock-strewn base of the 1937 crater.

While Miss Green scrambled down the outer side of the volcano to raise the alarm, a 15-year-old high-schoolboy, Kevin Quick, and a native companion, who had seen Hamilton fall, went down a rope used by vulcanologists to the stricken man's aid.

Helped

Quick applied a rough tourniquet to Hamilton's injuries, and later had some palm fronds brought down from the outer side of the volcano to shade Hamilton from the fierce sun. The temperature inside was probably more than 110 degrees.

Later, a Rabaul insurance man, Mr. Peter Hiley, climbed down with a water bottle and vacuum flask.

Four hours after Hamilton fell a police rescue party got into the crater, gave Hamilton morphia, and then tried to get him out on an ambulance-type stretcher while the sun blazed down on them unmercifully, the sulphur fumes sickened them, and hundreds of ants swarmed over their sweat-soaked legs and arms.

Helped by Matupit villagers, they tried 15 times to get the stretcher

out of the crater, but each time caught on a rock ledge.

Hamilton died at 2.30 p.m., about six hours after his fall, and a further two hours passed before it was possible to get his body out.

A rescue party doctor said a preliminary examination showed that Hamilton had died of loss of blood shock and exposure.

A few days later, Senior Inspector Fred Towner who had led the rescue party, called a conference of police vulcanologists and Health Department officials to work out a plan to deal with future cliff accidents around Rabaul.

Meanwhile, attempts were being made to get official recognition for young Kevin Quick. He was the first one into the crater and he spent more than six hours in there before coming out with the last of the rescue party.

NEW UNDER-SECRETARY APPOINTED

● Nicholas Brokam, member of the P-N-G House of Assembly for the New Ireland Open Electorate, who was Under-Secretary to the Assistant Administrator (Economic Affairs), has accepted the post of Under-Secretary for the Department of Information and Extension Services. He replaces John Guise, who resigned the appointment when he became Leader of the Opposition Members in the House of Assembly.

Lepani Watson, member for the Esa'ala-Losuia Open Electorate, has been appointed Under-Secretary to assist the Assistant Administrator (Economic Affairs).





you'll glow with
Dri-Glo
TOWELS

Deep-textured towels that make short work of drying . . . great, big beauties for bath, beach and trousseau.

There is a Dri-Glo for every purpose and every purse. Whichever Dri-Glo you choose you can be certain of longer wear, greater absorbency. Dri-Glo towels are double checked at every stage of their making for perfect finish



Available, in luscious tropical fruit colours,
at leading stores throughout the Pacific Islands

8649



How tough can you get?

Tough enough to haul 1½ tons over the worst roads imaginable. And the Stout can dispense with roads altogether should the need arise.

The Powerful 1900 cc, 85 HP engine will pull you up the steepest grades and maintain today's highway cruising speeds for hours on end. Yet its very low fuel consumption would be the envy of any of the widely promoted economy cars.

Another outstanding feature is the Stout's rear body. It's lower than usual for easier loading. Carries all kinds of cargo, from glassware to boulders, in complete safety with the vacuum booster for the extra-large brakes.

See and drive this tough one today at your nearby Toyota dealer. You'll be glad you did.



"BUILT TOUGH FOR YOU"
TOYOTA MOTOR, JAPAN

THE GREATEST NAME IN CIGARETTES



ROTHMANS KING SIZE
really satisfies



Local Skills Are Being Wasted In The South Seas

From a Frustrated Islands Resident

For years I've been in Government service of one sort or another, but just at the moment I feel that I'm free to prise open my sealed lips and ask an open question or two to Administration types in the Pacific. It's a problem that's been bothering me for a long time and maybe somebody—some Administration type even—might be able to provide the answer.

THE question is quite simply this: Why do Administrations, by and large, do everything—not so much by active measures but rather by masterly inactivity—to throttle local skills, methods and materials and instead, at vast expense, foist an imported "know-how" and way of life on the people?

I'll give you some examples of what I mean. For reasons of personal tact, shall we say, no names will be mentioned but I can assure you that names exist, and that residents of individual territories concerned will know exactly what is meant.

First example: Housing in local materials or built by local methods. "Oh no, old boy. That kind of building just doesn't pay. It isn't economic. Imported officers' wives wouldn't accept it either. It may have been alright for early missionaries or for the first Administration officers, but it won't do nowadays." Very plausible. Yet, in the very centre where this viewpoint was pressed most strongly to me, while sat in a box of a house lacking grace or interest, but which had

cost the Administration over £7,000 to build, I was looking towards another home, of equal or even greater ground area and occupied

A local house on Tanna, in the New Hebrides. This one is unusual, for most New Hebrides houses are rectangular. — Photo: Rob Wright.



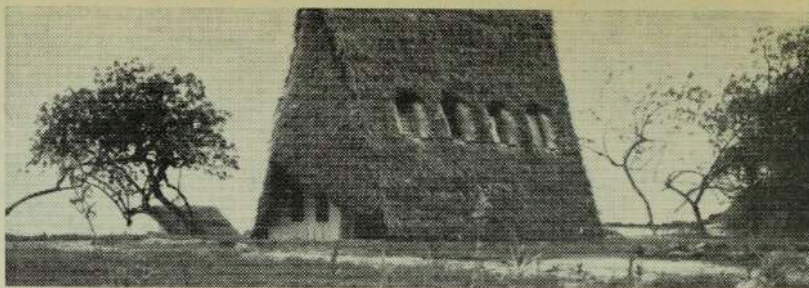
Some Administrations do experiment with housing, although, as "Frustrated Resident" says, not enough. These low-cost houses at the Raiwaqa Housing Estate, Suva, would probably not satisfy "Frustrated Resident". The jelly-mould at right is a ctesiphon, and the others are modified versions of this concrete house. Recently a group of Noumea officials visited this estate to study the building methods. Nearly 400 families will have been housed on it by 1965.—Photos: Rob Wright.

by a European couple of fully equal cultural demands to those of my hosts, and which had cost £800 to build.

Its interior partitions and its ceilings were of glossy, plaited sago-palm stem-bark, its roof was of local thatch. It had all the civilised amenities of the Administration "boxes" and it was a house every room in which would have been

worthy of a coloured illustration in a glossy American publication on gracious living.

Certainly, the roof would need to be re-thatched after four or five years. But the cost of the roofing was included in the original cost of £800. Certainly, the roof didn't provide water catchment. Certainly, the roof is the weak point of the whole argument for native-style building. But what about the rest? What consideration have Administration officials given to a compromise solution, if thatched roofing really has to be abandoned (which I don't believe is a proven necessity in any territory except those with an excessively heavy rainfall, or those in the other extreme which depend on



roof catchments for the bulk of their water supply).

In another territory where native housing is particularly aesthetic in its form and is ideally suited to the climate and gracious, cultured way

One of the few signs of housing inventiveness and imagination you'll see on a drive around Rarotonga, in the Cook Islands. It was built by Americans. Mr. C. J. Dillman, who came in to set up the local fruit juice processing factory and remained on to do something else, his wife and two teenage children, all live there. It is pretty small inside but in Rarotonga where the prevailing building materials are concrete and rusty iron the outside appearance stops most people in their tracks.

MILLERS

SUVA & LAUTOKA

For all your Canvas Goods

- | | |
|-----------------|----------------|
| ● AWNINGS | ● TENTS |
| ● BOAT COVERS | ● ICE BAGS |
| ● CANOPIES | ● HAVERSACKS |
| ● HATCH COVERS | ● MAIL BAGS |
| ● WATER BUCKETS | ● SAMPLE BAGS |
| ● SEA ANCHORS | ● SAILS |
| ● LIFE BELTS | ● LIFE JACKETS |

*Quality Canvas and Workmanship
Made to measure—made to last*

FREE QUOTATIONS AND ADVICE

MILLERS LIMITED, Suva & Lautoka, Fiji

G.P.O. Box 296, Suva.

Cables: "Lumba", Suva.

of life of the people, the local pastor told me that the cool and spacious guest-fale where I had been staying would soon, at the instigation of European friends, be replaced by a European-type house.

Why? "Oh, the fale costs too much to keep up. The roof, you know. Every four or five years, the men and women of the village have to spend several days, maybe a week, to prepare the thatching and re-thatch the roof."

The homes in that territory are built on a raised foundation of coral rock, strewn with smooth fine coral pebbles and covered with mats, the making of which is one of the great prides and traditions of the women. The roof is supported on green wooden pillars that last more than a lifetime. There are no true walls but only coconut-leaf screens that can be dropped if required. Thus the roof is the only part of the structure that needs maintenance.

Why Sink Capital?

"So you propose," I said to the pastor, "to build a European house at a capital outlay of at least £3,000 or £4,000, sunk for ever in the house. How much work is required to raise that sum? Or, if you like just to pay the annual interest supposing that the capital were merely borrowed? How often will that roof need to be renewed, or how often will it, together with all the walls, have to be repainted? And at what cost? How much work does that represent?"

"You'll find, my friend, that the pleasant community effort represented by the re-thatching of your

beautiful and dignified fale will be replaced by a very different and very much less pleasant obligation."

Time and again, Administration people have glibly quoted replacement figures of two or three years for roof-thatching, yet in the very same territories the people themselves, when questioned specifically about their own and their neighbours' houses, have given me figures of from five to 15 years for the life of a good thatch.

In another territory the chance of erecting a boarding school was frustrated 10 or 12 years ago when the local people offered to build it with free labour and material if they could use the local system of burnt-coral mortar on a sort of lathe-and-aster construction.

The PWD boss advised the Administration that this type of construction was unacceptable because it cost too much to maintain and would fall down if a real hurricane struck the island. No boarding school was built—and to this day there is no boarding school. Children from 11 years upwards are obliged to cycle up to 25 miles a day to get to the secondary school.

Yet, when a hurricane did in fact strike the island, day schools which had been built by local labour in local methods, stood up to it though they were to some extent de-roofed. True, a large proportion of badly built or badly maintained houses of this construction *did* collapse, but a badly built or maintained building in any construction will collapse, so, especially if it is anything from 10 to 80 years old, as most were.

I am living at the moment in a non-Government house in another territory very subject to severe hurricanes. It is modern and European in its style and has all the amenities of a metropolitan bungalow—but the fabric of its walls is the burnt-coral mortar on wattling just mentioned, and it has emerged completely unscathed from several hurricanes.



Traditional Fijian bure. They have done the job for generations. Some Fiji hotels make excellent use of them as accommodation for paying guests—who think they are fascinating.

The point is that local people know and understand this method of construction, and all the materials are to hand.

As a result they can build at a small fraction of the cost of conventional, standardised "European" methods requiring exclusively imported materials, and by either exclusively imported or else specially

trained local artisans under costly imported supervision.

Why then insist on it?

In yet another territory a former Resident Commissioner had evolved a style of housing which in most admirable fashion adapted European style of construction to blend with local house forms. He also roofed all houses, from the Official Residence down to a fourth grade local clerk's, with thatch, the result being a cool and lovely style which merged into the whole landscape and way of life. Yet now under a different RC, when the first hotel ever to be built in the group is constructed, under Government sponsorship, a nondescript block building in "Cosmopolitan Airport" style is thrown up—at a time when, tourists at least, are demanding something local in their accommodation!

But why give further examples? It's the same story all the way along.

Why Do They Do It?

But what is the reason? Is it because Administrations want to make territories more and more dependent on the administering power? Is it to give work to metropolitan manufacturers of building material and to artisans from the metropolitan power? Or is it just because PWD officials have their ready-made plans, their ready-made experience in European styles and



Papua-New Guinea probably makes more use of the traditional European house—built at great expense—than any other territory. These are at Boroko, a Port Moresby suburb. Experiments are now going on in P-NG into low-cost housing.

materials, and are too lazy or too unsure of themselves, or too over-worked, to try to adapt local styles and local methods and local materials?

I leave it to others more competent than I am to answer that.

The matter of local handicrafts is another area in which the European sticks his great foot in it.

It is easier to interest Administrators in a project to establish a furniture factory than to persuade them to encourage the maintenance of local woodcarving skills; easier to get them to move heaven and earth to persuade a manufacturer, by means of tax concessions and

loans, to set up a coir-matting factory than to get them to give some almost costless help in the form of supervision or guidance to local groups trying to build up an export market in woven mats and baskets.

The one type of undertaking, I have been told, usually requires a capital investment of some £5,000 or £10,000 per employee to get it going; and of the employees, all the posts will be in imported European hands.

Yet the development or encouragement of existing traditional skills requires almost no capital investment and is an almost perfect way of



A pretty Niue basket-weaver. Traditional skills there have paid off—but what follows suit?

introducing indigenous people gradually into the ways of business and finance.

I know of one case where, after a disastrous hurricane which entirely destroyed all banana production for a year and all copra production for two or three years, there was almost no export possibility except woven ware, a traditional skill of the territory.

A market was assured and one or two members of the Administration staff, entirely in their spare time, private individuals and as unpaid helpers, organised an unofficial Weavers' Association (no machine then existing for the formation of registered co-operative).

This territory needed a couple of hundred pounds as working capital to give women urgently needed cash for the beautiful mats and baskets that they wove, while awaiting shipment and payment for the first consignment. After that point it was calculated that this working capital could be repaid within six months to a year from a working margin established in costing the goods. This assistance was refused point-blank by the Administration.

No Help

A European schoolteacher, a European nursing sister and a local woman advanced £50 each, interest free, to set the thing going; and it had been calculated, it was possible to repay this money within a few months.

The Administration's help was confined to words and to some packing-cases; and the Administration

KINKELDER Spraying Equipment

Produced by Leading European Specialists in Plant Protection

There is a model for

EVERY PLANTATION,
CROP,
BUDGET and
Most makes of Tractors

With the "KINKELDER" LOW VOLUME mist blowing system you can SAVE UP TO 40% on your Spraying Costs—

Write for free brochure describing this system to:
Sole Distributors for Pacific Islands—

KERR BROTHERS PTY. LIMITED

4 O'Connell Street, Sydney

P.O. Box 3838, G.P.O., Sydney.

Cable Address: "Carefulness".

ALL SOULS' SCHOOL Charters Towers, North Queensland.

Church of England Boarding School for Boys

Headmaster: Bro. M. A. P. Mattingley, M.A. (Tas.), Dip.Inst.Ed. (Lond.),

JUNIOR SCHOOL: boys accepted from Grade 3 and upwards.

SENIOR SCHOOL: boys prepared for Public Examinations and the University.

Sound religious and moral training under the care of the Brotherhood of S. Barnabas.

Excellent scholastic results under the guidance of a staff of university graduates and trained teachers.

Individual attention: no class exceeds 30 boys.

Modern brick classrooms opened in March, 1964.

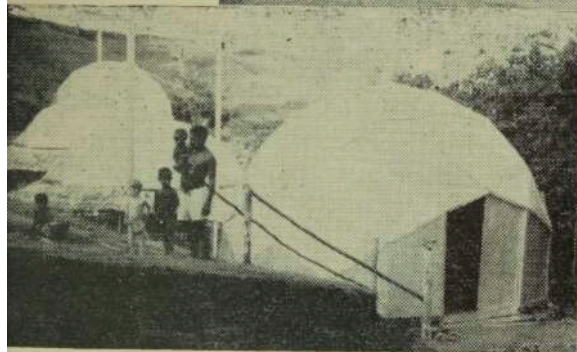
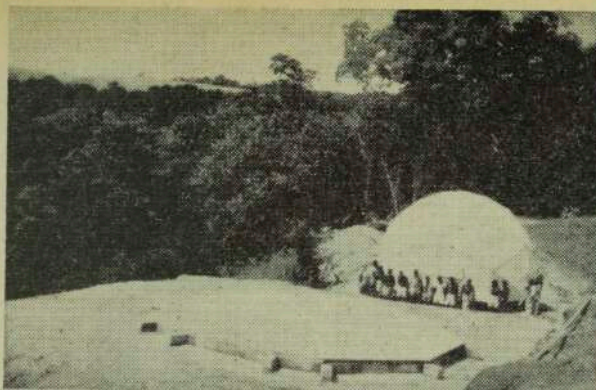
Ample provision for games: 6 ovals, 4 tennis courts, gymnasium and swimming pool.

Warm but healthy climate: 1,000 feet above sea-level.

Fees and other particulars may be had on application to the Headmaster.

First Term begins 2nd February, 1965. Boarders return 1st February.
(Telephone 43 Charters Towers)

Geodomes are easily portable. This group of Melanesians is preparing to install this one on a prepared concrete site.



This Melanesian family seems happy enough in this geodome. Note the palm fringes, to keep off the sun, in the geodomes at the rear.

on's thanks to the officer who had established the informal co-operative, who had lent some of the capital interest-free, who had drawn on payment for his assistance or even timed the cost of petrol for his trips around the island in his own transport and in his own time, was at the expiry of his contract that he "had taken too much interest in matters not concerned with his job".

Visiting economists, presumably highly-paid, all too often overlook possibilities—or even the stark economic facts—of local housing and local handicrafts.

Why is it? Is it simply because these things are alien to their experience in a metropolitan country and therefore contrary to their principles? Do they see the future only in terms of mass production, rationalisation and mechanisation?

Is this the reason why most administrations (there are some exceptions) give only lip service to proper development of local resources?

Do they avoid them because they don't fit into any recognised norm or procedure?

I am not a newcomer to the South Seas. I have lived here a long time, but not so long, I hope, that I can't cry with frustration over missed opportunities and wasted money.

What are we going to do about it? When will we wake up?

A Handy Type Of Housing

Islands Administrations facing problems of housing native staff on developing enterprises may be interested in these structures now being used by the Geological Survey Department in the British Solomons.

THEY are called geodomes, and they fold up, and are so light that a small team of men can handle them. They can be assembled by unskilled labour. They are made of $\frac{1}{2}$ inch foam plastic between hard paper-board, and they are self-supporting. There is no timber frame, except at the doorway and at the bottom of the walls. They have triangular windows. They are waterproof, and are claimed to be hurricane resistant.

Low-Cost Housing Tests

They are supplied by the Monsanto Chemical Company of USA—the full-size geodomes cost £360; and the half-space ones, around which the BSI people put a skirt of ivory-nut leaf to keep out the sun, were installed much more cheaply.

The Building Research Station established by the Commonwealth

Advertisement



To clear and freshen the complexion, ease away crow's-feet, unwanted expression lines and to put more life into your skin, try complexion steaming. With a towel over your head, steam the face over a basin of hot water to which add a teaspoon of lemon freshener or lemon juice. Beforehand, anoint the skin with oil of ulan so, as the hot water clears the pores, the ulan oil is able to penetrate and nourish. After steaming, pat dry, tone with lemon delfh freshener and finish by smoothing in a film of the ulan oil.

Margaret Merril.

HAIRDRESSER CLIPPER CUTTING HEADS

Precision Ground and Sharpened

5/- per set

Plus Postage

Post to

HEATH (WHOLESALE) PTY. LTD.

5 Short Street, Croydon, N.S.W., Australia



B14137MH

Can it last 5 years in the tropics ?

In more temperate climates people have come to accept the fact that DULUX Hi-Gloss can be expected to give 5 years' protection to a home.

Can you expect the same kind of life from it in the tropics?

It depends on many things — the surface you paint, the way the wall faces.

And although we could claim

our paint would last longer than we do, we wouldn't guarantee it.

So we only guarantee what we know from tests is true. Such as the staying power in Hi-Gloss that isn't equalled in similar paints, and the brilliant gloss colours.

Hi-Gloss lasts longer than any similar paint in the tropics.

But to tell you Hi-Gloss protec-

tion looks fresh, crisp and beautiful for the whole life of the paint, you don't need tests.

Just your eyes.



partment of Works at Port Moresby, Papua-New Guinea is to conduct tests on the use of local building materials for the construction of low-cost housing. The programme of research includes:—

A survey of available native materials.

Investigations into the potential use of bush and other locally produced materials.

Sociological aspects of housing for New Guineans.

Treatment of native materials, including fire-proofing.

Investigations into earthquake-resistant building techniques.

Manufacture of new type building materials from local resources.

An inexpensive and easy-to-operate machine is at present being used by an Australian firm to make a building board from wheat straw; similar machines will be taken to the Territory to test manufacture of wall-boards from compressed kunai grass.

A pilot project will be constructed consisting of an office for the research station. It will measure 12 feet x 16 feet, and will be mechanically treated to ensure durability.

The building will be in constant use and under daily surveillance to check efficiency of preservative methods. The framework will be of treated bamboo, the walls of nipa from Kikori, the floor of bom palm from the Brown River, building stumps of mangrove from Bootless Bay, and the roof of either kunai thatch or cut ends of bamboo tiles.

NEW GUINEA WOMEN'S CLUB CHRISTMAS FUNCTIONS

The New Guinea Women's Club will hold two Christmas functions in their clubroom at 77 King Street, Sydney, in December.

A children's Christmas tree will be set up on December 14, from 2 to 5 p.m. and New Guinea children on the spot in Sydney will be welcome. For more information, phone call to Mrs. Green, 5412, or Mrs. Clark, XJ 2193, giving the names and ages of the children will ensure that a gift will be available for every child up to the age of 12.

On December 18 a cocktail party will be held from 6.30 p.m., the admission being 10/6. Visitors from New Guinea who wish to attend should contact Mrs. Foxcraft, 1778, a few days before the event.

WARNING ON INDEPENDENCE

WESTERN Samoa's Minister of Agriculture, Haufile Time, warned the native people of Papua-New Guinea in November not to be too quick to ask for independence from Australia.

Time arrived in Port Moresby on November 3, for a five day visit, accompanied by the New Zealand High Commissioner for Western Samoa, Mr. J. B. Wright.

"It could be 50 years before Papuans and New Guineans are ready for independence," Time said.

He added that there was a great deal of hard work yet to be done by the people of the Territory before they could expect to be self-governing.

Before the New Guineans decided on independence they must be certain they were ready for it, and they needed and should be grateful for the guidance of European people working with them.

He said his people in Western Samoa had found that this was the case.

South Pacific Hibiscus Nurseries

Australian Div. (Reg.)

Specialising in Exotic Hibiscus

120 VARIETIES,

HAWAIIAN INDIAN CALIFORNIAN AUSTRALIAN

SPECIAL OPENING OFFER—6 Specially Selected Plants £5 including Packaging, Inspection.

NOTE: Although we specialise exclusively in Hibiscus, we can obtain for our Clients, Plants, Shrubs, Seedlings, Seeds of any and all varieties from the Top and Most Reputable Growers in N.S.W. and Queensland.

For Price Lists and further information, write:—

Post Office Box 75, CHATSWOOD, N.S.W., AUSTRALIA

Established
1870

Cable Address:
"WEYSEAS, SYDNEY"

Place yourselves in the hands of
Specialists for your requirements
in

FRESH FRUIT & VEGETABLES POTATOES & ONIONS

★ We invite your inquiries

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

Arnott's

famous

Biscuits





V. J. Andersen, Resident Commissioner of the GEIC.

New British Government reassures GEIC

Britain assured the economically-weak Gilbert and Ellice Islands Colony in November that it would stick by her financially despite any constitutional changes that might come. The British assurance, from the new Labour Government, followed a talk in the Colony about the GEIC's future.

The Labour Government's message was read to the third meeting of the GEIC Advisory Council in Nauru on November 2.

The message was authorised by the Secretary of State for Colonial Affairs, Mr. Anthony Greenwood, and was read by the Resident Commissioner, Mr. V. J. Andersen.

The British Government, the statement said, "are well aware of the economic difficulties that must increasingly face the Colony. They do not, of course, undertake now to provide any specific level of financial assistance to the Colony to help in overcoming these difficulties in the years to come."

Nevertheless, the people of the Colony can rest assured that the British Government's concern for their well-being and its willingness to provide such financial assistance

as may be agreed to be necessary in the future would not be affected by constitutional change in the Colony.

"At the same time, the British Government will naturally expect the people of the Colony to help themselves to overcome the economic difficulties which circumstances unfortunately imposed on them."

Mr. Andersen read this statement after saying that he had heard many opinions expressed during the previous 12 months on the political future of the Colony.

Some people, he said, believed that existing councils in the GEIC represented over-rapid progress for the people of the Colony; while others, including outside critics of British policy, thought that the Government should move faster.

A Council member, Mr. R. K. Bowman, who moved an address of thanks to the Resident Commissioner, said that self-help was essential in all fields of development in a colony facing economic difficulties.

Mr. Reuben Uatua, who seconded the motion, said that while further steps might be taken towards representative government, the people of the Colony were not going to be forced into self-government by anyone who knew nothing about the Gilbert and Ellice Islands and their conditions.

In a debate on the motion, Mr. E. H. G. Blacklock, an LMS missionary, said that immediate steps for self-determination were not essential.

"As is seen in other territories

BURNS PHILP (New Hebrides) LTD.

REGISTERED Office: VILA, NEW HEBRIDES

Branch office at SANTO

Exporters, Importers and General Merchants

Commission, Shipping and Customs Agents

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

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

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

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

PRESBYTERIAN AND METHODIST SCHOOLS' ASSOCIATION

THORNBURGH

AND

BLACKHEATH COLLEGES

CHARTERS TOWERS, NORTH QUEENSLAND

For BOYS AND GIRLS from GRADE 3-UNIVERSITY-MATRICULATION

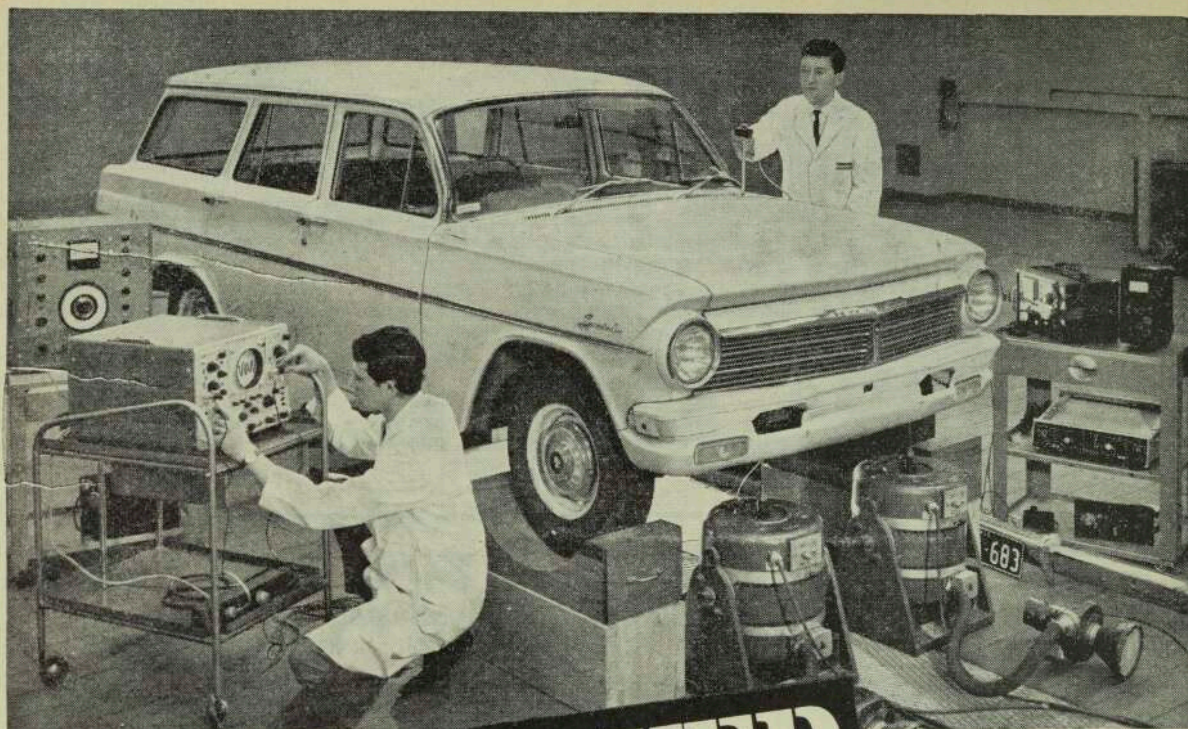
Courses available:—ACADEMIC, COMMERCIAL, INDUSTRIAL, HOME SCIENCE, MUSIC and ART OF SPEECH taught.

Excellent sporting facilities, swimming pool, good climate.

First term commences on Tuesday, 26th January, 1965.

BURSARIES ARE AVAILABLE.

Prospectus from the Principal, G. E. Thomson, B.Com., or Secretary, T. & G. Building, 137 Queen Street, Brisbane, Queensland.



PROVED

ALL ROUND THE CLOCK, ALL ROUND THE YEAR, ALL ROUND THE COUNTRY, ALL ROUND THE CAR

WHAT DOES THIS MEAN TO YOU?

It has a good deal of meaning for you. It means that in Laboratories, on the Proving Ground and on the roads all over the country, tests are made on Holden **before** you buy the car. It means a better car **when** you buy. A better car as you drive. A lot more value to you when you come to trade in.

The new £3,000,000 Technical Centre at GMH is typical of some of the resources that are unique to Holden; for it is in this research centre that the future of Holden is planned — in styling, design and engineering.

There's the Rig Test Laboratory, for instance. The

men in here are known at GMH as "the destroyers". They are experts in destruction. They design machines to test components far beyond the safety zone of normal driving — even bad driving. This testing goes on all the time — with parts from current models and parts planned for models of the future.

GMH are still the only manufacturers to design and engineer a complete vehicle to suit the motoring conditions of this country. It is only constant expansion, constant improving, constant testing, and the constant provision of new resources such as the Technical Centre, that enable Holden to keep ahead as the undisputed sales leader in the sedan, station sedan and utility markets of Australia.

GMH-THE LOOK OF LEADERSHIP

which were given full independence, they gain nothing but disaster," he added.

In subsequent debates, members emphasised the need for increased copra production and increased industry.

Problems Discussed

A couple of weeks earlier, the Financial Secretary of the Western Pacific High Commission, Mr. L. M. Davies, visited Tarawa to discuss development projects and economic problems of the Colony.

These talks covered methods by which employment might be found for Gilbertese in overseas territories, as well as possible resettlement schemes.

Full details of the recent census in the Colony are not yet available, but Mr. Davies said on his return to Honiara that on present indications, the population of the islands probably numbers about 50,000, and on existing projections, it might reach 75,000 in 15 years.

Mr. Davies said there was a growing interest in sponsoring tourist facilities in the GEIC. Investment in hotels had been suggested to him as the first requirement.

FACELIFT FOR WALLIS AND FUTUNA

The French territory of Wallis and Futuna, comprising two small groups 120 miles apart north-east of Fiji, has been having something of a facelift recently.

ON Wallis Island, drainage pipes at Hihifo Airport laid 20 years ago by the Americans have been replaced, with the result that the landing strip is again well-drained and there is now a possibility of increased air traffic. (At present, UTA provides a monthly service from Noumea with a DC4 aircraft).

Work to improve harbour facilities at Wallis are also being carried out. The sinking of piles for a landing stage and wharf at Matautu has been finished three months ahead of a target date by members of the French Maritime Services Board. Other work is being carried out in conjunction with the Public Works Department.

Meanwhile, at Futuna, investigations have been made into the possibility of building an airstrip, and it has been found that one large enough to take DC3 aircraft could be built.

The road on the island is also being remade, and it is now said to be "in perfect condition for two-thirds of its length".

Another project is the installation of a permanent submersible dock to replace a wooden wharf at Sigave which was carried away in a flood.

Talks On Labour Problem

The French Resident Commissioner in the New Hebrides, Mr. M. Dalauney, visited Wallis Island from October 28 to 31 at the invitation of the Administrator, Mr. Duc Dufayard. The two officials discussed the possible immigration of further Wallis Islanders to the New Hebrides for work on copra plantations.

Several hundred Wallis Islanders are already employed in the New Hebrides, and, with a few hundred Tahitians, they make up the bulk of the Condominium's non-indigenous work force now that most of the Vietnamese workers have been repatriated.

Teleflex

MARINE CONTROLS
TO SUIT ALL CRAFT
STEERING
SINGLE LEVER THROTTLE AND
GEARSHIFT CONTROLS
THROTTLE AND CHOKE CONTROLS
FOR POWER BOATS AND YACHTS
REMOTE CONTROLS FOR ALL USES
INCLUDING DIESEL ENGINES

Available from

NELSON & ROBERTSON PTY. LTD.

197 Clarence Street, Sydney, N.S.W.

Telephone: 29-2871

AUSTRALIAN & PACIFIC ISLAND DISTRIBUTORS
TRADE INQUIRIES WELCOME

To

NELSON & ROBERTSON PTY. LTD.

197 Clarence Street, Sydney, Aust.

Please send me without obligation or cost full particulars and details on:

(Indicate with X literature required)

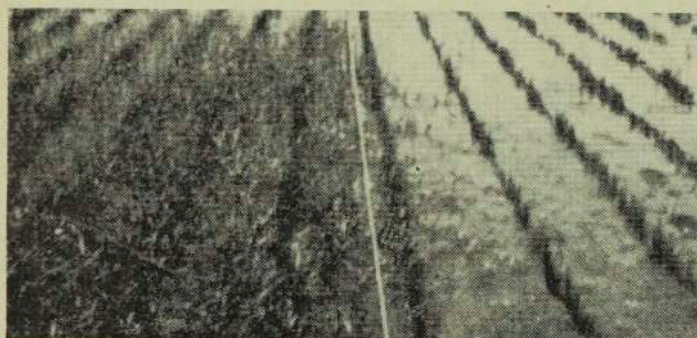
TELEFLEX

- ☐ STEERING FOR INBOARD APPLICATION.
- ☐ STEERING FOR OUTBOARD APPLICATION.
- ☐ STEERING FOR AQUAMATICS.
- ☐ SINGLE-LEVER THROTTLE/GEAR SHIFT CONTROL INBOARD.
- ☐ SINGLE-LEVER THROTTLE/GEAR SHIFT CONTROL OUTBOARD OR AQUAMATICS.
- ☐ THROTTLE OR STOP CONTROL.
- ☐ DUAL STATION CONTROLS.
- ☐ IF INTERESTED IN PACIFIC ISLAND DISTRIBUTION.

NAME

ADDRESS

LANE'S CHEMICALS



Untreated

Treated

Best for RICE

STAM-F34 *
NOCWEED MCPA

Kill weeds

BUGMASTER-80
EMULSANE-DDT
MALATHION-E.C.

**Kill insects
and control
rice yellows**

Futher information about Lane's weedkillers, fungicides, insecticides, fertilizers and disinfectants can be obtained from Mr. A. H. Cates (Telephone Suva 4867), from W. R. Carpenter and Company (Fiji) Limited or by writing directly to Lane's Pty. Limited, P.O. Box 59, Bankstown, N.S.W., Australia. All are at your service.

* Reg T. M. Rohm & Haas Co.

W. R. CARPENTER & CO. (Fiji) LTD.

Rodwell Rd., Suva, G.P.O. Box 299
Telephone: SUVA 3801

Telephone: LAUTOKA 7
Nede St., Lautoka



This was the emblem used for the First South Pacific Games. It was designed by a woman resident of Port Moresby—Mrs. V. Prescott. The emblem for the Second Games may become the permanent Games emblem.

SEARCH FOR PACIFIC GAMES EMBLEM

The Organising Committee of the Second South Pacific Games to be held in Noumea in September, 1966, is offering a first prize of 15,000 French Pacific francs (about £A75) for the best design for an emblem for the Games.

THERE is also a second prize of 5,000 Pacific francs (£A.25). The winning design may be adopted as a permanent emblem for the Games, which are the South Pacific Olympics. The first Games were held in Suva in September, 1963. They are held every three years.

The conditions of entry for the emblem competition are:

The Details

1. The design should embody the words in French: "Ile. Jeux du Pacifique Sud—Noumea, 1966." The figure II must appear in Roman script.
2. Entries should measure 21 x 27 centimetres (8½ x 10½ inches).
3. The design should be suitable for a postage stamp or medal.
4. The winning entry only will be published and the organising committee will retain the right to alter selected designs.
5. Full copyright in respect of the winning entries will be vested in the organising committee.
6. Entries will be judged more for idea each embodies than for

artistic merit; hence, designs need not be finished to professional standards.

7. Entry is free and any number of entries may be submitted. Entries must reach the organising committee by January 31, 1965. The committee's address is: Comité Organisateur des Jeux du Pacifique Sud, Commission de la Publicité, Boite Postale 333, Noumea, New Caledonia.

8. Competitors wishing to have their entries returned to them should enclose a stamped addressed envelope. In the case of competitors residing outside New Caledonia and dependencies, an addressed envelope

with an international reply coupon should be enclosed.

9. All decisions made by the organising committee will be final.

Minister's Visit

The French Secretary of State for Youth and Sports, Mr. Maurice Herzog, arrived in Noumea on November 15 to look over sporting facilities and study plans for the South Pacific Games in 1966.

After a detailed inspection, Mr. Herzog said that the country's sporting facilities were outmoded, and he proposed a series of measures by which they could be improved. He

MORRIS HEDSTROM

(AUST.) PTY. LTD.

We are Australian Agents for:

MORRIS HEDSTROM LTD., Fiji, Tonga,
West Samoa.

W. R. CARPENTER & CO. (FIJI) LTD., Suva.

MILLERS LTD., Fiji.

NEW GUINEA CO. LTD., Rabaul, Kavieng,
Madang, Lae.

ISLAND PRODUCTS LTD., Port Moresby.

G.&E.I.C. WHOLESALE SOCIETY, Tarawa.

MORRIS HEDSTROM

(AUST.) PTY. LTD.

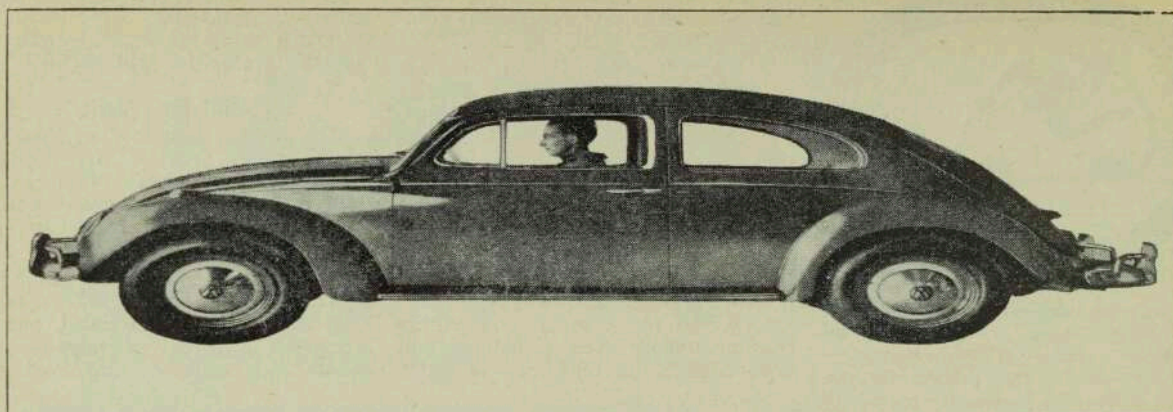
ISLAND MERCHANTS

Wales House, 27 O'Connell St., Sydney

Box No. 2512, G.P.O., Sydney. Phone: BL 5421.

Cable Address: "Morstrom", Sydney.

Bank of New Zealand, Sydney; Bank of New South Wales, Sydney



STRETCH YOUR MOTORING MONEY WITH MOBIL SUPER

It's the only petrol that publicly proves its economy
under the supervision of 187 private citizens

Tetramel in Mobil Super puts equal power into every cylinder —
an important factor in the big m.p.g. figures of cars in the Mobil
Economy Run. Discover what you can get out of **your** car — fill
up with Mobil Super and save!



G6422 48

These are the
figures of strictly
supervised standard
models in this year's
Mobil Economy Run.
They publicly proved
what good driving and
Mobil Super can do.

	m.p.g.		m.p.g.		m.p.g.
Bellett 1500 (W)	42.97	Holden 149 (W)	34.22	Renault R8 1100	46.40
Chrysler Valiant	31.69	Holden Standard 149	35.27	Studebaker Lark (Auto.)	25.28
Citroen ID 19	43.93	Holden 179 (Auto.)	32.03	Triumph 1250 (W)	46.59
Consul Cortina 1500 (W)	44.77	Holden Special 179	34.30	Triumph 2000	39.28
Datsun Bluebird	47.06	Humber Sports Vogue	37.77	Valiant AP 5/4 (Auto.)	27.07
Fiat Riviera	41.18	Humber Super Snipe (Auto.)	27.03	Vauxhall Cresta (Auto.)	26.08
Fiat 2300	34.38	Morris 850 (W)	54.58	Vauxhall Victor	37.92
Ford Falcon 144	37.95	Morris 850	54.41	Vauxhall Viva	47.93
Ford Falcon 144 (Auto.)	34.13	Morris 1100	51.22	Volkswagen 1200	50.90
Ford Falcon 170 (Auto.)	31.91	Morris 1100 (T)	48.63	Volkswagen 1200 (W)	44.91
Hillman Deluxe	38.44	Peugeot 404	41.64	Volkswagen 1200 (T)	43.50
Hillman Imp	53.45	Rambler American	37.69	Volkswagen 1500S	42.08
Holden 149 (Auto.)	32.53	Rambler Classic V8 (Auto.)	26.50	Wolseley 24/80 (Auto.)	31.90

(W) = Women Drivers (T) = Teenage Drivers

also promised substantial subsidies from his ministry.

As a result, courts of the local tennis club will be reconditioned; and a new one with seating accommodation for 800, and a practice swimming pool at a Noumea college will be built. The local horse-riding club, L'Etrier, will also be subsidised.

At a Press conference before returning to France, Mr. Herzog said that "France would engage all its prestige in the staging of the 1966 Games".

He said a sporting programme costing 250 million Pacific francs (£14 million) would be undertaken. This would include subsidies to various sporting bodies, financial help for the Organising Committee of the Games, and help in the construction of the Olympic pool to be built by the Noumea Municipality.

Samoa Scheme

The committee of the Western Samoa Amateur Sports Federation made a move in November which could result in that territory's representatives putting up a much improved performance at the 1966 Games.

The committee resolved to seek the help of Rothmans of Pall Mall (Australia) Ltd. in arranging a visit of some top class athletes and tennis players to Samoa in 1965.

The committee's secretary, Tufuga S. Atoa, was reported by *Samoaana* as saying: "We feel that the appearance of world class athletes at Apia Park, and the visit of top tennis players would be a tremendous boost to local sport."

He said that if the visits could be arranged, the Federation would hold a dinner at which the visitors would be the guests, and the entrance money of £2 a head would go towards a fund to send the Western Samoan team to the Noumea Games.

Samoaana said the approach to Rothmans follows the formation last March of the Rothmans National Sport Foundation, a non-profit organisation supported by the company to the tune of £100,000.

1969 Games In NG

Although there has been no official announcement on the site for the Third South Pacific Games in 1969, it seems likely that the Games will be held in Port Moresby.

A committee of five P-NG people in June were deadlocked on the decision whether to hold the Games in Moresby or Rabaul, and the decision was to be left to the Administrator, Sir Donald Cleland.

It now appears that the matter is connected with proposals to establish

a university at Port Moresby—and no firm decision has been made on the university (see *Tropicalities*).

The recent report of the Commission on Higher Education in P-NG points out that sporting facilities will be need for the university, and recommends that levelling of ovals and courts be undertaken on the university site in Port Moresby by 1966, that tennis and basketball courts, an oval, an athletic track with grandstand and gymnasium be

built by 1967, and that a second oval and 50 metre swimming pool be built in 1968.

Although the report does not connect this construction programme with the 1969 Games, it has apparently been planned with the Games in mind, especially as P-NG Assistant Administrator, Dr. John Gunther, was a member of the commission. While on commission work, Dr. Gunther attended the First Games in Suva.



NEW VALSPAR SUPER GLOSS

Gives you faster, easier painting — for a tougher, brighter finish

Valspar Super Gloss is famous all over the world because its brilliant gloss is so wonderfully tough and lasting. Yet you'll find it so easy, so smooth to put on. It dries so quickly, too. No wonder Valspar Super Gloss is always used by experts who want the best results. Use it yourself. Also: Valspar High Gloss Wood Stain, Valspar Clear Varnish, Valspar Yacht Varnish.

Pacific Agents: Morris Hedstrom Ltd., Fiji—Tonga—West Samoa
British Solomons Trading Co. Ltd., Solomon Islands
Gilbert & Ellice Islands Colony Wholesale Society,
Gilbert & Ellice Islands.



Advertisement



BEAUTIFUL shoulders are smooth, supple and either have a gorgeous golden glow from the sun or else are classically, dazzling milk white. It is important that you care for them constantly so any spots or blemishes should be treated by patting with lemon delph skin freshener and then smoothed over with a film of oil of ulan. This moist oil is isotonicly balanced to nourish the skin so that your shoulders quickly acquire a lovely, velvet-textured bloom.

Margaret Merril.

THE YORKSHIRE INSURANCE CO. LTD.

(Incorporated in England)

ALL CLASSES OF INSURANCE

Including

**Fire — Accident — Guarantee
— Motor — Workers — Marine**

PAPUA AND NEW GUINEA BRANCH

James Arcade, Cuthbertson St.,
Port Moresby.

Manager, K. S. Ewing.

CHIEF ISLAND REPRESENTATIVES

Port Moresby . . . E. A. James & Co
Rabaul A.S.P. (N.G.) Ltd
Lae Paul Hyman
Madang . . . Rabaul Trading Co. Ltd
Manus Edgell & Whiteley Ltd
Honiara, B.S.I.P. . . E. V. Lawson, Ltd
Suva Williams & Gosling Ltd
Noumea R. Laubreaux
Norfolk Island . . Martin's Agencies
Apia E. A. Coxon & Co

New Teaching Method Benefits Islands Children

From Ralph Craib, in Pago Pago

Australia's huge post-war immigration boom has resulted in an unpredictable benefit for hundreds of small Polynesian children watching schoolhouse television screens here.

FOR it was during the Commonwealth's migrant expansion in 1950 that George Pittman, a one-time Western Australian high school teacher, devised an unusual method of teaching spoken English to the foreign-born.

And Pittman's method has become an important part of the new \$1.6 million educational television system in American Samoa.

Pittman's English-teaching "break-through" involves the use of classroom situations which require youngsters to repeat simple statements—but statements that vary immediately in gender, number and tense.

The variation takes the boredom out of recitation and it also teaches English grammar and structure although the students are not aware they are learning it.

Sound Repetition

Repetition of sounds found in English is also basic in the Pittman method, called the Australian method in some other areas where it is in use.

Pittman, a French and German teacher in Western Australian high schools for 15 years before World War II, was, in 1950, in charge of a staff of 150 instructors at immigration centres established throughout Australia to give "crash" courses in English to migrants newly-arrived in Australia.

He was forced to abandon some traditional concepts of teaching because he had neither trained teachers nor the years normally required to give his students complete mastery of a new tongue.

He devised what he calls a "system of oral repetition based on situations in the classroom".

The system worked so well, he believes, that the highly motivated adult students learned in a few weeks what would have taken two years in

conventional classroom foreign language instruction.

The system was refined after Pittman left the Commonwealth Office of Education to serve as Director of Education of Nauru for eight years and during his service as foundation director of the English Language Institute of Victoria University at Wellington, New Zealand.

He is now the language teaching specialist of the South Pacific Commission at Noumea, and part-time consultant to the Department of Education of American Samoa on the oral English TV courses.

Oral Practice

"In teaching a language," he says "the problem is to organise the maximum possible amount of oral practice."

The Pittman system—with carefully-thought-out, constantly-changing sentences about classroom situations, little stories about things the children see—provides "generation of motivation", its innovator says, and thus makes recitation attractive.

The difference between teaching English in Samoa and teaching it in American or Australian schools is that in American or Australian schools "even the smallest tots bring the spoken language with them" on their first day of school.

In Samoa, as Pittman says the language "must be put into them".

This is being done by telecasting Pittman's classroom-situation method to remote village classrooms. Seven highly-trained American mainland teachers and two research teachers appear before television taping cameras in the busy studios of KVZK-TV, Pago Pago's new educational television station.

Speaking of TV education in Samoa, Mr. Pittman says: "I had completely under-estimated how effective this medium might be. It is an incredible new tool for teaching."

He adds that it is too early to make a definite evaluation, but early results have been good "and the overall impression is a favourable one".

American educators at Samoan schools have been less restricted. David Lommen, who gives the English sound drills on KVZK-TV said that he was told the Polynesian youngsters would never be able to pronounce the "th" and "sss" sounds so common in English. Since then his face and his repeated voice drills have become familiar to American Samoan youngsters.

And now, sometimes when he takes a walk, he is followed by small kids dancing after him, all shouting "th—sss—th—sss".

West New Guinea Life Is Not What It Was, But Indonesia Makes An Effort

From a Port Moresby Correspondent.

New Guinea newsman Geoffrey Luck, back from an extensive tour of West New Guinea, reports that Indonesia is making a sincere effort to develop the country taken from the Dutch and that it is probably achieving more there than it is in other parts of the Indonesian Republic.

He says that although their efforts are not always realistic or successful by Western standards, they could not be decried. In some fields such as education, he says, "they have been able to make dramatic progress at every level—something that Australia has not been able to achieve in Papua-New Guinea".

Geoffrey Luck, who directs the ABC news services in Papua-New Guinea, was especially interested in making his West New Guinea tour so he could decide how realistic the official Indonesian claims that they were doing more in West New Guinea than the Dutch had.

Luck told me:

"The difficulties that confronted the Dutch in West New Guinea—poor natural resources, shocking rainfall, scattered populations further divided ethnically and linguistically—are all well known.

"These problems didn't evaporate overnight with the advent of Indonesian administration, and it was doubly surprising to find that no spectacular breakthrough in economic development had been achieved in 16 months since May '63.

Efficient Public Service

What the Indonesians have done is to set up quite an efficient public service that has maintained the status quo of governmental organisation, civilly re-organised the educational system, and laid extensive and quite rough plans for a wide range of basic development in the fields of communications, agriculture, health, forestry, and training.

I would say that it probably taken the Indonesians longer to do this than it would have taken a Western country—their pace is slower, and they feel the emphasis is on different things."

As an example of this, Luck said that during the period of Independence

Day celebrations this year—from Friday, August 14, until Tuesday 18—practically everything stopped in Sukarnapura, the capital, (named Hollandia in Dutch times).

A Dutch merchantman with urgently needed cargo from Australia arrived in the harbour on the 15th and rode at anchor for seven days before it got a berth and discharged. An Australian freighter, the *Taranui*, which had started to unload in the same period, was moved away from the only serviceable wharf in Sukarnapura to make way for two frigates calling for the celebrations.

Luck said the celebrations themselves involved a non-stop round of

official and social functions, all extremely informal and friendly, and which the Indonesians obviously enjoyed very much.

But he felt they were also escapes from the very tiring business of trying to uplift an extremely primitive country within the staggeringly, impossibly short time of a three-year plan. This plan, providing the main surge of development to jerk the area from the Stone Age to the Atom Age overnight, as one planner put it to Luck, will be financed jointly by Indonesia and the UN—about 50-50.

The plan covers 27 projects, and the United Nations Development Fund for West New Guinea is to put in \$US28 million, or £A12½ million. Simultaneously, Indonesia is to provide the equivalent of £A11 million in what is termed "counterpart" finance. So far none of these projects is under way, although the first, the purchase of some light

INDONESIA IN WEST NEW GUINEA

The Australian Broadcasting Commission's senior newsman in Papua-New Guinea, Geoffrey Luck, recently became the first Western journalist to visit the 17th province of the Indonesian republic—West New Guinea—since Indonesia took over administration there on May 1, 1963.

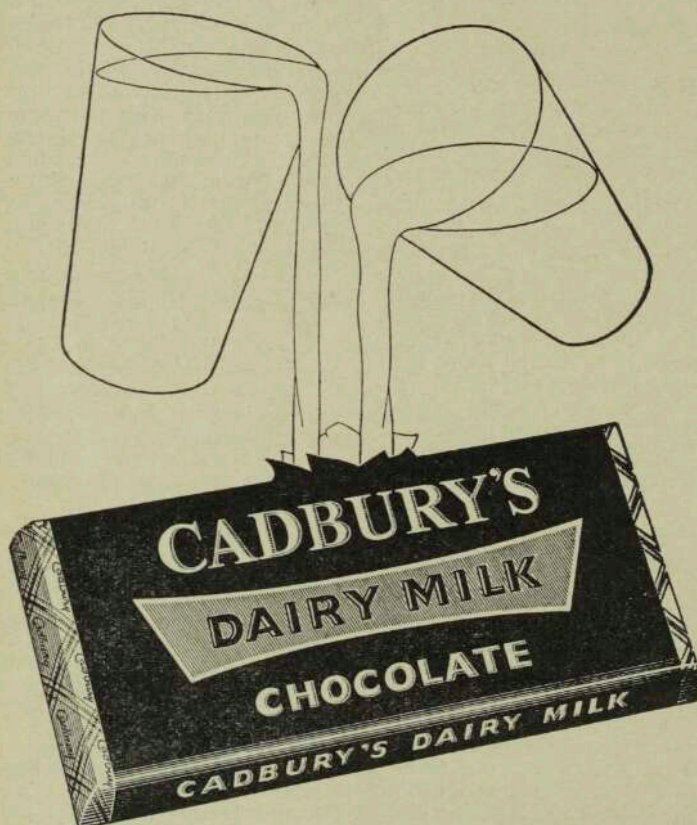
Many journalists had earlier asked in vain for visas to tour the Territory. Luck's visit for three weeks in August-September permitted the first close investigations of conditions in an area which was the cause of so much bitterness for 13 years between Indonesia and the Netherlands. The bitterness almost brought this corner of the South Pacific to a state of open war.

Luck reported that no restrictions had been placed on him in West New Guinea and that he had been given a great deal of assistance wherever he went. He did not have a guide constantly at his elbow, or one anxious to provide a car to take him only where it was considered he should go. Luck in fact found there was a shortage of private transport and he thumbled lifts, took buses, or sometimes walked. In three weeks he estimates he walked 50 miles.

Luck's assignment was to bring back to Australia a full picture—in radio broadcasts and on TV film—of what was happening inside West New Guinea and he was selected to do the job because he had made two previous tours. On the first, on October, 1962, he reported the departure of the Dutch and the arrival of the UN Temporary Executive Authority; and in May, 1963, he saw the country transferred to Indonesian administration.

Starting on this page is an interview with Luck given to a Port Moresby correspondent.

Nothing else has got
that Cadbury taste



because . . .

there's a glass and a half of pure,
fresh, full-cream milk in every half pound
of Cadbury's Dairy Milk Chocolate

MD3/2FC/4

aircraft will be fulfilled about
end of the year.

Luck said he felt some impatient
over delays was discernible in gover-
ment levels in Sukarnapura, where
planners were well aware that rapid
economic progress was necessary to
achieve the political support of the
population.

"There is no doubt to a visit
that Indonesia lacks this support
present in the coastal areas of the
Territory," said Luck. "Partly be-
cause life isn't as easy now, partly
because they see the goal of sepa-
ration held out by the Dutch. The
fading, the Papuans are resentful and
cautiously hostile to the new regime.
There is much wild talk of revolt
gaining the support of the United
Nations in moves for independence
and so on. One man said to me
'The Indonesians are just like the
Dutch—we've just got a different
man behind the gun.' This is nation-
alism speaking."

Pine For The Old Days

In little things—the way Papuans
would go out of their way to bestow
little courtesies on the visiting
European, such as carrying bags and
cameras, giving rides in their be-
ttered cars and so on—Luck felt that
the people were reaching out to
to make contact again with a way
of life they had known and lost.

And sometimes the people threw
caution to the winds to show their
dislike for Indonesia. One day Luck
was sitting with a group listening to
the local radio station on a portable
radio. "Ini Radio Republik Indonesia
—Studio Sukarnapura," said the
announcer—"This is Radio Republik
Indonesia, broadcasting from the
studio in Sukarnapura". A man
beside Luck spat out in Malay.
"It's not Sukarnapura! It's Hollandia!"

Luck put this situation to Mr.
Hamid, the Director of Information
in West New Guinea, and received
fair and clear replies.

Mr. Hamid explained that the
people in West New Guinea were
still influenced by the Dutch and
still talked about the Papuan State.

"Most of the people who were
in the government had to support
the Dutch and be anti-Indonesian to
get a job," Hamid told Luck. "We
are still working with these people
but we have to let them learn that
they are now Indonesians, and that we
have no hard feelings.

"There are always people working
to do something against our struggle,
but let them. We will concentrate
on doing things, and if they

people know we are doing things for their sake, they will follow. In converting the human mind, we sacrifice the older people who try to keep their vested interests—they will die anyway. We are better to concentrate on the students and show them the way.

"I am optimistic that the people of West Irian will come to think of themselves as citizens of Indonesia. It is not easy to build a nation in 15 months!"

Over everything in West Irian hangs the question mark of the future—the plebiscite by 1969, guaranteed under the agreement between the Netherlands and Indonesia of August 1962, ratified by the United Nations General Assembly.

Luck found that the subject is never mentioned openly by the Papuans, and the Indonesians speak shyly when directly questioned about it. When or how will it be held? They are vague and evasive, and the official viewpoint is that the plebiscite is only a device of the departing Dutch, a sort of time-bomb that, it is hoped, would go off when Indonesia had West New Guinea in its hands.

As recently as six months ago, there were active campaigns against the plebiscite in West New Guinea, but there is less of this now. The

Jeffrey Luck, photographed with West New Guineans in Balim Valley during his recent tour.



Sukarnapura from the air. The town was built by the Dutch and the Indonesians took over the buildings as they stood.

policy, as outlined by General Sutjipto, Secretary-Co-ordinator of West Irian affairs, and responsible only to Dr. Subandrio for the province, is "leave it to the people themselves to say".

A courteous, and ever-smiling man, the general gave Luck an interview, late at night, that lasted almost an hour. But despite questions from every direction on the taking of the freedom of choice, he would not say more than that the will of the people was that they do not want

to be separated from their brothers in Indonesia.

Says Luck: "There is no doubt that the Indonesians are in West Irian to stay. To be honest, they have never made any secret of it, and the question of the plebiscite is quite obviously regarded as a problem in their administration, not the possible end to it. Some Papuans realise this, but there are not many of them."

One Papuan put it this way to Luck: "It doesn't matter what the Netherlands thinks or what Australia thinks—all that matters is the reality of the situation. And the reality is that this is part of Indonesia, that we are now all Indonesians, and there is nothing to do but accept it, or revolt."

Luck had this to say on a number of matters:

DEFENCE. Indonesia has 6,000 soldiers stationed in West New Guinea, a very small naval shore unit, and an air force unit at Biak. At the time of Luck's visit, there was none of the Mig 17s and 21s normally stationed at Biak—they were off on a navigational exercise at Morotai. There are no bombers at Biak at present.

NG BORDER. There is little interest in the border with P-NG—quite obviously this is not regarded as an important problem, and few people seemed to know much about the border. There are no military





W. H. GROVE & SONS LTD.

Established 1896

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

ISLAND MERCHANTS

REPRESENTING
MANUFACTURERS
THROUGHOUT THE
PACIFIC ISLANDS

In Fiji as

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

He'd do better with a

HANDI

KERO-PET

Stormproof

LANTERN !

Twice as bright as electric light!

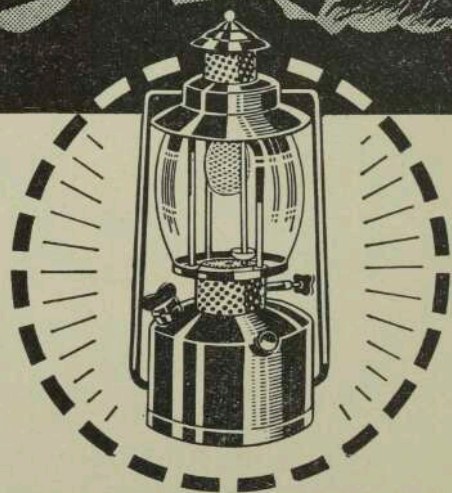
Don't put up with dim, eye-straining light — get a HANDI Pressure Lantern for brilliant 300 candle-power lighting in your home, caravan, for fishing, boating — ANYWHERE!

gives you approximately 12 hours of brilliant lighting.

The HANDI is completely stormproof, easy, safe to use and one filling Beautifully finished, rustproofed. You can pay a lot more for a lantern, but you can't buy better.

AVAILABLE IN KEROSENE AND PETROL MODELS

Other HANDI quality products include: The HANDI Portable Twin-Burner Stovette and the HANDI Pumpless Petrol Iron. Ask for HANDI!



HANDI WORKS *Pty. Ltd.*

Compo Road, Rocklea,
BRISBANE QUEENSLAND

Phone 47 2121
AUSTRALIA

WNG University A Going Concern

Statements in Australia and Papua-New Guinea critical of West New Guinea's Bird of Paradise University are not all based on fact, according to an Australian university student, Mr. Kevin Martin, who recently visited the university.

Mr. Martin told a seminar in Sydney in November arranged by the Council on New Guinea Affairs that the university at Sukarnapura had normal exit and entry standards and that its teaching staff mostly held MA's from English universities.

The university had 200 students (about 50 West New Guineans) and was planning to establish a university college at Manokwari. Its faculties included Law, Education and Agriculture. He said he was impressed with the university. (Papua-New has no university.)

patrols in border areas. Nobody in Sukarnapura knew anything of the plans for a joint border survey, drawn up at a conference in Djakarta.

EDUCATION. Has gone ahead tremendously. Primary school enrolments are up from 50,000 to 60,000, 900 new teachers have been brought in from other parts of Indonesia, and it's hoped to achieve compulsory primary education in all areas under government control by 1969. The primary schooling is being extended from a three-year to a six-year course. English, not Dutch, is the main foreign language taught in secondary schools.

TRANSPORT. The major obstacle to development of the interior. The Indonesian Air Force uses Hercules to air-drop supplies to Highlands centres. Luck flew on two of their missions, and found the crews highly efficient and accurate. The Force has dropped more than 700 tons of supplies from Hercules transports in the last year, achieving a 92 per cent. recovery rate of foodstuffs and building materials.

MISSIONS. They continue their work unhindered under the Indonesian policy of religious freedom. All missionaries spoke of good co-operation with the government, but were aware of the need to work to set up indigenous churches. No

deadlines have been set, but foreign European missionaries (i.e. who are not Indonesian citizens) will not be there for ever. This has introduced some tension for the missions, as their futures have become uncertain. All had considered the creation of national churches, with their own trained leaders, a very long job, but clearly this will have to be done more quickly now.

While Luck was in West New Guinea he was able to report the dramatic decline in West New Guinea trade with Australia. While he was there, government policy directed the Bank of Indonesia to refuse to establish letters of credit in Australia for importers of Australian goods. All purchases had to be on the basis of "shipment before payment".

Trade Goes To Japan

This was a direct result of Indonesian antagonism to Australia's involvement with Malaysia, and apparently the first time that West New Guinea had been involved as a result of foreign policy decisions. West New Guinea is a special area, with its own currency, stamps, Customs duties, tax rates, and import licensing system, and up till then had not been affected by questions of international relations.

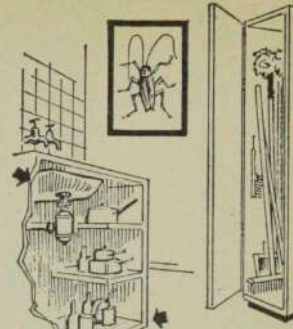
Luck thinks there are signs that the bulk of trade with West New Guinea will swing towards Japan. Australia had been supplying up to 32 per cent. of all imports, including most of its food, and important items such as outboard motors.

He found that the Indonesian PTT (Posts, Telephones, Telegraph) Service moved cables efficiently. Sukarnapura has circuits to Djakarta, Sydney and Manila, and he had no difficulty in transmitting Press messages direct to Sydney through Djakarta and Hong Kong.

Luck added: "The Indonesians were all friendly, helpful and extremely charming, even if a little surprised to see an Australian in their midst. There was widespread interest in Australia, and in what was being done in Papua-New Guinea, but this was always overshadowed by pride in their own country, which is very strong and very real. Indonesia is making a sincere effort in West New Guinea."

● Judge Frost, QC, a Country Court Judge of Victoria, in November was appointed a Judge of the Supreme Court of Papua and New Guinea, to replace Mr. Justice Smithers, who resigned. His wife and family will join him in Port Moresby at the end of the year.

Advertisement



CUPBOARDS, drawers and crevices behind shelves are favourite hide-outs and breeding places of the cockroach. To kill and keep them away sprinkle Pea-Beu Cockroach Powder in these areas. Pea-Beu retains its killing action indefinitely, is odourless, non-poisonous and safe in the presence of food.

FOR SALE Ex Army Trucks

JEEPS, 4 wheel drive £550
DODGE WEAPON CARRIER, 4 wheel drive £650
BLITZ TRUCKS, 4 wheel drive—all prices
C.M.C. TRUCKS, 6 wheel drive £1,350 and £1,650

Also Gopher ditcher with front Dozer Blade mounted on jeep 4 x 4. These vehicles are all in first class order. Have just been released by Army. And are ready for hard work. We also carry stocks of new parts for Army Jeeps. Write for further particulars to:

CLIVE ALLEY,
73 Hastings Parade, Bondi, N.S.W.
PHONE: FY 1602.

For Export REWA MILK

Sterilised to keep it farm-fresh for months (in unopened bottles) without refrigeration!

Homogenised for the same constant quality and flavour from first drop to last!

Address your inquiries to
P.O. BOX 237, SUVA, FIJI



a quick *'Vic'* does the trick



VICTORIA BITTER

BREWED BY CARLTON & UNITED BREWERIES LTD.

Western Samoa Cautious Over Neighbour's TV

From R. F. Rankin, in Apia.

Western Samoa's educationists are adopting a wait-and-see policy on the advantages or otherwise of this territory receiving educational television beamed from nearby American Samoa.

THEY have noted with interest that American Samoa's Governor H. Rex Lee has said that Tonga's Prince Tungi has indicated his desire to switch Tongan education to ETV from American Samoa. But that is as far as they have gone. They will wait and see how it works out in American Samoa.

American Samoa's ETV got going on October 5, when station KVZK-TV became the first TV station to be operated in the South Pacific Islands. (*PIM*, Nov., p. 61). The station provides educational programmes at five schools in the territory, but by the end of this year there will be 7,000 youngsters learning this way, with every village having a new school and a TV set. It is possible to pick up the TV signal in Western Samoa.

Educationists in American Samoa are convinced that ETV holds the key to the upgrading of education throughout those islands. But in Apia, Acting Director of Education Fred Brooker saw many problems in the adoption of ETV in Western Samoa.

He felt that the expense in providing and maintaining TV sets and in putting up better school buildings would be too great to contemplate, and that the financial problems facing education in Western Samoa would not be alleviated by the introduction of ETV.

He thought that ETV could be very effective in adult education but did not favour it as a means of teaching.

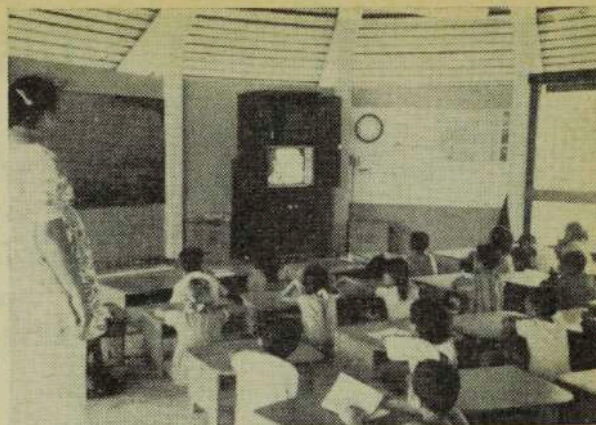
"It is instruction, not education," he said, claiming that nothing

could satisfactorily substitute for the personality and influence of the teacher in the classroom.

Both Chief Inspector John Scott and Samoan Inspector Maiava felt that ETV could be very useful if we could afford it.

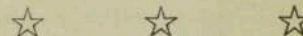
Mr. Scott felt that the standards of education in Western Samoa were rising fairly satisfactorily and that a sudden change at this stage might not be warranted.

"We believe that ETV is a very good step forward," said Minister of Education Papalii Poumau, "but its introduction would entail a great deal of expense. We are going



Pupils in an American Samoan school follow TV instruction in October.

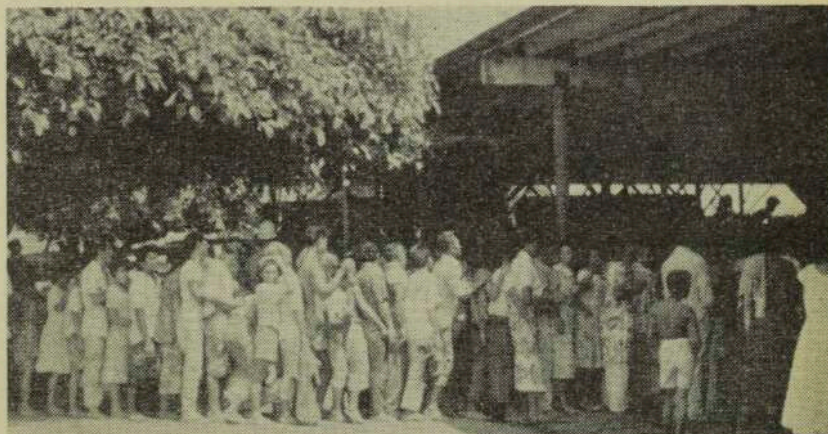
through a critical stage in our finances and no one knows when the situation will ease. We have to be content to cut our cloth to suit our purse."



UNITED Nations Special Fund projects would be increased throughout the South Pacific region next year, said UN Regional Representative Harry Spence Jnr. at his Apia headquarters early in November.

From virtually nothing in 1962, expenditure this year reached almost a million dollars.

"The important thing is that



Islanders Queue For Bananas: This queue is not in New Zealand but in Apia. The picture was taken in October by a roving PIM writer just after the "Matua" had finished loading bananas for export. Three policemen helped control the eager purchasers, who were buying rejects at 2/- to 4/- a case. It's testimony to the fact that a large proportion of the population of Upolu, Samoa's main island, have become urban dwellers.



BRITISH SOLOMONS TRADING CO. LTD.

P.O. BOX 94, HONIARA.
GUADALCANAL.

GIZO.
WESTERN SOLOMONS.

AUKI.
MALAITA.

Wholesale and Retail Merchants, Shipowners, Airline, Shipping, Customs and Insurance Agents. Importers and Exporters of all Island Commodities and Produce.

CABLES: "TRADE"

OVERSEAS AGENTS:

AUSTRALIA:

D. A. Gubbay Pty. Ltd.,
149 Castlereagh Street,
SYDNEY.

JAPAN:

Mitsui & Co.,
P.O. Box 822,
TOKYO.

U.S.A.:

Mitsui & Co.,
465 California Street,
SAN FRANCISCO 4.

UNITED KINGDOM:

Morris Hedstrom,
73 Cheapside,
LONDON, E.C.2.

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES FOR:

Qantas

T.A.A.

Ansett-A.N.A.

Fiji Airways

T.A.I.

Austin Motor Export Corp. Ltd.
Shell Oil Co.
British Solomons Forestry Co. Ltd.
Kauri Timber Co. Ltd.
British Phosphate Commission.
Messageries Maritime.
Honda Scooters and Motorcycles.
General Steamships Co.
Shaw Savill & Albion Co. Ltd.
Philips Electrical Co.

AGENTS FOR THE FOLLOWING:

Royal InterOcean Lines.
Canon Cameras.
Johnson Outboard Motors.
B.S.I.P. Copra Board.
China Navigation Co. Ltd.
Burns Philp & Co. Ltd.
Bank Line Ltd.
Australia West Pacific Line.

Time and Life International.
Karlander Line (Gizo).
P.O. Orient Line.
Daiwa Line.
Holland Australia Line
C.S.R. Building Materials.
Lloyds (Sub-Agents).
Mikimoto Pearls.

Toshiba Radios, etc.
Tarax Soft Drinks.
B.M.C. (Aust.).
Noritake China.
Coseley Prefab. Buildings.
Megapode Airways
(Auki).
Alfred Grant (Real Estate).

EASY WAY TO KILL COCKROACHES, ANTS, FLEAS, BEDBUGS, TICKS



JOHNSTON'S NO-ROACH

Scientists recommend that you control cockroaches, ants, and other insects the modern way . . . with Johnston's No-Roach. Brushed just where you want it, the colourless, odourless coating kills these pests. In just a few days your home is cleared of crawling insects, and the coating remains effective for months to kill any strays. Easy to use. Sanitary. Available in 8 oz. and 16 oz. bottles.

Stocked by: **BURNS, PHILP & CO. LTD.,** Papua-New Guinea, New Hebrides, Am. Samoa.
COMPTOIRS FRANCAIS DES NOUVELLES HEBRIDES, New Hebrides.
Enquiries: **KAY JOHNSTON, 57 Belmont St., Alexandria, N.S.W., Australia.**

IT'S NEW! SAFE TO BREATHE MOSQUITO AEROSOL

JOHNSTON'S HADABUG

Press a button and clear the room of all mosquitoes and flies. Hadabug is safe to breathe, it's non-toxic and quick acting. And Hadabug is pleasantly scented as well. It's safe to use around children and pets, and wonderful to keep handy in the bedroom for a good night's sleep.



Pacific problems are now getting the attention they lacked in the past," said Mr. Spence.

With the arrival of Dutch economist Cornelius van Rees, Danish furniture designer Jorgen Petersen, Swedish architectural engineer Claus Finnsic and Unesco science teacher W. R. Clark, an Englishman, over the next few weeks, the UN establishment of 22 personnel in Western Samoa will be complete.

Towards the end of this year a two or three man team from UN headquarters in New York is expected to make an on-the-spot survey of the proposed Savaii development programme following the request from the Samoan Government for Special Fund assistance for this project.

Mr. Spence said that he had also received a formal request from Fiji for Special Fund assistance in making a survey of Fiji's inter-island and roading transport system.

He said that it was likely that three UN advisers, including an expert on citrus, would be sent to the Cook Islands; and one or two experts might be sent to Niue.

"The same development is occurring throughout the Pacific including the New Hebrides, Gilbert and Ellice and the Solomons," said Mr. Spence.

productive agricultural land," said Mr. Cunliffe.

He said that development should be initially concerned with the three present cash crops of cocoa, copra and bananas, with diversification into new export crops or replacements for present imports.



NEW ZEALAND has pledged continued aid to Western Samoa amounting to £450,000 over the next three years.

The aid will be mainly used in education which will account for about half the amount. Aid plans are flexible and adaptable to Samoa's changing needs. Purpose of the aid is to make Samoa more self-supporting.

In the absence of Prime Minister Mataafa, receiving medical treatment for an old knee injury in New Zealand. Acting Prime Minister Hon. G. F. D. Betham, acknowledged the New Zealand gesture.

"There is no doubt," he said, "that without this continued assistance generously given by New Zealand, we would not be making as much progress as we are making today."

—Advertisement—



BRING life, beauty and obedience to your hair that yesterday was a problem. Lovely soft waves take the place of hair that was unmanageable — glorious highlights replace dull, wispy hair. All this through the discovery of a new shampoo technique which gives the hair the rich "Peek-In-Glow" of beauty. You look into the hair and see its loveliness at depth. The Delph "Peek-In-Glow" that makes the hair clearer, cleaner and more youthfully beautiful is available from chemists and cosmetic counters. There are three types: "Clear", "Creamed", and "Medicated".



WESTERN SAMOA still has no policy for agriculture. But since the arrival two years ago of the first FAO advisers; the appointment of FAO expert Charles Wright as Chief Agricultural Adviser (unfortunately cut short by illness); and the taking over of the portfolio by Laufili Time and the directorate by T. M. S. Cunliffe, both of whom have shown some imagination, some concrete plans are beginning to emerge.

Director Cunliffe has now suggested that a land settlement scheme should be undertaken on selected areas of some government lands.

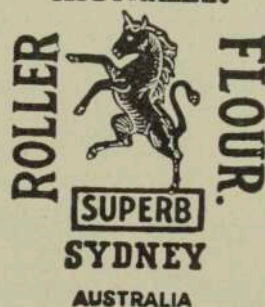
He said that according to estimates by Charles Wright there are about 100,000 acres of forest land available for new agriculture.

"The intricate problem of land tenure must be faced and reconciled so that forest production can become a major contributor to the economy while this reserve of land wealth is gradually converted either to perpetual yielding forest or into

MUNGO SCOTT PTY. LTD.

Established 1894

**MUNGO SCOTT'S
FINEST
AUSTRALIAN**



FLOUR MILLERS

SUMMER HILL, NEW SOUTH WALES

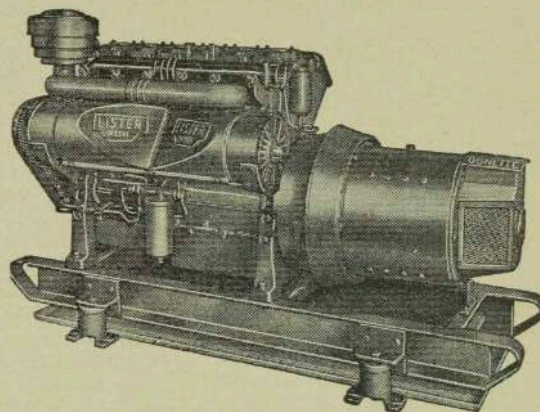
Cables & Telegraphic Address: SUPERB, Sydney

**what are the
power' lighting
needs of your
property ?**

With the largest range of power plants in Australia, Dunlite can supply the exact model necessary for your plantation, workshop, coffee machinery, household appliances. Every Dunlite plant offers an economical, trouble-free power supply, and incorporates the 'Single Unit' design—proven by years of tests and service under all conditions to offer the most simple, trouble free method of power plant construction while providing extreme reliability, accurate regulation, greater efficiency, and ease of maintenance by unskilled personnel. Every unit is thoroughly load tested, run in and tropic proofed.

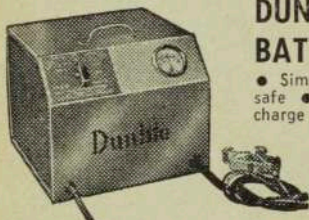
DUNLITE

**CAN SUPPLY PLANTS
TO SUIT EVERY WANT**



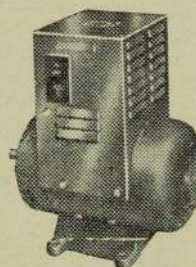
**OVER 200 MODELS
1—50 KVA—SINGLE AND 3 PHASE**

*Dunlite power plants are regularly supplied to the Administration
of the Territory of Papua and New Guinea.*



DUNLITE HI-RATE BATTERY CHARGER

- Simple to operate
- Completely safe
- Portable
- Robust
- Will charge at trickle, normal or high rate
- Special design transformer and tapping gives complete control of charging currents without use of resistors.



DUNLITE BELT DRIVEN ALTERNATORS

Will convert your present stationary engine to a 240 Volt AC plant. Can operate all AC appliances, motors, power tools, radios, projectors, etc. Simplicity to install. No intricate wiring. Easy to maintain. Available in 1-30 KVA single phase, 12-50 KVA—three-phase.

**WRITE FOR A
FREE COPY OF
THE DUNLITE
BROCHURE
"10 ESSENTIALS"**

This brochure shows step by step what features to look for in a power plant, the size of plant you need for your equipment, and the application possible for each type of plant.

OTHER DUNLITE PRODUCTS

- DC generators
- DC motors
- AC Power packs and transformers
- Battery chargers
- Rectifiers, etc.

Manufactured by:

DUNLITE ELECTRICAL CO. PTY.

21-27 Frome Street, Adelaide, South Australia

Telegrams/Cables: "DUNLITECO" Adelaide.

Distributed by:

Rural Services Pty. Ltd., 65 Ipswich Road,
Woollahra, Brisbane.
Steamships Trading Co. Ltd., Port Moresby.
N.G.G. Trading Company Ltd., Lae.
New Britain Electrical Co., Rabaul.
Colyer Watson (N.G.) Ltd., Goroka.

Territories TALK-TALK

With Tolala

December's month is with us again. The month of the Nativity; of thousands of benevolent-looking Santa Clauses, flat out on their task of sales promotion. Arriving in the mail there are circulars from deserving charities, enclosing sheets of Greeting Stickers (for all the world like an Australian P.M.G.'s Christmas postage stamp!) and the steady stream of greeting cards—growing larger each year—from friends and others, some of whom you only hear from once a year.

NO philosophising on "Peace on Earth; Goodwill to All . . ."; on speculating on international relations this year, so I will just wish you all a Happy Christmas and a Peaceful New Year.

IN RETROSPECT

In the days when I learned pidgin-English the word "Christmas" represented "a year" in pidgin: "one fella Christmas . . . two fella Christmas. . . ." An alternative word was "yam", probably because the yam takes 10 months to mature. It was generally thought that "a yam" or a "Christmas" had durations of 10 moons, and too often native labourers, signed on for two years, started to become restless after 20 months had elapsed and no "finish time".

The reason why "Christmas" was used in pidgin instead of "year", so I was told, was that no two words bearing any resemblance in pronunciation were used in pidgin. "Year" could become confused with "ear"; "I" (the pronoun) mixed with "eye"; "look", not "see" to avoid confusion with "sea". And so on.

FESTIVITIES

In the early Twenties Rabaul staged a more or less purely-masculine type of seasonable celebration at Christmas. True, there were a few wives of some Australian military officers, who moved in a most exclusive set, and that solved no problems for the numerous, freshly-arrived Exproboard lads who, owing to Board policy, were unaccompanied by their wives.

However "joy was unconfined" in clubs and pubs and places where men meet. The balance of the sexes

improved by the middle Twenties and at Christmas the New Guinea Club started its annual reception of Santa Claus for the children, and the Rabaul Club let its hair down for the one night in the year and held a fancy dress ball, which was really something.

Well do I remember the year when "Monte" Phillips (then Chief Justice of the Supreme Court) dis-



RABAUl WEDDING: Well known Rabaul man Harry Hoerler and Gertrude Alden were married recently at the Paparatava Catholic Mission. Harry earlier this year was the finder of a *conus gloria maris* shell—which earned him £892 from a collector.

guised himself as an old Chinese peanut seller—an identity who did a good trade outside the picture theatre or any place of entertainment. "Monte" went unrecognised.

In fact his solicitations to arriving guests, as he stood at the bottom of the club steps, became so enthusiastic that Teddy Phibbs (the club's treasurer and the Territory's Collector of Customs) brusquely



Can any reader give any idea about where this photo was taken or when? It would have been of the days when the Papuan police was known as the Armed Constabulary. Sub-Inspector M. Hayes of Police Station Rabaul is compiling an unofficial history of the Papua and New Guinea Police Forces, and would be grateful if any reader has any old documents or photographs relating to these early police forces, and would not mind his examining them, or copying them. Documents would be returned in due course, if required. Badges, etc., would be photographed by him.

ordered him away under penalty of arrest for trespassing.

Festive holidays ran into three or four days in the Twenties. Of course this was only looking for trouble when practically the only recreation was serious beer-drinking.

Sport was not then organised; no cars, hence no weekend trips away. . . . An Easter holiday comes to mind. I think it was about 1922, when the Yankee millionaire's yacht *Speejacks* dropped her hook off the NDL wharf in Rabaul and I met up with a young chap named Dale Collins, who was a sort of a PRO,

though they didn't have that name in those days.

Anyway, I introduced him to Rabaul at holiday time, and he took kindly to us. I remember his remark to me as he was leaving: "I've never seen so much beer drunk on a holiday, and all the chaps appear to be sober, too".

Dale did not realise, perhaps, that he was talking about Diggers of World War I; anyway, it was comparatively at the beginning of his career and later his horizon broadened. He wrote some good adventure stories before he passed on.

THE CHRISTMAS SPIRIT

There's no doubt but that in those bad old days the true Christmas spirit did prevail. Imagine what would happen today if your favourite store delivered you a case of beer or spirits on Christmas Eve "with compliments and good wishes", and a parcel of silk underwear for the wife. Or a few yards of raw silk came along, or a jar of ginger in syrup, a carved wooden camphor chest or a corpulent, benign brass Buddha, sitting contentedly contemplating his navel, with good wishes from a Chinese merchant with whom you dealt, and all with that mucky tang of a Hong Kong go-down clinging to the package? You would think the bad old days were here again!

And yet . . . those castings of bread upon the water were not in vain. The Big Firms have grown bigger; those modest Chinese merchants—for the most part—are sitting very pretty today.

I think I am right when I say that what is principally missing these days is the personal touch—the human element. It has no place in this automatic, computer age.

Let it not be thought that the New Guineans did not celebrate the festive season with the same ardour as the whites.

Grogless it may have been for them, but there was ample food with the usual trimmings of betel-nut and tobacco, long hours of sing-sing and often organised sport contests: tugs-of-war, races, greasy-pole, pillow-fights and canoe races.

And . . . yes . . . many of them attended midnight services and sang hymns in churches to celebrate the birthday of the Babe of Bethlehem.

SHARKS (SALT WATER VARIETY)

Sydney Sunday newspapers recently had a story on the Shark Research Society of Australia.

"Sydney scientists and skin-divers will soon conduct experiments to see whether sounds attract sharks," says a sub-heading. "Man-eating sharks may be lured to death in Sydney by underwater recordings," says another.

Old Islanders, retired and now living in Sydney could be excused if they read the stories with something of a sardonic smile as they recall seeing, or hearing of the New Guinea native fishermen who, seated in their outrigger canoes out at sea, oscillate their coconut shell rattles under water and attract the shark alongside the canoe where it is given the judicious treatment of back scratching to which



*Turn grass
into lawn
easier
with a '64*



Obtainable from:

**SUVA MOTORS LTD., Suva, Lautoka.
ISLANDS PRODUCTS LTD., Port Moresby.
NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo.**

shark responds with the same payment and abandon as the pet r down on the farm.

A noose (usually of lawyer vine) lowered in the water, eventually own tight around the shark and other catch has been made.

as simple as that.

Let me suggest that the Education e be put upon the other foot and w Guinea fishermen invited to give ruction in the gentle art of shark- ng to the erudite members of the rk Research Society.

Footnote: Ben Cropp, author of ently published *Shark Hunters* and o knows as much, if not a little e about sharks than most folk, a product of New Guinea. He d at Skotilan on Buka Island, e his father was a Methodist sionary for some years.

ME KIND WORDS

Margaret Mead, the US anthro- ogist who had been taking a look Manus, her pet district in New nea and where she first visited odd years ago, had some eciative remarks to make on inistration work in the Terri- , when she returned from her last month.

ne can be well assured that she e truthfully, according to her s. She has no axe to grind; political entanglements (as other ous critics invariably had) only aps a friendly feeling towards a tory and its people for having, ome degree, contributed to the olidating of her position in the emic world today.

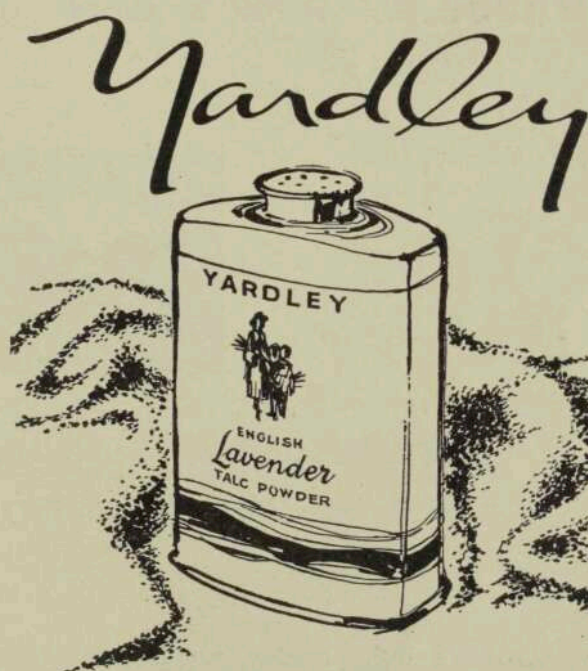
everyone knows that New eans are not ready for indepen- e (1964 vintage) full stop. But Anti-Colonialists are in the ority; and so that is that.

erhaps we are needlessly worrying the whole business. At any of the clock now bloody old s could do his block and the le of New Guinea be given yet her demonstration of how the sed world settles its differences, itself practises those actions ast which it preaches to the itive people.

Thought: In the Ante-Colonial (1880's and earlier) the New ea people were independent, they ised self determination in no un- in manner. Came the Colonial s and the people allegedly lost independence. Now in 1964 e the Anti-Colonial Days when pendence is sought to be restored.

Brunton's
**PLAIN AND
SELF RAISING
FLOUR**
Ask for it!
ESTABLISHED 1868

Agents for Fiji, Tonga and Samoa:
C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji



**A luxury talc to keep you
cool on the hottest day**

Yardley Talcum Powder pampers your skin, soothes it, makes you feel so fresh, keeps you so nice to be near with its own subtle temptation... its own very special fragrance. Choose from Yardley April Violets, Red Roses, Freesia, English Lavender.

GAIN GOOD HEALTH ENERGY AND VIGOUR WITH AUSTRALIAN DAIRY FOODS



**The Finest Dairy Foods Have This Symbol
Or the Word "Australia" on the Label**

From Australia's lush pastures, ample rainfall and year-round sunshine come choice dairy foods—rich in energy, body-building protein and calcium for strong teeth and bones. Everyone who eats for health and energy, as well as for enjoyment, will welcome the news that these fine foods are now arriving regularly from Australia. The latest methods of packaging, refrigeration and transport ensure that they reach you in perfect condition.

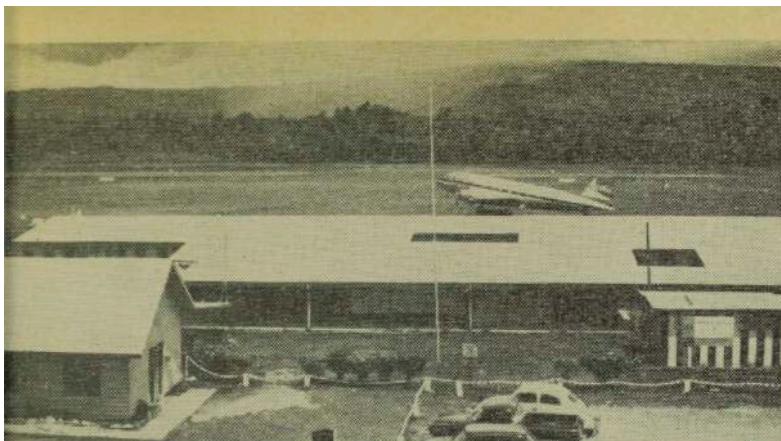
Foods Available:

Look for top-quality Australian Butter, and Full Cream Milk Powder.

Trade Enquiries:

**AUSTRALIAN DAIRY PRODUCE
BOARD**

406 Lonsdale Street, Melbourne,
Victoria, Australia.



NEW RABAUl TERMINAL: This new £35,000 passenger terminal at Rabaul airport, built to international standards, was officially opened in November. The shed in the lefthand corner has been used as the terminal building for the last 11 years, and a decade of passengers will be happy to see the last of it.

Chief Justice Makes Complete Recovery

The Chief Justice of Papua-New Guinea, Sir Alan Mann, will return to the Territory in December after several months' sick leave in Australia. He claims to be in better health than he has known for years—his appearance bears it out. In May, in November, where he attended the first seminar of the Council of New Guinea Affairs, he looked remarkably fit.

In July, Sir Alan suffered a series of mishaps that gave rise to incorrect reports of very grave illness, these in turn caused distress among his relations and friends. His illness was due to an accident which he suffered while on circuit in the Western Highlands. He hit his head on the door of a Land-Rover while getting into it and a week later, at Mendi, when the accident was forgotten, he developed alarming symptoms suggesting head nerve trouble, and was rushed out of air to Port Moresby, and thence to Brisbane for specialist treatment. There were rumours that Sir Alan suffered a stroke, or a cerebral hemorrhage, and that further residence in the tropics was unlikely. Actually, the specialists in Brisbane diagnosed subdural haematoma—a massive blood clot building up pressure within the skull, but outside the brain area. A leading neurosurgeon removed the clot, and the Chief Justice recovered quickly. He was ordered away for a long

There is little doubt that the blow on the head suffered by Sir Alan, while in a run-down condition, caused the blood clot and his subsequent collapse.

On his return to P-NG he hopes to carry out plans for extending the work of the P-NG Museum in Port Moresby, of which he is president of the trustees. He has already had discussions with world leaders in the museum field and hopes that plans can be announced soon for establishing the museum and related institutions for research on a much larger scale.

The museum has recently obtained the services of a first-class preparator.

Giant Grass-Eating Rats Found In NG

GIANT grass-eating rats up to three feet long were found in New Guinea recently by the seventh Archbold Expedition sponsored by the American Museum of Natural History in New York.

The expedition's leader, Mr. Hobart Van Deusen, said in Port Moresby in November, on his way back to New York, that the rats were the expedition's most spectacular find.

He said the rats had been known to exist in New Guinea for many years as they had been noted by early Lutheran missionaries.

But this was the first time they had been filmed and observed in their natural habitat.

The rats were found by the expedition in the Cromwell Ranges near Lae. They measured three feet from nose to tail tip and fed on the soft underside of mountain grasses and small ferns.

Mr. Van Deusen said the rats were peculiar to New Guinea and were not found anywhere else in the world.

He added that during six months spent in the Huon Peninsula, the expedition collected more than 1,000 specimens of mammals and about 1,200 specimens of plants.

This was the first time that a systematic survey of the Huon Peninsula had been made—*AAP-Reuter*.

A. B. DONALD LTD.

AUCKLAND, NEW ZEALAND

Cables & Telegrams: "KINGDOM", Auckland. P.O. Box 1509

Fruit, Grain and Produce Merchants, General Merchants
and Island Traders

Pacific Islands Branches

ETABLISSEMENTS DONALD TAHITI

General Merchants, Shipowners, Importers and Exporters.

QUAI DU COMMERCE PAPEETE B.P. 131

LLOYD'S AGENT. SHIPPING & AIRLINE AGENTS

Branches Society & Marquesas Islands

A. B. DONALD (C.I.) LTD.

General Merchants, Shipowners — Importers and Exporters.

RAROTONGA, COOK ISLANDS, P.O. 94.

Branches Throughout Cook Islands

24 energy breakfasts like this in every packet of Weet-Bix



Here is the energy food youngsters need — straight from Australia's golden wheatfields! Toasted to tempting crispness. Served in a second and rich in true grain flavour, they keep your energy level up for hours! Great value, too, with 24 man-sized breakfasts in each large packet...about 1½ d. a serving!



You will find big, full-colour picture plates for your boys and girls in every packet. Watch packets, too, for special "surprise" offers.

Serve **WEET-BIX** for 'superific' energy!

The Editors' Mailbag

TROUBLE IN TAHITI "NOT FAR OFF"

Sir,—I agree wholeheartedly with Australian author George Farwell's edition of political trouble in Tahiti. (*PIM*, Oct., p. 51).

I've spent the last five months in the major groups of French Polynesia, avoiding most Europeans and attempting to ascertain the true condition of the natives. Prior to this I spent a year and a half in all the southern Pacific groups east of New Guinea, also having a "look-see", and thus can compare and judge varying conditions somewhat more objectively than the average two-week tourist.

Political trouble there is bound to be in Tahiti and I suggest it will be in the not too distant future. The local Assembly voted strongly against the sending of the French Foreign Legion here, saying in their

final message to Paris, which Governor Grimald made them tone down, that they didn't want to be forced to receive a military unit with the history of violence of the Legionnaires.

They were, in due course, told that only two battalions would be stationed on them and they were forced to accept that as a final decision, regardless of their wishes.

Tahiti, what with the Legion, regular troops, the French naval contingent and the locally-recruited militia, now looks like an armed camp. Naturally, the resentment caused by the first rape case in Tahiti, virtual confiscation of land for military uses, inflation, and a surplus of well-paid young men over girls, plus natural ramifications, is bound to spread to all Europeans (*popaa*) and is rapidly doing so.

Fights, a certain sullenness, and the realisation of racial differentiation and discrimination, plus the not too ill-founded feeling that, in reality, it is the Tahitian who is footing the bill, are commonly observed in many conversations.

It has also been mooted by individuals, who, to my knowledge, are both reputable and on the inside circuit politically, that, starting next year, the French plan—whether the Polynesians like it or not—to transport 30,000 Algerian refugees to these islands and settle them.

Confiscation Of Land

This means more effective land confiscation throughout the groups, and although 30,000 bodies are not a great number, it is a percentage rather above one-third of the total local population. It is all too possible that these refugees are types who haven't been able to make a go of it in France, and why they should be expected to do better here escapes this observer. Even if they all wore haloes, it's still not their country.

The informed and educated Tahitians, of whom there are quite a number, are in such a state of despair as to be apathetic, and when recourse to the United Nations Committee is mentioned, they just don't believe it would do them any good.

It is my opinion that next to Fiji, French Polynesia is the most nearly ready for true self-government of all the groups in the Pacific. In reality, it is more so since the racial set-up in Fiji does not exist here, and

The new look
for an old friend —



SOUTH PACIFIC

The Territories' finest

LAGER

Brewed just right

for your taste

ATOMIC FALL-OUT MAY HAVE CONTAMINATED ANCIENT ADZE

A brief reference to possible contamination from nuclear tests, "buried" in a report on archaeology in the latest (September) issue of the "Journal of the Polynesian Society", could be a sinister warning about what may happen if the French explode hydrogen bombs at Mururoa Atoll, as they seem determined to do.

The "JPS" report concerns archaeological excavations made in the southern islands of the New Hebrides recently by two American scientists, Dr. Richard Shutler and his wife Mary Elizabeth.

"On Aneityum," the report says, "11 caves and rock shelters were recorded. The results of excavations at the most promising site have revealed radio-carbon dates of 470 plus or minus 80 BP, and 850 plus or minus 12 BP. [This means that the items excavated date back to 1480 AD, plus or minus 80 years, and to 1100 AD, plus or minus 120 years.]

"Unfortunately one dated sample associated with the fragment of a shell axe or adze proved to be contaminated—possibly as the result of atomic bomb test blasts . . ."

You enjoy all the goodness of a gallon
of whole milk in every pound of
KRAFT CHEESE
AUSTRALIA'S FINEST PROCESSED CHEESE



Available in 8oz. and 1lb. blue cartons

Kraft Cheese is made under the most hygienic conditions from creamy, dairy-fresh milk. It takes one gallon of whole milk to make every pound of Kraft Cheese — that is why it is the ideal food for health, strength and energy. Kraft Cheese can be used in so many different and exciting ways — sandwiches, salads, grilling and cooking. You can

always rely on Kraft quality, so insist on Kraft Cheese — obtainable everywhere in the familiar blue carton. Kraft Cheese is also available in blue cans — and for quick-spreading sandwiches and savouries — look for Kraft Spreads in the re-usable glasses — 4 delicious flavours!



KR373

DECEMBER, 1964 — PACIFIC ISLANDS MONTHLY

Although standards in health do not equal those of Fiji, education is perhaps better.

The usual French system of economic centralisation has resulted in poorer living standards in the outer islands, with a consequent drain of manpower to Tahiti. The situation is definitely poor, not to say bad, as far as that aspect is concerned.

As author Farwell mentions, inflation is rife and, in consequence, housing, diet and other necessities suffer. It is no wonder that the people, who, after all, make these islands different from non-Pacific Ocean islands, are not increasing at an acceptably high rate.

I am certain that I shan't be here when the blow-up comes, but it is a real pity that something can't be done to help these fine, intelligent, handsome and hardworking people achieve a better fate than what is apparently in store for them.

A. M. GAMMELL.

Tapeete, Tahiti.

LOKI'S BURE

Sir,—In *Tropicalities* in your October issue you said that the *bure* run by the Fijian Ratu Meli Loki was open for entertainment every Saturday night. I am sorry to say this is not so.

My wife and I have just returned from a holiday trip in the MV *Thungking* and we were in Suva on Saturday, October 10.

Also seeing in the local paper that *Loki's bure* was open every Saturday night, a party of ship's officers and ourselves hired two taxis and drove to the *bure* about 8.30 p.m.

All was in darkness, and, on making inquiries, we were told it was only open when a tourist ship was in port, and only then if a party was arranged through Hunt's tourist agency in Suva.

I would like to add that this agency is very pleasant and efficient in arranging tours and the drivers supplied are of a very high standard.

L. HODGES.

Rabaul, New Guinea.

Seven members of the Guadalcanal Council flew over Guadalcanal to look for airfield sites recently and were amazed to find that the Dove aircraft of Megapode Airways could fly from Honiara to the weather coast in 15 minutes whereas walking across the island takes three days.

The Council would now like to build a 1,400-ft airstrip near Avu Avu, provided the landowner agrees to let his land be used.

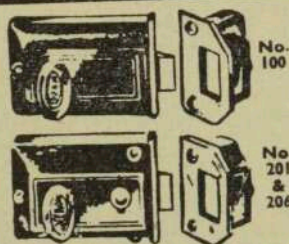
LOCK UP WITH *Lockwood*

for top security..

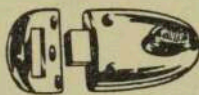


Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security".

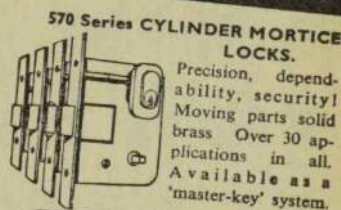
Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".



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



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



570 Series CYLINDER MORTICE LOCKS.
Precision, dependability, security! Moving parts solid brass. Over 30 applications in all. Available as a "master-key" system.

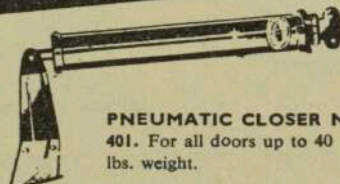
307 SCREEN DOOR TOUCH LATCH.



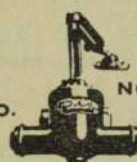
Just push door to open, pull it to close! Easy to install and features strong snib.

NO'S 300, 300/101 LATCH.

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



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



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

OGDEN INDUSTRIES PTY. LIMITED

Edward Street, Huntingdale, Victoria.

Largest manufacturers of cylinder locks in the Southern Hemisphere.

BABY NEEDS THIS HELP

TO KEEP HAPPY & WELL!

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

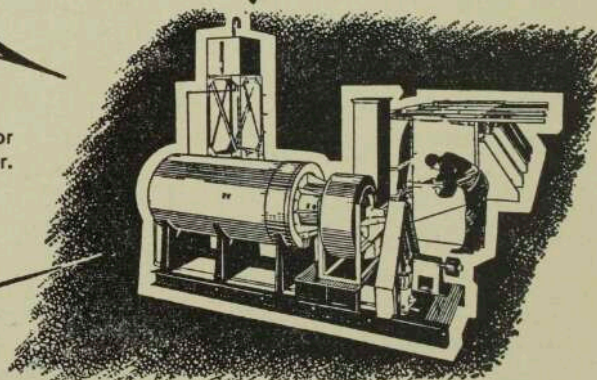
Another great virtue of Fisher's Teething Powders is their safety. They do not contain Calomel. Opiates, Bromides or any harmful substances. Even if the babe by mischance should eat several, they could do no harm.

By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 2/6 for 20. If you have any difficulty buying Fisher's Teething Powders, write direct to Fisher & Co., Manufacturing and Pharmaceutical, Chemists, 554 George Street, Sydney., Australia.

CHULA COPRA DRYERS

Save money...Increase profits!

- Low initial cost, running costs, labour cost and fuel consumption.
- Strong construction, excellent design, for dependable running in any tropical weather.
- Easy to erect, operate and maintain.
- Runs on oil or solid fuel, with either natural or power driven draught.



There's a CHULA COPRA DRYER TO SUIT YOUR PLANTATION

Please write for full details and the name of your nearest agent.

TYNESIDE FOUNDRY & ENGINEERING CO. LTD.

ST. PETER'S FOUNDRY, WALKER ROAD, NEWCASTLE UPON TYNE

AMERICAN SAMOA GETS ANOTHER NEW PAPER

After two weekly newspapers launched last year had fizzled out, American Samoa found itself with two weekly papers again in October when the first issue of the *Samoa Times* appeared and the *Samoa News*, one of the discontinued papers, came to life again.

THE *Samoa Times* is published by Mr. D. C. (Mike) Kneubuhl and edited by Mr. Alan Reed. Mr. Kneubuhl was the chief begetter of the second of last year's discontinued papers, *News and Views Bulletin*, which appeared in roneoed form and lasted for only about a dozen issues.

The *Samoa News*, which was discontinued in April, used to be printed in Apia, 90 miles from Pago Pago. It has reappeared following the arrival of printing machinery in Pago which enables it to be printed locally. It sells in American Samoa for 10 cents a copy.

The new *Samoa Times*, on the other hand, is printed in Apia and sells in both Samoas at 25 cents a copy.

Speaking of the unusually high price in the first issue, the editor said: "We realise this is more than the price charged by other newspapers in the Samoas. Unfortunately, the initial problems of producing and distributing a newspaper of this kind require us to start with this price."

Sheep-Raising Plan For Fiji

The Fiji Government proposes to import a flock of 250 sheep from New Zealand to start a sheep-raising industry at Nawaicoba, in the foothills near Nadi.

Expenditure of £F6,300 has been approved for the first stages of the project. Most of the money will come from a £13,000 grant from Britain.

The flock for Nawaicoba will be the second to be imported into Fiji from New Zealand in the last two years. In April, 1963, a small flock was imported for sheep-rearing experiments on Vanua Levu.

THE SAMOA TIMES

Acting P.M., Mr. Betham
Delivers Radio Address
On U.N.'s 19th Birthday

Am. Samoans
To Vote Nov. 3



Front page of the first issue of American Samoa's new newspaper, the "Samoa Times".

"As our circulation increases and we acquire more advertisers, we shall reduce it. In the meantime, you can save almost 50 per cent. of the cost by entering a one-year subscription for \$5.50 . . ."

The first issues of the paper have comprised eight pages each, with all but about a page of news in English. However, more Samoan news may be provided later, as the first issue advertised for a full-time reporter with a good knowledge of both English and Samoan.

The paper's first issue gave the impression that plenty of things were happening in American Samoa to keep its reporters busy.

Duty Free Plan

Its main report was of a long interview with Governor H. Rex Lee on the future of American Samoa.

In this, Governor Lee was quoted as saying that he hoped that all import and export duties in the territory could eventually be removed so that American Samoa could be a free port area.

"This should both stimulate trade and create new jobs," he said. "The goal cannot be achieved, however, until we complete our development programme. We must have the facilities necessary to serve such an area and we must have a tax base which produces sufficient funds to pay for a reasonable share of the territory's expenses."

Governor Lee said that a significant development in American Samoa—the start of a strong tourist trade—was drawing near.

He added: "I think that it is important that we do not try to

The UNITED Insurance Co. Ltd.

(Inc. in New South Wales)



FIRE, MARINE AND ACCIDENT
INSURANCES EXPERTLY
ARRANGED

PAPUA AND NEW GUINEA

Lae Branch: 18a Central Ave., Lae.
G. V. Spurrier, Manager.
Port Moresby Office: Cuthbertson
Street.
J. A. V. McVean, Resident
Inspector.

FIJI

Branch: McGowan Building,
Cnr. Margaret and Cumming Sts.,
Suva.
N. B. Goodall, Manager.

GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical discovery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doctor. Absolutely harmless and easy to take, but the newest and most powerful invigorator known to science. It acts directly on your glands, nerves and vital organs, builds new, pure blood, and works so fast that you can see and feel new body power and vigour in 24 to 48 hours. Because of its natural action on glands and nerves, your power and memory often improve amazingly.

And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

Vi-Stim To restore
Vim and
Vigour

EXPORTERS . . . Catering to the South Pacific

●
C. SULLIVAN (EXPORT) PTY. LTD.

66 PITT STREET, SYDNEY

(Corner of O'Connell and Pitt Streets)

Telephone: BL 5071 (6 lines).

Telegrams and Cables: CHASULL, Sydney.

C. SULLIVAN (Q'LAND) PTY. LTD.

318 Adelaide Street, Brisbane

Telephone & 4958. Telegrams and Cables:

CHASULL, Brisbane.

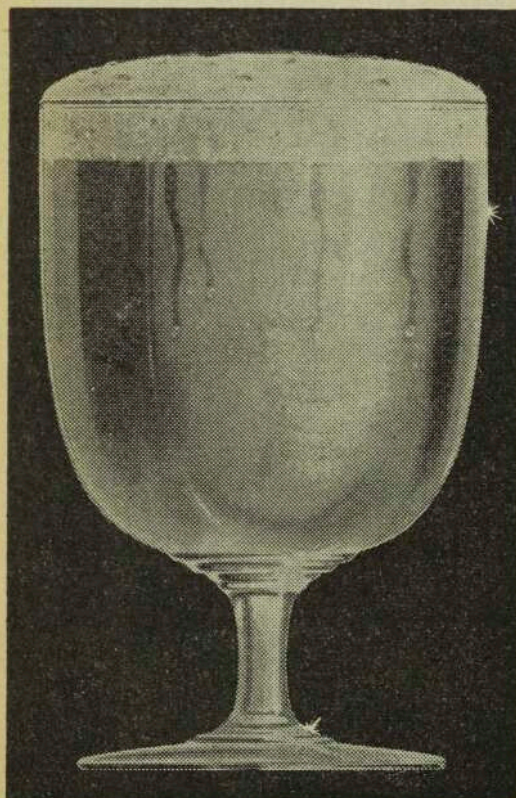
C. SULLIVAN (N.Z.) LTD.

Windsor House, Queen Street, Auckland

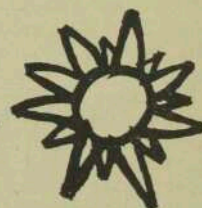
Telephone: 43-307. Telegrams and Cables:

CHASULL, Auckland.

Offices at: LONDON, SAN FRANCISCO, HONG KONG,
AND AT SUVA AND LAUTOKA, FIJI;
RABAU AND LAE, NEW GUINEA.



*fresh . . .
sparkling . . .
cooling*



RESCH'S
SPECIAL EXPORT
PILSENER

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



RP 4389 H1A

develop mass tourism, as we have neither the area nor the means to maintain great numbers of visitors. We do have a specialty, however, that will attract a certain type of tourist, much to the benefit of the island economy.

"Whether we are successful in attracting these visitors will depend on the type of facilities which we develop, the type of services that are rendered to them by the people and by the business community, and by the amount of effort we all make to insure success. We will not attract first-class tourists with third-class facilities or with neglect of their needs.

"Tourism will also rejuvenate the market for good native handicrafts, wood carvings, mats and the like."

Building "Boom" Goes Bust

A DELEGATION of chiefs from the islands of Olosega and Ofu in the Manu'a Group of American Samoa called on Governor H. Rex Lee recently to apologise for widespread misuse of Government building materials and labour at two school projects at their villages.

But the Governor told them that apologies were not enough.

Work on the schools was halted after a team of investigators found that some leaders had had their homes newly wired for electricity, that several homes had new Masonite ceilings and walls, and that many new latrines had been built in the villages—all with the materials sent to build the new schools.

Following these discoveries, four local government officials were suspended and 18 Public Works Department employees were given leave without pay and returned to Pago Pago.

Governor Lee told the Olosega and Ofu chiefs, all of whom are residents of Pago's Bay area, that work on the new schools would remain suspended until the people responsible for the misuse of the building materials had been dealt with.

Use of Government materials in the private homes of village leaders was a "very serious matter", he said. He added: "It is additionally disheartening in Manu'a because of the difficulty in shipping materials to the outlying islands and the great expense which the Government has incurred to improve the education of the Manu'a people."

FIJI REP. FINDS TARIFF SNAGS IN AUSTRALIA

By a Staff Writer

Fiji's representative in Australia, Col. W. B. Rogers, has run into a few tariff problems in his efforts to build up the Colony's trade with Australia. These affect chiefly the small Fiji exporters.

THE basis of the trouble is that Fiji seems to fall into an unfavourable place in the Australian tariff structure as a result of the British Commonwealth Economic conference in Ottawa in 1932. Fiji's future as a manufacturing territory was not foreseen at that time.

While Australian goods pay the lowest rate in Fiji—the Commonwealth rate—Fiji goods entering Australia normally pay the "most favoured nation" rate, which in fact is much less advantageous. The situation has become even worse in recent years because Australia has made extra concessions for a number of places—notably Papua-New Guinea and New Zealand—but Fiji has missed out.

Studying the Australian Customs tariffs Col. Rogers has found that rates are particularly hard on Fiji people planning to export Fiji handicrafts to Australia.

Women's scarves, valued at 2/9, carry a duty of 7/6 plus 25 per cent. By the time they get into Australian shops they are about 400 per cent. dearer than the original cost.

Beach hats worth 3/9 each carry



Colonel Rogers.

Rid Kidneys of Poisons & Acids

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

STOP ASTHMA SLEEP LIKE A BABY

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

FIERY ECZEMA QUICKLY CURBED

Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called Nixoderm that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get Nixoderm from your chemist to-day under positive guarantee to return your money if not entirely satisfied.

what's the difference between

WALPAMUR

and other

**GLOSS
PAINTS?**



WP 293

The fact that it's MADE in the Territory makes all the difference. Walpamur has developed its paints in the Territory especially for Territory conditions — with a powerful mould-resisting fungicide additive which ensures trouble-free finish and outstanding durability.

WALPAMUR QUALITY PAINTS INCLUDE —

Walpamur Coloramic Gloss Enamel — Walpamur Coloramic Satin Enamel — Walpamur Latex Flat Wall Finish — Quick-drying Treadwell Floor and Paving Paint — Nevarust Roof and Structural Paint — Exterior and Interior Undercoats — Sealers — Primers for Wood and Metal — Anti Fouling Paint.

Made in New Guinea by

THE WALPAMUR CO. (N.G.) LTD.

LAWES ROAD, KONE DOBU, PORT MORESBY — Phone 4420. P.O. Box 106, Port Moresby





duty of £2/5/- a dozen—exactly 100 per cent; while tapa bags, pearl shell brooches and native dolls all attract a duty of 45 per cent. ad valorem (at value).

These items mean little in the Australian economy, but the small amount of revenue they would earn would mean something to the islander if he could get them to Australia at a reasonable rate.

The tariff on passionfruit pulp and juice of 8/3 a gallon in Australia could pose a problem for Fiji. At the moment all Fiji's passionfruit exports go to Canada and America, but this might not always be the situation.

Ironically, the present passionfruit processing factory in Sigatoka is owned by Mangrove Mountains Ltd., of Australia. Another Australian concern, Cottee's, is also expected to set up a processing plant at Sigatoka.

Col. Rogers has found that passionfruit syrup containing not less than 25 per cent. sugar is allowed in to Australia at 1/3 per gallon instead of 8/3 but there is no definition of syrup and there are technical problems in ascertaining the amount of sugar—all of which could mean that the Fiji exporter could have his product declared a pulp or a juice.

Timber

There are many similar problems that are now being looked at by Col. Rogers—who has the job, at this late stage, of trying to get around them.

One important problem concerns timber, where Fiji again is in an unhappy position compared with New Zealand and P-NG.

Taking sizes less than 7 in. by 2½ in., the duty works out as follows: P-NG, free; NZ, 10/-; British

Action Sought On Pearl Shell

Penrhyn Island in the Northern Cook Group does not get into the world's news very often. But it was in the news in Rarotonga recently when the Cook Islands Legislative Assembly passed a motion requesting the United Nations Technical Assistance Board to look into the problem of wormy pearl shells there and elsewhere in the Cook Group.

Moving the motion, the Leader of Government Business, Mr. D. C. Brown, said that divers at Penrhyn were now getting only about 25 per cent. good shells out of each sackful and were being discouraged from diving.

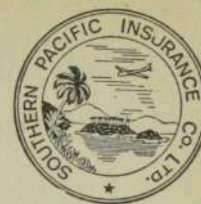
He added that Australian divers, who had experience in eradicating worms from the shell, should be invited to Penrhyn to help the islanders.

Our picture, taken by K. R. Bremner, of the RNZAF, shows a beach scene at Penrhyn.

Preferential (which includes Fiji), 22/-; Most Favoured Nation, 23/-; General, 25/-.

Only in the timber tariff has Fiji been moved from the MFN column to the BP column and thus been saved 1/-.

Col. Rogers is drawing attention to these matters as they arise in the hope that Australia can do something.



Specialising in Pacific
Islands Insurances

**FIRE—MOTOR VEHICLE—
MARINE—HULLS AND CARGO—
EMPLOYER'S LIABILITY.**

BONDS—in accordance with Administration Ordinance—COPRA insured from drier to buyer—and all other classes arranged at lowest current rates.
Established Agencies throughout the Territory of Papua and New Guinea.

RABAU, T.N.G.

Managing Agents: New Guinea Co., Ltd.

Island Representative:

Ian M. Nash, Rabaul Branch.

SUVA, FIJI

Colony of Fiji Branch Office: McGowan's Building, Margaret St., Suva.

Branch Manager: L. M. Rolls.

**Southern Pacific Insurance
Co., Ltd.**

Head Office: The Wales House, 60 Pitt St., Sydney.

*Unequalled quality
for seven generations*



HENNESSY

*the name that
means most
in brandy*

*Trade Enquiries
Invited*

Distributors:

**WM. BRECKWOLDT
& CO.**

Rabaul, P.O. Box 222

Honiara, P.O. Box 136

Apia, P.O. Box 47

Suva, P.O. Box 369

Port Moresby, P.O. Box 409

*For New Caledonia and New
Hebrides please contact:*

H.M.S. WRIGHT

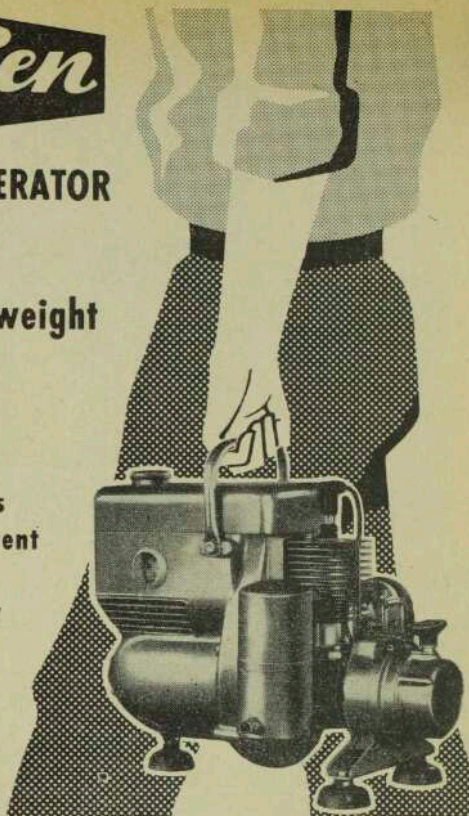
B.P. 352, Noumea, New Caledonia

miniGen

GASOLINE GENERATOR

- ultra light weight
- compact
- powerful

115 or 230 Volts
alternating current
1000 Watts
continuous duty



You can Depend on **CRAMMOND**

CTR 25

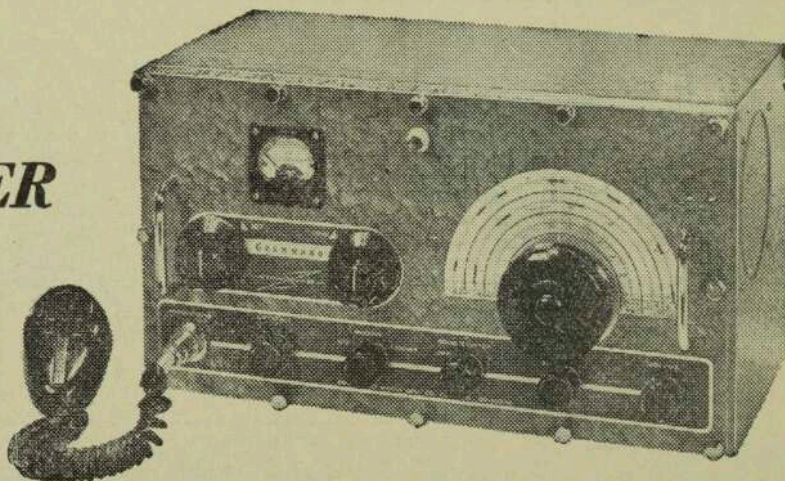
TRANSISTOR POWERED

TRANSCEIVER

P.M.G. approved
throughout
Australia
Papua and
New Guinea

Width: 17 in.
Height: 10 in.

Depth: 11 in.
Weight: 30 lbs.



Designed and Engineered by
CRAMMOND RADIO
MNFNG. CO. PTY. LTD.,
463 Vulture Street,
BRISBANE, QUEENSLAND.

Territory Distributors
AMALGAMATED ELECTRONICS LTD.
PORT MORESBY

From the Islands Press

RECENTLY I visited Wewak, Madang and Goroka on a business trip. This was the first time I had seen these centres for 15 months, and the progress was impressive, particularly in the business sections of these towns.

What was even more impressive was the lack of trained New Guinea personnel working in the stores. Some of these firms have been in the Territory over 30 years and yet in not one store did I see a New Guinean doing work other than sorting or packing goods.

With the emphasis on education throughout the land, it cannot be expected that the Administration and missions should absorb the number of people who are now going through the schools. It is now up to private firms to start employing both women and men in better positions than is the case now.—*Letter from K. P. Goodwin, managing director, of Aitape Enterprises, in the "New Guinea Times Courier", Lae.*

THE rusty hardware, rags, tin cans, broken bottles and other trash which some thoughtless residents have been throwing around the roadsides of American Samoa, especially in Pago Pago, have been disgusting the public and visitors to the Territory for quite some time.

We endorse fully the Government's current clean-up campaign. Its purpose is to remove and prevent these eyesores. Let's stop putting trash on display! —*Editorial in the "Samoa Times", Pago Pago.*

WHILE West Samoa's economy continues to stagger along in a precarious condition and trade deficits continue to cause concern, one of the easiest, quickest and most pleasant ways of earning foreign exchange is continued to be neglected by the Government.

In March among 450 delegates from governments and organisations throughout the Pacific and Asia attending the annual conference of the Pacific Area Travel Association, Western Samoa was conspicuous by its absence.

There has since been another

conference on tourism held in Fiji, attended by delegates from NZ, Australia and most Pacific Islands, and to which Western Samoa was invited. Samoa did not attend.

The favoured phrase of "poor but proud" is all very well coming from those who do not know the meaning of poverty but pretend to speak for those who do, and who wrongly infer that tourism will corrupt the people.

Nobody wants to perform as monkeys in a zoo, and it is well known that half-naked foreign women roaming about the place offend Samoan sensibilities. But these things can be controlled under a properly planned tourist programme.

In its beauty, way of life, music and handicrafts, this country has a great deal to offer tourists. It also has much to gain. It is about time the whole question was considered dispassionately. —*Editorial in "Samoaana", Apia.*

IN all the years I have lived in this Territory [of Papua-New Guinea] I have seen many changes for good and bad. The bad changes are the people. They come here for a year or so and do untold damage.

They refuse an aspirin or quinine tablet to a sick house-boy. They wear obscene clothes at home and in public and get innocent people raped.

They chop down the loveliest trees in our towns. They allow their boys to light fires during dry and windy weather (sometimes they do it themselves) to the loss of other people.

To informal gatherings they bring their unsuitable "down-south-clothes": funeral suits for the men, long sleeves and stockings for women. Odd characters and con-men figure in our Social Pages along with the more respectable folk.

Perhaps these newcomers have done me one good turn. I can leave the Territory any time now without a qualm. Such are the winds of change that blow.—*Letter from "Old Territorian" in the "South Pacific Post", Port Moresby.*

TAHITI has none of the charm of Rarotonga. Commercialism has reared its ugly head, and there's no friendly greeting from anyone—just that look of "how much did you bring and when are you leaving?"

My first taste of Tahiti prices was at the dock. When the Customs man had okayed my baggage, a man asked if I wanted a cab. Yes. So a couple of boys took my four bags out to a cab 15 ft away. I could have carried my writing bag and typewriter as easily as not, but I thought they were cab boys.

Outside I was presented with a receipt and a scowl and a "you pay now"—160 francs for four pieces of baggage taken 15 ft. In my money it was \$1.92, and in your money it was exactly 14 shillings.—*Letter from Ransom Sherman in the "Cook Islands News".*

IF we are to plump for a higher standard of living and its other advantages, the whole of the country [of Western Samoa] must be made an integral part of the venture.

At the moment, apart from a few examples, the authorities might as well recruit an expert to build a wall around Apia, and they could plan and develop happily behind the wall while the rest of the country was left happy in its old way.—*Letter from "Action" in the "Samoa Bulletin", Apia.*

HAVE the civic fathers [of Lautoka] no pride, and is it too much to ask if they care or know about culture?

Do they know about natural beauty and have they ever stopped to watch the magnificence and glory of a sunset? No. One quick drive through the main town thoroughfare would be sufficient to convince one of the seemingly utter disregard of civic pride—too many inhibitions and too much indulgence in personalities.

Have you ever seen such a filthy, ill-lit at night, industrial town? Sugarcane pieces in all forms (dirty chewed-up bits) strewn everywhere? Rubbish on footpaths and weeds where flowers are meant to bloom?

Wake up Lautoka. Get with it.—*Letter from "Born There" in "The Fiji Times", Suva.*

DROUGHT BEATERS!



SOUTHERN CROSS GALVANISED SQUATTERS' TANKS & TANKSTANDS

For Agricultural and Industrial uses

MADE TO 3E STANDARDS

Economy in purchase. **E**conomy in manpower to erect. **E**conomy in storage maintenance.

These SOUTHERN CROSS storage tanks 6ft. or 8ft. high, with 16 gauge sides, and tankstands with galvanised decking, can be found over the length and breadth of Australia. Easy erection and a wide choice of sizes are special advantages. Heavy galvanising, standard with SOUTHERN CROSS, adds years of life and cuts out maintenance costs.

SOUTHERN CROSS MACHINERY (BRISBANE) PTY. LTD.,

Cnr. Ipswich and Ashover Roads, ROCKLEA, Brisbane.

SOUTHERN CROSS MACHINERY PTY. LTD.

1 Grand Avenue, GRANVILLE, N.S.W.

SQUATTERS' TANKS

From 2,000 gallon capacity £69 to 40,000 gallon £343.

Tops and bottoms available for all sizes at additional cost.

TANKSTANDS

From 5 ft. to 50 ft. high for 1,000, 2,000, 3,000 and 5,000 gallon tanks.

Send for detailed list of all sizes and prices.

New Guinea Distributors:

T. F. Leonard, Lawes Road, Port Moresby. J. L. Chipper & Co., Rabaul. V. Bryant, Cnr. 15th and 17th Avenues, Lae. K. D. Pryde, Banz, Western Highlands Division. J. Duncan, Madang. Territory Transport, Goroka.

Call For Belt-Tightening In Western Samoa

From R. F. Rankin, in Apia

Western Samoa's Minister of Finance, Mr. G. F. D. Betham, called for a year of austerity in the territory when he presented his budget for 1965 to the House of Assembly in October.

He said public servants could expect no pay increases, imports would have to be cut, and some essential services would have to be curtailed.

Mr. Betham's budget provides for a deficit of £227,175. This will absorb about half the Government's reserves in the Treasury General Fund.

Total budgetary expenditure for 1965 is estimated at £2,307,855 compared with £2,178,140 in 1964.

Mr. Betham said: "Our population, which has been projected at 137,000 in 1966, 203,000 in 1976 and an amazing 309,000 by 1986, is greatly increasing its demand for Government services.

"On the other hand, the falling national income must call for some economic belt tightening."

Mr. Betham said that acceptance of original budgetary requests from Government departments would have incurred a deficit of about £640,000 without providing for projected developmental efforts.

Cocoa Prices

In reviewing 1964, Mr. Betham said that the fall of cocoa prices to an average of £172 a ton, compared with last year's average of £202, would result in a loss in national income for 1964 of £125,000 or more.

The banana industry was also facing a crisis with the devastating spread of bunchy top disease. A ruthless nationwide campaign of eradication would cost much money at a time when it could least be afforded.

Mr. Betham said export earnings to September 30 were above those of the same period last year, but overseas exchange transactions showed a record deficit of £229,617 while the imbalance of trade was £493,610.

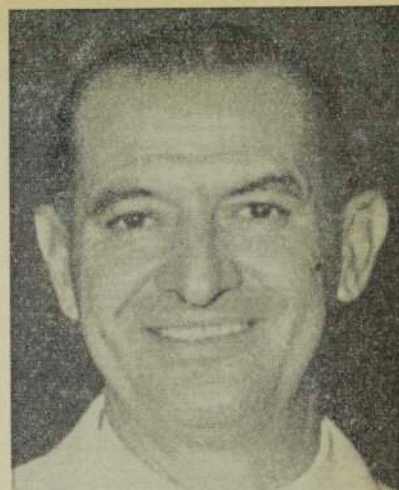
Export figures to September 30 (with last year's figures in brackets)

were: Copra, 11,564 tons, £689,189 (10,627 tons, £594,147); cocoa, 3,101 tons, £507,158 (2,227 tons, £453,329); and bananas, 463,951 cases, £542,632 (497,872 cases and 1,782 bunches, £588,504). Total exports for the period were worth £1,706,412 (£1,683,568).

Mr. Betham said: "With every new mouth to feed, as the birthrate continues to increase, the pressure of our economic problems intensifies and the urgency for increased production in all fields becomes more live and apparent. We cannot afford to be complacent in the face of realities."

He said that research had elicited a wealth of untapped resources which, if productively employed, could assure a basically sound economy in the future.

An acceleration of effort to build up the country's export trade, hampered all along through financial limitations, was now more urgent



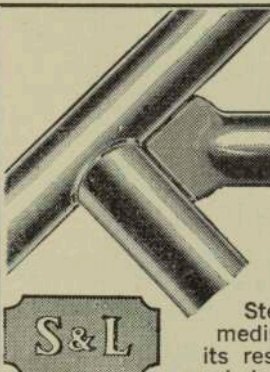
Mr. Betham.

than ever, and funds had to be found to pursue such a policy.

Mr. Betham said that early next year Cabinet would seek parliamentary approval for finance for a development programme for 1965, emphasising projects that could bring about the best results in creating jobs and income.

By the middle of 1965, a five-year programme for 1966-1970 would be presented. This would encompass the entire capital improvements programme with an order of priority.

Local financing to a minimum of £1 million would be required, and outside aid would be sought from all available national and international air sources.



THE STEEL TUBE AGE

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

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

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

STEWARTS AND LLOYDS

(DISTRIBUTORS) PTY. LIMITED

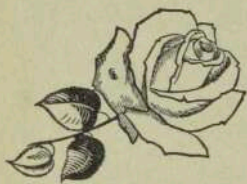
For enquiries and supplies, contact any of the following merchants:

New Guinea: Burns Philp, Steamships Trading, Colyer Watson, New Guinea Co., Rabaul Metal Industries.

Fiji Agent: Burns Philp (S.S.) Co. Ltd., Suva.

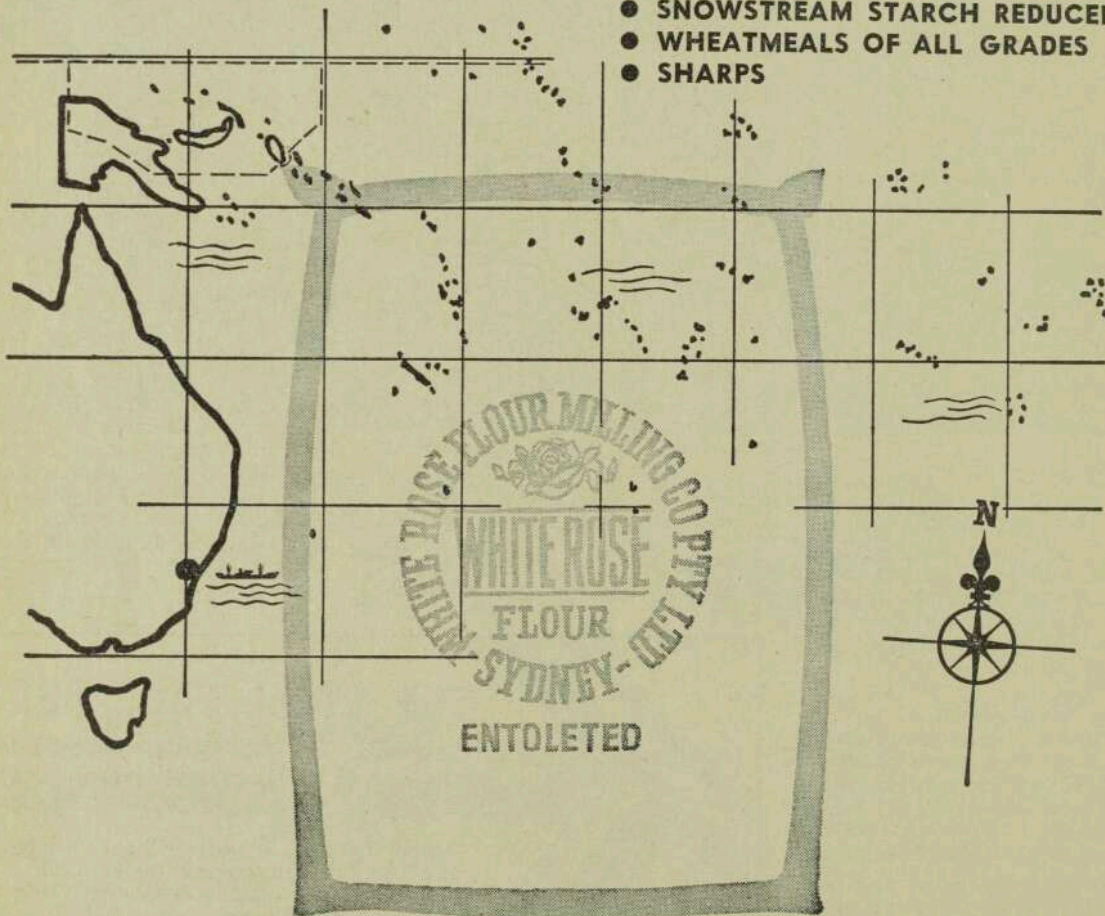
WHITE ROSE

THE PERFECT FLOUR



*From the Finest Wheat ...
Comes the Finest Flour*

- WHITE ROSE BAKERS EXTRA
- SNOWSTREAM STARCH REDUCED
- WHEATMEALS OF ALL GRADES
- SHARPS



WHITE ROSE FLOUR MILLING CO. PTY. LTD.

HAMILTON STREET, HOMEBUSH — POSTAL ADDRESS, BOX 57, P.O. HOMEBUSH

CABLES: 'WHITEROSE' HOMEBUSH SYDNEY — PHONE 760-155 (10 LINES)

Rising Incidence Of Venereal Disease Causes Concern

By a Staff Writer

Authorities in Fiji, Tahiti and the Cook Islands have expressed concern recently over the rising number of cases of venereal disease and the number of cases that are proving resistant to treatment.

DR. CHARLES GURD, Fiji's Director of Medical Services, says in his annual report that the growing incidence of venereal disease in Fiji is thought to be due largely to social factors which include relaxed standards of behaviour in young people, and also as a side effect of city growth and tourism.

Most of the blame is laid at the door of the professional seaman, the man on the freighter who, in 2 months, calls at most of the major ports in both the Pacific and the Atlantic, not to mention the other five seas.

The growth of venereal disease is a new development in the Colony, for, unlike the Polynesians, the Fijians have never been noted for their freedom in sexual matters, and the disease rate has always been well below average—until now.

Le Journal de Tahiti, of Papeete, reported recently that medical, civil and military authorities in Papeete were alarmed because the number of cases of venereal disease had reached an unprecedented high and certain cases were becoming worse.

"Social Plague"

"Despite the professional discretion of the doctors," the paper said, "it has been learned, among other things, that certain anti-biotics have no effect, and that this epidemic could become a veritable social plague in a more or less short space of time."

"Prophylactic and census measures must be considered without delay if it is desired to avoid an even more degrading situation."

In the Cook Islands, the annual report to March 31, 1964, of the Health and Dental Departments presented to the Legislative Council in September says that gonorrhoea "still persists" in the islands, and

that "a number of cases are proving resistant to treatment."

The source of infection appears to be Tahiti and cases of the disease are mostly confined to young people.

"Resistance of the infecting organism to most drugs is a common finding in other countries," the report says. "A number of cases do not seek medical advice in the early stages or take inadequate treatment. . . ."

"Figures for this year show a fall in the number of cases to about half that of last year. Known cases at present number 53."

SURVEYORS

ANGEL & WEATHERLEY

Registered and Authorised Surveyors

N.S.W., QLD., PACIFIC ISLANDS
Land, mining and engineering surveys

Box 376, P.O., 'Phones:
INVERELL, N.S.W. 786 and 1774.

Cables: ANG SURVEY, Inverell, N.S.W.
NEW GUINEA:
P.O. Box 93, Mt. Hagen.

*Tried and trusted
in the Pacific
since 1873*

**HELLABY'S
CANNED MEATS**

"CROWN"
"PACIFIC"
"ARROW"

The advertisement features a palm tree logo at the top. Below it, the text "Tried and trusted in the Pacific since 1873" is written in a cursive font. The brand name "HELLABY'S CANNED MEATS" is prominently displayed in bold, capital letters. Below this, three product lines are listed: "CROWN", "PACIFIC", and "ARROW". At the bottom, there are illustrations of three different types of canned meat tins: a "CROWN" brand tin, a "PACIFIC" brand tin, and an "ARROW" brand tin. The "ARROW" tin is shown with its lid open, revealing the contents.

Introducing CORRASCOPE FILMS in Beautiful Colour!

50 ft. (8 mm.) £Stg.2/5/-
100 ft. (16 mm.) £Stg.5/15/-
175 DIFFERENT SUBJECTS

Japan — Hong Kong — Philippines —
Vietnam — Bangkok — Singapore —
Borneo — Ceylon — India — Teheran —
Greece — France — Italy — Spain —
Switzerland — Netherlands — England —
U.S.A. — Panama — Peru — Bolivia —
Honolulu — Tahiti — Fiji; Etc.

Catalogues Upon Request

FILMO DEPOT

313 Marina House,
Hong Kong.

QUEENSLAND INSURANCE CO. LTD.

(Incorporated 1886 in Australia)
Assets Exceed £20,000,000.

Head Office:
QUEENSLAND INSURANCE
BUILDING, 80-82 PITT STREET,
SYDNEY.

Specialists in South Sea Fire,

Marine & Accident Insurance

Apply to:—

FIJI—Branch Office, Suva: R.
Quartermaine, Manager and at
LAUTOKA — BA — LEVUKA —

LABASA
Burns Philp (South Seas) Co.
Limited.

NOUMEA—W. Johnston.

VILA—Burns Philp (New Hebrides)
Limited.

SANTO—Burns Philp (New
Hebrides) Limited.

PAPUA & NEW GUINEA
PORT MORESBY—R. D. Kennedy,
Manager for Papua & New
Guinea.

PORT MORESBY—SAMARAI—LAE
—MADANG—RABAU—
KAVIENG.

Burns Philp (New Guinea)
Limited.

Resident Officer at Rabaul:
R. P. Hiley.

Resident Officer at Lae:
K. J. Clark.

HONIARA (B.S.I.P.):

Wm. Breckwoldt & Company.

PAGO PAGO:

Burns Philp (South Sea) Co. Ltd.

OTHER SOUTH SEA ISLANDS:
Burns Philp (South Sea) Co. Ltd.

Also at any of the Company's
Offices in Australia or N.Z.

Another Famous Sailing Ship Wrecked

The 96 ft topsail schooner *Wanderer* became the second big sailing ship to be lost in the South Pacific this year when she went aground on the reef at Rangiroa in the Tuamotu Archipelago of French Polynesia on November 1, about 36 hours after leaving Tahiti. Rangiroa is about 200 miles north-east of Tahiti.

Wanderer was the same size as, but 20 years old than, the beautiful brigantine *Yankee* which was wrecked on Rarotonga's rugged coral reef on July 24.

She was built in the last decade of last century as a pilot boat for San Francisco and was then called the *Gracie S.* In recent years, she has been used as a luxury cruiser in the Pacific under the command of Captain Omer Darr, and has been a familiar sight among the yachts tied up to Papeete's waterfront.

On her last ill-fated voyage, *Wanderer* was commanded by Captain Bill King, who, following the advice of Captain Darr, made for Rangiroa to fix his position after leaving Makatea during a cruise through the Tuamotus en route to Panama and Miami.

The atoll was sighted well before nightfall, but apparently one point of the reef was mistaken for another, and the schooner went aground soon after 8 p.m.

The schooner's crew of 11 reached one of the islets on Rangiroa's reef in two dories, and six of them returned to Tahiti on November 6.

Hope for "Yankee"

A few days earlier, two boat builders and salvage experts arrived in Rarotonga by air from California to see if they could devise a means of getting the *Yankee* off the reef.

The two men, Messrs. Bud Sperber and Kent Langley, made it known that they were sure it could be done—which brought a happy smile to the face of Mr. T. F. Lowe, of Auckland, who had been keeping a dreary vigil over the vessel from the verandah of the hotel for some weeks, as representative of Lloyds of London.

Mr. Lowe's vigil began because,

after the *Yankee* went aground, no one seemed to know who was financially responsible for her or what should be done about her.

The *Yankee* arrived in Rarotonga early in July with a party of tourists (PIM, Sept., p. 65). She anchored outside the reef opposite Avarua—an unsheltered spot where northerly and westerly gales can spring up suddenly, and where the ugly reef holds the bones of many vessels that have been caught unawares.

£800 Paid

A storm came up suddenly in the early hours of July 24. *Yankee's* anchors failed to hold, and the ship was thrown on the reef.

After the ship's company got ashore, most of them were accommodated at the Administration owned hotel.

The tourists insisted that their sustenance and repatriation were the responsibility of the *Yankee's* owners Windjammer Cruises Inc., but this syndicate appeared to have no funds available.

It was supposed that the owners would abandon the brigantine to the underwriters. But the ship, while out on top of the reef, was not seriously damaged, and seemed salvageable. The owners wanted to retain possession, and argued the point with interests overseas.

The Administration demanded payment for services rendered to the *Yankee* company, especially food and lodging, and there was apparently a three-cornered argument extending over weeks between owners, underwriters and Administration.

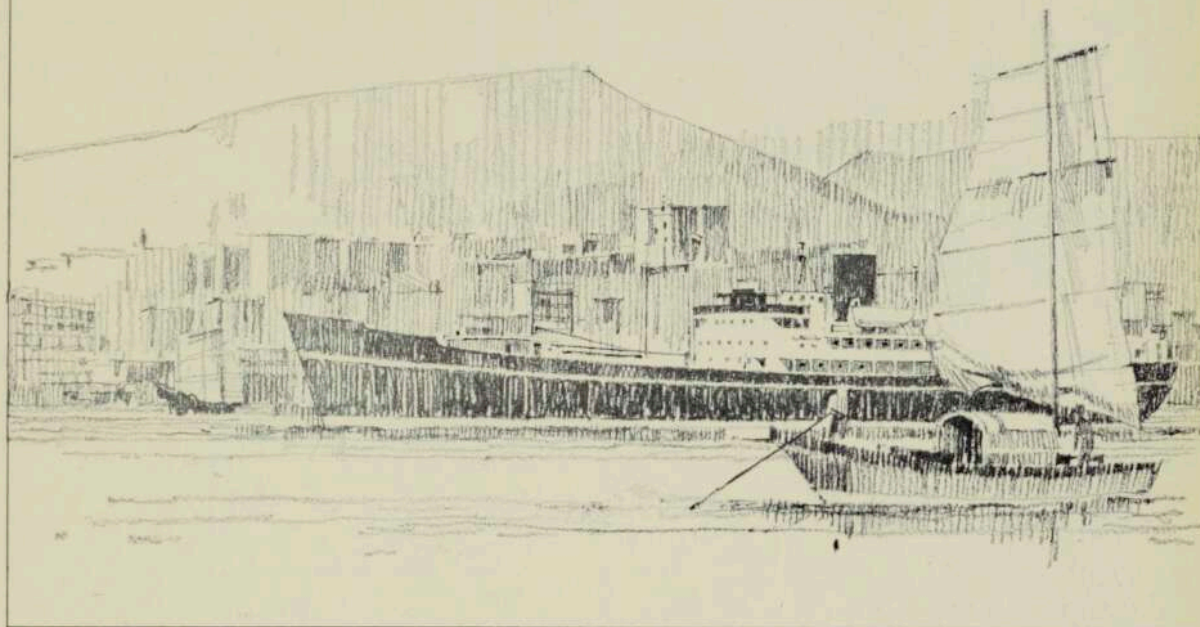
Finally, the Administration took legal action to recover £800 from the *Yankee's* owners—and what was called a "plaster" was put on the ship. This meant that the ship could not be sold or removed until the £800 was paid.

The *Yankee's* unfortunate passengers were shipped away; a representative of the owners took up inconspicuous residence on Rarotonga; and the unlucky Mr. Lowe, from New Zealand, kept watch on the ship from the hotel.

In September, the £800 was paid, and the "plaster" was removed. But Mr. Lowe was still there in October, awaiting a decision as to whether the *Yankee* should be sold by the owners for salvage, or abandoned to the underwriters.

After Messrs. Sperber and Langley arrived, the local experts seemed to think that *Yankee* would sail again, and Mr. Lowe was counting the days until he could go home.

THE CHINA NAVIGATION COMPANY* PROVIDES A COMPREHENSIVE PACIFIC ISLANDS SERVICE



• Sydney to Brisbane, Port Moresby, Samarai & return to Sydney. • Melbourne to Sydney, Brisbane, Port Moresby, Manila, Hong Kong, Taiwan & Japan. • Melbourne to Sydney, Brisbane, Rabaul, Manila & Hong Kong. • Japan to Hong Kong, Wewak, Madang, Lae, Kavieng, Rabaul, Samarai, Port Moresby, Santo, Vila, Suva, Noumea, Honiara & Japan.

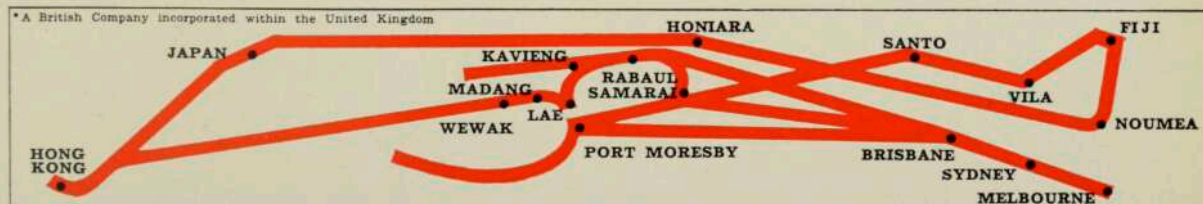
There are three sailings a month from Australia to Port Moresby with the passenger liners M.S. "Changsha", M.S. "Taiyuan", M.S. "Nanchang", M.S. "Soochow" & M.S. "Shansi", and monthly sailings from Japan with the cargo vessels M.S. "Chengtu", M.S. "Chungking" & M.S. "Chekiang", serving seven territory ports.

There is also a new express service from Australia to Rabaul with the passenger liners M.S. "Anking" & M.S. "Anshun". All seven ships serving the Australia-New Guinea-Papua trade are equipped with refrigerated and cooler cargo space. For more details, please apply to our agents:

General Agents in Australia:

SWIRE & YUILL PTY. LTD. 8 Spring Street, Sydney. 27 4701. Cables: 'Swireship'

PAPUA Steamships Trading Co. Ltd., Port Moresby and Samarai. Cables: 'Steamships'.
NEW GUINEA Colyer Watson (N.G.) Ltd., Lae, Madang and Rabaul. Cables: 'Colyeram'.
NEW CALEDONIA Etablissements Ballande, Rue de L'Alma, Boite Postale 18, Noumea. Cables: 'Ballande'.
B.S.I.P. British Solomons Trading Co. Ltd., Honiara. Cables: 'Trade'.
NEW HEBRIDES Les Comptoirs Francais des Nouvelles-Hebrides, Vila and Santo. Cables: 'Comptoirs Francais'.
JAPAN Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, and Kobe. Cables 'Swire'.
FIJI Morris Hedstrom Ltd., Suva, Lautoka, etc. Cables: 'Deuba'.
WESTERN SAMOA Morris Hedstrom Ltd., Apia. Cables 'Deuba'.
TONGA Morris Hedstrom Ltd., Nukualofa & Vava'u. Cables: 'Morrisco'.
TAHITI Etablissements Donald, Papeete. Cables: 'Donald'.
EASTERN MANAGERS Butterfield & Swire Ltd., 9 Connaught Road Central, Hong Kong. Cables: 'Swire'.



STEAMSHIPS TRADING COMPANY LTD.

General Merchants, Wholesalers and Retailers, Shipowners, Shipping, Customs, Insurance Agents, Stevedores, Sawmillers, Shipwrights and Engineers, Aerated Water Manufacturers, Cold Stores, Rubber, Coconut and Cocoa Planters.

HEAD OFFICE : PORT MORESBY, PAPUA

**BRANCHES IN : MADANG POPONDETTA LAE RABAU
SAMARAI GOROKA MOUNT HAGEN**

COLYER WATSON (NEW GUINEA) LIMITED
a wholly owned subsidiary

REPRESENTING:

SHIPPING:

The China Navigation Co. Ltd.
The Karlander Line

AIRWAYS:

Ansett-A.N.A.
Trans-Australia Airlines
Ansett-M.A.L.

INSURANCE:

National Mutual Life Association of Australasia
Harvey Trinder (N.G.) Ltd.
(Insurances at Lloyd's of London)

AUTOMOTIVE & MACHINERY DIVISION:

Armstrong-Holland Pty. Ltd.
British Seagull Co. Ltd.
Carrier Air Conditioning Pty. Ltd.
Crossley Brothers Ltd.
Deutz Plant & Equipment (Aust.) Pty. Ltd.
International Harvester Co. of (Aust.) Pty. Ltd.
Mono Pumps (Aust.) Pty. Ltd.
Outboard Marine International
Prince Motors Ltd.
Rootes Ltd. (Export Division)
Villiers Engineering Co. Ltd.
Willys-Overland Export Corp.

SHIPYARD & ENGINEERING DIVISION:

Beaufort (Air-Sea) Equipment Ltd.
Hong Kong Steel Ropes Ltd.
Matthews Fire Alarm Pty. Ltd.
Orange Steel Tank Co. Pty. Ltd.
Rolls-Royce of Australia Ltd.
Sidney Williams & Co. (Pty.) Ltd.

FREEZER & COLD STORE:

Farbwerke Hoechst A.G.
J. C. Hutton Pty. Ltd.
International Cannery Pty. Ltd.
Peters-Arctic Sales Division

MERCHANDISE DIVISION:

A.R.C. Engineering (N.S.W.) Pty. Ltd.
Burnie Board & Timbers Pty. Ltd.
Braemar Engineering Co. (Q'ld.) Ltd.
Black & Decker Power Tools
Central Agencies—Coates Cottons
Cyclax Cosmetics
Cyclone Company of Aust.
Dinmore Pottery
Daymond Rotary Hoists
Email Westinghouse Electrical
Eterna Watches
Fesq & Co. Red Mill Rum
Gillespie Bros. Flour
Glenloth Wines, South Aust.
Hanimex Photographic Equipment
Hecla Electrical Products
Henry York Fertilisers
I.C.I. Plantation Requirements
Julius Marlow Shoes
James Buchanan's Whiskey
John Lysaght (Aust.) Ltd.
Lightburn & Co. Ltd.
Mildura Wines
Minnesota Mining & Manufacturing (Aust.) Ltd.
Mobil Oil Aust. Ltd.
N. V. Appleton Louvres
Oliver Sportsgoods Ltd.
Phoenix Biscuits
Pope Products Ltd.
Reynolds Tobacco, Camel Cigarettes
Ramset Engineering
Spartan Paints Ltd.
Swift & Co. Ltd., Heatane Gas
Taubmans Exports Pty. Ltd.
Turnbull Distributors, Water Sport Goods
Taikoo Sugar
Thomas Hardy Tintara Wines
United Chemical Weedicides
Wunderlich Ltd.

AERATED WATER FACTORY:

Jusfrute Ltd.

COFFEE & COCOA MACHINERY:

E. H. Bentall & Co. Ltd.

BUYING ENQUIRIES: **SYDNEY**
Nelson & Robertson Pty. Ltd.,
197 Clarence Street, Sydney.

BRISBANE
Nelson & Robertson Pty. Ltd.,
Stanley Street, South Brisbane.

LONDON
Whiteaway, Bickley & Bell Ltd.,
4-7 Chiswell St., London, E.C.1.

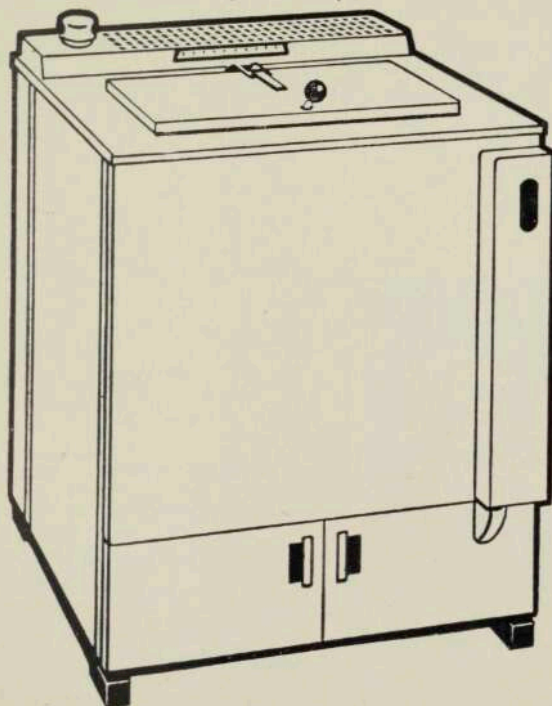
Electrolux

Kerosene Deep Freezer



Electrolux kerosene-operated deep freezer conserves up to 100 lb. dry weight of re-frozen packaged foods for many weeks in tropical ambient temperatures as high as 100 deg. Fahr. (38 deg. Cent.) or even higher, provided there is a drop of night. Even fresh foods (meat, game, fish, vegetables, butter, etc.) may be kept for several weeks or many times longer in C 80 than in an ordinary refrigerator. It uses no ice or electricity. The Electrolux C 80 operates anywhere by kerosene, economically and with high efficiency.

Anywhere
in the
tropics . . .



NEW GUINEA CO. LTD.

Rabaul, Madang, Lae, Kavieng,
Kokopo
S.C.I.E., Noumea
BURNS PHILP (N.H.) LTD.
Vila, Santo

ISLAND PRODUCTS LTD.

Port Moresby
E. V. LAWSON LTD.,
Honiara

*Choose your
size from
the*



Electrolux new economy line

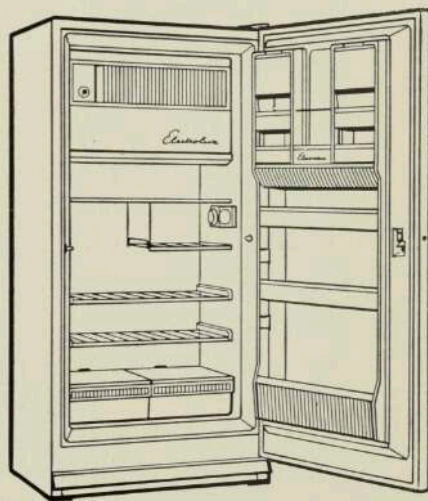
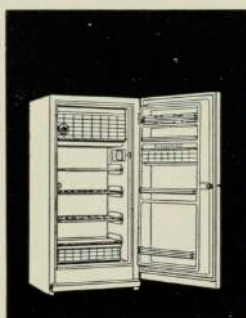
- Full range of models
- Low priced
- Economical to run
- Luxuriously equipped
- Efficient
- Renowned for reliability

NEW COMPRESSOR REFRIGERATORS

For homes with electricity. These elegant models are fitted with extremely economical cooling units which compress electricity costs to the minimum.

KEROSENE REFRIGERATORS

For perfect cooling in non-electrified areas. Electrolux kerosene refrigerators are completely silent and have no moving parts to wear out.



The new Electrolux economy line offers you a full range of refrigerators which caters for everybody—with both compressor models that really economise on electricity and kerosene models. There's a wide range of sizes, all beautifully equipped, with plenty of space for food and large bottles. You'll find exactly what you need—in the size that you want—in the Electrolux new economy line.

Distributed by:

W. R. CARPENTER & CO. LTD.

and their agents.

NEW GUINEA CO. LTD.

RABAUL, MADANG, LAE, KAVIENG, KOKOPO.

BURNS PHILP (N.H.) LTD., Vila, Santo

ISLAND PRODUCTS LTD.

PORT MORESBY.

E. V. LAWSON, Honiara

On Tiny Tench Island, They Have Their Own Way Of Doing Things

From E. R. Piez, secretary-treasurer of the Seventh-day
Adventist Mission, Rabaul.

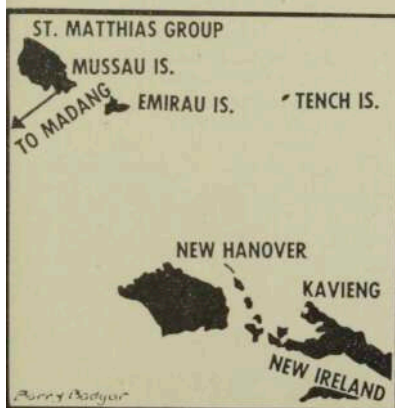
Thirty-nine miles east of Emirau Island in the St. Matthias Group of New Guinea's Bismarck Archipelago and 60 miles almost due north of Kavieng on New Ireland is tiny, rarely-visited Tench Island, home of a unique people with strange customs of their own.

THE island, which is circular, is only about a quarter of a mile across and only about six feet above sea level at its highest point. It is so small and so low that it cannot be seen from any other island, although on clear days, the mountain tops of New Hanover, 70 miles way to the south-west, can be seen from Tench.

Tench's total population of about 50 live a secluded life, as the island is not on any regular shipping route.

The people are different from those on the islands nearby, and except for their hair, they do not even appear to be Melanesians. No one has been able to tell how they got to their island or where they came from.

Recently, while on a trip to Mussau, the main island in the St. Matthias Group, I was one of a party which decided to pay the Tench Islanders a call in the SDA mission vessel.



Tench Island, whose location is shown on this map, is one of the most isolated islands in Papua-New Guinea. It is more than 50 miles from Mussau Island, its nearest big neighbour, which, in turn, is 360 miles north-east of Madang.

As the weather was calm, we expected to have no trouble in finding the island and anchoring there for the day.

As we left Mussau, Mr. Milton McFarlane (our missionary there) told us that the people of Tench would be expecting us.

We wondered how this could be when we had no plans for going there until a few days before our departure, and even then only provided the weather was good.

Mr. McFarlane replied that the people always had a dream when the mission ship was going to call.

This, apparently, is actually the case, for when we anchored there about 8.30 a.m. and I asked an islander when they had first seen our boat, he replied that straight after worship a boy had climbed a tree to see if we were in sight, as he had had a dream that we were coming.

Drinking Water

Looking around Tench Island, we found plenty of other things that were unusual.

Drinking water, for example, is obtained from a well in the low-lying centre of the island, which rises and falls with the tide, but is untainted by the miles of salt water around the island.

A small thatched building is erected over the well to prevent leaves from falling into it. The well is barely four feet deep and is replenished by rain water soaking into it.

Sometimes, in heavy seas, salt water overflows the island and contaminates the drinking water, but the well always seems to become fresh again.

Another Tench Island oddity is



- You don't have to be an ethnologist to see that Tench Islanders, such as this one eating a pandanus fruit, are not Melanesians, as are the natives of the neighbouring islands.

Photo: E. A. Boehm.

the method of fishing. A large dry leaf, strengthened with cane, is sewn up to form a kite and a length of fishing line is used to fly it.

Another fishing line is fixed to the tail end, and on the end of this is tied a unique fish "hook"—a large spider's egg-sac.

To catch a fish, the kite is flown from a canoe paddled into the wind. The kite's "tail", with its strange "hook", dangles in the water at quite a distance from the canoe, and the fish are caught because they cannot extract their teeth from the silken strands of the spider's egg-sac.

Judging by the number of kites I saw in the houses, this system of fishing must be quite effective.

Rat Problem

One of Tench's worst problems is the rat. I saw quite a few of these as I walked about the island.

The rats like to climb the coconut trees and get the nuts before they are ripe.

To stop the thieves, the people tie the green leaves of the pandanus palm around the trunks of the trees, taking care that the branches do not overlap. This prevents the rats from getting a foothold.

Gathered nuts are put into small storehouses, the stumps of which are also bound with pandanus leaves to prevent rats from getting at them.

Besides fish, coconuts and other fruit, the Tench Islanders' diet in-

Islanders Wore Waist-Long Beards In 1931

Tench Island was so named in 1790 by Henry Lidgbird Ball in honour of Captain Watkin Tench, of the Royal Marines, who came out from England with Ball in the First Fleet to Botany Bay.

Ball "discovered" the island while sailing from Sydney to the Dutch East Indies. However, the first European to have seen it appears to have been the Spanish navigator Antonio Maurelle—in 1781.

The native name for the island is Nusi, although this is not indicated on any map or in any reference book that "PIM" knows of.

According to Seventh-day Adventist headquarters in Sydney, two Germans are said to have been killed on Tench Island during the German administration of North-East New Guinea from 1884 to 1914.

The first visit to the island after it came under Australian administration was in 1931 when Captain G. McLaren visited it in the Adventist mission ship "Veilomani". On this occasion, the natives still went naked and the men wore plaited beards reaching to their waists.

cludes migratory birds which come to the island each year to nest.

Many of the chickens of these birds are robbed from the nests and are reared in cages. We saw many of these, but some of them will never go into the pot because their owners have become too fond of them.

"Treating" The Sick

We were told that burying the dead was never a problem on Tench Island in the old days.

It appears that if a person became sick and did not seem to be recovering after five days, he was put into a canoe with stones tied to his legs and taken out to sea.

After being thrown overboard, the canoe was washed, the people washed, and then they went on with their regular activities.

Evidently a fear of epidemics started this custom, which, in most cases, would have been too late to be effective as a germ destroyer.

All authorities on ancient Polynesia are agreed that the period of the epic voyages of the Polynesians was between the 10th and the 14th centuries.

THE arrival in New Zealand of the so-called "Fleet" was something of a climax to this era of great maritime endeavour.

There is no substantial record of any canoe departing from Central Polynesia and arriving in New Zealand or any other distant corner of Polynesia after the accepted "Fleet" date of 1350. And according to the two most quoted traditionalists, Fornander of Hawaii and Percy Smith, of New Zealand, contact between Hawaii and the heart of Polynesia was lost a little earlier—about 1325.

Nothing that scientists have contributed in recent years has questioned these findings. Nor have the scientists satisfactorily explained why the great Polynesian voyages suddenly ceased.

I have a theory that it was due to a change for the worse in the world's weather pattern, because the voyages of the Polynesians (whom Sir Peter Buck called Vikings of the Sunrise) ended more or less at the same time as those of the Scandinavian Vikings.

The achievements of the Scandinavian Vikings covered roughly the same time span as those of the Polynesians.

Distant Voyages

It was in the ninth century that these wild, rapacious Norsemen began to harry the coasts of Britain and Europe. It was between the 10th and 14th centuries that they established and developed their colonies in Iceland and Greenland and were at home upon the broad Atlantic.

And according to a stone with runic carving on it, found in Minnesota, USA, in 1898, it was in 1362 that a party of Swedes and Norwegians, exploring westwards from Vinland, reached that distant spot—more or less at the same time as the Polynesian "Fleet" reached distant New Zealand.

As with the Polynesian voyages, little is heard of the exploits of the Vikings after that date.

Quite a lot of evidence has come to hand in recent years to

Did Polynesia's Vikings Have Better Sailing Weather?

By Gordon Russell, formerly
meteorologist in the Cook Islands

support the view that the world's climate was kinder to ocean rovers and celestial navigators in the Viking era than it is now.

For some thousands of years, it appears the world has been getting colder. But the period from 800 to 1200 AD saw a partial reversal of this trend, with a temporary warming up of the climate—the decline setting in again between 1200 and 1400 AD.

In the Northern Hemisphere, evidence of different weather patterns comes both from old manuscripts and archaeological excavations. Today it is accepted that from 800 to 1400 AD, the North Sea and the Atlantic, playground of the Scandinavian Vikings, were relatively storm free.

The well-authenticated and tragic story of the extinction of the Viking settlements in Greenland is accepted as a tangible sign of the close of this climatic interlude.

Research

It would be odd if the Southern Hemisphere had not had a pattern of climate similar to that of the Northern Hemisphere over the same period.

In fact, archaeologists and foresters in New Zealand and elsewhere now speak in such terms and quote 1300 AD as an approximate date marking a decline.

A good deal of research is now under way on the subject of world climatic changes.

It could well be that all this will provide even more support for the theory that during the great era of the Polynesian and Viking voyages, the lights in the celestial binnacle did not give much trouble to those who, year in and year out, studied the stars and watched the feathered migrants come and go.

Royal Navy's New Ships To Probe Ocean Secrets

From Trevor Blore, in London

Building is beginning at a Scottish shipyard on the River Clyde of three sister-ships for the Royal Navy's Hydrographic Department, ships which will next year start charting and exploring the oceans of the world, including the South Seas.

THIS is the greatest material development in the history of maritime surveying and exploration carried on for centuries by great navigators of the British Navy, such as Captain James Cook, who made three famous voyages to the Pacific Ocean in the second half of the 18th century.

For many years a small fleet of naval surveying ships has carried out the unending task of charting the sea-bed in home and overseas waters to make oceans safe for navigators.

Additional Task

The new ships are to carry this task a long step farther. They are the first deep-sea survey ships for the Royal Navy to be designed for the surveying work known as hydrography, and the scientific probing of the deeps and submarine life known as oceanography.

The only ship in service specially designed for ocean survey is the *Tidal*, which carries its own helicopter and lithographic chart-printing machine. The ships to be replaced are converted frigates.

Previously the Navy's survey ships have been almost entirely devoted to such tasks as charting the great oil-tanker highway of the Persian Gulf, mapping the sea-lanes of the Caribbean around the West Indies, or the

waters of Fiji and other Pacific Islands groups.

They have carried out certain oceanographical jobs like water-sampling or taking samples of the sea-bed in various parts of the world. The survey ships have also taken civilian scientists to sea for short periods.

The new ships, of 2,800 tons displacement, will be 260 ft long, with a beam of 49 ft and a draught of 15 ft and have a range of 12,000 miles at an operational speed of 14 knots. Each will carry two large surveying launches for independent inshore work.

The Hydrographer of the Navy, Rear-Admiral E. G. Irving, says that the new ships will have flexibility in handling, thanks to diesel-electric propulsion, and controls on the open wings of the bridge to give the commanding officer finger-tip control of his ship from those positions.

Although not as packed with scientific instruments and facilities as *Discovery*, the new ships will each have two laboratories on the fore-castle deck. There will also be special winches for lowering scientific instruments over the side, and for such special duties as taking samples from the sea-bed or trawling or dredging for specimens of marine life. They will also carry equipment for underwater photography.

TRIMARAN WAS ABOUT 3,500 MILES OFF COURSE!

An American trimaran, "Pipe Dream", arrived at Beru, Gilbert Islands, on October 8 after a 56-day voyage from Hawaii—although the crew had intended to make their first landing in the Marquesas Islands, north-east of Tahiti, about 3,500 miles away.

Reporting this, a Gilbert and Ellice Islands Colony newsletter says that the crew had "little knowledge of navigation" and were "considerably off course", which surely must be the understatement of the year.

The crew comprises Al Wolfein, owner and skipper, his wife Yoshiko, and Larry Appleton.

Captain Ian Wallace, of the RCS "Nivanga", has reported that the trimaran is now unseaworthy.

Naturally, every kind of precise navigational aid will be installed. The ships will have a garage for a Land-Rover motor vehicle and trailer to make the shore work of surveying parties easier, and a hangar for a Wasp-type of naval helicopter.

Cinemas, Laundries

In view of the long periods spent at sea on such work, comfortable air-conditioned accommodation and amenities like a cinema, library and laundry will be provided for each ship's company of 100.

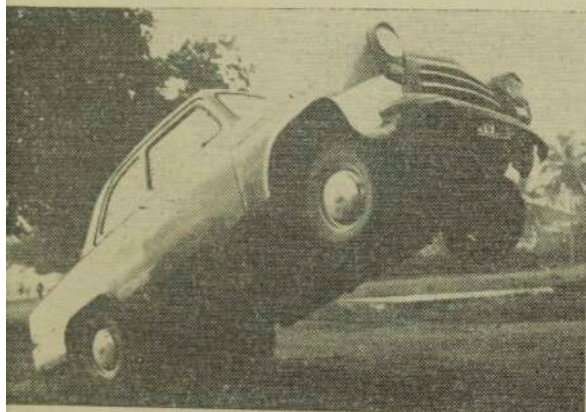
"For the first time," Rear-Admiral Irving told me, "we will also be able to provide properly for scientists. There will be permanent accommodation in the new ships for six civilian scientists engaged in the biological, chemical and other aspects of oceanography."

He also explained how the surveying work of his little fleet was changing.

Increasing numbers of super-tankers in the world's shipping lanes, some of them more than 100,000 tons deadweight, call for a much more extensive knowledge of underwater topography.

The growing quest for untapped oil fuel and gas reserve under the sea is stimulating urgent interest in the shape, extent and composition of the continental shelves which extend out from the shores of most seaboard countries.

And the rapid development of fast, deepdiving submarines has called for



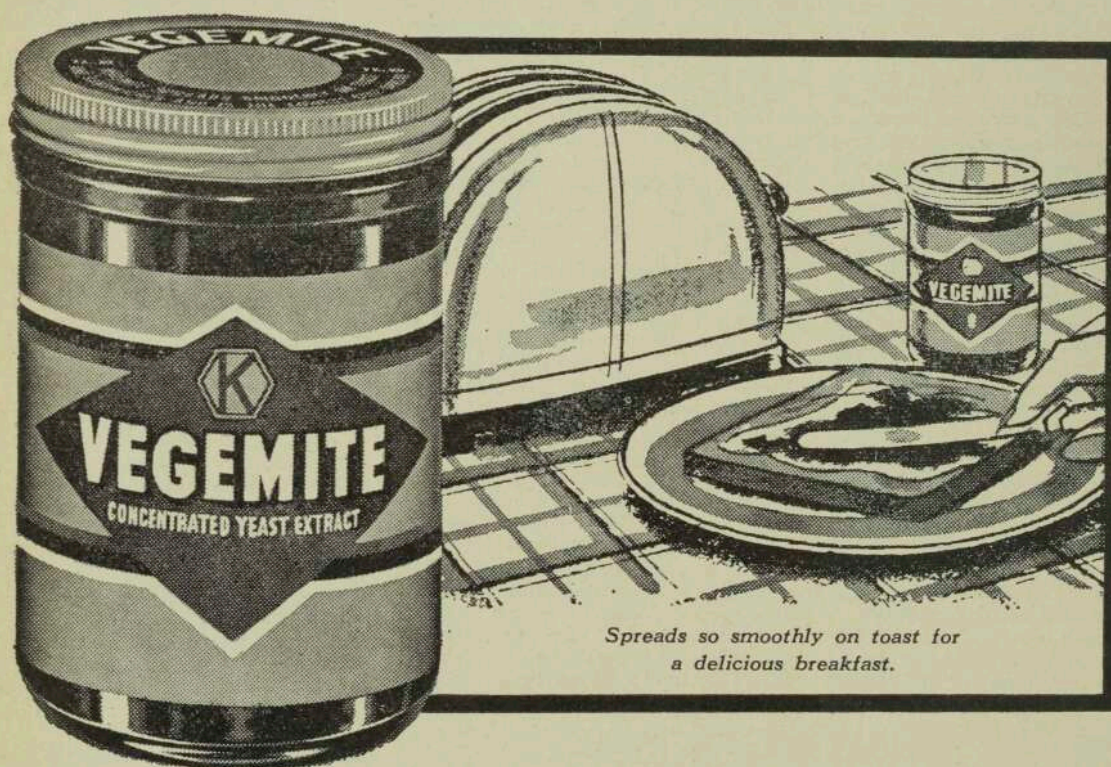
BUCKING AUTO

There's no prize for guessing what makes a car do this sort of things in the islands, but if you'd like to know the answer, you'll find it on p. 85.

Enjoy VEGEMITE—

nature's richest source of

VITALITY

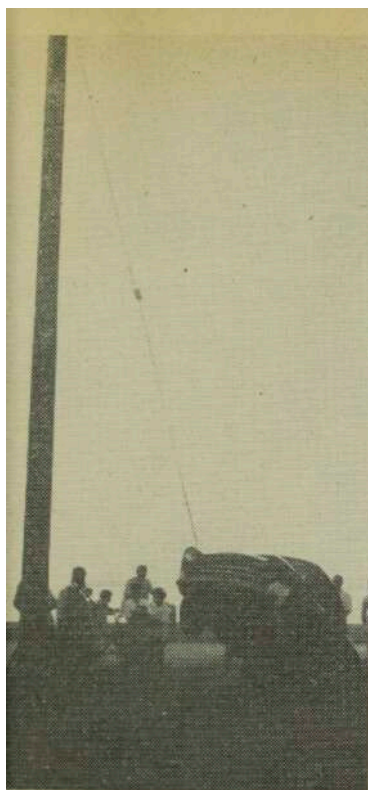


Here's the wonderful way to get the fresh supply of Vitamin B you and your family need every day for happy vitality. Delicious Vegemite is a pure concentrated yeast extract, and yeast is nature's richest source of precious "B" group vitamins. Vegemite gives you Vitamin B1 for healthy nerves, B2 for

firm body tissue, and Niacin for good digestion. Keep up your good health and vitality . . . be sure to enjoy your Vegemite daily . . . on toast, in sandwiches and as a soup or gravy flavouring.



KR374/B



WHEN IT IS DONE: Driving home in the early hours of the morning in Nukualofa, Tonga, the driver of this car finished, if not exactly up the pole, up the wire support of a pole (power variety). Both pictures and the one on p. 83 were taken by Tulua Bros. before dawn.

After exploration of the ocean depths in which they operate. The increased scope of the Hydrographic Department activities has meant a re-shaping of its traditional pattern of surveying work, and Rear-Admiral Irving recently made a world tour to foster working liaisons and to foster increased co-operation with foreign and Commonwealth hydrographic offices, so spreading the load imposed on the Royal Navy's necessarily limited manpower, money and facilities. The actual surveying at sea is the start of the Hydrographic Department's present work. From the steady flow of information comes the chartmaking section in North London suburb. When new charts have been prepared there, or old ones corrected, work passes to a printing section in western England for publication and distribution to the mariners of the world. Nearly 1,500,000 of these charts are sold every year.

Plaque In London Church Recalls Story Of Early Islands Shipwreck

One of the rewards of visiting out-of-the-way London churches is the chance of making unexpected and interesting discoveries about distant places in far off times.

RECENTLY, at St. Mary's Church in Rotherhithe—a poor district on the south bank of the Thames—such an unexpected discovery came my way.

Fastened to the north wall of the interior is a brass plate commemorating the death in December, 1784, of a certain Prince Lee Boo, described as the son of Aba Thule, king of Coorooraa Island in the Pelews.

The inscription goes on to refer to the natives' humane treatment of the crew of the *Antelope*, an East India-man, which went aground at the island on August 9, 1783.

Reference books soon showed that the modern name of this island is Koror (formerly Kororu) which is in the Palau District of the Carolines.

And a rather scarce book, which I have had access to, gives an account of the *Antelope's* crew's three-month stay on the island.

The book, compiled by G. Keate from a journal kept by the *Antelope's* commander, Captain Henry Wilson, tells how the crew's first task was to build a stockade ashore and to put into it all the stores and equipment that they could salvage from their ship.

The crew then built a smaller vessel in which they eventually sailed to the Philippines to the west.

Natives Helped

The natives, besides providing fresh food, helped to paint the new ship; and, as a reward, Captain Wilson lent 10 of his men to help King Abba Thule in a battle with natives of an adjacent island.

Attractive engravings in Keate's book show excellent paved walks and well-built jetties and causeways in the vicinity of the main village.

Captain Wilson became popular enough to be made a chief, or *rupack*, of the first rank which involved the presentation of a particular bone always to be worn on the wrist.

This is said by Keate to be that of

Big Crocodile Was Off Course, Too

A 15 ft crocodile, caught alive at Malo Island, off the south coast of Espiritu Santo in October is believed to be the first ever caught so far south in the New Hebrides. It was captured by Mr. Edouard Bidet, who leases a plantation there.

The crocodile, which had a girth of 5 ft, was bought by Sydney's Taronga Park Zoo but died in captivity before it could be shipped.

A Vila message says that the only place in the New Hebrides where crocodiles are usually seen is the Banks Group, about 50 miles north-east of the northern part of Espiritu Santo.

a whale "or some animal of that species"—and from a sketch in his book, it looks like the axis from the vertebral column.

When the time came to sail, Prince Lee Boo, the king's second son, was taken aboard to be shown the sights of far-away England under Wilson's guidance.

When this young man of 20 arrived in London he was duly impressed by the sight of a four-poster bed, stage coaches, a harpsichord and "houses on houses up to the sky".

Smallpox

His pleasant manners and disposition, coupled with his quick observation and determination to learn to read and write, impressed everyone, and he took to Mrs. Wilson whom he called his mother.

Sad to relate, however, he soon contracted an acute form of smallpox, and died just after Christmas, 1784.

The treatment recommended by Wilson's doctor, to take warm baths and have plasters put on his back, shows the state medicine was in at this time.

As some small compensation for the death of this promising young man, the East India Company sent some cattle to the Palaus, where they were treated as sacred beasts, despite the harm they did by grazing on young coconut palms and other crops.

Since those days, the Palau Islands have been successively under German, Japanese and now American control, but next to nothing has been written about them by British writers since Keate's book was published nearly 180 years ago.—R. A. LEVER.

Perma-Sharp

stainless steel shaving is here!



3 times more good shaves

guaranteed from every Perma-Sharp blade

How many good shaves do you get from an ordinary blade?

2-shave men get at least 6 good shaves with Perma-Sharp

3-shave men get at least 9 good shaves with Perma-Sharp

5-shave men get at least 15 good shaves with Perma-Sharp

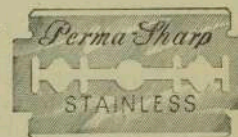
Only Perma-Sharp guarantees you 3 times more shaves—because Perma-Sharp stainless steel has already proved its triple-life performance in Britain and U.S.A.

Everywhere men are talking numbers. "I get 9 shaves with one Perma-Sharp blade." "13 for me." "17—all close, all comfortable!"

Why Perma-Sharp STAYS sharp

It's friction that causes the painful drag with ordinary steel blades.

Perma-Sharp stainless steel edge slides through bristles—with no more friction than wet ice sliding on wet ice. It's a new experience in shaving comfort and ease!



A conference in Canberra in December, 1944, on the indentured labour system in Australia's Pacific territories did not approve the immediate abolition of the system, although the Territories Minister, Mr. E. J. Ward, said his Government intended to abolish it as soon as practicable. Delegates said that immediate abolition would lead to confusion and economic disaster, and would do the natives a great disservice.

A STORY giving details of what was said at the Canberra conference was the *piece de resistance* in PIM for December, 1944. Other items in that issue of 20 years ago were:

A regular weekly air-mail service was established between Western Samoa and New Zealand.

Mr. Alec C. Rentoul, one of the Senior Resident Magistrates of the Papuan Administration, resigned to become Acting Commandant of Police and British District Agent at Vila, New Hebrides.

At a meeting of the Royal Society of New South Wales, Sir Walter McNicoll said that after the war Papua and New Guinea should be under one administration. Sir Walter was Administrator of New Guinea between 1934 and the Japanese occupation in 1942.

The well-known Islands trading firm of C. Sullivan and Co. was incorporated as C. Sullivan Pty. Ltd., with Mr. C. Sullivan as managing director. Mr. Sullivan then had more than 25 years in the Pacific Islands trade.

Mrs. C. F. Rich, wife of the Rev. C. F. Rich (both of whom spent their lives in LMS missionary service on the south-east coast of Papua) died in Sydney on December 8. Her funeral was attended by many residents of Papua.

Admiral Sir Bruce Fraser, C-in-C of the newly-created British Pacific Fleet, arrived in Melbourne. The fleet was expected to be based initially in Sydney and Melbourne, and was to operate under United States command.

Yesterday

The Administrator of Western Samoa, Mr. A. C. Turnbull, laid a foundation stone for a new Anglican church at Apia to commemorate the 50th anniversary of the death of Robert Louis Stevenson. The church was built immediately below Stevenson's grave on Mt. Vaea.

The assassination in Cairo of the British Minister, Lord Moyne, reminded a writer in the *Tropicalities* section of the controversy, several years earlier, over who discovered New Guinea's pygmies.

"In 1935-36," the writer said, "Lord Moyne, with a cross-section of the British aristocracy as his guests . . . in his 700 ton luxury yacht *Rosaura* . . . went up the Ramu River, in the Mandated Territory, and subsequently published stories which indicated that they had been responsible for discovering a tribe of pygmies there."

"As far back as 1896-1901, the old German New Guinea Company had expeditions out in that district under a Dr. Lauterbach, a man called Tappenbeck, and others. Some of these parties claim to have reached the Bismarck and Hagen Ranges, and . . . if they did really penetrate this country, it is probable that they came into contact with the pygmies. I have a vague idea that I have seen

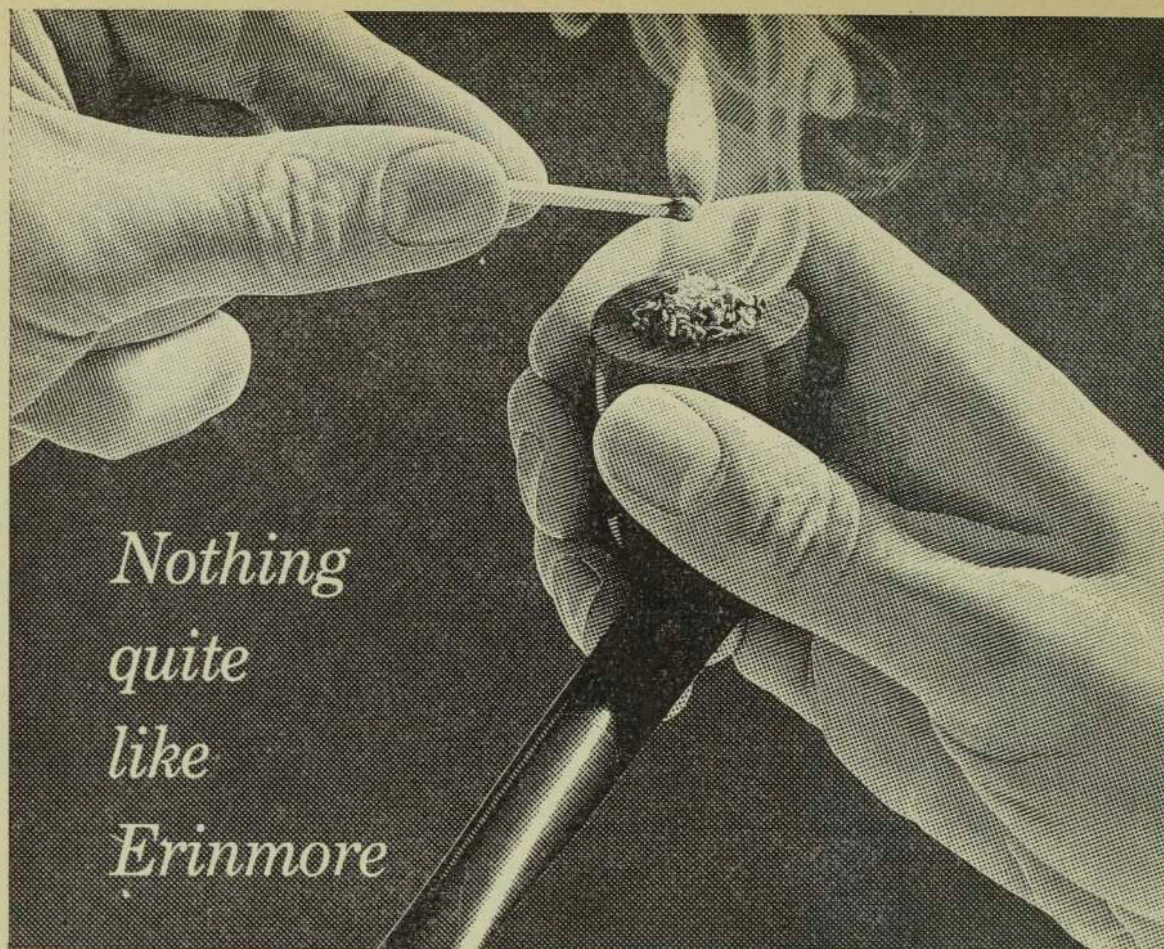


● The item on this page about pygmies in New Guinea prompts us to republish this unique picture, which first appeared in PIM in March, 1942. It shows a Lutheran missionary, the Rev. G. Bergmann, in a Boana mountain village with not only a pygmy, but a pygmy dwarf.

pictures of these pygmies near Atemble in a magazine published in 1902.

"However, whoever it was who first saw the pygmies, it certainly was not Lord Moyne and party. And whatever the early expeditions may have learned of them, the late Father Kirschbaum seems to have been the first European to study them and their language."

For the first time since the inauguration of the Pacific Territories Association, more than 2½ years earlier, the executive had some positive progress to report at a quarterly meeting in Sydney. Referring to a recent Commonwealth Government decision to amend the War Damage to Property Regulations to include "indirect" war damage, Mr. E. A. James, the president, said that the existence of the association had been justified by that one decision.



*Nothing
quite
like
Erinmore*



There really is nothing quite like
Erinmore's rich, satisfying flavour.

It comes from a century-old
blending process **SECRET**
to the makers of Erinmore.

Treat yourself to a tin
of Erinmore today
— taste the rich flavour of
this cool, slow-burning tobacco!

ERINMORE

FLAKE AND MIXTURE IN VACUUM TINS

EF2

THE MONTH'S NEW READING

50 FACETS OF INDONESIA —AND SOUTH-EAST ASIA

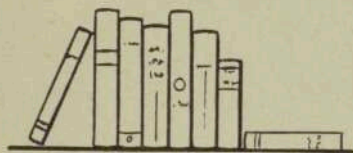
In prefacing *Indonesia Face to Face*, his most important book yet, Australian author Ivan Southall, says that it does not contain the impressions of a goggle-eyed tourist. Nonetheless, it is what might be called the touristy bits—the contact between the Western observer and the completely different-thinking, different-acting Indonesian—which save the book from being pretty heavy weather.

THE author obviously didn't intend his book as mere entertainment, in so far as he appears to have come back to Australia and subsequently developed doubts as to the implications Indonesia has for Australia, the rest of his book is something of a contradiction. He feels warmest about Indonesia and Indonesians when he is in Indonesia or with Indonesians, or people who are pro-Indonesia. When he escapes into a normal environment some doubts assail him.

In view of the fact that Indonesia is such a controversial subject—to Australians, anyhow—his book sometimes has a naiveness about it that is difficult to credit to a mature man in his forties. Perhaps this quality is largely the result of his having taken as his main theme the young men and women of the Australian Volunteer Graduate Scheme; the "bill wet behind the ears" University products who, with a mixture of missionary zeal, idealism and spirit of adventure, work in the public at Indonesian rates of pay and living as Indonesians for a period usually of two years.

National Policy

For my money, Southall might have done a better job for the Graduate Scheme and for the Indonesians without the long political build-up to his subject. He looks back on the days immediately after World War II, when Australian armies were running national policy to the extent of putting a black flag on Dutch ships, as something of national achievement, and the three hundred years of Dutch rule over the Indies as a period of darkness alleviated by not so much as one good deed.



However, having once surmounted the hurdles of the Southall doubts and the Southall slant on ancient and contemporary history, the reader can get down to enjoying some quite delightful excursions into the Indonesian countryside amongst people who are, to Western eyes, as unpredictable, charming, irritating and as different as can be found anywhere.

Volunteer Graduates

Sometimes these impacts are seen through the author's own experiences; more frequently through the Volunteer Graduates who, as he says, alone have attained anything approaching identification with the Indonesian way of life.

The Volunteer Graduate Scheme has been in operation, officially, for about a dozen years and in that time 50 graduates—teachers, doctors, engineers, economists and many others—have spent terms there.

In a population of over 100 million, 50 graduates are unlikely to have made much of an impact and their being there at all is regarded as nothing more than a symbolic gesture of racial equality and friendship.

In the Australian winter of 1963, Southall went to Indonesia to meet some of the volunteers at their work and to look the country over. The major part of the rest of the narrative is based on the graduate's individual

FELDT GOES FRENCH

Eric Feldt's famous *Coast-watchers*, the story of the Australians who operated from behind the lines in New Guinea during the war, has now been translated into French under the title *Espions Suicide*. It is published by Librairie Arthème Fayard, 18 Rue du Saint-Gothard, Paris 14e. Local price is 15 fcs. It appears as one of a "Secret War" series.

Mr. Feldt comments in a note: "I am laboriously reading it in its French form and although it's a great help that I wrote the original English version myself, it still isn't enough. Your bilingual and French-speaking readers in the New Hebrides, New Caledonia and French Polynesia will, no doubt, do better. Incidentally, the publishers say at the front of their edition that it is 'Translated from the Australian'. I didn't know I was as colloquial as that!"

experiences—funny, heart-warming, frustrating, rewarding, but usually seen fondly through the eyes of adventurous and dedicated youth.

Nonetheless, some of the best passages in the book describe Southall's own meeting with the incredible city of Djakarta or the beauties of the mountains of Java or the idealistic island of Bali. Or of his encounters with the people whom he evidently expected to be victims of a police state and found delightful individualists with a whole-some disregard for many of the things a Westerner finds important.

The Indonesians, he says, irrespective of class or station, revel in noise and the making of noise. "They roar approval and disapproval. A political slogan raised at a rally may lift the roof. A slogan for Lux soap, I imagine, might well produce the same response. Their speakers shout, they rasp, they thunder, they cajole, they soothe and mock, perhaps all seeking to imitate the master of the spoken word, Soekarno. Many Indonesians, at less than a command, seem to be everyone's friend, or, perhaps everyone's enemy. . . .

"Traffic in Djakarta is a scrimmage . . . it may take the pedestrian half an hour to cross a street 30 ft



The Ronson Varaflame Premier lights 3,000 times on one filling.

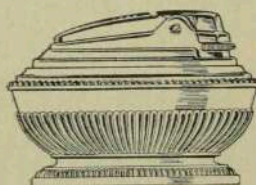
Don't open till Christmas. Don't refuel till Easter.

Ronson Varaflame lighters are special. They run on clean, safe, tasteless butane gas. They never smell. Or smoke. Or leak. They light for months before you need to refuel. So if you get one for Christmas you shouldn't need to refill it until Easter. At least.

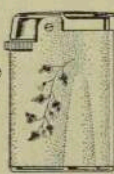
Refuelling takes seconds with a Ronson Multi-Fill. And in normal use you get a full year of lights from one Multi-Fill.

The flame height is adjustable. Just twirl the Varaflame wheel and the flame rises or falls obediently. Up for pipes and cigars. Down for cigarettes.

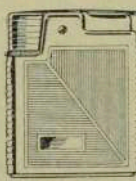
Before Christmas gets any closer, look at the full Varaflame range (four of them are shown below). Pick up each lighter. Handle it. Admire. Compare. Then choose. Carefully—whoever gets it will own it a long time!



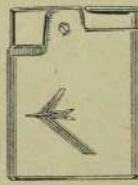
Queen Anne



Starfire



Windmaster



Banker

RONSON
WORLD'S GREATEST LIGHTERS

wide; a dozen times I gave up in consternation and walked away. To cross a street, the locals may sometimes hire a betjak for 40 rupiahs and travel round the block a mile. . . .

"The infamous canals are not travellers' tales. They leave in the mouth a filthy taste, in the stomach bile, and in the mind a sadness, a regret, an abhorrence. In the centre of the city, in broad daylight, in full view of passers by who ignore them, naked men squat in the stagnant and tinkling shallows [to relieve themselves]; women squat too, but cover their breasts . . . Twenty yards down stream, a mother bathes a toddler, a boy washes his shorts, a laundryman scrubs a hundred towels, a woman dips in two buckets and carries them rimming, away . . ."

But, he adds: "Indonesia is not Jakarta. It is not all dirt or stink or rags . . . It is not malicious nor it wholly unreliable. Its ideals are admirable, it is only in the conversion of theory to fact that things go awry, that the troubles begin."

Southall attempts to define why this is so; to reconcile what many Westerners think is the irreconcilable.

The book is beautifully produced and contains many excellent photos. —JT.

(INDONESIA FACE TO FACE. Windowne Press. 45/-.)



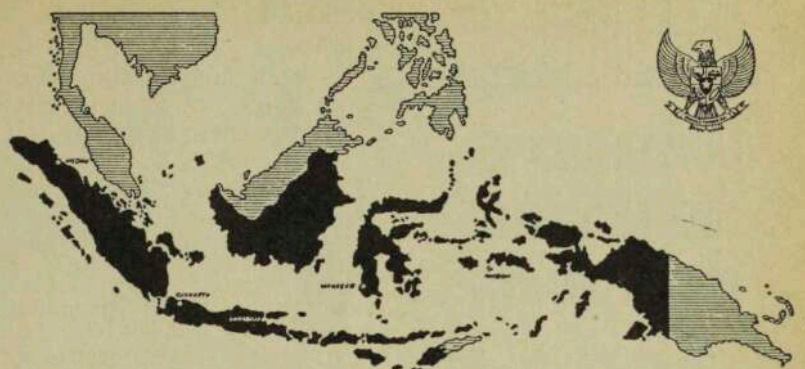
BY now, even the stupidest of the illiterate communities in the South Pacific Islands must know that their future security is menaced by the southwards thrust of Asian Communism; and that events in South-East Asia are somehow mixed up with it.

They must know, also, that ever since the French were pushed out of Indo-China after World War II, the half-dozen "independent" States which took their place have been more or less in political chaos, ranging from local revolts to full-scale wars. Daily, the newspaper headlines describe fighting in Vietnam, and pages round about, and the frantic comings and goings of American generals and statesmen.

But what does it all mean? Why does the Western bloc and the rival international Communist bloc so deeply concern? Who is winning, anyway? The news commentaries don't help.

So a new book by Denis Warner, probably the world's best-informed and most effective writer on the

REPUBLIC OF INDONESIA



South-East Asia-South Pacific situation, is very welcome. For the last 15 years, Warner has been a specialist writer and correspondent for the *London Daily Telegraph* and *Melbourne Herald*. He has a singularly well-informed and logical mind, his writing is clarity itself and free of mumbo-jumbo, and he tells the truth as he sees it with a forcefulness that often is close to brutality.

Terrifying

Seen through Warner's eyes, the situation in Vietnam, and in South-East Asia generally, is terrifying. The front set up in South-East Asia by the bumbling politicians of the West to protect the Pacific countries (the western coast of North America, and Australia and the South Pacific Islands, in the final analysis) against Red Asia is slowly and steadily crumbling before the calculated, insidious advance of Communist infiltrators directed from China. Warner concludes:

"What we are up against in South-East Asia is a carefully prepared and skilfully executed plan to destroy Western power and influence by tactics which begin with subversion in remote and neglected areas, and move into armed revolt and proceed, so the Communists hope, to the conference table.

"By settling for something short of total victory—both in the field of battle and in diplomatic negotiation—the Communists emphasise the spirit of compromise and reasonableness.

"They fool the gullible and those who have no right to be gullible."

Warner sets out the facts. The conclusions are inescapable. They provide for the non-Communist countries of South-East Asia and the South Pacific a prospect that is as ugly as anything in the world today.

They compel one to ask: In the

impending struggle between the individualistic West and the Communist East, are the countries of the South Pacific to be regarded as expendable? Unless something now unforeseen takes place very soon—something far more effective than a move by SEATO—they will be regarded as expendable.

This is a valuable book, and should be in the hands of every person concerned with our future security—especially newspaper writers, and the University professors who, unhappily, have been turned loose on our South Pacific world as radio commentators.—RWR.

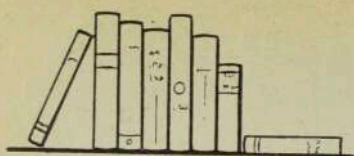
(THE LAST CONFUCIAN. Angus and Robertson Ltd. 37/6.)

AUSTRALIANA

OUR STONE AGE MYSTERY is the latest Australiana offering from the facile pen of Australian bushman Ion Idriess. Australiana fans won't be disappointed.

Those who read Idriess' last book, *Our Living Stone Age*, will want this one anyhow, because it is a sequel. *Our Living Stone Age* dealt with the wild and near wild aboriginal from birth to marriage, and his latest deals with aboriginal life from marriage to death and beyond—"it's beyond, for the wild aboriginal believes in an after-life just as firmly as he does in earth life". The two books together give a gossip account of aboriginal life with Idriess taking frequent time off to reminisce along the by-ways of the bush, from the Kimberleys to the Cape.—SI.

(OUR STONE AGE MYSTERY. Angus and Robertson Ltd. 42/-.)



AUSTRALIA'S BENEVOLENT DICTATORSHIP

One who has known the political scene in Australia and New Zealand intimately for 60 years—and especially the Australian scene since 1916—may be permitted to disagree with the inferences drawn by Don Whittington, who has just produced a book called "The Rulers".

MR. WHITTINGTON surveys 15 years of Liberal rule in Australia, under Menzies, and finds the answer "disquieting", because "although the forms and procedures of democracy have been preserved, Australia is ruled today by a dictatorship—a benevolent dictatorship, it is true, but a dictatorship, nevertheless".

His conclusion probably is right. Australia—to its great profit and content—has been for years, and still is, under the very competent dictatorship of R. G. Menzies; and heaven help the country when nature has her way, and Menzies passes on, and the now happy South Pacific nation returns to government by the professional politicians.

Machine Politics

Government by professional politicians is not really democracy. True democracy disappeared from the governments of Australia and New Zealand when the Parliaments passed into the control of machine politics, as expressed in that very dirty word, caucus. This reviewer is old enough to have seen it happen—first in New Zealand and then in Australia.

The British type of Parliament, as originally planned and put into operation, was the nearest thing to true democracy that this world ever is likely to see. The electoral communities selected the best man available in each area to represent them in Parliament; and the outstanding men in each Parliament naturally became the government. Political creeds developed naturally; the electors were either radical thinkers or conservative thinkers; and so

PRESENTING AUSTRALIA

The timely appearance of *Walkabout's Australia* will make giving easier for many this Christmas, especially if you are an Australian and have overseas friends.

THE Australian magazine *Walkabout* is an institution. It disseminates the Australian way of life and has been doing so since 1934 when it was launched by the Australian National Travel Association, then a very modest, semi-official organisation responsible for promoting travel to Australia.

Since the war, ANTA has grown greatly and *Walkabout* has grown with it and is now read by almost as many people abroad as by fans in Australia. To an extent, this magazine has taken the place of the old *Sydney Bulletin* in that it has encouraged non-professional writers in New Zealand and the South-West Pacific Islands, as well as those in Australia, to contribute their experiences and items of Australiana to it.

This present collection of articles that have appeared in *Walkabout* over the 30 years of its life have been selected by A. T. Bolton, and although he makes a point in a preface that they are not intended to be the "best of *Walkabout*", they present a cross-section of the sort of material that is normal to the magazine.

Professional writers like the late Arthur Upfield, Ernestine Hill and D'arcy Niland are represented but there is also a fair showing of the non-professionals who have always given freshness and Australianess to the magazine.

Good photographs have been a feature of *Walkabout* throughout its life and many of these, in black and white and colour, have been included in the collection.

The legendary Birdsville Track, cattle droving, aboriginal dancing, the School of the Air, surfing, wild life and Australia's contribution to the arts are some of the subjects covered. The authors themselves have added brief footnotes to their original articles, some of which appeared as far back as 1935; and the editor has provided brief biographies of the contributors.

If there is any fault to find with the collection it is that more than three-quarters of it is devoted to the Australian outback or rural subject. This may be the fault of the magazine itself; as the editor says, it practically ignored the cities until the 1950s, even though 54 per cent. of the population lives in the State and Federal capitals.

The reasoning seems to be that although the clerk and the tradesman are, in 1964, far more typical Australians than the drover, the jolly swagman or the shearer, it's the latter—plus kangaroos, of course—that make Australia different in the eyes of the outside world.—JT.

(WALKABOUT'S AUSTRALIA. U. Smith. 39/6.)

political parties came into being, and electors made their choice, usually upon two grounds—the character and personality of the candidate, and the colour of his political thinking.

Then, some 50 years ago, trade unionism created the political Labour Party, and the machinery of trade union organisation was employed ruthlessly to regiment and direct the votes of trade unionists in electing Parliaments, and the Parliamentary party caucus was set up to dragoon members and control their votes inside the Parliaments; and that was the end of democracy.

The success of the political Labour Party in regimenting trade union votes, and using the Parliamentary caucus to deprive Parliament members of a free and deliberative choice—forced the non-Labour Parties

for their own protection, into similar party machine organisation, including the caucus.

Ever since, decade by decade, the quality of the men selected by the machines has fallen, until Parliaments now are held almost in public contempt. The great majority of members are little, mediocre people who have crawled on their bellies through the lobbies of the political bosses, in order to secure machine nomination and automatic election.

These are the men who are supposed to understand and direct the nation's government in an age when the overwhelming march of science is creating every day economic and social and political problems of terrifying complexity. Men of very limited ability—some of them really little more than figures

political fun—are thrust into the Parliaments, to wallow in unaccustomed luxuries and shock the nations with the puerilities of their broadcast speeches, while the really competent men of our times, who should be directing our Parliaments, are rejected by the political machines—to which, naturally, they will not submit.

This new book by Mr. Whittington—who is a skilled and experienced political commentator and an attractive writer—describes the political events of the last 15 years in Australia, and shows how and why Sir Robert Menzies just naturally became a benevolent dictator; but as an analysis of the conditions which make a benevolent autocracy possible in the present state of Parliamentarianism, it is quite useless.

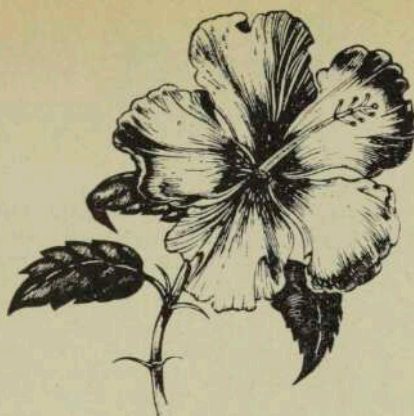
Mr. Whittington would have done a real public service if he had devoted at least a section of his book to an examination of the reasons why a benevolent dictatorship like that of R. G. Menzies is so successful and popular, and why the Parliamentary system, as it has developed in the last 50 years, is held in general contempt. However, the book does contain a history of political events in the last 15 years, competently surveyed and presented. It is a pity it lacks an index.—RWR.

(THE RULERS, by Don Whittington. Published by Lansdowne Press, of Melbourne. 32/6.)

Story of "Billy" Hughes —Part I

WILLIAM Morris ("Billy") Hughes was the most picturesque figure to appear on the Australian Commonwealth's political stage. No one ever accused him of statesmanship, but he was the outstanding vitriolic political fighter of his time, an able but unpredictable Prime Minister, and a wartime leader who was greatly honoured by the Australian nation and loved by Australia's fighting men.

The life of "Billy" Hughes has been described many times and from countless angles, but none told the full story. The writing of his

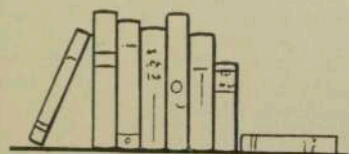


biography by Mr. L. F. Fitzhardinge, a professional historian of the Australian National University, was arranged before Mr. Hughes died in 1952; and the production of Part I has taken 12 years. This will not surprise those who knew "Billy"—his failure to keep records or express himself on paper, and the usually incredible confusion of his desk drove a whole succession of private secretaries up the wall, and frequently embarrassed his friends and associates. Mr. Fitzhardinge tells how he received "a number of trunks and tea-chests of papers" and how "the papers were in great confusion".

This is the first volume, and it ends before the outbreak of World War I, in 1914. Research has been done under great difficulties, but with thoroughness, and the book is well written. It has much historical value, because the story of W. M. Hughes is necessarily a history of Australian political activities, to which he devoted his life after he graduated from trade union organiser to member of Parliament.

However, there is nothing exciting here—the really lively stuff, presumably, will come in volume II. There we should learn how "Billy" broke with the Labour Party, became Australia's famous orator and patriot and wartime leader, and took a prominent part in the post-World War I conferences which gave New Guinea into Australia's care, framed the Versailles Treaty and created the ill-starred League of Nations.—RWR.

(WILLIAM MORRIS HUGHES—A Political Biography—Vol. I. Angus and Robertson Ltd. 63/-.)



UNLESS OTHERWISE STATED ALL PRICES ARE IN AUSTRALIAN CURRENCY.

Excursions Into Australian History

Readers of the *Sunday Mail* in Brisbane and the *Sunday Mail* in Adelaide have long been familiar with George Blaikie's inimitable, light-hearted stories from Australian history.

WEEK in, week out, his stories seem to have been appearing for so long that we would not have been surprised to learn that Mr. Blaikie was 94 or thereabouts.

However, we see from the dust-jacket of a recently published collection of his tales that he is only 49, and as an accompanying photograph shows him to be in a pretty good state of preservation, it could be that he will go on to 94 to delight as yet unborn generations with the tales from his pen.

Back in the days when he was a schoolboy George Blaikie decided that if he could get at the human angles behind the dust and dates of history, the subject would be fun.

He began putting his theory to the test in 1950, and has since written more than 600 stories. Last year, some of these were collected in a volume called *Scandals of Australia's Strange Past*.

The public apparently greeted this

AMERICAN DOLLARS FOR BUTTERFLIES

From all Islands,
in the Pacific



BUTTERFLY WORLD MUSEUM

ANY BOY, OR GIRL SCOUT, STUDENT, TEACHER OR HOBBIST, IN FACT ANY ONE IN THE ISLANDS CAN EARN MONEY IN SPARE TIME TO PAY FOR BIBLES, BOOKS, ETC., SOME PEOPLE EARN AS MUCH AS \$100.00 per month or more in spare time, in season. We buy all species of perfect butterflies, colourful dayflying moths, and large MOTHS, from any island, in New Guinea-Borneo-Indonesia-Malaysia-India-Philippines Islands, etc. We would like to hear from anyone anywhere in the World, who can supply us with perfect butterflies.

Write for Free Instructions, Concerning
Collecting, Packing, Etc.

291 East 98th Street, BROOKLYN, 12,
N.Y., U.S.A.

volume with such whoops of joy that the publishers have been encouraged to follow it up with another collection, called *Skeletons from Australia's Strange Past*.

The stories usually begin something like this: "We concede that Mr. David was one of the very best professional ratcatchers in Shropshire, England, in 1781. Nevertheless, we do not hesitate to criticise him for his utter failure to catch the rat who set his daughter, Molly, on the downward path. The fact that the path ultimately resulted in Molly becoming one of the richest women in Australia was purely coincidental, and no credit to her old dad . . ."

They go on in much the same way.

We need scarcely say that readers seeking historical exactitude will not get much change from Mr. Blaikie's stories. But those seeking amusement with an historical flavour will do rather well.—RL.

(SKELETONS FROM AUSTRALIA'S STRANGE PAST. Rigby Ltd., Adelaide. 30/-.)

A NEW book of Australian history of a very different kind is Dr. J. H. L. Cumpston's *The Inland Sea and the Great River*. This book, by the author of biographies of the explorers Charles Sturt and Thomas Mitchell, traces the exploration of Australia both by sea and land from the time of Torres, the *Duyfken*, Brouwer and Dirck Hartog, in the early 17th century, to C. T. Madigan's expedition into the interior in 1939 to fill in the last blank on the map.

As the title indicates, much of the exploration of Australia was motivated by a search for an inland sea and/or great river that were/was long believed to exist in the interior of the continent.

Both ideas, of course, were eventually exploded after much toil, sweat and suffering by a long line of explorers, although, as the author says in an epilogue, Australia *did* have great internal waterways in geological times.

In compressing the story of Australia's exploration into less than 200 pages, the author has provided a useful reference book.

The author, by the way, was the first Director-General of the Commonwealth Department of Health and is the father of Dr. John Cumpston, an historian in the External Affairs Department in Canberra, who has figured in *PIM*'s pages from time to time.—RL.

(THE INLAND SEA AND THE GREAT RIVER. Angus and Robertson, Sydney. 42/-.)

Best of the Paperbacks

General:

THE LOG FROM THE SEA OF CORTEZ and THE SHORT REIGN OF PIPPIN IV, both by John Steinbeck. The first gives a profile sketch of Ed Ricketts, the fabulous Doc of *Cannery Row* and *Sweet Thursday* who was killed in a car accident in 1948; followed by an account of a fishing trip the doctor and Steinbeck took in "Sea of Cortez" in the Gulf of California. The second Steinbeck is a short satirical novel of French politics as they were pre-de Gaulle. It concerns a little Frenchman who finds himself pushed into kingship when he preferred amateur astronomy; and is full of zany Steinbeck characters—a nun who had been in the Folies Bergere and a daughter who had written a best selling novel at 15. (Pan; 6/- and 4/-.)

HIPPODILE, by Ronald Leavis, is a modern African novel although which part of Africa it is very difficult to find out. Southern Rhodesia seems to fit the bill. Although, as the title indicates (it is a portmanteau word invented to show the impossible offspring of a hippopotamus and a crocodile), it strives to show the difficulty of real contact between European and African, it is not primarily a book about race relations. Steve Hynde is a commercial traveller, his territory the Central African veldt, where he spends five days of the week with African and European customers and two in town with another man's wife. A beautiful, educated African girl brings complications, but perhaps the best part of the novel is in its descriptions of the veldt and its wild life. (Pan; 6/-.)

THE PASSION FLOWER HOTEL, by Rosaline Erskine. Saucy, funny, immoral and enjoyable. A sort of St. Trinians with sex. (Pan; 4/-.)

THE SINS OF PHILIP FLEMING, by Irving Wallace, who wrote *The Chapman Report*. About a man who married young and was faithful to his wife, but bored, until . . . (Pan; 6/-.)

THE SLING AND THE ARROW, by Stuart Engstrand, is strictly for those who like novels about sex



aberrations and psychiatrists. Reviewers have called it "strong and adult". (Pan; 8/-.)

FARO'S DAUGHTER, by Georgette Heyer. Regency romance originally published 1941. (Pan; 6/-.)

ANGELIQUE IN REVOLT, by Sergeanne Golon. This is Angelique mark IV, in which she continues her on-again, off-again romance with Louis XIV. She has thrown in her lot with the Huguenots (which annoys Louis), and becomes the most hunted woman in France. (Pan; 9/-.)

THE PAWNBROKER, by Edward Lewis Wallant, has been made into a film and is based on America's favourite theme—mental suffering. The pawnbroker's clients are Harlem's dregs but he is less concerned with these than his memory of Auschwitz. (Pan; 6/-.)

FANNY AND THE REGENT OF SIAM, by R. J. Minney, is a sequel to *Anna and the King of Siam*. After the King died and Anna returned to the USA, Fanny Knox, daughter of the British Consul-General, fell in love with a Siamese nobleman, to everyone's displeasure. (Pan; 9/-.)

Adventure And Thriller:

COVENANT WITH DEATH, by John Harris, is a World War I story of one British battalion from the time it was raised, in response to the beckoning Kitchener poster of 1914, until it went over the top in Flanders in 1916 and was almost wiped out in a matter of minutes. (Pan; 8/-.)

Fact:

I WAS CICERO, by Elyesa Bazna in collaboration with Hans Nogly. Cicero, code name for Bazna, was the most publicised spy of World War II. While he was valet to the British Ambassador in Ankara, Sir Hughe Knatchbull-Hugessen, he obtained vitally important Allied war secrets including decisions made at the Casa-

blanca and Moscow conferences, and sold them to Sir Hughe's German opposite-number, Franz von Papen. The Germans cheated Cicero and paid him in forged British notes—£300,000 is supposed to be the sum—and this is why, in 1962, he came out of hiding to tell his story to a writer of Munich and, for the first time, to reveal his real identity. He wanted the money from his life-story to sue the German Government for the money the Reich cheated him of. (Pan; 6/-.)

THE TREASURES OF TIME is a collection of first-hand accounts of archaeological discoveries, edited by Leo Deuel, Lecturer in History at New York City College. Giovanni Belzoni tells how he explored the Valley of the Kings on the Upper Nile; Howard Carter how he found the Tomb of Tutankhamen; Professor Millar Burrows, who was director of the American School of Oriental Research in Jerusalem, of the discovery of the Dead Sea Scrolls; and other famous archaeologists rake over Egypt, Mesopotamia, Syria, Palestine, Crete and Greece. As interesting as the accounts themselves are the introductions to each that Leo Deuel has contributed. (Pan; 8/-.)

LIVING FREE, by Joy Adamson. The second of several books dealing with Elsa, the Kenya lioness adopted and tamed by the Adamsons. In this book Elsa mates with a wild lion and produces three cubs. (Fontana.)

HOW TO RETIRE SUCCESSFULLY, by Carlton Wallace. This book is written for English conditions but has some sensible advice for anyone contemplating this sometimes unhappy state of affairs. It covers everything, from profitable hobbies to the information that Bournemouth and Falmouth are relaxing and therefore good for high-blood pressure and neurasthenia; while Eastbourne and Hastings are bracing and therefore good for asthma and catarrh. (Pan; 6/-.)

Westerns:

SILVER BUCKSHOT is by W. C. Tuttle upon whom the mantle of Clarence E. Mulford of an earlier Western generation seems to have fallen. (Fontana.) THE FUGITIVE RAIL by Zane Grey seems to prove that old Westerns don't die either (Hodder); and THE FEUD, by Amelia Bean, is called a novel of the Old West but has all the usual trimmings. It is said to have been based on real events. (Pan.)

(Pan and Fontana books from William Collins (Overseas) Ltd., Sydney; Hodder books from Hodder and Stoughton Ltd., Sydney.)

Two New Novels

When New Zealander Ronald Hugh Morrieson published his first novel last year—an unusual murder mystery with uproarious overtones of sex—"PIM" described it as "the refreshingest thing to cross the Tasman for many a year" and said his next book would be awaited with more than ordinary interest.

HIS second book is *Came A Hot Friday*, also set in New Zealand with a set of characters just as odd as those in *The Scarecrow*, but Mr. Morrieson doesn't make it this time.

The plot is there, the characterisation is there, and so is Mr. Morrieson's grasp of dialogue. But while *The Scarecrow* kept going at a romping pace, *Came A Hot Friday* bogs down too frequently to hold interest. It needs severe pruning if the highlights are to be brought out.

Ronald Morrieson is a clever writer who will surely win acclaim before he is finished, and I, for one, am still content to wait and see what next he has to offer us.—SI.

(CAME A HOT FRIDAY. Angus and Robertson. 22/6.)

HARRY'S CHILD, by 19-year-old Melbourne girl Suzanne Holly Jones, is being acclaimed in some quarters as a brilliant novel. It would probably be more accurate to describe it as an interesting little sketch in autobiography, with enough flashes of talent here and there for the reader to be able to say that the author is potentially brilliant.

The book is only 85 pages in large type, and can be swallowed in a gulp once you get accustomed to Miss Jones' experiments with words and punctuation.

Her story is told through the eyes of a girl growing up with a guardian who is a homosexual, and outlines her school life and her student days at the University. The first pages, of childhood memories, are not a success, for she has not a great deal to say. She has more to say in later sections (one hesitates to call them chapters) and it is here that Miss Jones shows her feeling for words. But it is too early yet to know just what she can do.—SI.

(HARRY'S CHILD. Jacaranda Press. 20/-.)

WHITES PICTORIAL REFERENCE OF NEW ZEALAND

A superb complete visual reference of New Zealand of over 400 pages of whole page representative aerial views of cities, towns and counties, with informative and useful text and maps. DE LUXE PRESENTATION BINDING £NZ7/7/-. Coloured enlargements of New Zealand views available in all sizes—send for full price list.

WHITES AVIATION LTD.

C.P.O. Box 2040, AUCKLAND, New Zealand.



BOOKS COLOUR SLIDES

Large catalogue, listing hundreds of 35 mm. colour slides, all subjects, 1/6. Book lists 1/-. State type of books read.

COLOUR PHOTOGRAPHY. 128 pages, 20 in colour 17/-

CINE-PHOTOGRAPHY. 140 pages, 69 colour photos. 17/6

FRANK LEGG—WAR CORRESPONDENT. New Guinea, etc. 39/-

THE LAST CONFUCIAN. Denis Warner on the S.E. Asian scene. 39/-

THE EYES OF DAMIEN PARER. With 80 photos. Covers Lae, Port Moresby, Salamaua, Kokoda, Bismark Sea, etc. 36/6

LOVE IN THE SOUTH SEAS, by Danielsson. 15 photos, unabridged. 31/-

RASCALS IN PARADISE, by Michener & Day. Rogues, Pirates, etc., in South Pacific. 380 pages. 33/-

EAT WELL & STAY WELL. Latest ideas on medical discoveries, diet, etc. 350 pages. £1

YOGA FOR YOU. 226 pages, a complete 6 weeks, illustrated home course. 34/6

JUDO & SELF DEFENCE, by Bartlett. 100 lessons, illustrated, as a two year study. 34/6

IDEAL MARRIAGE. 300 pages, illustrated, by Dr. Van de Velde. Covers all aspects. 43/-

CAR WORKSHOP MANUALS. All types.

All types of books stocked. Prices include sea-mail post, add extra for airmail, approx. 4/- extra per book.

JACK KERNOHAN, The Bookman

Mt. Dandenong Rd., Montrose, Victoria, Australia.

World Wide Mail Order Service.



BIG... WIDE... WONDERFUL CUPBOARDS

PYNEBOARD

FOR FURNITURE AND BUILT-INS

PROOFED AGAINST WHITE ANTS & BORERS

Pyneboard gives you extra space . . . saves money, too, because it does not need timber framing. Panels simply glue and screw together to form strong, rigid units . . . and no board is wasted, because Pyneboard off-cuts can be easily butt-glued together and used.

You can apply paint or laminates to Pyneboard yourself, or buy Pyneboard already veneered with actual timber. **Large range of panel sizes up to 12' x 6'.**

PYNEBOARD IS AUSTRALIA'S FINEST PARTICLE BOARD

EXP.PB.133

**AVAILABLE AT LEADING
ISLAND MERCHANTS**



Made in Australia: Marketed by C.S.R. Building Materials
Division of The Colonial Sugar Refining Co. Ltd.

Help you build better

Pacific Shipping And Cruising Yachts

Australia To Give £10,000 For New "Endeavour" Project

The Australian Government has decided to give £10,000 towards a project to sail a replica of Captain Cook's *Endeavour* from England to Australia in 1970, to mark the 200th anniversary of Cook's first voyage to the Pacific.

THE gift was announced in Federal Parliament on November 17, by the Federal Treasurer, Mr. Harold Holt. He said the Government had been asked for a contribution by a delegation led by Vice-Admiral Sir John Collins (RAN, Ret.).

Sir John Collins is chairman of the HMS *Endeavour* Trust Fund which was launched in Sydney in March *PIM*, April, p. 97) to raise money for the *Endeavour II* voyage. About £250,000 is expected to be needed for the project.

The *Endeavour II* will be commanded by veteran Australian sailing ship skipper and author, Captain Alan Villiers.

Sir John Collins said in a letter to Sydney newspapers recently that it was planned to sail the replica of the *Endeavour* to the Pacific to reach Botany Bay on or before the bicentenary of Captain Cook's land-

ing at Botany Bay in 1770. After that the ship would be maintained as a national maritime museum in Sydney.

He said the replica would be built in one of the shipyards in the north of England and would be sailed to Australia via the Atlantic, Cape Horn, and some of the Pacific Islands, arriving in New Zealand in December, 1969.

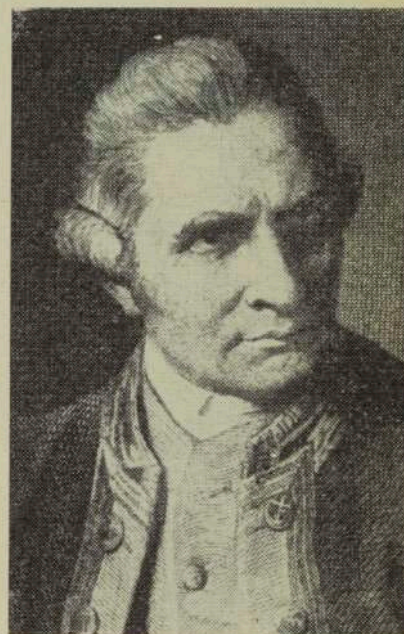
Sir John went on: "The vessel would then sail from New Zealand to Sydney and/or Botany Bay to arrive not later than January, 1970, so as to be available for any bicentennial celebrations which the Commonwealth Government and the Government of New South Wales may arrange.

Seasoning

"This may seem in the rather distant future, but it is necessary now to select the English oak with which the *Endeavour* replica will be constructed, have it cut and hewn to size and thoroughly seasoned for nearly two years.

"The ship has then to be built, rigged, manned and sailed to Australia so that, if she is to arrive for the bicentenary celebrations, a start must be made forthwith.

"The trustees of the HMS *Endeavour* Trust, as at present constituted, are myself as president, A. E. Bax (president, Royal Australian Historical Society), A. H. Chisholm, R. A. Dickson, Judge H. T. E. Holt (Captain Cook's Landing Place Trust), A. M. MacSween, Mr. Justice J. H. McClemens (National Trust of Australia), A. J. Villiers, and W. C. Wentworth, M.P.



Captain Cook, whose achievement in the Pacific will receive new recognition if the "Endeavour II" project becomes a reality.

"The responsibilities of the trustees are to receive donations and subsequently make them available to a non-profitmaking company, which will be styled "Captain Cook's Endeavour Ltd". This latter body will carry out the business functions of building the replica of the ship, arranging her voyage and subsequently establishing and maintaining her as part of a national maritime museum."

In a later statement, Sir John Collins said: "I think the plan is the best possible way of honouring Cook. It will inspire every Australian."

Commenting on the Australian Government's decision to give £10,000 towards the cost of the *Endeavour* replica, Sydney's *Daily Telegraph* said the projected voyage was "an imaginative gesture" which would celebrate "a great adventure in an adventurous way" and "should make most people realise Cook's achievement more vividly than a hundred speeches."

(Over)

In The News This Month

oriolis	Neophyte
osa Nostra	Railleuse
rew Cut	Paula Gay
edele	Phaleron
orothie	Samarang
ndeavour II	Selwyn
ndeavour II	Tamarii-Ralatea
auabu Twomey	Tarawa-Twomey
ilmour	Taufale
abel Rose	Thaloca
acques del Mar	Toru
aru	Tuaikaepau
ismet	Ululani
oonya	Vuniwai-ni-Yasawa
aylis	Walben
oresby	Wanderer
anagai	Willem Ruys



Ballina, Richmond River, N.S.W.

**WOOD AND STEEL SHIP BUILDING
SHIP REPAIRS
AND ALL FORMS OF MARINE
AND GENERAL ENGINEERING**

**Cargo Copra, island vessels, fishing boats and yachts, cargo
winches and windlasses, etc.**

QUOTATIONS INVITED

Ships slipped up to 300 tons

Owned by:

S. G. WHITE PTY. LIMITED

Diesel and General Engineers

WORKS:

10 Lookes Ave., Balmain, N.S.W.
Phones: WB 2170, WB 2171, WB 2119.

SYDNEY

CITY OFFICE:

30 Grosvenor St., Sydney
Phone: BU 5062



For New Guinea Work

The 75-ft "Paula Gay", latest in a long line of small-ships owned by Mr. Jack Thurston, well-known planter of New Guinea, left Sydney on her maiden voyage in mid-November with the owner, his son Michael and a crew of three. They hoped to make Rabaul in a couple of weeks. "Paula Gay" will be used for plantation work and for communication with Rabaul. The hull, built during the war, was bought in Sydney some months ago. The two Thurstons have fitted her out and built the superstructure themselves.

SHIP BOUGHT FOR NEW HEBRIDES

The New Hebrides trading company, Societe Maritime Vate, of Vila, has bought the Australian trading vessel *Waiben* for £55,000 for use in the Islands under the name of *Jacques del Mar*.

The *Waiben*, formerly *Morialta*, was built in Dundee in 1940. She has a gross tonnage of 1,379, net tonnage of 685, and accommodation for up to 50 passengers, and general and refrigerated cargo.

The ship was sold by Banks Bros. and Street, shipping and commercial brokers, on behalf of her owners, John Burke Ltd., of Brisbane.

NEW SHIP FOR MELANESIAN MISSION

The 60 ft motor vessel *Fauabu Twomey* was scheduled to be commissioned about November 20 for the Melanesian Mission in the BSIP. The new ship will replace one of the same name which was wrecked in Sealark Channel last December.

The new vessel was built by the Ballina Slipway and Engineering Co., and was the fifth that company had built for the Melanesian Mission.

She is powered by a 6-cylinder Gardiner diesel engine, and is equipped with a steady sail.

A native crew was flown to Ballina from the BSIP for the delivery voyage, which is to be made under the command of Captain Langley.

The *Fauabu Twomey* is a hospital ship and will be stationed at Fauabu in Malaita. She is one of three ships engaged in work among the lepers to have the word "Twomey" in her name. One of the others is operated by the Roman Catholic Mission and the other by the Methodist Mission.

They were all named after the

late Mr. P. J. Twomey, of Christchurch, NZ, who was secretary of the Leper Trust Board for many years, and who was well known for his work among the lepers of the Pacific Islands.

NEW SHIPS FOR NICKEL COMPANY

In keeping with its plans to double the output of nickel from its smelters at Noumea, the Societe le Nickel is to order two new ships of 15,000 tons each.

The ships will be used to transport nickel ore from coastal mines in New Caledonia to the smelters at Noumea. The ships will probably also carry coke and coal from Australia for use in the smelters.

At present, three ships of some 5,000 tons carry this cargo.

GROUNDING SHIP "STEERED BADLY"

A Marine Board of Papua investigation into the grounding of the *MV Dorothea* on the reef south of Jomard Island about 9 p.m. on July 11 showed that the ship was well-found, but that she steered badly, possibly as a result of being trimmed by the head.

The P-NG Administrator, Sir Donald Cleland, released the board's findings in November.

The board said the grounding was due, as far as could be ascertained, mainly to poor steering as a result of which the vessel did not make good the course which had been set after sighting Jomard Island light.

There was no negligence in the navigation of the ship but there was an error of judgment on the part of the Master, Captain Boulton, in that he failed to allow for the poor steering of the ship during the critical

period after sighting Jomard Island light.

The *Dorothea*, formerly *Karu* of the Union Steam Ship Company of New Zealand, was on a voyage from Sydney to Hong Kong, for delivery to new owners. She was laden with a general cargo.

The master and crew abandoned the ship the morning after the grounding. There was no loss of life.

GRACIOSA BAY TO BE PORT OF ENTRY

The BSIP Collector of Customs, Mr. R. Burrow-Wilkes, issued a reminder in November that Peu, Vanikoro, has been closed as a port of entry for Customs purposes and that Honiara is the port of entry for the Eastern District for the time being. (PIM, Nov., p. 123).

Mr. Burrow-Wilkes added that the Government intended to open Graciosa Bay, Santa Cruz, as a port of entry in the Eastern Solomons early next year.

AMERICAN SHIP ABANDONED IN SUVA

Marine authorities in Fiji took over a United States ship found abandoned and sinking in Suva Harbour early in November.

The ship, the 89-ton *Isabel Rose*, is in the possession of the Receiver of Wreck, Mr. J. Burgess. Under the wreck and salvage laws he has power to retain the ship and her cargo until salvage expenses have been paid.

The *Isabel Rose* is owned by Pan Pacific Lines Ltd., a company registered in Honolulu.

She arrived in Suva about eight weeks earlier from Pago Pago and was to go on to the New Hebrides and Tarawa. She had a full load of

TAIKOO DOCKYARD HONG KONG

SHIP AND ENGINE BUILDERS AND REPAIRERS



AUSTRALIA:
SWIRE & YUILL PTY. LTD.
"Swire House", 8 Spring St.,
SYDNEY

General Representatives:

NEW ZEALAND:
C. W. F. HAMILTON & CO. LTD.
Lunns Road, Middleton,
CHRISTCHURCH

General cargo and about 200 drums of petroleum products, including aviation fuel, which was stowed on deck.

On November 3, harbour authorities noticed that the *Isabel* appeared to be settling in the water.

The Assistant Harbour Master, Captain P. G. Hough, and the United States Consul, Mr. George Gray, boarded the vessel. There was nobody on board and she was taking water fast.

She was taken in tow and brought alongside. The Fire Brigade pumped water from the ship and her cargo was unloaded.

Earlier that day the crew had lowered the United States flag and rowed ashore with their belongings.

The ship's master is reported to have left the ship several days earlier, complaining that he had two months' wages owing to him.

On November 5, Mr. Burgess said that in the opinion of qualified men the *Isabel Rose*, on November 3, had been sinking and had been abandoned by her crew.

There was nobody on board and the ship, was, therefore, a ship in distress within territorial waters.

Action had been taken to save the ship and her cargo, and under the wreck and salvage laws he had power to retain the ship and her cargo until the salvage expenses had been paid.

He offered to release the cargo if indemnity was given for the salvage costs involved.

He emphasised that the ship and cargo, valued at thousands of pounds, would probably have been under the water if action had not been taken to save the ship.

Mr. Gray said he had asked the Fiji Marine Board to arrange a survey of the ship.

PILGRIMAGE TO MINERVA REEF

Captain Tevita Fifita, one of the heroes of the Minerva Reef epic of a couple of years ago, revisited the reef in late October as skipper of the Tongan yacht *Taufale*.

The *Taufale*, which belongs to Mr. Tofa Ramsay, of Nukualofa, was en route to Auckland.

Mr. Ramsay, who was a passenger to Auckland, was also the owner of the yacht *Tuaikaepau*, which was

wrecked on Minerva Reef on July 7, 1962, while Captain Fifita was in command.

After Fifita and his all-Tongan crew of 16 had waited on the reef for more than 90 days, Fifita and two companions set off to seek help in a make-shift outrigger canoe in which they reached the Fijian island of Kadavu. One of the castaways on the reef, Fatai Efiafi, died before help came.

While Fifita was at Minerva Reef in October, he and his crew picked up a number of personal belongings of the men from the *Tuaikaepau*. These included an iron cooking pot used to distil fresh water, tools and a wood cutter used to cut timber from the wreck of a Japanese trawler in which the castaways lived.

Fifita told the Auckland Press that the wreck had moved about 10 ft since 1962. He added that he and his crew had put a new cross on the grave of Fatai Efiafi.

TRADING SCHOONER WRECKED AT HUAHINE

The trading schooner *Tamarii Raiatea*, which ran on a regular schedule between the Leeward Islands of French Polynesia, went aground on a reef at Huahine on the night of November 3 and became a total loss.

The passengers were taken off without difficulty next morning and later the cargo and much of the gear were removed.

Heavy rain had reduced visibility almost to nil at the time of the accident.



Captain Fifita.

Advertisement

Lemons For Beauty

TO keep your skin clear and fair you need the natural cleansing and bleaching tonic of lemons. Ask your chemist for a bottle of lemon delph, the latest type skin freshener used by beautiful women throughout the world. Lemon delph makes the complexion, neck and shoulders fair and lovely as it melts out plugged pores, closes them to a beautifully fine texture. Lemon delph freshener is excellent for a quick cleanse to quell a greasy nose. A little brushed on the hair after your shampoo will give it the glamour of sparkling diamonds. This is a luxury skin freshener, cleanser and tonic.

CAPTAIN W. L. KENNEDY

(Established 1931)

SHIPBROKERS, BUSINESS & REAL ESTATE

32-34 Bridge Street, Sydney

Phone: BU 3797. Cables: "CAPKEN," Sydney.

CARGO VESSEL, 750 tons deadweight on 12' 8" draft, diesel, machinery aft, 2 hatches, 6 winches/derricks, Lloyds class. £45,000 Stg.

STEEL CARGO VESSEL, 110 x 22 x 8 draft, 350 h.p. diesel, cubic capacity 10,500 cubic ft. hydraulic winch, in full survey, £26,500.

CARGO VESSEL, 107 x 24 x 7.6 loaded, carry 140 tons dwt., twin screw Gardner diesels aft, 2 winches/derricks, 2 hatches. In survey, £10,500.

106 FT STEEL TWIN DIESEL VESSEL, speed 14 knots, suitable administration purposes, towing, etc. Well kept. £12,000.

WORKBOAT, 55 x 16 x 6.6, 180 h.p. Rolls Royce diesel 3/1 reduct, E.S. auto pilot, radio. Well maintained. £9,500.

WORKBOAT, 40 x 12.6, 4L3 Gardner diesel 2/1 reduct, radio & E.S. £6,850.

WORKBOAT, 36 x 11.6, strongly built of hardwood 1951, copper sheathed, 40 h.p. Ruston diesel installed 1960. £3,500.

WORK LAUNCH, 32 x 11.6 x 4, 30 h.p. Lister diesel, 2/1 reduct, 3 berths, toilet, galley, 2 way radio, echo sounder, large cockpit. £4,200.

18 FT. HALF CABIN LAUNCH, twin cylinder marine engine. Near new. £525

We shall be pleased to obtain independent Surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED

Cable Address: Kowloondocks, Hong Kong.
(Founded 1863)

KOWLOON DOCKS, HONG KONG

SHIPBUILDERS

SHIP REPAIRERS

FIVE BUILDING
BERTHS

FOUR DRY DOCKS



NEW HARBOUR TUG FOR HONG KONG

A new Kort Rudder tug, "WHAMPOA", built by the Hongkong & Whampoa Dock Company Limited for their own use and constructed under Lloyd's Special Survey for Classification + 100 A1 "For Service in Hong Kong Colony waters, was taken into service on May 19, 1964.

This vessel had been designed at the yard to serve the purpose of a relatively powerful, yet highly manoeuvrable tug to handle ships during berthing, drydocking and harbour towages. She is 96 ft. 6 in. in length overall, 25 ft. in breadth and 12 ft. moulded depth; her mean draft is 9 ft. 3 in. The tug, of all welded construction (except for rivetted main frame connections), has been specially designed to have a bollard pull of 18 tons. The free running speed is 11 knots. Ample stability in all conditions was considered of primary importance and a G.M. in excess of 2 ft. in the worst condition has been achieved.

Main propelling machinery is a Crossley HGP6/60 turbo-charged marine oil engine, developing 1,150 B.H.P. continuously under tropical conditions running at 600 r.p.m. The engine is coupled by means of a flexible coupling to a Hindmarch/MWD oil operated reverse-reduction gearbox, type M2WR size 5A, incorporating a reduction ratio to give a propeller speed of 200 r.p.m.

The engine has been arranged for bridge control by means of Chadburns system of mechanically operated remote engine control system combined with mechanical telegraph, all complete with

suitable linkages between bridge, engine and gearbox and having disconnecting clutch so that orders can be signalled from bridge to engine room telegraph as a straight forward non-reply telegraph system.

Electrical power at 220 volts D.C. is provided by a Gardner engine driving 20 K.W. auxiliary generator, which also drives an air compressor of 18 cu. ft. per minute at 350 lbs. per square inch. A second identical Gardner set also drives a self priming G.S. pump of 45 tons/hour against a head of 75 ft.

The electrically operated anchor and mooring windlass with two independent cable lifters is fitted with warping drums on each end. The windlass operates singly and the warping ends operate independently of the cable lifters. It is capable of breaking out and bringing home two anchors at an average speed of 30 ft. per minute. The after electric warping capstan is capable of pulling from the barrel of 1 ton at 50 ft. per minute. Supplier Thos. Reid & Sons (Paisley) Ltd.

Electro-Hydraulic Steering Gear, supplied by Frydenbo is of the "Hydrapilot Super" rotary vane type: this gear incorporates automatic and immediate change over arrangement at the helm for emergency transfer to hand-hydraulic operation.

A patent Towing Hook manufactured at the yard is installed on the aftermost portion of the engine casing and has remote controlled pneumatic releasing mechanism.

Representatives in

AUSTRALIA: GOLLIN & CO., LTD., 40-50 Clarence Street, Sydney, N.S.W.

NEW ZEALAND: PLUNKET & FALCONER LTD., 64 Foster Street, Auckland, C.1.

ENQUIRIES WELCOME—either direct or through our Representatives.

WORK ON MADANG WHARF TO START SOON

Work on a new main wharf for Madang is expected to begin in January. The wharf will be of steel and concrete and will replace the present wooden structure. It will be built in three stages over six years.

The new wharf will overlap the existing wharf by 990 ft on the western side and 200 ft on the east.

Two large cargo sheds will be part of the first stage of construction.

OCEAN RESEARCH SHIP FOR NEW CALEDONIA

A newly-constructed ocean research ship, *Coriolis*, left France recently for New Caledonia, where it will be based for missions in the surrounding waters.

About 120 ft long, this 460-ton vessel has a crew of 18 and a scientific team of 11, who will—with the aid of modern laboratories on board—study the quality of the sea water, the quantity of vegetable plankton in it, and the various types of fish.

FISHERMEN RESCUED FROM CAY

The Burns Philp trading ship *Dedele* rescued a party of fishermen on November 6 who took refuge on Bramble Cay, about 230 miles west of Port Moresby, after their vessel sank earlier in the day.

The fishermen, believed to number 12, were all from Cairns, Queens-

land. Their ship was the *Trader Horn*, owned by Whittaker Bros., of Cairns.

The *Trader Horn* was fishing for barramundi in Australian waters near Bramble Cay, which is about 20 miles from Daru, when she notified all shipping in the area that she was taking water fast and in great danger of sinking.

The *Dedele*, which was on a voyage from Port Moresby to Daru, immediately went to the rescue.

But by this time the ship had almost sunk.

Meanwhile, the crew had taken to the lifeboats and had made for Bramble Cay, which is an outcrop of reef barely above water level in Torres Strait.

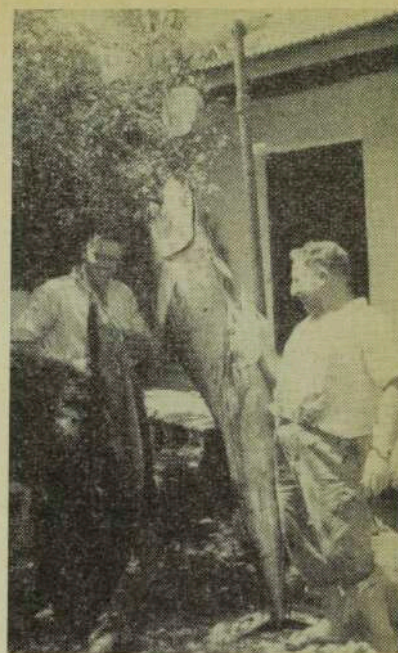
Four days later, the Royal Australian Navy survey ship HMAS *Moresby* went to the rescue of the fishing vessel *Phaleron* which hit a reef after standing by the partly-sunken *Trader Horn* in the hope of salvaging her.

The *Phaleron* was on her way to Daru when she hit a reef about 100 miles north of Thursday Island.

It was not immediately known whether any of the crew were injured or how badly damaged the ship was.

JET BOAT FOR G.E.I.C. MEDICAL WORK

Medical officers in the Gilbert Islands will no longer have to travel by canoe to carry out mercy missions, following the arrival at Tarawa re-



"CHICKEN OF THE SEA"

These healthy tuna were caught off the coast of Rarotonga in October. The coasts of Rarotonga—probably because the big island is the peak of a long-sunken volcano—go nearly straight down, and the fishing around the coasts generally is not exciting. But there is plenty of protein in the deep seas further out and—as the Japanese have been demonstrating since the war—tuna can be caught in large quantities.

(Over)

New Painting Manual Helps All Boat Owners

This complete Boat Painter's guide has been compiled after 80 years research by International Paints . . . the world's leading manufacturers of marine paints. Designed to make boat painting more efficient and economical, this comprehensive 36-page guide deals with marine painting in detail. Not just a handbook, but a complete manual! Buy your copy of the International Boat Painter's guide now—only 4/-—from leading marine suppliers and paint stores or write, enclosing money order or postal note to:—

INTERNATIONAL MAJORA
PAINTS PTY. LTD.
P.O. Box 4, Concord, N.S.W.

CAPTAIN VAN GELDER & CO.

Ship Brokers • Marine Charters

Neutral Bay Yacht Basin, Neutral Bay, Sydney.

PHONE: 92-4387

65 ft. x 15 ft. x 8 ft. 9 in. Diesel Schooner in A1 condition, John Alden design, teak finish, owners stateroom, three cabins, large galley, doghouse and full size chartroom. £14,500.

52 ft. Diesel Ketch: Fully equipped, numerous sails. £9,250.

50 ft. Charter Boat: Twin Gardiner diesels. Ideal for inter-island tourist trade and big game fishing excursions. Vessel in survey. £15,000

28 ft. Fishing or Workboat: Launched 1964. Bukh diesel. £2,650.

121 ft. Self-Propelled Lighter: Five ton derrick. Survey expired. £5,000 or offer.

63 ft. Ex-Naval Landing Barge: Hull sound, engines require attention. £4,500—offers invited.

Seen at every port

GARDNER

MARINE
PROPULSION
&
MARINE
AUXILIARY
DIESEL
ENGINES



M.V. NAVAKA
Operating in the New Hebrides
Powered by
GARDNER
DIESEL ENGINE

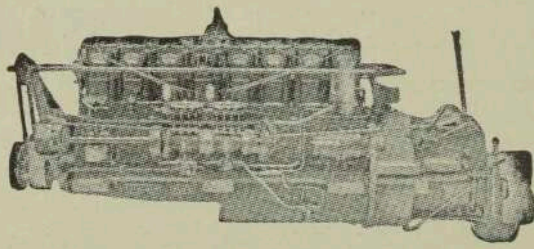
The GARDNER 8L3B Marine Diesel Engine, 200 b.h.p. at 1,000 r.p.m.

FOR IMMEDIATE DELIVERY

GARDNER 6LX Series
110 b.h.p. at 1,300 r.p.m.

GARDNER LW Series
28 to 94 b.h.p.
2 to 6 cylinders.

GARDNER 6L3B Series
150 b.h.p. at 1,000 r.p.m.



COMPLETE STOCKS OF SPARE PARTS AND REPLACEMENTS FOR ALL GARDNER MARINE DIESEL ENGINES—IMMEDIATELY AVAILABLE.

Sole Agents for N.S.W., Papua, New Guinea and South West Pacific Islands

FERRIER & DICKINSON

PTY. LTD.

Telegrams: "FERREOUS", Sydney.

SALES SERVICE SPARE PARTS:
Herbert Street, Artarmon, N.S.W., Australia

Telephone: 43-1215.
POSTAL ADDRESS:
P.O. Box 21, Artarmon, N.S.W., Australia

104

DECEMBER, 1964 — PACIFIC ISLANDS MONTHLY

ntly of the jet boat *Tarawa Twomey*, which was bought by the New Zealand Lepers' Trust Board for medical service in the Gilberts.

The *Tarawa Twomey*, which was built in Christchurch, had its final trial before shipment on Lake Eyndwre where it was dedicated by the Dean of Christchurch, the Very Rev. Alan Pyatt, and accepted on behalf of the Gilbert and Ellice Islands Colony Government by Mr. Michael Bernacchi, a former Resident Commissioner in the GEIC.

The boat is named after the late P. J. Twomey, founder of the Lepers' Trust Board.

NEW FISHERIES LAWS FOR FIJI

Fiji's Legislative Council passed a bill in November designed to develop the Colony's fishing potential and to conserve inshore fisheries by prohibiting the use of small mesh nets and the taking of undersize fish.

A European member, Mr. C. D. Incey, criticised the bill as inadequate and incapable of enforcement; while an Indian member, Mr. M. Koya, contended that the changes would take away the freedom of small fishermen in the Colony.

He also expressed opposition to the reservation of Fijian customary fishing rights because, he said, they would not be enforced and they proved ill-feeling between different tribes in Fiji.

Replying, the Member for Natural Resources, Ratu K. K. T. Mara, said he had an assurance from the Department of Agriculture that the new laws could be policed. He added that it was Government policy to protect Fijian customary fishing rights.

LEGISLATION LIKELY ON PORTABLE LIFE RAFTS

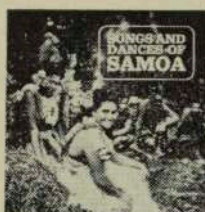
The Papua-New Guinea Administration is considering the introduction of legislation to require vessels in the coasting trade to carry portable life rafts.

The projected legislation would provide that if a vessel was:

Proceeding more than 10 miles from land, enough rafts would have to be provided for every person on board, in addition to or in lieu of other types of life-saving apparatus.

Engaged in voyages not more than 10 miles from the nearest land, rafts would have to be provided for at least 25 per cent. of the persons on board, in addition to other approved types of life-saving appliances.

What's New On Record...



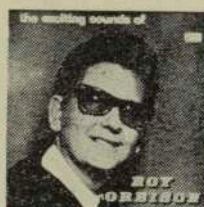
SONGS AND DANCES OF SAMOA — incl. Sau Sau Ti'A E, Ole Papa, Samoa Ea, Papauta Fia Fia, Sasa, Le Aso Nei Sa Loma, Sau la Ta O, Lali, Lo Matou Tama E, etc., 12" L.P. VP 134.



THE BEAT OF TAHITI — Eddie Lund and his Tahitians — incl. Papio, Papai Mai Ta'u Rata, Mama Ite E, Pui Pui Te Avaava, 7" E.P. VE 144.



HIGHLAND DANCES IN STRICT DANCE TEMPO — incl. Highland Fling, Irish Jig, Sword Dance, Sailor's Hornpipe, 7" E.P. PEP. 11.



THE EXCITING SOUNDS OF ROY ORBISON — incl. This Kind of Love, Devil Doll, You're My Baby, It's Too Late, Mean Little Mamma, Ooby Dooby, etc., 12" L.P. FL-31412.



SONGS AND DANCES OF COOK ISLANDS — incl. Pukapukan Group, Tra La La, Mei Te Ei Inano, Dawn Melody, Pukapuka Drum Dance, Mako, Tira-Mako, etc., 12" L.P. VP 135.



PETER POSA PLAYS WESTERNS — incl. The Ballad of Jed Clampett, Cotton Fields, Red Wing, Mexicali Rose, 7" E.P. VE 153.

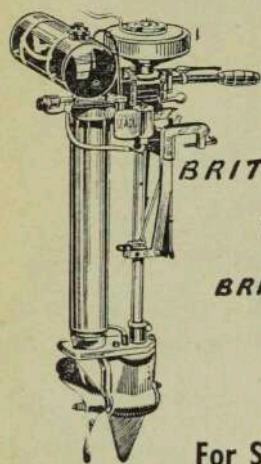
Nicholson's PALINGS
416 GEORGE ST., SYDNEY • 25 1641 338 GEORGE ST., SYDNEY • 25 2331

Two New Marine Engines from the U.K. and FINLAND, Sport Attractive

SPECIAL

EXPORT PRICES

— FOR THE PACIFIC ISLANDS —



BRITISH SEAGULL

1 H.P. to 5 H.P.

BRITISH



SEAGULL

• "The best outboard motor for the world"

— "SEAGULL" —

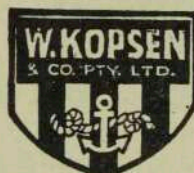
MODEL	PRICE
• SJM Forty Minus—2 H.P.	£56 0 0
• SJP Forty Plus—3 H.P.	£63 0 0
• LSS Century 100—4 H.P.	£74 0 0
• CP Century Plus—5 H.P.	£90 0 0
• CPL Century Plus with long shaft—5 H.P.	£94 0 0
• CPC Century Plus with Clutch—5 H.P.	£97 0 0
• CPCL Century Plus with Clutch and Long Shaft—5 H.P.	£101 0 0
• THC 102 Plus with Clutch—5 H.P.	£100 0 0
• THCL 102 Plus with Clutch and Long Shaft—5 H.P.	£105 0 0

Packing included — F.O.B., Sydney.

For Sales • SERVICE • SPARES Post coupon for further details.

PACIFIC ISLANDS

"SEAGULL"

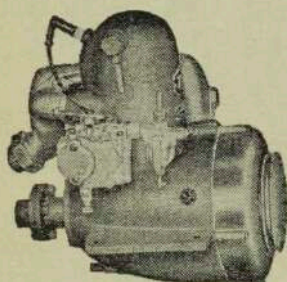


AGENT FOR

& "VIRE"

Now from Finland comes the 6 h.p. marine petrol engine that the boating public have been waiting for. This lightweight, compact, reliable, power packed, quality unit is ideal for yachts auxiliaries, fishing boats and runabouts up to 35 ft. long.

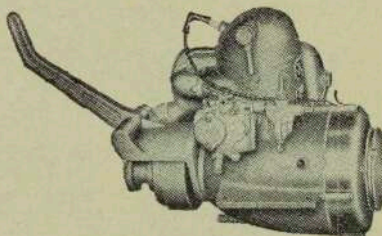
"VIRE"



"VIRE" model "BV"

- Direct Drive Model
- Weight: 86 lbs.

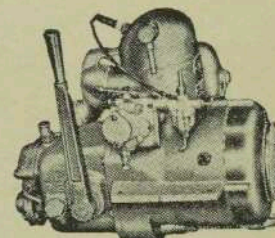
£92/-/-



"VIRE" model "BVK"

- Clutch Model
- Weight: 97 lbs.

£97/10/-



"VIRE" model "BVR"

- Red. & Rev. Gear Model
- Weight: 117 lbs.

£136/-/-

Now the rage for small boats in Australia, in only 6 months over 100 units sold already

NEW MARINE CATALOGUE—64

Now released for 1964-65 with over 100 pages colour, illustrated and priced. Write for your copy including 10/- money order or cheque.

NEW "R.W.O." s/s FITTINGS

Arriving from the U.K. in Sept. First shipment of these super quality stainless steel lightweight yacht blocks and deck fittings.



COUPON

Please post further details on:
"SEAGULL" () "VIRE" ()

Forward new 64 Cat. (). Find inc. 10/-.

NAME

ADDRESS

P.I.M. 12

BIGGEST SELECTION OF MARINE EQUIPMENT AVAILABLE IN AUSTRALASIA.

"AUST'S LEADING MARINE SPECIALISTS"

W. KOPSEN & CO. PTY. LTD.

376-382 KENT STREET, SYDNEY.

PHONE: 29-6331.

Cables: "Kopsen" Sydney.

Shipping News In Brief

● **LAST VOYAGE:** The Dutch mails liner *Willem Ruys* visited Sydney for the last time in November under her present name and ownership. In Sydney she picked up passengers for Wellington, Callao, Alboa, Port au Prince, Miami, Bermuda, Southampton and Rotterdam. The termination of this voyage will bring an end to the Dutch mails round-the-world service.

● **TIMBER CARRIER:** The New Guinea manager of Bulolo Gold Mining Ltd., Mr. R. P. J. Weedon, is present on October 24 at the launching in Newcastle, NSW, of a loading barge for carrying timber from the company's leases in New Guinea. The barge is being built by Harrington Slipways Pty. Ltd.

● **EXTRA SLIPWAY:** Fiji's Mining Finance Committee has agreed to reinstate an old slipway at Suva at a cost of £10,000 because the new slipways built there in 1961 are now insufficient to handle the number of ships that want to use them.

Recently shipowners have been booking slipway space as much as six months in advance to ensure maintenance for their vessels.

● **NEW MEDICAL SHIP:** The Medical Department's new ship, *Niwai-ni-Yasawa*, has undergone satisfactory trials. She will be used to the Yasawas and Mamanucas, off the north-west coast of Viti Levu, and will be stationed at Kese.

The ship is 21 ft long, is powered by a diesel engine, and has an extended cruising range. She was built by the Fiji PWD.

● **TOTAL WRECK:** The Methodist Mission coastal vessel *Mour* ran aground on a reef off the eastern tip of Papua recently and came a total wreck.

Four coastal vessels which were nearby took off the passengers and crew, none of whom was injured. Those rescued were taken to Nimoa and nearby, which is about 350 miles south-east of Port Moresby.

● **NEW:** A new ship for the Melanesian Mission, the 58 ft *MV. Slyn*, arrived at Honiara on October 14.

Australia's top quality
unsweetened evaporated milk

BEAR BRAND MILK



Punch..Pop in a straw..and Drink!



Tongala

FULL CREAM
**FLAVOURED
MILK**
IN CANS

4 favourite flavours

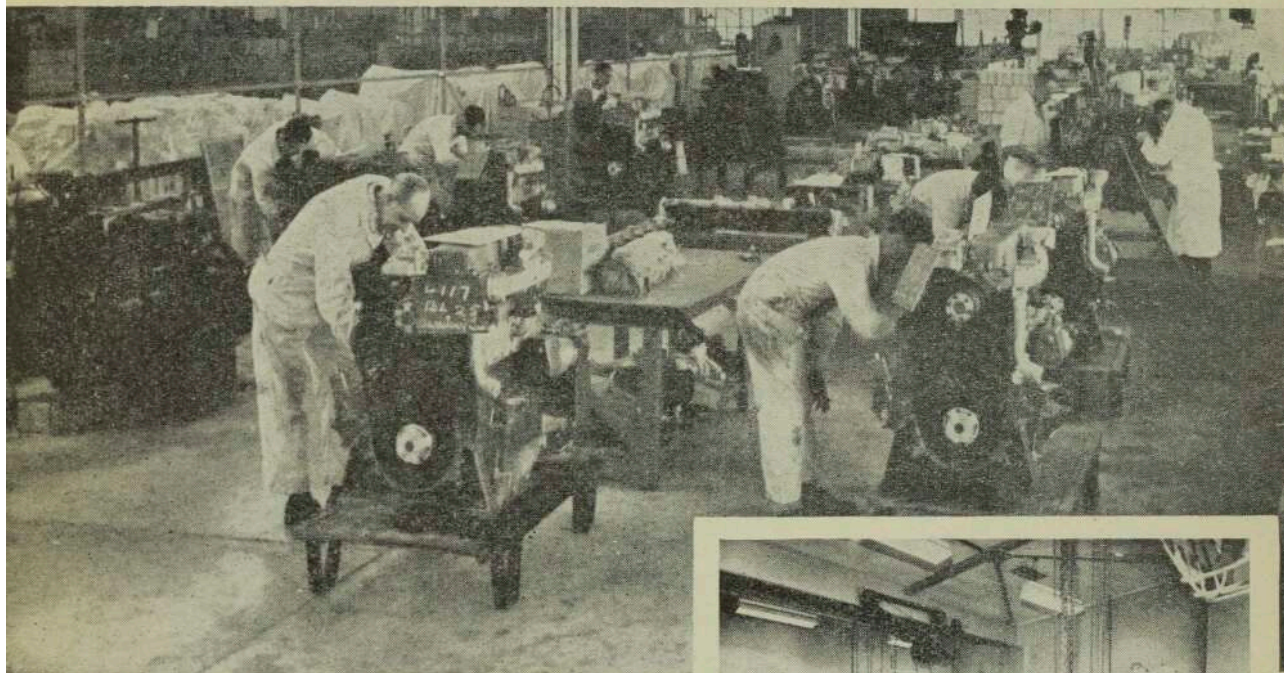
**CHOCOLATE STRAWBERRY
PINEAPPLE BANANA**

DISTRIBUTING AGENTS:

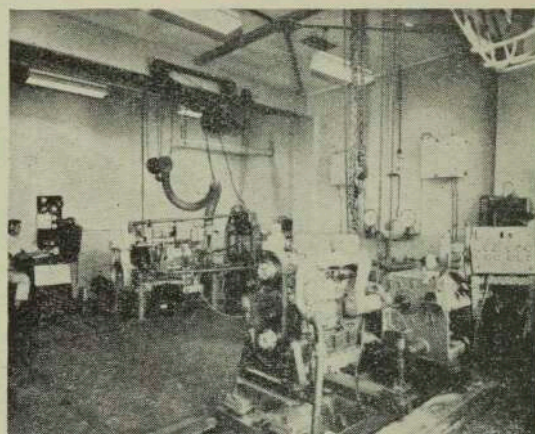
W. ANGLISS & CO. (AUST.) PTY. LTD.

6585

ROLLS-ROYCE marine diesels now assembled in Australia...



To those who use marine diesels, the name ROLLS-ROYCE stands for quality. But, for complete service and uninterrupted production, quality must go hand-in-hand with availability. In their modern factory at Revesby, N.S.W., ROLLS-ROYCE are assembling and dynamometer testing their marine diesel engines. Complete service facilities are also available, spare parts, maintenance and advanced technical service. ROLLS-ROYCE have the experts and the equipment to provide the most exact and efficient answer to every marine diesel problem.



ROLLS-ROYCE OF AUSTRALIA PTY. LTD., 68-70 Marigold St., Revesby, N.S.W.

NEW SOUTH WALES:

Smith Markwell Pty. Ltd.
22 King Street, Sydney.

VICTORIA:

Smith Markwell Pty. Ltd.
58 Tope Street, South Melbourne.

QUEENSLAND:

Evans Deakin & Co. Pty. Ltd.
Ryan House, Charlotte Street, Brisbane.

PAPUA-NEW GUINEA: Steamships Trading Co. Ltd., Port Moresby.

SOUTH AUSTRALIA:

Taylor's Marine & Sports Centre Pty. Ltd.
153 Grenfell Street, Adelaide.

WEST AUSTRALIA:

David Bell Pty. Ltd.
136-138 Eastern Highway, South Guildford.

TASMANIA:

C. H. Smith & Co. Pty. Ltd.
16-22 Charles Street, Launceston.

ROLLS-ROYCE PERFORMANCE PROVED DIESELS PAY DIVIDENDS

Cruising Yachts

● **KISMET**, a yacht from Boston, Massachusetts, arrived in Rarotonga on October 2 from Society Islands, after previously visiting the Bahamas, Jamaica, Panama, Galapagos Islands and Tahiti.

The yacht carries a crew of four—Mr. and Mrs. J. L. Wales, and Mr. and Mrs. K. Wunderlich. Mr. Wunderlich is a physicist and his wife is a doctor. Mr. Wales is an engineer and his wife is a publishing house assistant.

The group planned to go on to Tonga and New Zealand, double back to Fiji after the hurricane season, and then continue on round the world.

● **THALLOCA**, a 20 ft sloop with owner-skipper H. Zenker and his wife Segrin, arrived in Russell, New Zealand, on September 29 after a 21-day voyage from Suva.

Mr. and Mrs. Zenker, who are naturalised Canadians of German origin, left California in 1962 on a Pacific cruise. They intend to work in New Zealand until they start a return voyage to Canada in February.

● **ULULANI**, 63 ft ketch with Ben Moore, an American school-teacher, arrived in Sydney on October 25 after travelling 20,000 miles from Los Angeles.

Mr. Moore, who is 51, used to teach physical training at a school in Michigan. When he reached his 50th birthday, he decided not to do what most people do—"sit back and take life as it comes". So he bought *Ululani* and set out to see the world. In doing this, he visited Honolulu, Fanning Island, Samoa, Fiji, Tahiti, New Zealand, Lord Howe Island and Brisbane. Now he'd like to settle in Australia.

● **KOONYA**, 39 ft Sydney yacht, owned and skippered by 41-year-old Les Squires, returned to Sydney in November after completing a 15,000 mile voyage to Los Angeles and back, which extended over three years.

On the way over, Squires called at New Zealand; and on the way back, he put into Tahiti and surrounding islands, and Fiji. He had fine crewmen during his wanderings.

Squires has now had enough deep-sea sailing to last him for quite a long while, but he plans to keep



Yachting Popular At Lae, NG

A popular rendezvous in Lae these days is the new clubhouse of the local yacht club at Voco Point. The clubhouse was opened last January, and the club now has about 100 members, including sail, power and water ski enthusiasts.

One of the members is well-known yachtsman Des Ashton, who has built his first Heron-class yacht, which is also the first of this type to be built in Papua-New Guinea. He has given it the Motuan name for heron, "Nanagai".

In "Nanagai", Des won the first of the handicap races sailed on October 24, and he won again on the following Sunday. So he now looks like having the scratch boat when the race for the Lea Ashton Trophy (a very elegant cup) is held in December.

Three Hornets and three Herons raced on October 24. Two of the Hornets are locally owned and locally built. Ron Dixon built his own, and one owned by Norm Endicott and a partner, was built by a local electrician, Ralph Phillips.

The Hornets are sailed by two people, which means that wives have the uncomfortable position on the sliding plank, to balance the boat. Herons are sailed by one person.

● The picture shows some of the yachts in front of the clubhouse at Voco Point—PAT ROBERTSON.

Koonya (which he built himself) and use her at weekends.

"The trip was a great experience, but once is enough," he says. "Sailing hundreds of miles across open ocean is just plain boring."

● **CREW CUT**, 23 ft cutter, arrived in Auckland in September from New Guinea via the Solomons and Noumea.

● **NEOPHYTE**, Lee Quinn's 45 ft ketch crewed entirely by girls, was in Suva in late October preparing for a voyage to the New Hebrides.

● **SAMARANG**, a 30-year-old American yacht with George Renfro and his wife Patricia, was due to leave Papeete for Honolulu in mid-November after a stay of several months in French Polynesian waters.

The Renfros left San Francisco on a long vacation in October, 1963, and are due back home in April, 1965. In French Polynesia, they visited the Marquesas, Leeward

Islands, some of the Tuamotus, and the islands adjacent to Tahiti.

They were disappointed in not being allowed to land at Mangareva, where American tourists—according to *Le Journal de Tahiti*—are looked on by the French authorities as "superfluous".

Mangareva is in the vicinity of Mururoa Atoll, where the French plan to hold nuclear tests soon.

● **WANDERER**, 96 ft topsail schooner, which was wrecked at Rangiroa Atoll, in the Tuamotus, on November 1 (see p. 76) is expected to be a total write-off, but Captain Omer Darr, the schooner's former skipper, left Papeete for Rangiroa on November 4 in the hope that the vessel could be saved.

● **COSA NOSTRA**, 30 ft trimaran, which arrived in Rabaul from Japan in September, was still there at the end of October. Her crew of three—Tom Schulz, Doug

The perfect boat's compass

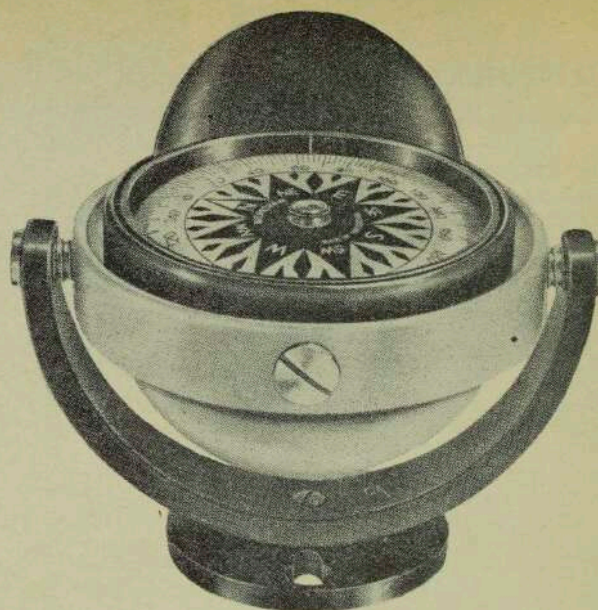
MERIDIAN

fully compensated for use in the Southern Hemisphere

These compasses are precision-made in Switzerland from a strong corrosion resistant anodised aluminium alloy. Special selected jewel and pivot ensure maximum accuracy. Unbreakable glass cover.

● **Type 1540:** Small boat's compass. 360° card, 2° divisions, compass points. Dial 2½ in. Weight 1½ lbs.

● **Type 1543:** Large boat's compass. 360° card divided in 2° with prominent cardinal point markings. Dial 3½ in. Weight 7½ lbs.



For further details, please contact

Wild (AUSTRALIA) PTY. LIMITED
291-295 Sussex St., Sydney. Phone: 26-6945



**ENAMELS
DECK PAINTS
VARNISHES
ANTI-FOULING**

*The BEST FRIENDS
a boat can have!*

Constant research, years of experience and sheer technical "know-how" back all International Marine Paint Products!

Above or below the waterline, there's an International Paint to protect your boat from harmful parasites, destructive growths and the corrosive action of the sea. When you buy International Marine Products, you buy essential protection for your craft . . . used by over one-third of world shipping.

Ask for International "Tropex" or "Singapore" anti-foulings . . . Interlux Marine Gloss, varnishes and deck paints . . . Lagoline Enamels.

Available at all Burns Philp Stores.



MADE BY

INTERNATIONAL MAJORA PAINTS PTY. LTD.

Phillip Street, Concord, N.S.W.

Australian unit of International Paints Ltd.—the world's foremost authority on protective coatings for marine and structural purposes

Bartlett, and Peter Wetzel—were waiting on charts so that they could go on a cruise to the Trobriand Islands.

The three men originally planned to sail round the world, but the *New Guinea-Times Courier* reporter on October 28 that they might sell their vessel in Rabaul because Wetzel, a schoolteacher, wanted to get back to schoolteaching.

● **TORU**, 40 ft American trimaran, which is sailing round the world with two honeymoon couples and a bachelor, left Suva for Australia on November 10, after a fortnight in Fiji.

The crew comprises honeymooners Peter and Ann Campbell, and Peter and Jane Ibold, and Bert Gunzel.

They sailed from San Francisco on July 4, and called at Honolulu, Pago Pago and Apia before reaching Fiji, where their first port of call was Levuka.

They plan to lay up in Australia until the end of the South Pacific hurricane season and then resume a round-the-world trip through the Indian Ocean, Red Sea and Mediterranean, and across the Atlantic.

Their aim is to reach San Francisco in June, 1966.

The crew make up a miniature United Nations.

Peter Ibold and his wife are American, Peter Campbell is Irish, his wife is Welsh, and Bert Gunzel is German.

● **MAYLIS**, Papeete-based motor yacht, which was chartered in September to take a party of American scientists to some of the surrounding islands, arrived off Pitcairn Island on October 6 with engine trouble.

A party of Pitcairners, who went off to meet the vessel, trailed a line from their boat on the way out in the hope of catching a barracuda—and caught, instead, a big marlin which made off in the opposite direction with their bait and line.

A battle followed to hold the monster, but the marlin won after giving his adversaries a couple of pairs of scorched hands.

On reaching the *Maylis*, the Pitcairners took her in tow and brought her to an anchorage off Bounty Bay. Some of the visitors, including Dr. Harald Rheyder, a marine biologist from the Smithsonian Institute, Washington, later went ashore, where they took part in a concert to farewell three other visitors to the island, among whom was the Australian author Frank June.

Next day, while the Pitcairners

were preparing their launch to take the American visitors back to the *Maylis*, the news spread that another yacht had been seen approaching the island. This proved to be the *Railleuse*, owned by Francis Mazieres, which left Tahiti in September for Easter Island to pick up some men who were left there several months ago.

The *Railleuse* anchored in the lee of the island and remained there

until late the following day when she moved round to a spot just off Bounty Bay. On October 12, most of the Pitcairn children and many of the adults went out to visit the yacht, but they found her pitching motion not much to their liking.

Railleuse sailed for Easter Island later that day, with the intention of calling at Pitcairn again on her way back to Tahiti if the winds were favourable.



FM A HEALTHY CHILD . . .

THANKS TO GLAXO BABY FOOD

Glaxo milk-food gave me the right start to a healthy, happy childhood. It's pure, nourishing and easily digested. There's no check to baby's steady progress with Glaxo.



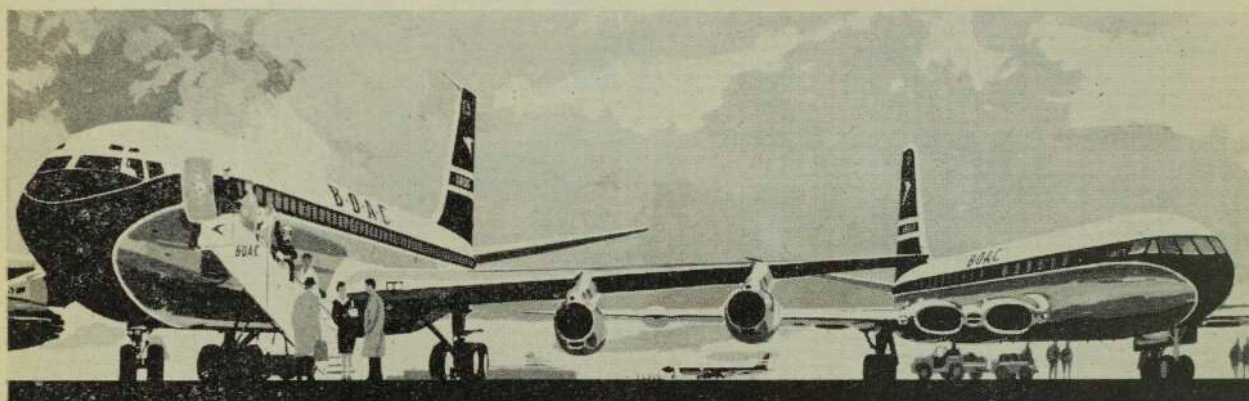
PERFECT MILK-FOOD FOR BABY



GLAXO LABORATORIES (N.Z.) LTD., PALMERSTON NORTH, N.Z.



Your easiest way to BRITAIN



B·O·A·C ROLLS-ROYCE JETS

DAILY FROM AUSTRALIA

Whether you join BOAC at Sydney, Melbourne, Brisbane or Darwin, when you fly to Britain by BOAC Rolls-Royce jets — 707 or Comet — you enjoy a wide choice of departure days and stopover points. For full details of frequent BOAC services and the facilities offered by BOAC's world-wide network, see your Travel Agent.

ALL OVER THE WORLD

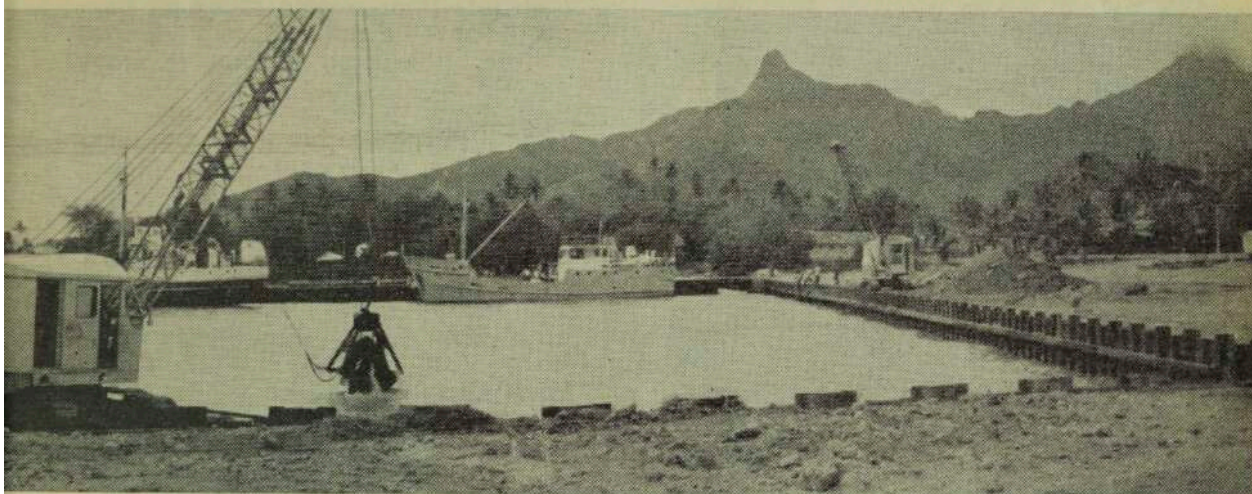
B·O·A·C

TAKES GOOD CARE OF YOU

BRITISH OVERSEAS AIRWAYS CORPORATION *with Air India, Qantas and Teal.*

A38.AU.86.100Sc.

Travel And Transport



Tourist Possibilities For The Cooks

BUT NEVER ON SUNDAY!

By Judy Tudor

If you can believe beach talk in Rarotonga, the Cook Islands people want tourists but only if they can be controlled so they won't spoil the place. They don't want them on Sundays. They want them to be unobtrusive, to come in quietly, depart without fuss and leave behind a lot of lovely money.

CAN this be done? Of course the answer is no, so let's examine the situation dispassionately, keeping in mind the island of Rarotonga, which is what most people mean when they think of the Cook Islands.

We should bear in mind also that it isn't the eyes of the individualist we are using in this exercise; we are tempting to see things as the average International Tourist would see them—and this person is, more often than not, middle-aged to elderly, female and American.

Perhaps I should say, too, at the outset, that while, when I spent about eight days on the island in October, I found some aspects of the place infuriating, it was on the

whole, well worth the time, effort and money involved in getting there. But as I was doing it in someone else's time and being paid for it, I scarcely qualify as a tourist.

Whether they should or should not have tourists has been argued back and forth in Rarotonga for years without many having any clear idea of what they are arguing about. When most Rarotongan residents talk of "tourism" they really mean "having visitors" and there is a great difference between this and organised tourism as an industry.

Fiji, Tahiti and, to a lesser extent, New Caledonia, have tourist industries—that is, industries that contribute largely to the national economy.

Rarotonga is not well endowed with havens for ships, but a good deal of work has recently been put into making something out of the one at Avatiu. As can be seen from the picture, the work is not finished yet.

New Guinea, the Solomons and Samoa have visitors, who contribute mainly to the people who are running hotels, taxi businesses and air services.

As things stand at the moment, Rarotonga cannot cater adequately for its visitors and is not within measurable distance of an industry that will contribute to the national income. First, let's take transport.

Transport

This is a matter that can and probably will change quickly and dramatically but as things stand at the end of 1964, Rarotonga is at the end of the line in air transportation and for international tourism that is mostly fed by air, this is disastrous.

People who buy package tours of the Pacific do not want to back-track; they want to get on a route that covers a lot of different territories and brings them home from the opposite direction they left it.

It is now an exceedingly wearisome business getting to Rarotonga from any direction. From Australasia, it has to be via Fiji then a long flight



TRAVEL—IT'S GREAT!

Australia has everything to offer the traveller—from tropics to snow, from magnificent coast-line to primitive culture, from lush pasture to stony desert.

And everywhere you travel, whether to a coastal resort or Canberra, there's a simple, free and convenient way of obtaining money — through your Commonwealth Savings Bank account.

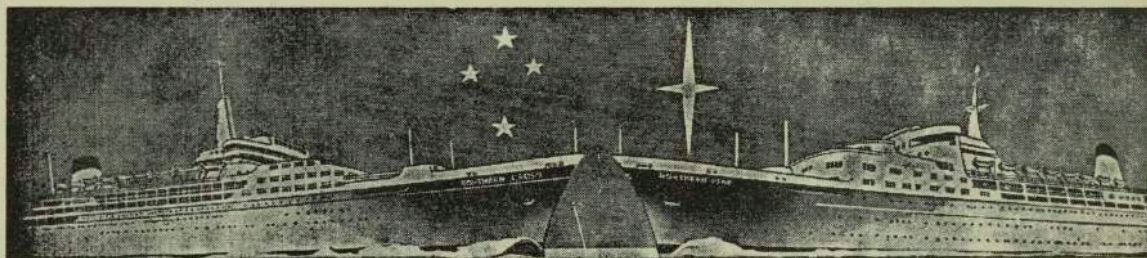
You tell us where you're going. We arrange for you to draw money there.

What could be easier?
And confidentially, there's only one Bank that has offices EVERYWHERE.

BANK COMMONWEALTH

Australia's Most Helpful Bank

Linking the PACIFIC ISLANDS with



EUROPE, 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.

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.

Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Rarotonga, Fiji, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, New Zealand.

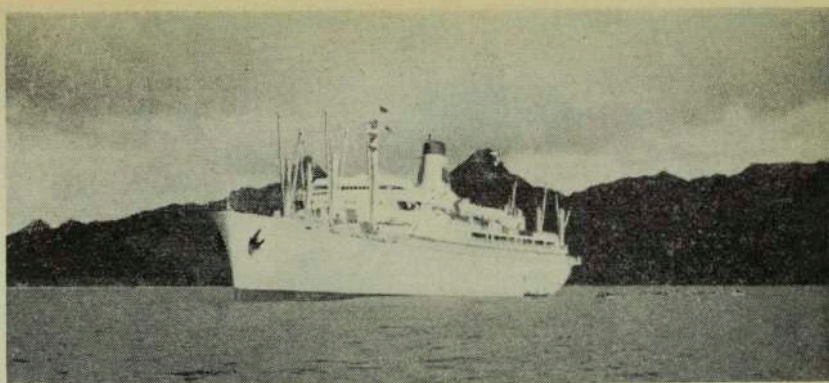
SHAW SAVILL LINE

in a small plane to Western Samoa and from there, on the following day, an even longer flight (almost seven hours), over ocean, in a DC3 aircraft to Rarotonga.

I am one of the few people remaining on earth who enjoy DC3 planes; most present-day jet travellers do not. In any event, because this route is over water all the way, only 15 passengers are carried and although it is comparatively easy to get a seat going in to Rarotonga, it is difficult to get a flight out. The pressure on outward flights is from CI Maoris migrating to NZ.

In sea travel the visitor to Rarotonga has a choice between the Matson vessels *Monterey* and *Mariposa*, which hang off the reef for a few hours on their southbound voyages between Tahiti and NZ; and the NZ fruit ship, *Moana Roa*. *Moana Roa* has a limited capacity for tourists from NZ as there is a long waiting list for passages at the Rarotonga end.

It is from *Monterey* and *Mariposa* that Rarotonga gets its most satisfied tourists. They do not land because there is no wharf but a party of Maori entertainers goes out to the ship. Most passengers find this interlude delightful and many



Matson's "Monterey", with Rarotonga's mountains in the background.

have said that it is the "nicest part of the trip". Or so the story goes in Rarotonga.

But why should they not find it the nicest? Rarotonga, from outside the reef, with its spectacular skyline of jagged peaks, its green valleys and golden sand (not to say the ornamental wrecks decorating the reef off Avarua and elsewhere), looks completely enchanting—a veritable tropical fairyland. But could these people find the same delight in Rarotonga if they disembarked and sampled local reality?

Already there is talk in Rarotonga of extensions to the present air service—perhaps embracing Niue (where there is no airstrip at present), and Tahiti; or a circular route that would include Western Samoa, Tonga, Rarotonga and Tahiti. This latter would be an excellent and comparatively easy development, given international agreement and the right kind of aircraft.

Again, it is suggested that NZ might develop the Rarotonga strip to jet standard so that TEAL could route its forthcoming NZ-North

NEDLLOYD LINES

Managers: ROYAL ROTTERDAM LLOYD—Rotterdam. NEDERLAND LINE—Amsterdam.

Regular sailings by Fast, Modern, Cargo Vessels
from

EUROPEAN PORTS and U.K. via PANAMA
to

**PAPEETE, NOUMEA, HONIARA, PORT MORESBY, RABAU
LAE and MADANG**

other Ports called at subject to sufficient inducement.

Vessels are equipped with refrigerated and (deep) freezing cargo space. Also equipped with facilities for self-loading and discharge of heavy cargo of up to 240 tons.

Most vessels are equipped with comfortable, air-conditioned, passenger accommodation.

For further particulars apply to Agents—

ETS. DONALD TAHITI,
Papeete.

AGENCE MARITIME PENTECOST,
Noumea.

BURNS PHILP (NEW GUINEA) LTD.,
Port Moresby and Lae.

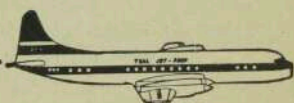
WM. BRECKWOLDT & CO.,
Honiara.

NEW GUINEA COMPANY LTD.,
Rabaul and Madang.



**why
2 people
out of every 1
should visit
New Zealand**

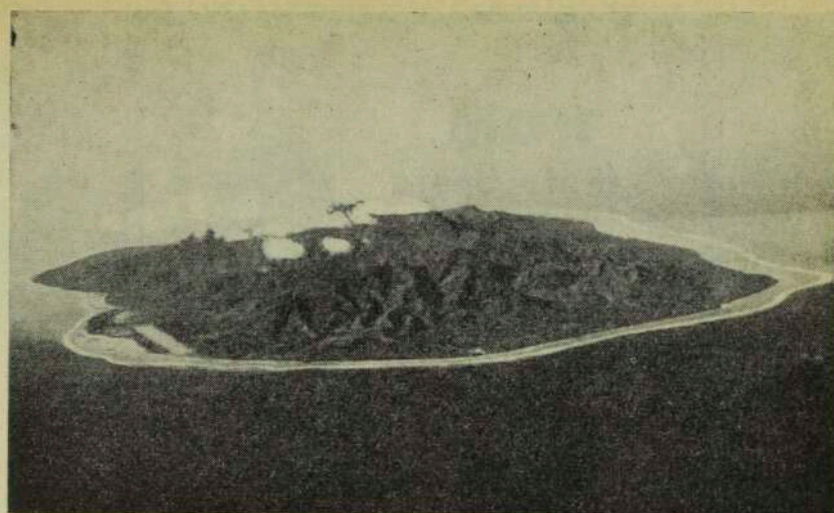
Man of action? . . . man of relaxin'? Visit New Zealand and be both. Here is the scenery — glistening glaciers, rumbling volcanoes, roaring geysers — with the magic that turns bustling sportsmen into wide-eyed shutter-bugs. And here's the recreation — fishing, hunting, ski-ing, golfing — that makes leisurely sightseers want to go, go, go! Only New Zealand packs such variety into so small a compass. And TEAL links New Zealand so comfortably, quickly, **pleasantly** with the rest of the South Pacific. Ask your travel agent to tell you about both.



FLY TEAL

NEW ZEALAND'S International Airline — in association with QANTAS and B.O.A.C.

This bird's eye view of Rarotonga shows the mountainous nature of the island, with the airstrip on the extreme left.



merica services through there instead of Tahiti. This would be even better and at one stroke would make Rarotonga accessible to world tourists and probably force a tourist industry onto the island whether it wanted it or not.

The airstrip, if continued on its present course to jet standard, would end up behind the township of Varua and would take in a great deal of land at present used for other purposes. As each acre of land in Rarotonga is owned by a family, and sometimes a hundred, people, this might lead to interminable argument but if the strip were twisted to the north and built out along the reef, as is Faaa airport in Tahiti, it would solve the problem without interfering with such land.

Rarotonga could have a jet strip; but there is no sign yet that it will.

Formalities

To get in to the Cook Islands it is necessary to have a passport and a permit to enter from the CI Executive Council (you can get this from the Department of Island Territories, Wellington, NZ, if more convenient).

You need a ticket that shows you have a passage out and you may also be required to deposit £NZ100 to prove you are no beachcomber.

If you come in by air, your baggage is taken from you to be mitigated against rhinoceros beetles (as is also the case in Tahiti), and you will be advised that you can pick it up that night at the wharf-shed of the Union Steam Ship Co. in Varua. Your ticket is also taken

from you and kept by the airline's agents until you have completed formalities for leaving.

When you depart you must, several days before departure, get a permit to leave. You get this from the long-suffering Chief of Police (to whom you also must apply if you want a bottle of hard liquor during your stay), who records your name, address, profession, sex, marital status, colour of hair, eyes and your age, on a piece of paper.

He stamps this document and directs you across the backyard of the Government offices to where the Department of Inland Revenue has an office and there the permit is again stamped to say that you earned nothing while in the Cooks.

Then you are directed back across the yard to the Treasury, where some other man, with another stamp, affixes his approval but for less obvious reasons.

You then go to the airline agent's office to tell them you have been

cleared for take off. You are entered in a manifest and told that on the afternoon before E.T.D. you must bring all your baggage in for weighing and there, unless you howl long enough, you must leave it, having dressed yourself for the journey the day before departure, keeping your toilet articles and night attire in your handbag or your pocket.

(Over)

**ENGLAND - U.S.A. - EUROPE
CANADA - SOUTH AMERICA -
SOUTH AFRICA - JAPAN**

Bramair will arrange steamer and air reservations on all principal services for travel anywhere.

BOOK NOW FOR 1964 AND 1965.
No service fees charged.

STEAMER — AIR — RAIL —
GREYHOUND — RESERVATIONS
COMPLETED.

Individual itineraries—a specialty—
prepared FREE.

Tour Planning, Maps and Brochures
Supplied.

Book Now With
**BRAMAIR INTERNATIONAL
PTY. LTD.**

Incorporating James Burness (Travel)
Pty. Ltd.

188 Goulburn Street, Sydney, N.S.W.

Phone: 26-1601.

OFFICIAL PASSENGER BOOKING AGENTS

£200,000 Loan Plan For New Hotel

The Cook Islands Legislative Assembly passed a resolution in November authorising the Executive Committee "to negotiate with the New Zealand Government with a view to floating a loan of up to £200,000 for the purpose of building a hotel and an automatic exchange" on Rarotonga.

Explaining the resolution, the Assembly president, Mr. A. O. Dare, who is the Cook Islands Resident Commissioner, said an early decision had to be made on the hotel situation in Rarotonga as the Government had received no "satisfactory replies" to its advertisements for private enterprise to build a new hotel on the present hotel site.

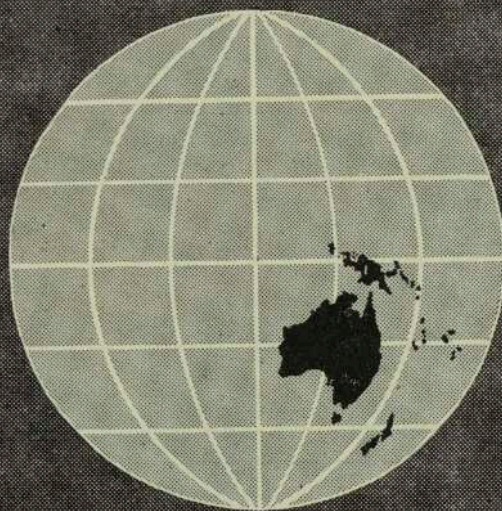
"It is fairly clear," he added, "that most people who want to invest in a hotel here first of all want to know what is going to happen to the airfield. Private enterprise does not want to risk its money without some assurance that there are going to be some tourists to put in the hotel."

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



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

a comprehensive
& progressive
banking service
throughout the
**SOUTH
WEST
PACIFIC**



is provided at the following A.N.Z. Bank Branches:

Port Moresby: Champion Parade. Lae: Cnr. Coronation Drive and 7th St.
Rabaul: Mango Ave. Mount Hagen: Main Street.
Suva: Victoria Parade. Lautoka: Naviti Street.

AUSTRALIA'S MOST
PROGRESSIVE BANK



CHEQUE ACCOUNTS
SAVINGS ACCOUNTS

ANZ.1922A

• AUSTRALIA AND NEW ZEALAND BANK LIMITED •

It is impossible, say the agents, to have a weighing machine at the airport; or to process all 15 passengers who will travel in the aircraft in the hour before departure. They remain unshaken when you mention jets with 120 people being handled in places like Fiji and American Samoa in less time; or the bush airstrips in New Guinea where they manage, even if it's with a set of scales tied to the branch of a tree where they usually weigh coffee.

All of the red tape of getting out of the Cook Islands is designed for migrating Cook Islanders. Before they go very far with tourism they will have to scrap most of it for tourists.

If a tourist has a passport, visa (if necessary) and a ticket out of the place, nothing further should be required of him.

Accommodation

The only accommodation in the Cook Islands for travellers is at the so-called Hotel Rarotonga in Avana which is primarily a boarding house for NZ public servants seconded to the Cooks.

The main building was built before 1914; the annex subsequently although it is not much better. The communal bathrooms are like something out of an Army camp, the service is nil and the food completely abominable—a Cook Island Maori idea of what Europeans eat.

The main meals are served at 12.15 p.m. and 6 p.m. precisely and if guests are even 10 minutes late they are disciplined by the staff and most dishes are "off". There are all sorts of petty local rules—like not being permitted to have ice-cream with the apple pie (you can have only one or the other); and getting a second cup of cold tea is an achievement comparable only to the Biblical camel and the eye of a needle.

Permanent guests, that is, public servants, have first call on the accommodation and these occupy the single rooms and pay £NZ6 per week for bed and board. Visitors get what is left over and are put in two and three—and, at times, four—to a room and pay £NZ14 per week.

But too much shouldn't be made out of the Hotel Rarotonga. Most people know about it before they get to the Cooks; no one pretends it is anything but a boarding-house for expatriate Government officers, and although visitors don't enjoy staying there most accept the inevitable.

There have been various schemes put forward to cater for visitors although nothing of a permanent

nature has yet eventuated. A few years ago one of the local businessmen built three or four cottages for rent to tourists; but all of these, in late 1964, had been let more or less permanently to local residents.

There were, in October, suggestions that a local group had acquired land and was about to launch a hotel project. This was on the secret list at the time, but from what I could gather this is not the great tourist hotel that Rarotonga sometimes dreams about, but something on a much more modest scale to cater for the smaller stream of visitors that Rarotonga now has—business people, officials and a few off-the-beaten-track tourists.

Whatever this scheme is, it should be encouraged, even if it turns out to be nothing better than a few local-material bungalows beside the beach and a central dining room where you can get simple but good food, including the excellent local fruit which is totally absent from the hotel menu.

Other Amenities

One of the obstacles to large-scale hotel development in Rarotonga will undoubtedly be land. There is no freehold land and native leases are difficult to obtain because of plurality of ownership.

The most pleasant part of the island is undoubtedly Muri, where there is one of the few coastal lagoons (a large proportion of the Rarotonga coast has a shelf of dead coral running out from the shoreline to the reef and has no lagoon). This would make a magnificent tourist hotel site but it is also one of the few open recreation areas available to the local people.

Rarotonga has no public transport system but there are several taxi companies and it is also possible to get a taxi on a drive-yourself basis. It is essential for the visitor to have some sort of transport if he wants to see anything of the island, and although it is reasonably adequate for present requirements, six more

visitors a week and something more would be needed in this department.

There are 40 or 50 miles of road on the island, half of it the main coastal road around the island. All of it, except for a few miles of bitumen past the main villages, is of corrugated, pot-holed coral, over which nails from fruit packing cases have been strewn for the last 50 years. As a result, punctured tyres are very frequent and regarded as so inevitable that people boast of the number they have had in a given time. (See *Tropicalities*).

Rarotonga—and the rest of the Cooks—have a strictly regulated system of liquor laws. It is not

difficult for the visitor to get what he requires by first getting permission from the Chief of Police, after which he takes his slip of paper to the Government bond-store. The bond-store stocks good brands of liquor, it's cheap and I, for one, am all for the profits from the grog trade going back into the community.

But no tourist would want to go to this trouble to get a drink. He wants it right there in his hotel, served in public from a bar—something that is at present unknown in the Cooks.

Like most Pacific Islanders, the Cook Islands Maoris are deeply religious and as a result there is a

How B.P.T. Helps the Family Man



Whether your age is 25 or 75, and regardless of what you may own or earn, you have a unique responsibility to your wife and children. They expect you to make a Will, keep its terms up-to-date and appoint an efficient Executor. By appointing Burns Philp Trust—a professional Executor—you take another decisive step towards safeguarding your family's interests.

B.P.T. is equally ready to serve you in other confidential and highly important capacities at once. As Trustee, Attorney or Agent, it can accept full responsibility. Why not find out for yourself the advantages and security to be gained by choosing B.P.T.? A complimentary 20-page brochure is available from any branch of Burns Philp (South Seas) Limited, Burns Philp (New Guinea) Limited, Burns Philp (New Hebrides) Limited, or from the Trust Company's nearest office.

BURNS PHILP TRUST COMPANY LIMITED

Executor • Administrator • Trustee
Attorney • Agent

DIRECTORS: James Burns Joseph Mitchell
P. T. W. Black Eric Priestley Lee

MANAGER: L. S. Parker.

SECRETARY: J. P. Neilly, A.A.S.A.

HEAD OFFICE: 7 Bridge Street, Box 543. G.P.O.
Sydney

TELEGRAMS: "BURNSTRUST", Sydney.

CANBERRA AGENT: Burns Philp Trustee Company
(Canberra) Ltd.

Landtrust Building, East Row, Canberra City, A.C.T.
Also Registered Offices at Melbourne, Brisbane,
Port Moresby (Papua), and Vila (New Hebrides).

Setback For Tourism

Hopes of developing tourism in Rarotonga received a setback on October 31 when landowners met to consider whether they could or should provide land for extensions to the island's airstrip.

After discussions lasting two hours, most of those present decided that they could not part with the little land they had.



Egad! Qantas makes for a merrie England!

As part of its superb round-world service in five continents Qantas brings all the enjoyment of England and Europe as close as tomorrow. Qantas offers you more flights a week to London from Australia than any other airline, all of them Qantas V-Jets, fastest in round-world service. And wherever in the world you fly with Qantas, to any of the 25 countries the fleet of mighty Qantas V-Jets flies, you'll enjoy Qantas' understanding of the pure pleasure of travel. (Based on 44 years' experience.) Start discussing travel today with Qantas or your Qantas Travel Agent.

Australia's Round-World Airline
QANTAS
44 years of dependable service

QANTAS EMPIRE AIRWAYS LIMITED, in association with Air India, B.O.A.C., S.A.A. and TEAL.

Q17.84.114

total ban on all sorts of activities on a Sunday. There is, of course, no work but neither is there any tennis, golf, swimming, boating, dancing or movies. These prohibitions apply also to expatriate residents, who meekly absent themselves from the local golf course on Sundays and do nothing more conspicuous than picnic at Muri beach.

The idea of people sitting round a hotel swimming pool on a Sunday, wearing bikinis and sipping grog; or water skiing in a lagoon or big-game fishing, as they do every Sunday in Tahiti, is probably the local Maori idea of Sodom and Gomorrah or come before the Fall.

Profits Or Purists?

It is because of this background, with all its beloved home institutions and customs, that Rarotonga thinks of tourism as needing "controls", so that the place will not be spoilt. Spoilt in what way, the tourist might ask?

There are many purists who believe that Tahiti is spoilt because these days you can live there in a luxury hotel, swim in an elegant pool, dance all night, eat beautiful French food, drink good French wine; or go down town and buy French goods straight from Paris or sit in a pavement-cafe and watch Tahiti roll by on its motor scooters.

But for every intrepid purist who finds his way to Rarotonga because it is "unspoilt", there are a thousand satisfied tourists who go to Tahiti and leave their lovely dollars. And surely, if one must go into the tourist business, profits must be the purpose of the exercise.

Rarotonga is a pretty Pacific land with some pleasant, happy people, but it hasn't anything unique to offer. There are other Polynesian lands as beautiful and other islands as pleasant, and most of them much more accessible.

At present there are too many people in Rarotonga who believe that they have only to lift the carriers and tourists will flood in. It probably would be much more the point if they settled down to some solid thinking on what they could do for tourists—and then got it and tried to sell themselves.

- There must be some fundamental re-thinking on the home-front;

- Rarotonga must be got off the ranch-line air service and on to a route that is going somewhere; and

- There must be a tourist hotel built by local capital, if necessary, but operated by an organisation with an international reputation and the necessary know-how.

Moderate Costs Seen As A Key Factor In South Seas Tourism

Co-operation between island territories, adequate passenger accommodation and moderate costs are important requirements in building up the South Pacific tourist industry, according to Australian deputy-chairman of P and O-Orient, Mr. J. D. Bates.

MR. BATES expressed this view in addressing the annual travel conference of the Fiji Visitors Bureau at Korolevu, Fiji, in October.

Delegates from Australia, New Zealand, Fiji, Tonga, Cook Islands and the United States attended the conference, which was chaired by Mr. R. Kermode, a member of Fiji's Legislative Council.

Mr. Bates said that in the traditional tourist centres of the world, each country could, perhaps, go it alone in the business of tourist development. But in the Pacific things were different because the centres of attraction were widely separated and far distant from the present tourist markets.

"In these circumstances," Mr. Bates said, "since distance means cost to the traveller, he rather naturally wants to include in his journey as many points of interest and variety as time will allow.

"In other words, he wants as much as he can get for his money."

Promote Regionally

"And so the sensible thing for us to do, whose job it is to promote our countries in competition with the world, is to co-operate with our neighbours and to promote regionally.

"In the South Pacific we have a group of countries which fall

FIJI VISITORS UP

A TOTAL of 24,246 people visited Fiji in 1963 compared with 18,255 in 1962, according to the annual report of the Fiji Visitors Bureau.

Of the 1963 total, 6,023 came from the United States, 5,705 from New Zealand and 4,795 from Australia. The New Zealand and Australian totals represented increases of 57.4 per cent and 76.3 per cent respectively over the numbers for the previous year.

The Visitors Bureau estimates that the 1963 visitors spent more than £F1,780,000 in the Colony.

naturally into a marketable whole. The islands of the South Seas—Tahiti, Fiji, Samoa, and New Caledonia—have a tremendous natural attraction to the Western mind.

"And these islands lie right along the route to New Zealand and Australia—places which, I am glad to say, also have a great and growing interest for the tourist.

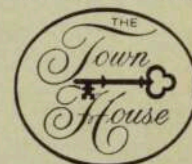
"So co-operative development is a

WORD-OF-MOUTH

Have you spoken to anyone who has stayed at The Town House in Sydney? We hope you have, because we've heard our former guests are saying some very nice things about us.

They've praised the guests' suites ("absolutely everything has been thought of") . . . our lavishly equipped bathrooms complete with double mirrors and terry-towel bathrobes . . . our refrigerated cocktail units with plenty of ice and glasses . . . and our 24-hour room-service. They complain, however, that they can't resist the food or the fine wines in our restaurant.

If you believe in finding out for yourself, however, why not write for our brochure and rate card?



Elizabeth Bay Road, Sydney, Australia
Managing Director, General Manager,
Harry Sebel Henry Rose



Cables:
"Welcomeguest,
Sydney"

Telephone: 35-3241

TH54.52

TOP SELLING CIGARETTE IN THE TERRITORY

PLAYER'S
GOLD LEAF
KING SIZE FILTER

cleaner...fresher...more enjoyable



THE CLEAN CIGARETTE... WITH THE FRESHER FLAVOUR

C194-4/64

oper course for these countries to adopt; subject however to one vital condition.

"There must be adequate transport facilities into and within the region," Mr. Bates said he thought the main influx of visitors would continue to come from North America via a broad south-westerly sweep through Hawaii to the South Pacific Islands and on to New Zealand and Australia.

From Europe, India and Malaysia, a reverse stream would continue to flow through Australia and New Zealand into the Islands.

Adequately Served

"The two main traffic streams from east and west are, or soon will be, adequately served by sea and air," Mr. Bates said.

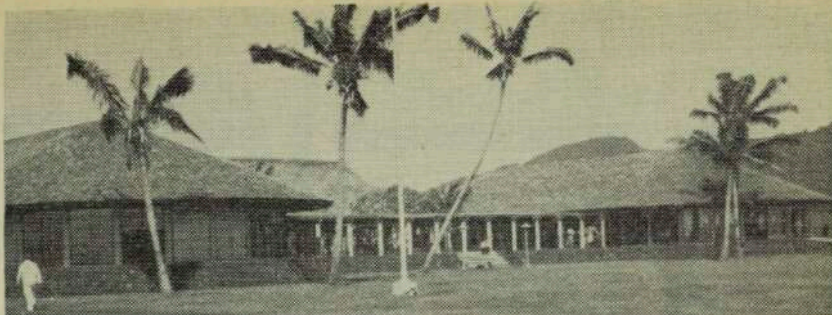
"In the last 10 years or so, air transport has expanded its passenger carrying to a prodigious degree. And an enormous amount of new traffic has been created by the opportunities that have arisen.

"Shipping has had its share of this expanded market and will continue to do so.

"The continued expansion of large scale travel depends, however, on price.

"This applies to both sea and air fares which must be kept at a moderate level. It applies, too, to hotel accommodation and indeed to the thousands of ingredients in the travel industry."

Mr. Bates said the vital importance of keeping costs to the tourist at



HANDSOME TERMINAL: Like all other buildings in American Samoa the handsome new terminal at Tafuna jet airport is of concrete precast beam construction with shingle roof—the shingles being imported from the Pacific Coast of the United States. In the courtyard at the back of the terminal is what is probably the most beautiful " fale " ever built. It is used for ceremonial occasions but its most important function is to show visitors just passing through what a Samoan house can look like.

- The bitumenising of the Suva-Nadi section of the Queen's Road "with maximum speed".

- Government help in providing access roads to major hotel development sites.

- The provision of a sound telephone network.

Ratu K.K.T. Mara, Fiji's Member for Natural Resources, said in the keynote address that tourism provided employment for many, with an increase in production of local products.

In a discussion following this, he said that the antagonism of people towards tourists was a general problem everywhere, and that people must be educated to understand the necessity for general courtesy and to appreciate the financial advantages of tourism.

TONGA AS TOURIST CENTRE INTERESTS DELEGATES

Mr. Roland E. Lavin, manager of the Tongan Broadcasting Commission, who represented the Tongan Government at the conference on tourism at Korolevu, was impressed by the keen interest that delegates from other countries took in the possibility of Tonga's taking a bigger part in South Seas tourism.

There was particular interest in plans for a new wharf at Nukualofa, so it seems certain that the bigger cruise ships, which cannot at present berth there, will begin to call when it is completed.

Meanwhile, with the new tourist hotel in Nukualofa well under way, some people feel that staff should be sent to Fiji for training, so that the services will keep up with the modern facilities offered.

a moderate level was recently highlighted in a special article in a Sydney newspaper which stated that the French tourist industry had reached a serious crisis because tourists were avoiding the country.

The French, themselves, blamed high hotel prices, high meal prices, the extras which seemed to multiply on restaurant bills, the price of petrol and the insidious effect of the almost universally expected tipping practice.

"This," Mr. Bates added, "is something which all of us engaged in trying to step up this immensely valuable industry must watch. Moderation in travel costs is something we must all study for there is a reasonable limit beyond which our potential customers will not go and world competition is intense."

Advances For Hotels

In a speech to open the conference, Fiji's Member for Communications and Works, Mr. J. V. Falvey, said that the Fiji Government intended to assist tourism by arranging for advances to be made for new hotels, with repayment over 15 years.

Also part-exemption from taxation for hotels was being investigated, he said.

Mr. Falvey said other schemes to assist the tourist industry were:

YOUR NEXT LEAVE

Modern up to the minute homes between Dee Why and Palm Beach available to Island Residents for Holidays. Write for information to:—

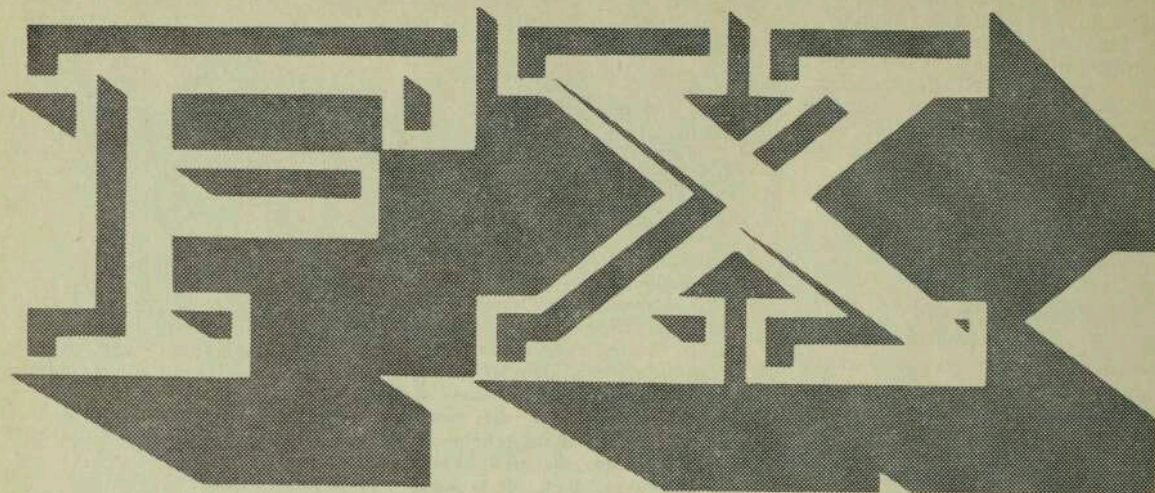
**J. T. STAPLETON
PTY. LTD.,**

ESTATE AGENTS,

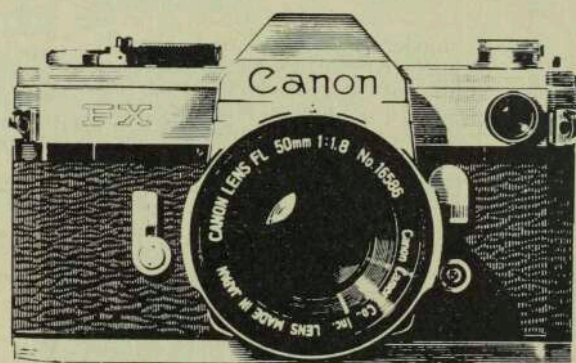
133 PITT STREET, SYDNEY.

BL 5305, BL 1737

or any of the Branch Offices located at Dee Why, Narrabeen, Mona Vale, Avalon or Palm Beach.



**Canon's New Camera for Experts in Photography
(Or anyone who wants professional results)**



Canon FX

Start with a built-in match-needle CdS exposure meter, so sensitive that it registers the brightness of a gas lighter five feet away. Couple this meter with the shutter dial to simplify aperture and speed setting. Then add a selection of *sixteen* different inter-

changeable lenses... 19mm F 3.5 super wide angle (the world's first), a zoom lens (adjustable between 55 and 135mm)... to a 2000mm telephoto lens... all with change-in-a-second bayonet-type mountings. The Canon FX, exactly.

This exciting new system also has single lens reflex operating versatility, automatic or manual aperture setting and speeds from 1 to 1/1000th of a second. The perfect camera for a photographic expert... or *anyone* who wants professional results... FX by Canon.

CANON CAMERA CO., INC.: 3-Ginza, 5-chome, Chuo-ku, Tokyo
CANON U.S. BRANCH: 554, 5th Ave., New York, N.Y. 10036, U.S.A.

Canon

CANON S.A. GENEVE: 1 Rue de Hesse, Geneva, Switzerland
CANON LATIN AMERICA: Apartado 7022, Via España 120, Panama, R.P.

Agents: British Solomons Trading Co., British Solomon Islands Protectorate • Buck M. Huff, American Samoa • Burns Philp (N.H.), New Hebrides • Burns Philp (N.G.), Papua & New Guinea • Burns Philp Co., Ltd. (South Sea), Tonga • K.A. Prentice & Co., Ltd., Norfolk Island • Manila Trading & Supply Co., Guam Inc., Guam, M.I. • Photographic Wholesalers Ltd., New Zealand • Photo Tahiti, Tahiti • Stinsons Ltd., Fiji Island • S.V. Mackenzie & Co., Ltd., Western Samoa • Swift and Bleakley Pty., Ltd., Australia • Wake Island Imports Ltd., Wake Island



Holidaymakers on Lord Howe Island who are interested in fishing can always look forward to plenty of good sport. This big fish caught off the island recently weighed 74 lb.

Search For Good Surfing Beach In Tonga

The Tongan newspaper "Chronicle" reported recently that Tonga's Premier, Prince Tungi, was interested in finding a good surfing beach in Tonga. But the report did not make it clear whether Prince Tungi wanted to do some surfing himself, or whether he was interested in a good surfing beach as a potential tourist attraction.

The report said that Prince Tungi had directed Mr. Jack Riechelmann and his divers to investigate surfing possibilities between 'Atata and West Point "where there appears to be a long run of surf over sandy bottom," following his own investigation of facilities at Fua'amotu Beach.

The report added: "His Royal Highness' surf board was made for him personally in Hawaii and measures 12 ft."

Get-Away-From-It-All On Lovely Lord Howe

The beauties of Lord Howe Island, 436 miles north-east of Sydney, are well-known to NSW people, who for many years have been using it as a holiday playground. But travellers from farther afield could do a lot worse than discover it for themselves—for Lord Howe is more typically the real South Seas than many islands to the east.

FLYING-BOATS which alight on the beautiful lagoon connect with Sydney twice a week—and three times a week in the busy season which is just beginning, from December through to March. Return air fare is £34/18/-.

Lord Howe is a volcanic, crescent-shaped island only about seven miles long and about a half-mile wide, with a permanent population of only a couple of hundred. Its superb coral reef claims the distinction of being the most southerly in the world.

There are no hotels, telephones or street lighting on Lord Howe and no motor traffic as civilisation knows it.

Lord Howe is a get-away-from-it-all place, whose beauty, equable climate and isolation give it an irresistible charm. When it was discovered in 1788 it was uninhabited.

Two massive peaks, Mt. Gower and Mt. Lidgbird, dominate the island. A local guide conducts hikes to the taller of the two, 2,850 ft Mt. Gower.

WHAT TO DO: Glass-bottomed boats, carrying about 15 passengers each, for about 10/- a head, are available for inspecting the coral reef and lagoon.

Walks on the reef are popular, and so is underwater exploring. Underwater gear, such as snorkels, flippers, goggles, may be hired.

There is lagoon swimming, and real surfing from sandy beaches for those who prefer it. Because of the clear waters around Lord Howe there is no shark danger.

Fishing trips or just plain cruising are available for about 15/- a trip, and launches may be hired by those with an independent turn of mind. Guest houses arrange for at least one free cruise for their guests during their stay.

Bicycle riding has always been one of the most popular entertainments among visitors—bicycles may be hired for £1 a week.

There are dances twice a week and picture shows twice a week. The lawn bowling club is at its best be-



FOR LAGOON TRIPPERS: Lord Howe Island's spectacular scenery is the backdrop for this picture of the catamaran "Kai Lua", which was launched at the island recently after many months of hard work by Neil Woolnough and Bill Fisher. The launching ceremony was performed by Mrs. Mabel Payten, the island's oldest woman resident. Many islanders and tourists looked on. "Kai Lua" will be used for tourist trips in the lagoon.



FEEL LIKE 'LIVING' AGAIN?



This year have more fun for less money. Enjoy an exciting

ANSETT-ANA GOLDEN JET HOLIDAY

Don't you just long to jet away from it all? *Far* away? To toss work and worry to the winds and feel alive again? Let us plan you an exciting Ansett-ANA Golden Jet Holiday. You get anywhere in Australia the same day by swift Ansett-ANA jet flight. And, *it's the holiday you prefer*. Like to be alone under a sparkling sky of the desert at night — or, listening to the birds before sunrise in a rain forest? Or do you like crowds? Go-as-you-please or complete packaged holidays, fixing all the details is our business — travel, accommodation, sightseeing, even laundry and luggage. Two simple ways to pay. Lay-by or, Fly Now — Pay Later.

Ask Ansett-ANA or your Travel Agent for your free "Golden Jet Holiday" guide.

ANSETT-ANA HOLIDAY SERVICE

0219



TRAVELLERS: Mr. and Mrs. Ronald Archer left Sydney for Suva, via Noumea, on the Matson liner "Mariposa" recently. Mr. Archer is director of Greendale Engineering and Cables Pty. Ltd., Sydney. He and his wife were making a combined business-pleasure trip to Fiji and New Zealand.

in August and September. Regulation dress is required on club days, and visitors should bring this themselves as it is not sold on the island. Those wanting to play tennis need to bring their own racquets.

WHAT TO WEAR: Sports clothes only. Bring old clothes for fishing and sandals. As it gets cold sometimes at nights, even in summer, you need a cardigan or something warm. A light raincoat is invaluable.

WHERE TO STAY: Lord Howe provides accommodation for 230 visitors at one time. There are eight guest houses and several private homes catering for tourists, rented out as flats. The flats are available on application. For a full list of accommodation and tariffs you should consult your travel agent or the NSW Government Tourist Bureau. Most will arrange bookings for accommodation.

The four largest guest houses are the Pine Trees, Ocean View, Leanda Lei and Somerset. These cater for more than 30 guests each—Pine Trees for more than 80.

Tariffs are: Pine Trees, 19 guineas per week; Ocean View, 19 guineas; Leanda Lei, £24/10/-; Somerset, 19 guineas; Banyan, £21; Trade Winds, 19 guineas; Valdon, 19 guineas; Blue Moon, 18 guineas. These tariffs are per week and include all meals. Liquor may be bought on Lord Howe from a liquor store, at main prices plus freight.

VISITORS to Fiji may now get permits to spend six months in the country. Previously visitors' permits were limited to a four months' stay.

Two Airlines Begin New Services To Tahiti

A new era in air travel between Sydney and Tahiti began in November when the French airline UTA resumed its weekly round-the-world service through Sydney, and the Australian airline Qantas inaugurated its new weekly service to London via Tahiti, Mexico, the Bahamas and Bermuda.

THESE developments followed the signing of a new air agreement between the Australian and French Governments, settling previous differences between them on air traffic rights. (PIM, Oct. p. 13.)

The new Qantas service is the first commercial air service connecting the South Pacific Islands with any part of Latin America. It began on November 26.

All aircraft on this service—the Fiesta Route—will be fitted with a revolutionary device known as a Doppler Navigator to make them independent of ground navigational aids over the 4,300-mile stretch of empty ocean from Tahiti to Mexico.

The device continuously records the aircraft's ground speed and drift ensuring accurate dead reckoning at all times. It utilises the physical

principle known as the Doppler Effect, which is the apparent change in the frequency of sound, radio waves or light due to movement.

(The most common Doppler Effect is the change in the note of a certain whistle as the moving vehicle passes a stationary observer.)

The Doppler Navigator sends out radar beams ahead of the moving aircraft and listens to the echoes, reflected off the sea or land below.

By measuring the frequency difference between the original signal and the reflection, the equipment automatically calculates true speed and drift.

But independent of this latest aid, Qantas navigators on the long trans-ocean sector will still confirm their position by traditional star sights, used by mariners for centuries.

UTA resumed its round-the-world service through Sydney on November 18, and two UTA planes now pass through Sydney each Wednesday morning within a few hours of each other.

One, coming from Paris via the Middle East, arrives at 7.25 a.m. and leaves at 8.40 a.m. for Noumea, Papeete, Los Angeles and Paris. The other leaves for Paris via the Middle East at 11.30 a.m. A two-day stop-over in Tahiti is the highlight of the flights in both directions.

Until March 31, UTA is offering a 23-day round trip excursion fare of £179/19/- from Sydney to Tahiti and return. This compares with the normal economy class fare of £258/18/-. Passengers who wish may stop off in Noumea and Nadi at no extra cost.

don't be vague . . .

ask for

Haig

the oldest name
in SCOTCH WHISKY

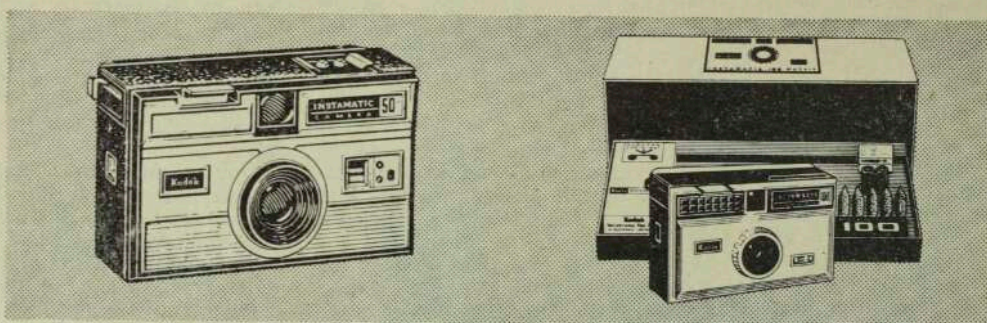
famous since 1627



PM64

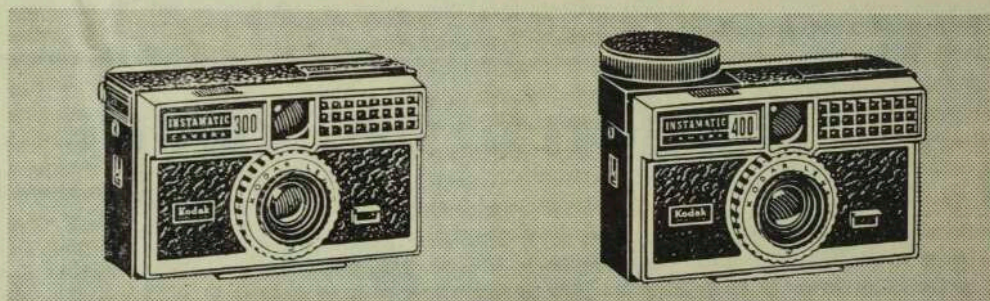
Give a
KODAK INSTAMATIC CAMERA
-the happiest gift of all

Someone you know would love a Kodak camera — perhaps it's you. Choose a Kodak Instamatic Camera — it's new, different. Loads instantly, automatically with Kodapak Film Cartridges — giving you a choice of Kodachrome-X or Kodak Ektachrome-X Film for colour slides, Kodacolor-X Film for colour prints, Kodak Verichrome Pan Film for black-and-white prints.



It's easy to take good pictures with a **Kodak Instamatic 50 Camera** — simple to load, simple-to-use with rapid-wind lever and double-exposure prevention.

Take flash pictures as well as outdoor shots with a **Kodak Instamatic 100 Outfit**. Camera features built-in pop-up flash. Outfit contains all accessories for flash.



Forget about exposure problems. **Kodak Instamatic 300 Camera** has an electric eye to measure the light, set the lens for you, automatically. It even tells you when to use the built-in flash. With ease.

If you love fast action, the **Kodak Instamatic 400 Camera** is ideal. Has all the features of the 300 plus built-in motor to wind on the film every time you press the shutter. With carrying case.

From Kodak Dealers throughout the Islands.
KODAK (Australasia) PTY. LTD., 379 George Street, Sydney.

KM9356/A

Kodak

KINKARA



TEA TIME

Enjoy the fresher, livelier flavour!

There's nothing so refreshing as a cup of Kinkara Tea! Kinkara has a fresher livelier flavour ... and you can enjoy it often because Kinkara gives you more cups to the pound. Kinkara has been preferred in Australia for over 60 years ... try it and you'll see why so many families "start the day well with Kinkara".



Look for the delicious tea time recipes on every pack. There are 80 in all ... so start your recipe collection now!

**the fresher
livelier tea**

Oh Boy! the best



eating Jellies ever!

"Mother's Choice"

Just watch the kids go for the fresh fruity flavours of Mother's Choice Jellies! You'll love them, too - because every pack makes a whole pint of delicious jelly. And just look at the wonderful flavours ... Raspberry, Strawberry, Lime, Lemon, Orange, Pineapple, Port and Tropical Fruit.



Enjoy delicious Mother's Choice Jellies with all your desserts!

Try Mother's Choice Spanish Delight and Mother's Choice Flummery ... delicious!

BERKEL'S SCALES • HUSQVARNA SEWING MACHINES • BAUKNECHT DEEP FREEZERS • INDEX BUTANE GASCOOKERS • BERKEL'S MEATSLICERS • HUSQVARNA LIGHTWEIGHT IRONS • BAUKNECHT REFRIGERATORS • ALLAM'S VIBROBLOCK MACHINERY • OBERG'S FILES • WARSOP'S POWER TOOLS • BUSHMAN BOWSAWS • BANKO AXES • TYPHOON CHAINSAWS • BUSHMAN HANDSAWS • MIROX LOUVREBLADES • GLASTRON FIBREGLASS BATHWARE • FREEZINHOT THERMOSFLASKS • CORINITE READYMADE FLUSH DOORS • NORDEX HARDBOARD • ROCKHAMMER SOFTBOARD • HOLMSUND VINYL TILES • ANKARBOARD HARDBOARD • ESCACRYSS ACOUSTIC TILES • WEYROC CHIPBOARD • DECOTEX ACOUSTIC TILES • FEDTRO AUTO ACCESSORIES • READYMADE BED SHEETS AND PILLOW CASES • FOAMRUBBER MATTRESSES • MILLARS CONCRETE MIXERS • MILLARS CENTRIFUGAL PUMPS • BAXTER'S STONE CRUSHERS • PHOENIX TARSEALING EQUIPMENT • PERSTORP LAMINATED SHEETS • JAPANESE TEXTILES • BELGIAN SAFETY MATCHES • FRENCH WINES • CALYPSO CIGARETTES • BALMORAL CIGARS • KING ERIK CIGARILLOS • WHITE ASH CIGARS • FRENCH WINES • STANDARD

The management and staff of  and the many manufacturers producing the commodities mentioned on this page would like to take the opportunity of thanking everybody in the South Pacific once again for their increasing support during 1964 and wish you all

A MERRY CHRISTMAS
and a
HAPPY, HEALTHY and PROSPEROUS 1965

RADIOS • STANDARD TAPE RECORDERS • TABLECLOTHS AND SERVIETTES • ARMSTRONG CROWNSEALS • DE KUYPER LIQUEURS • BUSH ESSENCES • ZEV BRUSHWARE • BEREK BATTERIES • CAMPBELL'S BISCUITS • D.A.K. CANNED HAMS • PROBA CANNED VEGETABLES • MAZAWATTEE CONFECTIONERY • BLACK CEYLON TEA • TOORALAC FULLCREAM MILKPOWDER • AMSTEL BEER • WALLACE'S SCOTCH WHISKY • EUROFROST DEEFPREEZE VEGETABLES • SUNCHARM CANNED SOFT DRINKS • JAMIN CONFECTIONERY • OLYMPIC TYRES • DANISH FURNITURE • DANNY CLOTHESPEGS • SWANTEX TEXTILES • MILLARS' WEIGHBATCHERS • BELGIAN GLASSWARE • JAPANESE MACKEREL PIKE • ELGA WELDING ELECTRODES • FIDES BUTANE GASSTOVES • HONGKONG ENAMELWARE • CAMELIA SANITARY NAPKINS • PAPER NAPKINS • HONGKONG MADE SHIRTS • SWEDISH PANELBOARD • BERKEL'S MEAT SAWS • HUSQVARNA MEAT MINCERS • BELGIAN WINDOWGLASS • ORBITAIRE ROOMCONDITIONERS • COW BRAND GHEE • ROYAL CASTLE SAUSAGES • MIREILLE BRAND CORNED BEEF • PERMACEM CEMENT PAINTS • TEMPO HANDKERCHIEFS • DAIHATSU MOTOR CARS • DAIHATSU UTILITIES • DAIHATSU TRUCKS • MIROX LOUVERGLASS





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

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

Wunderlich^{LTD}

Visit Showroom:
393 Cleveland St., Redfern. 69-0366

WUNDERLICH ALUMINIUM DOORS AND
WINDOWS ARE AVAILABLE FROM HARD-
WARE STORES AND TIMBER MERCHANTS



SHIPPING TIMETABLES

All sailings are approximate and may vary by as much as two weeks.

SYDNEY - FIJI

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: Dec. 10, Jan. 11 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Suva, Suva (including transshipments to Vavau and Niue), Apia and Nukunono.

Next sailing planned for mid-December, vessel not yet known.

Details from Union Steam Ship Co. of N.Z. Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a service three times weekly with the Lakemba along the above route.

Next sailing from Sydney: December 10 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

SYDNEY - GEIC

Karlander-New Guinea Line vessels sail regularly from Sydney to Tarawa, Gilbert & Ellice Islands Colony.

Next voyage: Taranui from Sydney Dec. 3 at Tarawa Jan. 5 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 13 Bridge Street, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Oceanien: Papeete Dec. 19-22, Vila Dec. 9-30, Noumea Dec. 31-Jan. 4, Sydney Jan. 7.

Tahiti: Taiohae Feb. 1, Papeete Feb. 16, Vila Feb. 13-14, Noumea Feb. 15-19, Sydney Feb. 22.

Next outwards voyages, ex-Sydney:

Oceanien: Dep. Sydney Jan. 10, New Hebrides Jan. 14-22, Noumea Jan. 23, Papeete Jan. 29-Feb. 2, Taiohae Feb. 5. Tahiti: Dep. Sydney Feb. 25, New Hebrides Mar. 1-9, Noumea Mar. 10, Papeete Mar. 16-20.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: Dec. 19, Jan. 15. Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: From Southampton (UK) via South Africa at Sydney Dec. 3-5, Wellington Dec. 8-10, Auckland Dec. 12, Fiji Dec. 15, Tahiti Dec. 19-20, thence via Panama to Southampton, arr. Jan. 14.

Southern Cross: From Southampton (UK) via Panama, at Tahiti Dec. 27-28, Fiji Jan. 2, Wellington Jan. 6-8, arr. Sydney Jan. 11.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

SYDNEY - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar and Milos del Mar (owned by Societe Maritime Caledonienne,

● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

Noumea) carrying cargo only, make a regular three weekly voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailing: Jacques del Mar from Sydney Dec. 23 (approx.).

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI - BOUGAINVILLE

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Next Sydney sailing: Dec. 22.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

SYDNEY - PAPUA - NEW GUINEA

Malekula sails from Sydney for Brisbane, Pt. Moresby, Samarai, Rabaul, Alexishafen, Madang, Lae, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Dec. 18 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Lombrum, Lorengau, Rabaul, Bougainville ports. Next Sydney sailing: Dec. 8 (approx.).

Bulolo sails about every six weeks:

AUSTRALIA - NZ - FIJI - CANADA - USA

	ARCADIA	IBERIA	ORONSAY	ORIANA
SYDNEY	depart	Jan. 2	Feb. 10	Mar. 11
AUCKLAND	arr/dep	Jan. 5	Feb. 13	Mar. 14
SUVA	arr/dep	Jan. 8	Feb. 16	Mar. 17
HONOLULU	arr/dep	Jan. 13	Feb. 21	Mar. 22-23
VANCOUVER	arr/dep	Jan. 18-19	Feb. 26-27	Mar. 28
SAN FRANCISCO	arr/dep	Jan. 21-22	Mar. 1-2	Mar. 30-31
LOS ANGELES	arr/dep	Jan. 23	Mar. 3	Apr. 1
HONOLULU	arr/dep	Jan. 28	Mar. 8	Apr. 6
SUVA	arr/dep	Feb. 4	thence via Japan & Eastern & European ports to UK	thence via West Indies to UK
AUCKLAND	arr/dep	Feb. 7	Hong Kong	
SYDNEY	arrive	Feb. 10	Apr. 2	

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317)

USA - EASTERN PACIFIC - NZ - SYDNEY - CENTRAL PACIFIC - HAWAII

	MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Nov. 29	Dec. 20	Jan. 14
LOS ANGELES	arr/dep	Nov. 30	Dec. 21	Jan. 15
BORA BORA	arr/dep	Dec. 8	Dec. 29	Jan. 23
PAPEETE	arr/dep	Dec. 9-11	Dec. 30-Jan. 1	Jan. 24-26
RAROTONGA	arr/dep	Dec. 12	Jan. 2	Jan. 27
AUCKLAND	arr/dep	Dec. 17-18	Jan. 7-8	Feb. 1-2
SYDNEY	arr/dep	Dec. 21-24	Jan. 11-14	Feb. 5-8
NOUMEA	arr/dep	Dec. 27	Jan. 17	Feb. 11
SUVA	arr/dep	Dec. 29	Jan. 19	Feb. 13
NIUAFOOU	arr/dep	Dec. 30	Jan. 20	Feb. 14
PAGO PAGO	arr/dep	Dec. 30	Jan. 20	Feb. 14
HONOLULU	arr/dep	Jan. 4-5	Jan. 25-26	Feb. 19-20
SAN FRANCISCO	arrive	Jan. 10	Jan. 31	Feb. 25

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailings: Dec. 4, Jan. 15 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailings: Dec. 4, Feb. 5 (approx.).

Braeside sails about every six weeks: Melbourne, Sydney, Brisbane, Pt. Moresby, Rabaul, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailings: Dec. 11, Jan. 28 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Soochow and Shansi leave Sydney about every four weeks for Brisbane, Pt. Moresby, Samarai, Sydney.

Next Sydney sailings: Soochow Dec. 7; Shansi Dec. 19.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 8 Spring Street, Sydney (BU 4701).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Lae, Madang, Wewak, Brisbane and Sydney. Next Sydney sailing: Dec. 15 (approx.).

Sletholm: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: Jan. 15 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailings: Dec. 8, Jan. 15 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

Austasia Line's vessel Makati runs between Australian ports (turn round at Melbourne) and Papua-New Guinea.

Next voyage: Dep. Melbourne Dec. 7, Sydney Dec. 15, Brisbane Dec. 19, due Pt. Moresby Dec. 24, Rabaul Dec. 28, Madang Jan. 1, Lae Jan. 3.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

SYDNEY - P-NG - FAR EAST

Australia-West Pacific Line's Motor-vessels maintain services between Australia and Hong Kong via Islands ports.

Southbound vessels call at: Rabaul, Madang, Lae, and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Tenos: From Adelaide and Melbourne, dep. Sydney Dec. 2, due Brisbane Dec. 4-5, Rabaul Dec. 9-10, Lae Dec. 11-13, Madang Dec. 14-16, thence Hong Kong and Manila.

Aros: From Adelaide and Melbourne, dep. Sydney Jan. 6, due Brisbane Jan. 8-9, Rabaul Jan. 13-14, Lae Jan. 15-17, Madang Jan. 18-19, thence Hong Kong and Manila.

Tenos: From Hong Kong and Manila, due Rabaul Jan. 11-12, Madang Jan. 13-14, Lae Jan. 15-17, Brisbane Jan. 21, thence Sydney, Adelaide and Melbourne. Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels Anking, Ashun and Kweilin call at Rabaul, on their way north from Sydney to Hong Kong. Next vessel:

Ashun: Leaves Melbourne Dec. 12, for Sydney, Brisbane, Rabaul Dec. 27-28, thence Manila.

Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly service between

Sydney and Japan (via Manila, Hong Kong and Keelung), return via Guam and Rabaul.

George Anson: Dep. Japan Dec. 28 for Guam Jan. 1-2, Rabaul Jan. 6-7, arr. Sydney Jan. 13.

Francis Drake: Dep. Sydney Dec. 24, arr. Brisbane Dec. 26-28, Cairns Dec. 31, Manila Jan. 8-9, Hong Kong Jan. 11-21, Formosa Jan. 23-24, Japan Jan. 27-Feb. 3, Guam Feb. 7-8, Rabaul Feb. 12-13, Sydney Feb. 19.

Details from H. C. Sleigh Ltd., 11 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintain regular service from Sydney via Tahiti to Southampton, and return via Tahiti to Sydney.

Ellinis: Leaves Sydney Feb. 25, arr. Tahiti Mar. 5 and Southampton Mar. 28.

Details from Chandris Line, 10 Martin Place, Sydney. Tel. BL 3383.

EUROPE - TAHITI - NEW CALEDONIA BSIP - PNG - WEST NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schie Lloyd: From Continent and London, arr. Papeete Dec. 21, Noumea Dec. 30, Tarawa Jan. 5, Honiara Jan. 8, Pt. Moresby Jan. 11, Rabaul Jan. 14, Lae Jan. 16, Madang Jan. 18, Alexishafen Jan. 19, Wewak Jan. 20, Sukarnopura, Jan. 21, Biak, Manokwari, Sorong.

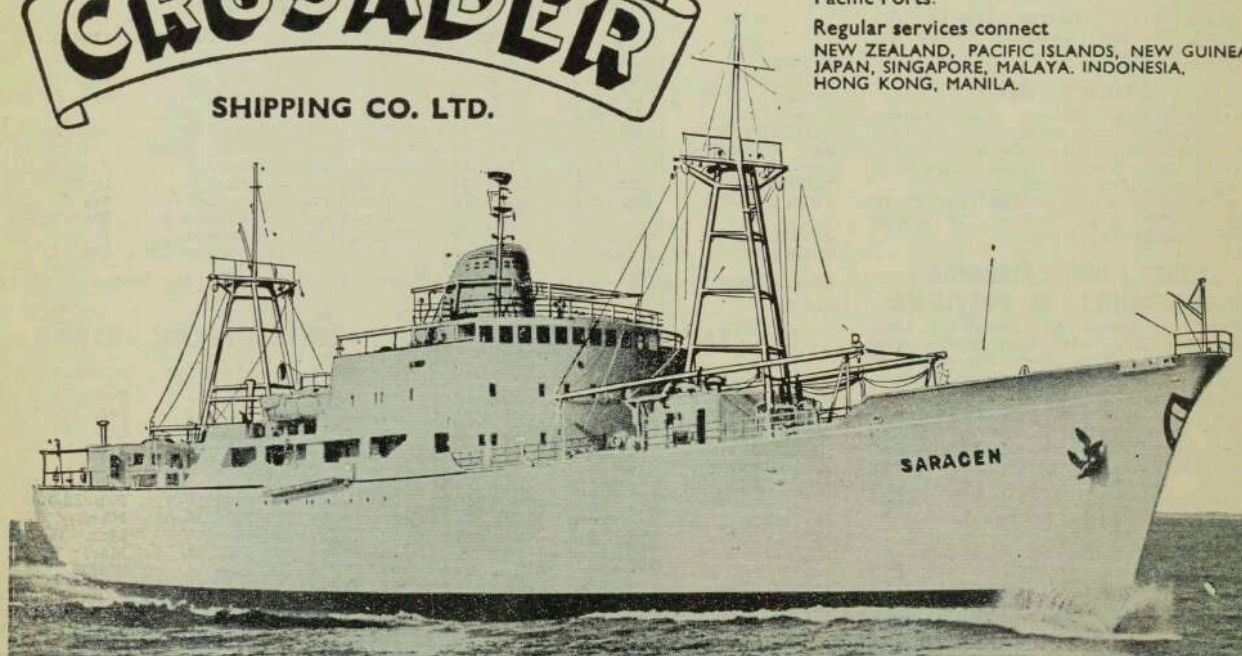
Details from Royal Intercean Lines, 261 George St., Sydney (2-0573).

The Pacific's Most Modern Cargo Fleet ...

13

CRUSADER

SHIPPING CO. LTD.



Consign refrigerated and general cargo by Crusader, for fast, efficient delivery to leading Pacific Ports.

Regular services connect

NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA, JAPAN, SINGAPORE, MALAYA, INDONESIA, HONG KONG, MANILA.

EUROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Velay Dec. 5 (Noumea Jan. 1.); Ventoux Jan. 13 (Noumea Jan. 20).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Iraguaddy (Papeete Apr. 11, Vila Apr. 22, Santo Apr. 24, Noumea Apr. 26, Sydney May 3).

Details from Messageries Maritimes, 6 Grosvenor St., Sydney (BU 2645).

FAR EAST - FIJI - NZ - SYDNEY

Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Titarum and Van Neck) calling periodically at Suva and/or Lautoka.

Van Neck at Suva/Lautoka Dec. 23-27; Titarum at Suva/Lautoka Feb. 7-9; Van Cloon at Suva/Lautoka Feb. 17-20, thence to Australia direct.

Details from Royal InterOcean Lines, 61 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - FIJI - NEW CALEDONIA

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia, usually return to Japan direct.

Chungking: From Japan and Hong Kong, due Rabaul Dec. 10, Kavieng Dec. 14, Madang Dec. 18, Lae Dec. 23, Pt. Moresby Jan. 5, Santo Jan. 9, Suva/Lautoka Jan. 13, Noumea Jan. 19, thence to Japan, arr. Feb. 10.

Chengtu: From Japan and Hong Kong, due Rabaul Jan. 10, Madang Jan. 14, Lae Jan. 18, Samarai Jan. 23, Vila Feb. 1, Suva/Lautoka Feb. 9, Noumea Feb. 16, thence to Japan, arr. Mar. 9.

Details from China Navigation Co., Ltd. Swire and Yull Pty., Ltd., agents, 8 Spring St., Sydney (BU 4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a regular service from Japan, calling at Guam, Sukarnopura (opt.), Apia, Pago Pago, Nukualofa (opt.), Suva, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

Next voyage: Tahiti Maru dep. Japan Dec. 23.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

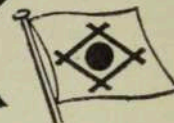
Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - HONOLULU - NORTH AMERICA

Crusader Shipping Co. has vessels running between NZ and North America, via Pacific ports.

Next vessel: Crusader, dep. NZ Jan. 19, due Levuka Jan. 21-22, Honolulu Jan. 29, thence North American ports, returning to Auckland Mar. 10.

DAIWA LINE



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "TAHITI MARU"

(D/W 9,053 Tons)

Dep. YOKOHAMA, JAPAN,
Dec. 23.

GUAM Dec. 28.

APIA Jan. 9.

PAGO PAGO Jan. 10.

*NUKUALOFA Jan. 13.

SUVA Jan. 15-16.

LAUTOKA Jan. 18-19.

NOUMEA Jan. 22-26.

VILA Jan. 28.

SANTO Jan. 29-30.

HONIARA Feb. 2.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Heavy lift, reefer space and passenger accommodation available.

* Subject to cargo inducement.

Next sailing — M.V. "Fiji Maru".

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins and Kroll (Guam) Ltd.

APIA: Burns Philp (South Sea) Company, Ltd.

PAGO PAGO: B. F. Kneubuhl.

NUKUALOFA: Tonga Shipping Agency.

SUVA: Banno Oceania Ltd.

LAUTOKA: Banno Oceania Ltd.

NOUMEA: Agence Maritime Pentecost.

SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.

VILA: Burns Philp (New Hebrides) Ltd.

HONIARA: British Solomons Trading Company Ltd.

PAPEETE: Etablissements Baldwin.

NZ - FIJI - TONGA - SAMOA

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Dec. 22, Jan. 19.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Dec. 8, Feb. 2.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ - NEW CALEDONIA - P-NG - FAR EAST

Crusader Shipping Co.'s cargo vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyages:

Saracen: Dep. NZ Jan. 23, for Noumea Jan. 26, Pt. Moresby Jan. 30, thence Singapore, Pt. Swettenham, Manila and Hong Kong.

Port Montreal: Dep. NZ Jan. 16 for Nukualofa (arr. Jan. 21), Guam (arr. Jan. 30), thence to Japan.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel.: 30-310).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next northbound voyage: Rangitoto, dep. Wellington Jan. 9, due Papeete Jan. 15.

Next southbound voyage: Rangitane from London, due Papeete Jan. 12.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W.

Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka, Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Next sailings: ex-London: Dec. 3, 31.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedair Line operates regularly from Southampton, via Panama and Tahiti to Sydney. Next vessels:

Flavia: Dep. Southampton Nov. 11, arr. Tahiti Dec. 21, and Sydney Jan. 1, 1965.

Aurelia: Dep. Southampton Dec. 11, arr. Tahiti Jan. 5, and Sydney Jan. 17, 1965.

Details from agents: H. C. Sleight, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Olivebank: From Continent and London, arr. Pt. Moresby Dec. 10, Samarai Dec. 12, Lae Dec. 14, Madang Dec. 17, Wewak Dec. 19, Kavieng Dec. 21, Rabaul Dec. 22, Honiara Dec. 26.

Avonbank: From Continent and London, arr. Pt. Moresby Dec. 30, Samarai Jan. 3, Lae Jan. 5, Madang Jan. 9, Wewak Jan. 12, Rabaul Jan. 14, Honiara Jan. 16.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA - TAHITI - AM. SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call

at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Ventura Dec. 9 (approx.); Sonoma Jan. 20 (approx.); Sierra Feb. 5 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Surf Jan. 6; Pioneer Gem Feb. 27.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco Dec. 18, Los Angeles Dec. 22, at Papeete Jan. 1-3, Pago Pago Jan. 7-8, Apia Jan. 9-10, Suva Jan. 13-14, Noumea Jan. 16-18, Vila Jan. 19-20, Santo Jan. 21-22, Pago Pago Jan. 25-26, Los Angeles Feb. 8-9, arr. San Francisco Feb. 10.

Thorsisle: Dep. San Francisco Jan. 19, Los Angeles Jan. 23, at Papeete Feb. 3-5, Pago Pago Feb. 9-11, Apia Feb. 12-13, Suva Feb. 17-18, Lautoka Feb. 19-20, Noumea Feb. 22-24, Pago Pago Feb. 28-Mar. 2, Los Angeles Mar. 16-18, San Francisco Mar. 19.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

PACIFIC AIR FARES

(APPROX. FIRST CLASS)

FROM SYDNEY (Aust. currency) TO—

	Single			Return		
	£	s.	d.	£	s.	d.
Moresby	48	14	0	92	5	0
Lae	60	4	0	115	5	0
Rabaul	70	9	0	135	15	0
Noumea	56	18	0	108	3	0
Honiara	92	4	0	179	5	0
Norfolk Is.	27	10	0	52	5	0
Lord Howe	16	9	0	32	18	0
Nadi	85	9	0	162	8	0
Suva	91	5	0	175	0	0
Auckland	54	10	0	103	11	0
Christchurch	54	10	0	103	11	0
Wellington	54	10	0	103	11	0
Pago Pago	121	4	0	278	4	0
Honolulu	282	12	0	536	19	0
San Francisco	350	9	0	665	18	0
Vancouver	350	9	0	665	18	0
Papeete	181	5	0	344	8	0

FROM AUCKLAND (NZ currency) TO—

Nadi	43	0	0	81	4	0
Norfolk Is.	20	15	0	39	9	0
Papeete	114	10	0	217	11	0
Noumea	45	10	0	86	19	0

FROM SUVA (Fiji currency) TO—

Nadi	5	16	0	12	12	0
Nukualofa	18	10	0	45	3	0
Apia	25	0	0	47	10	0
Honiara	67	10	0	128	5	0
Vila	30	13	0	58	5	0
Santo	39	14	0	75	9	0

FROM NADI (Fiji currency) TO—

Pago Pago	31	15	0	60	7	0
Noumea	35	11	0	67	11	0
Papeete	87	5	0	165	16	0

Fares quoted are First Class.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

AIRWAYS TIMETABLES

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HONOLULU - NTH. AMERICA

By Qantas Empire Airways, with Boeing 707 V-Jets
NORTHBOUND
Dep. Sydney 1700, arr. Brisbane 1815, dep. 1900, arr. Honolulu 0740 Sat., dep. 0900, arr. San Francisco 540.

SOUTHBOUND
Dep. San Francisco 2000, arr. Honolulu 2300, dep. 2359 Sat., arr. Brisbane 0515 Mon., dep. 0600, arr. Sydney 0720.

SYDNEY - N. CALEDONIA - TAHITI - FIJI - USA

UTA-Air France with DC8 Jet
Dep. Sydney 0840 for Noumea, arr. 220, dep. 1420 for Papeete (cross Dateline), arr. Tues. 2240, dep. Fri. 000, arr. Los Angeles 1955.
Dep. Los Angeles 0100 for Papeete, arr. 0730, dep. Tues. 0100 for Nadi (cross Dateline), arr. Wed. 0340, dep. 535 for Noumea, arr. 0630, dep. 0830 for Sydney, arr. 1025.
Mon. (from thence Dec. 14, 28, etc.): Dep. Sydney 1350 for Noumea, arr. 1730, dep. (weekly) 1930 for Nadi, arr. 2215, dep. Tues. 0130 for Papeete (cross Dateline), arr. 0745 Mon.
Dep. Papeete 1200 for Nadi (cross Dateline), arr. Sun. 1440, dep. 1540 for Noumea, arr. 1635.
Sun. (from thence Dec. 13, 27, etc.): Dep. Noumea 1800 for Sydney, arr. 1955.

SYDNEY - FIJI - HAWAII - USA BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND
Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, Honolulu, San Francisco.
Wed. and Sat.: Sydney (dep. 1900), Nadi (arr. 0050, dep. 0135), Honolulu, San Francisco, New York.
Sydney (dep. 1900), Nadi (arr. 0050, dep. 0135), Honolulu, San Francisco extends to Vancouver alternate weeks; from Sydney (Dec. 4, 18, Jan. 1, 15, 9, etc.).

SOUTHBOUND
Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 0410, Wed., Fri., Sun., dep. 0455), Sydney (arr. 0700).
Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 0410, Thurs., Sat., Tues., dep. 0455), Sydney (arr. 0700).
San Francisco (service begins from Vancouver alternate Sats. (Dec. 5, 19, Jan. 2, 16, 30, etc.) Honolulu, Nadi (arr. 1855, Sun., dep. 1940), Sydney (arr. 2145).
International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES (Bristol Britannia and DC8 Jet)

NORTHBOUND
Fri. (Dec. 11, 25, Jan. 8, 22, Feb. 19, etc.): Dep. Sydney 1255 by Britannia for Auckland (arr. 1845).
Dep. Auckland 1735, arr. Nadi 2140, dep. 2235, arr. Honolulu Fri. 1010, dep. Sat. 0700 by DC8 for Vancouver, arr.

- PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

Sat. 1425, dep. 1600 Amsterdam (arr. Sun. 1220).

SOUTHBOUND
Fri.: Dep. Amsterdam 1400 by DC8 for Vancouver (arr. Fri. 1700, dep. 1840), Honolulu (arr. Fri. 2225, dep. Sat. 2355 by Britannia), Nadi (arr. Mon. 0745, dep. 0830), Auckland (arr. 1240).
Alt. Mon. (Dec. 21, Jan. 4, 18, Feb. 1, 15, etc.): Dep. Auckland 1340 for Sydney (arr. Mon. 1610).

SYDNEY - FIJI (OR AM. SAMOA) HAWAII - USA

BY PAN AMERICAN AIRWAYS (Intercontinental Jet Clippers)

NORTHBOUND
Sat., Thurs.: Dep. Sydney 1730 for Nadi (arr. 2320, dep. 2359), Honolulu and Los Angeles, arr. Sat., Thurs., 1655.
Mon.: Dep. Sydney 1730 for Pago Pago (arr. 0135, dep. 0215), Honolulu and Los Angeles (arr. 1655 Mon.).

SOUTHBOUND
Tues., Thurs.: Dep. Los Angeles 2000 for Honolulu, Nadi (arr. 0445, Thurs., Sat., dep. 0545), and Sydney (arr. Thurs., Sat. 0755).
Sat.: Dep. Los Angeles 2000 for Honolulu, Pago Pago (arr. 0445 Sun., dep. 0530), and Sydney (arr. 0820 Mon.).
(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

SYDNEY - FIJI - TAHITI - MEXICO

By Qantas Empire Airways with Boeing 707 V-Jets
NORTHBOUND
Thurs.: Dep. Sydney 2300, Nadi, arr. Fri. 0450, dep. 0534 for Papeete, arr. Thurs.

1135, dep. Fri. 0130 for Acapulco, arr. 1310, dep. 1410 for Mexico City, arr. 1450 (to Nassau, Bermuda, London).

SOUTHBOUND
(From London, Bermuda Nassau)
Sat.: Dep. Mexico City 2320 for Acapulco, arr. 2359, dep. Sun. 0100 for Papeete, arr. 0500, dep. 0600 for Nadi, arr. Mon. 0840, dep. 0925 for Sydney, arr. 1130.

AUSTRALIA-NEW ZEALAND

NOTE: Additional services will be operated on all sectors during December. Contact your local Qantas office or travel agent for full details.

AUCKLAND - BRISBANE

QANTAS-TEAL with Electra Mk. II's
Fri.: Dep. Auckland 1830, arr. Brisbane 2050.
Wed., Sun.: Dep. Brisbane 1200, arr. Auckland 1755.
Fri. (Dec. 18): Dep. Auckland 2000, arr. Brisbane 2220.
Fri. (Dec. 18): Dep. Brisbane 2330, arr. Auckland 0525.

AUCKLAND - MELBOURNE

QANTAS-TEAL with Electra Mk. II's
Fri., Sun., Mon.: Dep. Auckland 0830, arr. Melbourne 1130.
Wed. (Dec. 2, 9): Dep. Auckland 0830, arr. Melbourne 1130.
Thurs. (Dec. 17, 24, 31): Dep. Auckland 0830, arr. Melbourne 1130.
Sun. (Dec. 13, 20): Dep. Auckland 1845, arr. Melbourne 2145.
Thurs., Sat.: Dep. Melbourne, 1300, arr. Auckland 1930.
Tues. (Dec. 1, 8): Dep. Melbourne 1300, arr. Auckland 1930.
Sun. (Dec. 6): Dep. Melbourne 1300, arr. Auckland 1930.
Mon. (Dec. 14, 21, 28): Dep. Melbourne 1300, arr. Auckland 1930.
Mon. (Dec. 14, 21): Dep. Melbourne 0030, arr. Auckland 0700.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES — NEW GUINEA*

* Transhipment via Noumea.

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.
PAPEETE — Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

CHRISTCHURCH - MELBOURNE

QANTAS-TEAL with Electra Mk. II's
 Mon., Tues., Thurs., Fri.: Dep. Christchurch 0900, arr. Melbourne 1140.
 Mon.: Dep. Christchurch 1900, arr. Melbourne 2140.
 Mon., Wed., Thurs., Sun.: Dep. Melbourne 1230, arr. Christchurch 1840.
 Tues.: Dep. Melbourne 0100, arr. Christchurch 0710.

SYDNEY - AUCKLAND

QANTAS-TEAL with Electra Mk. II's
 Daily: Dep. Auckland 0900, arr. Sydney 1105.
 Daily: Dep. Sydney 1300, arr. Auckland 1845.
 Tues., Sat.: Dep. Auckland 0830, arr. Sydney 1000.
 Tues., Wed., Fri., Sat.: Dep. Auckland 1000, arr. Sydney 1205.
 Mon., Thurs.: Dep. Sydney 0945, arr. Auckland 1445.
 Daily: Dep. Sydney 0030, arr. Auckland 0615.
 Fri.: Dep. Sydney 1115, arr. Auckland 1700.

BOAC, with Comet IV's
 Tues., Sat.: Dep. Auckland 0830, arr. Sydney 1000.
 Mon., Thurs.: Dep. Sydney 0945, arr. Auckland 1425.

SYDNEY - CHRISTCHURCH

QANTAS-TEAL with Electra Mk. II's
 Daily: Dep. Sydney 1215, arr. Christchurch 1800.
 Daily: Dep. Christchurch 1930, arr. Sydney 2135.
 Tues.: Dep. Christchurch 0830, arr. Sydney 1035.

SYDNEY - WELLINGTON

QANTAS-TEAL, with Electra Mk. II's
 Daily: Dep. Sydney 1230, arr. Wellington 1825.
 Daily: Dep. Wellington 1930, arr. Sydney 2150.
 Wed., Sat.: Dep. Sydney 0045, arr. Wellington 0640.
 Wed., Sat.: Dep. Wellington 0800, arr. Sydney 1020.

WELLINGTON - BRISBANE

TEAL, with Electra Mk. II
 Sat.: Dep. Wellington 1800, arr. Brisbane 2050.
 Sat.: Dep. Brisbane 1030, arr. Wellington 1650.

WELLINGTON - MELBOURNE

TEAL, with Electra Mk. II
 Tues., Sat.: Dep. Wellington 0845, arr. Melbourne 1145.
 Tues., Fri.: Dep. Melbourne 1230, arr. Wellington 1900.

AUSTRALIA-PACIFIC ISLANDS**SYDNEY - FIJI**

Air-India with Boeing 707
 Tues.: Dep. Sydney 1000, arr. Nadi 1540.
 Wed.: Dep. Nadi 0730, arr. Sydney 0950.

SYDNEY - LORD HOWE IS.

Airlines of N.S.W. (Sandringham Flying-boats)
 Frequent services from Rose Bay Base each week. Departure time is dependent on time of high tide at Lord Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS, with Boeing 707
 Alt. Thurs. (Dec. 3, 17, 31, etc.): Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

SYDNEY - NORFOLK IS.

QANTAS, with Skymaster DC4 Aircraft
 Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
 Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845. (Not on Thurs., Dec. 3).
 Wed. (Dec. 2 only): Dep. NI 1600, arr. Sydney 2000.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Fridays and Saturdays; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 0945, arr. Brisbane 1150. Dep. Brisbane 0040 next day, arr. Pt. Moresby 0610, dep. Pt. Moresby 0700, arr. Lae 0800.
 Fri.: Dep. Sydney 0930, arr. Brisbane 1135, dep. Brisbane 1225 Sat., arr. Pt. Moresby 0600, dep. Pt. Moresby 0645, arr. Lae 0745.
 Ansett-ANA: Sun., Tues., Thurs., Fri. dep. Sydney 2145, arr. Brisbane 2345, dep. Brisbane 0040 next day, arr. Pt. Moresby 0610, dep. Pt. Moresby 0700, arr. Lae 0800.

SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., Sat., Sun., 0915, arr. Pt. Moresby 1015, dep. Pt. Moresby 1100, arr. Brisbane 1610, dep. Brisbane 1650, arr. Sydney 1855.
 TAA: Tues., Thurs., Sun. dep. Lae 0915, arr. Pt. Moresby 1015, dep. Pt. Moresby 1100, arr. Brisbane 1615, dep. Brisbane 1650, arr. Sydney 1855.
 Sat.: Dep. Lae 0930, arr. Pt. Moresby 1030, dep. Pt. Moresby 1115, arr. Brisbane 1630, dep. Brisbane 1705, arr. Sydney 1910.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet
 Alt. Mon.: Dep. Townsville 1350, Cairns, arr. 1445, dep. 1550, arr. Pt. Moresby 1810 (Dec. 7, 21, Jan. 4, 18, etc.).
 Alt. Wed.: Dep. Lae 1230, Pt. Moresby, arr. 1330, dep. 1415, Cairns, arr. 1625, dep. 1735, arr. Townsville 1830 (Dec. 9, 23, Jan. 6, 20, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet
 Alt. Sat.: Dep. Cairns 1535, arr. Pt. Moresby 1755 (Dec. 12, 26, Jan. 9, 23, etc.).
 Alt. Sun.: Dep. Pt. Moresby 0905, arr. Cairns 1125 (Dec. 13, 27, Jan. 10, 24, etc.).

INTER - TERRITORY SERVICES**FIJI - AM. SAMOA**

PAA, with DC7C Aircraft
 Sun.: Dep. Nadi 1200, cross International Dateline, arr. Pago Pago 1605 Sat.
 Tues.: Dep. Pago Pago 1600, cross International Dateline, arr. Nadi 1810 Wed.

FIJI - AM. SAMOA - NZ

TEAL, with Electra Mk. II
 Sun.: Dep. Auckland 2030, arr. Nadi 0015 Mon. Dep. Nadi 0200, cross International Dateline, arr. Pago Pago Sun. 0545.
 Sun.: Dep. Pago Pago 0645, cross International Dateline, arr. Nadi Mon. 0825. Dep. Nadi 0915, arr. Auckland 1305.

FIJI - GILBERT & ELLICE ISLANDS

Fiji Airways Ltd., with Heron Aircraft
 Alt. Mon. (Dec. 7, 21, Jan. 4, 18, etc.)
 Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Next day (alt. Tues.) dep. Funafuti 07 Tarawa, arr. 1140.
 Alt. Wed. (Dec. 9, 23, Jan. 6, 20, etc.)
 Dep. Tarawa 0700, Funafuti, arr. 1140, dep. 1240, Nadi, arr. 1635, dep. 1720, Suva, arr. 1805.

FIJI - NEW HEBRIDES - BSI

Fiji Airways Ltd., with Heron Aircraft
 Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 08 Santo, arr. 0915, dep. 0945, Honiara, arr. 1340.
 Wed., Sat.: Dep. Honiara 0645, Santo, arr. 1040, dep. 1110, Vila, arr. 1210, dep. 1310, Nadi, arr. 1745, dep. 1820, Suva, arr. 1915.

FIJI - NEW ZEALAND

PAA, with DC7C Aircraft
 Sat., Thurs.: Dep. Nadi 0615 for Auckland, arr. 1100.
 Sat., Thurs.: Dep. Auckland 1800 for Nadi, arr. 2245.

TEAL, with Electra Mk. II's

Daily: Dep. Auckland 2030, arr. Nadi 0015.
 Thurs.: Dep. Auckland 1000, arr. Nadi 1345.
 †Thurs.: Dep. Nadi 1430, arr. Auckland 1820.
 Daily (except Mon.): Dep. Nadi 0500, arr. Auckland 0905.
 Mon.: Dep. Nadi 0915, arr. Auckland 1310.
 †Commences Dec. 3.
 Thurs., Fri., flights ex-Auckland and Fri., Sat. flights ex-Nadi are operated Qantas under charter to TEAL.

FIJI - TONGA

Fiji Airways Ltd., with Heron Aircraft
 Sat., alt. Thurs. (Dec. 10, 24, Jan. 21, etc.): Dep. Suva 0700, arr. Nukualofa 1115. Dep. Nukualofa 1200, arr. Suva 1415.
 Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FIJI - WESTERN SAMOA

Fiji Airways Ltd., with Heron Aircraft
 Alt. Thurs. (Dec. 3, 17, 31, Jan. 14, 28, etc.): Dep. Suva 0745, cross International Dateline, arr. Apia 1325, Wed. (Dec. 2, 16, 30, Jan. 13, 27, etc.).
 Alt. Thurs. (Dec. 3, 17, 31, Jan. 14, 28, etc.): Dep. Apia 1000, cross International Dateline, arr. Suva 1340, Fri. Dec. 4, 18, Jan. 1, 15, 29, etc.).

NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft
 Tues., Fri.: Dep. Noumea 0800 for Vila (arr. 0955, dep. 1030), Santo (arr. 1140, dep. 1315), Vila (arr. 1430, dep. 1505) Noumea (arr. 1700).

NEW CALEDONIA - NZ

TEAL, with Comet 4 Jet
 Fri.: Dep. Noumea 1430 for Auckland, arr. 1815.
 Fri.: Dep. Auckland 1100 for Noumea, arr. 1300.

NEW CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft
 Monthly service (second Tuesday)
 Tues. (Dec. 8, Jan. 12): Dep. Noumea 0630 for Wallis Is., arr. 1400.
 Thurs. (Dec. 10, Jan. 14): Dep. Wallis Is. 0800 for Noumea, arr. 1330.

NORFOLK IS. - NEW ZEALAND

EAL, by Qantas Skymaster (Charter)
 d.: Dep. NI 1600, Auckland, arr. 1945.
 d.: Dep. NI 1600, arr. Auckland 1945.
 d.: Dep. Auckland 1030, arr. NI 1330.
 d.: Dep. Auckland 1030, arr. NI 1330.

P-NG - SOLOMONS

AA, with Fokker Prop-Jet and DC3
 Mon.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Dec. 14, 28, Jan. 11, 25, etc.).
 Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Dec. 2, 16, 30, Jan. 13, 20, etc.).
 Tues.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Honiara, arr. 1635 (Dec. 8, 22, Jan. 5, 19, etc.).
 Wed.: Dep. Honiara (Fokker) 0645 for Munda, Buka, Rabaul, Lae, arr. 1200 (Dec. 9, 23, Jan. 6, 20, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft
 Tues. (Dec. 8, 22, Jan. 5, 19, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnopura, arr. 1350.
 Wed. (Dec. 9, 23, Jan. 6, 20, etc.): Dep. Sukarnopura 1105 for Wewak, Madang, Lae, arr. 1705.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3)
 Tues. (Dec. 1, 15, 29, Jan. 12, 26, etc.): Dep. Biak 1815, Sukarnopura, arr. 0825, dep. 0925, arr. Lae 1330.
 Wed. (Dec. 2, 16, 30, Jan. 13, 27, etc.): Dep. Lae 0915, Sukarnopura, arr. 1215, dep. 1300, arr. Biak 1510.

TAHITI - USA

UTA, with DC8 Jet Aircraft
 d.: Dep. Papeete 1000 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Thurs., arr. Papeete 0730.
 d.: Dep. Papeete 1000 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Sat., arr. Papeete 0730.

Pan American Airways, with Intercontinental Jet Clippers
 Mon.: Dep. Los Angeles 0900, dep. Honolulu 1345, arr. Papeete 1910.
 Tues.: Dep. Papeete 0745, dep. Honolulu 1430, arr. Los Angeles 2125.
 Wed.: Dep. San Francisco 2000, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
 Mon.: Dep. Papeete 2200, arr. Los Angeles Mon. 0750, arr. San Francisco Mon. 0955.

W. SAMOA - AM. SAMOA

Polynesian Airlines Ltd., with DC3 Aircraft
 Between Western Samoa and American Samoa—flight time: 45 minutes.
 p. Faleolo (W. Samoa): Sun. 0500, 0745, 1900, Tues. 1400, Thurs. 0600, Fri., Sat. 1530.
 p. Pago Pago (American Samoa): Sun., 0630, 0900, Mon. 0900, Tues. 1515, Thurs. 0715, Fri., Sat. 1645.

W. SAMOA - COOK ISLANDS

Polynesian Airlines Ltd., with DC3
 Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
 Thurs.: Dep. Faleolo 0900, arr. Aitutaki 1500, dep. 1530, arr. Rarotonga 1635.
 Fri.: Dep. Rarotonga 0800, arr. Aitutaki 0905, dep. 0940, arr. Faleolo 1410.

W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3
 d.: Dep. Faleolo 1000, arr. Nadi next day 1330.

Thurs.: Dep. Nadi 1430, arr. Faleolo Wed., 2010.
 International dateline crossed between Faleolo and Nadi.

W. SAMOA - TONGA

Polynesian Airlines Ltd., with DC3
 Alt. Sun. (Dec. 13, 27, etc.): Dep. Faleolo 1030, arr. Nukualofa next day 1345.
 Alt. Mon. (Dec. 14, 28, etc.): Dep. Nukualofa 1445, arr. Faleolo Sun. 1800.
 International Dateline crossed between Faleolo and Nukualofa.
 Agents: Polynesian Booking Office Terminal, Air-Centre Buildings, Beach St., Apia; R. E. Pritchard, Pago Pago; Qantas Empire Airways Ltd., Nadi Airport.

INTERNAL SERVICES**FIJI**

Fiji Airways Ltd., with Heron and Drovler Aircraft
 Suva-Nadi-Suva: Two flights daily: Dep. Suva 0730, arr. Nadi 0815, dep. Nadi 0845, arr. Suva 0935; and dep. Suva 1500, arr. Nadi 1545, dep. Nadi 1610, arr. Suva 1700. Mon. only: Dep. Suva 0730, arr. Nadi 0815, dep. Nadi 1000, arr. Suva 1050—all Heron flights.
 Suva-Nadi: Dep. Suva Mon., Wed., Thurs., Fri. 1600, arr. Nadi 1650.
 Nadi-Suva: Dep. Nadi Tues., Thurs., Fri., Sat. 0615, arr. Suva 1905.
 Suva-Labasa-Suva: Dep. 1030 Wed., Thurs., Fri., Sat., Sun. and dep. 0720 Tues., Thurs., Fri., Sat.
 Suva-Labasa-Savusavu-Labasa-Suva: Dep. 1030 Tues.
 Suva-Savusavu-Matei-Suva: Dep. 1130 Mon.
 Suva-Ura-Savusavu-Suva: Dep. 0720 Wed. Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 1030 Thurs., Sat., Sun.
 Suva-Ura-Suva: Dep. 0720 Sun.
 Suva - Labasa - Matei - Labasa - Suva: Dep. 1030 Mon.
 Suva-Matei-Labasa-Matei-Suva: Dep. 1030 Fri.
 Suva-Savusavu-Suva: Dep. 1030 Tues., Wed.
 Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FRENCH POLYNESIA

RAI, with DC4 and Bermuda Aircraft
 Services to the Leeward Group (Isles Sous le Vent), Society Islands.
 Mon., Wed., Thurs., Sat.: Dep. Papeete 0800, Raiatea, arr. 0855, dep. 0915, Bora Bora, arr. 0935.
 Tues.: Dep. Papeete 0700, Huahine, arr. 0750, dep. 0810, Raiatea, arr. 0830, dep. 0850, Bora Bora, arr. 0910.
 Fri.: Dep. Papeete 0700, Raiatea, arr. 0800, dep. 0820, Bora Bora, arr. 0840.
 Mon., Wed., Sat.: Dep. Bora Bora 1600, Raiatea, arr. 1620, dep. 1640, Papeete, arr. 1730.
 Tues.: Dep. Bora Bora 0930, Tikehau, arr. 1120, dep. 1515, Papeete, arr. 1630.
 Thurs.: Dep. Bora Bora 1700, Papeete, arr. 1810.
 Fri.: Dep. Bora Bora 0900, Tikehau, arr. 1050, dep. 1410, Rangiroa, arr. 1435, dep. 1505, Papeete 1630.
 Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

NEW CALEDONIA

TRANSPAC, with Heron and/or Dragon and/or Aztec
 Noumea-Mare: Tues., Fri. dep. Noumea 1430 for Mare, Noumea, arr. 1630.
 Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 0800 for Lifou, Noumea, arr.

1000. Mon. dep. Noumea 0815 for Lifou, Noumea, arr. 1015.
 Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 1045 for Isle of Pines, Noumea, arr. 1200. Sun. dep. Noumea 0800 for Isle of Pines, Noumea, arr. 1700.
 Noumea-Ouvea: Tues. dep. Noumea 1045, Noumea, arr. 1400. Sat. dep. Noumea 0800, Noumea, arr. 1000.
 Noumea-Houailou-Poindimie: Tues., Wed., Fri. dep. Noumea 0900 for Houailou and Poindimie, Noumea, arr. 1050. Sat. dep. Noumea 1330 for Houailou and Poindimie, Noumea, arr. 1520. Sun. dep. Noumea 1500 for Houailou and Poindimie, Noumea, arr. 1640.
 Noumea-Kone-Koumac: Mon. dep. Noumea 0745 for Kone and Koumac, Noumea, arr. 1015. Fri. dep. Noumea for Kone and Koumac, Noumea, arr. 1630. Wed. dep. Noumea 1400 for Kone only, Noumea, arr. 1540.

NEW HEBRIDES

New Hebrides Airways, with Drovers
VILA-SOUTHERN ISLANDS
 Mon.: Dep. Vila 0830, arr. Tanna 0945, dep. 1100, arr. Vila 1215.
 Wed.: Dep. Vila 0830, arr. Erromanga 0915, dep. 0930, arr. Tanna 1000, dep. 1100, arr. Erromanga 1130, dep. 1145, arr. Vila 1230.
 Fri.: Dep. Vila 0830, arr. Tanna 0945, dep. 1530, arr. Vila 1645.
 Every second Friday a flight is made from Tanna to Anietyum, leaving at 1030 and returning at 1435. Once monthly, a Friday flight is made from Tanna to Futuna, leaving at 1030 and returning at 1445.

VILA-NORTHERN ISLANDS

Tues.: Dep. Vila 0830 and 1400, arr. Tongoa 0905, 1435, dep. 1030, 1600, arr. Vila 1100, 1630.
 Thurs.: Dep. Vila 0830, arr. Tongoa 0905, dep. 0930, arr. Pentecost 1015, dep. 1030, arr. Longana 1100, dep. 1130, arr. Santo 1200, dep. 1330, arr. Longana 1405, dep. 1430, arr. Pentecost 1500, dep. 1515, arr. Tongoa 1600, dep. 1630, arr. Vila 1705.
 * Calls at Pentecost are optional, if no call is made the stopover at Longana is 20 minutes longer.
 Details from New Hebrides Airways, Vila.

PAPUA - NEW GUINEA**Operated by TAA**

PT. MORESBY-LAE (Fokker Prop-Jet)
 Alt. Tues.: Dep. Pt. Moresby 0640, arr. Lae 0740 (Nov. 10, 24, Dec. 8, 22, Jan. 5, 19, etc.).
LAE-RABAUL-LAE (Fokker Prop-Jet)
 Alt. Tues.: Dep. Lae 0900, Rabaul, arr. 1055 (Nov. 10, 24, Dec. 8, 22, Jan. 5, 19, etc.).
 Alt. Wed.: Dep. Rabaul 1010, Lae, arr. 1200 (Nov. 11, 25, Dec. 9, 23, Jan. 6, 20, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 0845 for Daru, returning same day via Balimo, arr. 1425 (Nov. 13, 27, Dec. 11, 25, Jan. 8, 22, etc.).
 Thurs. (4 weekly by Catalina Dec. 3, 31, Jan. 28, etc.): Dep. Pt. Moresby 0800 for Daru, returning same day at 1420, direct arr. 1630.

PT. MORESBY-WEST, PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 0800 for Kerema, Baimuru, Kikori, Paibuna, Kerema, Pt. Moresby, arr. 1525. Reservations beyond Kerema subject to administration requirements.
 Alt. Thurs.: Dep. Pt. Moresby 0800 for

Daru, Lake Murray, Daru, arr. 1500 (Nov. 19, Dec. 3, 17, 31, Jan. 14, 28, etc.).
Alt. Fri.: Dep. Daru 0900 for Pt. Moresby, arr. 1115 (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.).

PT. MORESBY-EAST PAPUA (Catalina)
Alt. Mon.: Dep. Pt. Moresby 0800 for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 1640 (Nov. 16, 30, Dec. 14, 28, Jan. 11, 25, etc.).
Fourth Mon.: Dep. Pt. Moresby 0800 for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 1630 (Nov. 9, Dec. 7, Jan. 4, etc.).
Fourth Mon.: Dep. Pt. Moresby 0800 for Samarai, Pt. Moresby, arr. 1630 (Nov. 23, Dec. 21, Jan. 18, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)
Mon., Fri.: Dep. Lae 0730 for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 1605.
Mon.: Dep. Rabaul 0730 for Kavieng, Manus, Wewak, arr. 1250.
Sat.: Dep. Lae 0900, for Madang, Wewak, arr. 1155.
Sun., Tues.: Dep. Wewak 0600 for Madang, Lae, arr. 0845.
Wed.: Dep. Kavieng 0630 for Rabaul, arr. 0735.
Tues.: Dep. Rabaul 1245 for Kavieng, arr. 1350.

CENTRAL HIGHLANDS (DC3)
Wed.: Dep. Madang 0800 for Wabag, Wapenamunda, Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 1435.
Thurs.: Dep. Lae 0900 for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 1610.

Sat.: Dep. Mt. Hagen 0650 for Banz (opt.), Lae, arr. 0830.
Sun.: Dep. Lae 0900 for Goroka, Minj, Banz, Mt. Hagen, arr. 1205.

PT. MORESBY-POPONDETTA-LAE (DC3)
Sat.: Dep. Pt. Moresby 1130 for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 1405.
Sat.: Dep. Mt. Hagen 0650 for Banz (opt.), Lae, arr. 0830.
Moresby, arr. 1015.

PT. MORESBY-WAU-BULOLO-LAE (DC3)
Thurs., Sun.: Dep. Pt. Moresby 1045 for Wau, Bulolo, Lae, arr. 1320.
Thurs., Sun.: Dep. Lae 0730 for Bulolo, Wau, Pt. Moresby, arr. 1000.

MADANG-GOROKA-LAE (DC3)
Tues.: Dep. Lae 0900 for Goroka, Minj, Banz, Hagen, Madang, arr. 1330.
Mon.: Dep. Madang 1010 for Hagen, Banz, Minj, Goroka, Lae, arr. 1435.

PT. MORESBY-GOROKA-MADANG (DC3)
Sun., Tues., Thurs.: Dep. Pt. Moresby 0800 for Goroka, Madang, arr. 1050.
Sun., Tues., Thurs.: Dep. Madang 0750 for Goroka, Pt. Moresby, arr. 1030.

LAE-RABAU-LAE (DC3)
Tues., Thurs., Sat., Sun.: Dep. Lae 0930, arr. Rabaul 1205.
Sat., Sun., Tues., Thurs.: Dep. Rabaul 0600, arr. Lae 0835.
Thurs.: Dep. Lae 1000 for Finschhafen, Cape Gloucester (on request), Kandrian, Talasea, Jacquinot Bay, Rabaul, arr. 1445.
Sat.: Dep. Rabaul 0900 for Jacquinot Bay, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 1345.

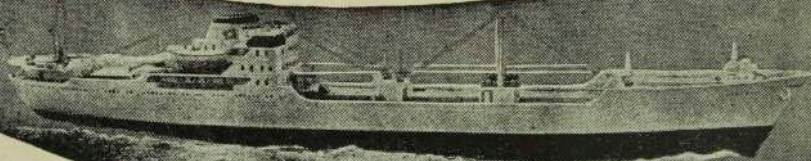
LAE-FINSCHHAFEN-LAE (Cessna)
Tues.: Dep. Lae 0700 for Finschhafen, Lae, arr. 0815.

RABAU-BUIN-RABAU (DC3)
Wed., Fri.: Dep. Rabaul 0800 for Bul Wakunai, Aropa, Buin, Kleta, Wakunai, Rabaul, arr. 1540.

RABAU-TALASEA-RABAU
Mon.: Dep. Rabaul 0800 for Hoskita, Talasea, Rabaul, arr. 1130.

Operated by Ansett-MAL (with DC3's)
Mon.: Dep. Lae 0630 for Goroka, Madang, Rabaul, arr. 1135.
Dep. Goroka 0745 for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, Mt. Hagen, arr. 1700.
Tues.: Dep. Rabaul 0700 for Wewak, Madang, Goroka, Lae, arr. 1500.
Wed.: Dep. Lae 0630 for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 1600.
Dep. Lae 0855 for Goroka, Madang, Wewak, arr. 1215.
Dep. Lae 0920 for Rabaul, arr. 1200.
Dep. Rabaul 0545 for Lae, arr. 0820.
Dep. Madang 0700 for Goroka, Lae, arr. 0825.
Dep. Mt. Hagen 0630 for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 1545.
Dep. (Piaggio) Wewak 0615 for Goroka, Wewak, Vanimo, Wewak, arr. 1445.
Dep. Madang 0800 for Mt. Hagen, Banz, Minj, Madang, arr. 1145.
Dep. (Piaggio) Goroka 0815 for Madang, Hagen, arr. 0850.
Dep. (Piaggio) Mt. Hagen 0630 for Banz, Goroka, arr. 0730.
Dep. (Piaggio) Wewak 0830 for Lumi, Nuku, Wewak, arr. 1105.

AUSTRALIA-WEST PACIFIC LINE



M.V. "SAMOS"

**Linking
PACIFIC ISLANDS
with the FAR EAST and AUSTRALIA**

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone :MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. Lae (New Guinea)—A. H. Bunting Ltd. Rabaul (New Britain)—Town Transport Limited. Honiara (Solomon Islands)—British Solomons Trading Co. Ltd. Espiritu Santo (New Hebrides)—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Burns Philp (N.H.) Ltd.
FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co Ltd. Manila—Everett Steamship Corporation.

Dep. (Piaggio) Wewak 1300 for
Maprik, Yangoru, Wewak, arr. 1445.
Dep. (Piaggio) Mt. Hagen 0930 for
Mendi, Erave, Ialibu, Kagua, Mt.
Hagen, arr. 1200.
rs.: Dep. Madang 0730 for Goroka,
Wau, Pt. Moresby, Wau, Goroka, arr.
1430.
Dep. Rabaul 0700 for Kavieng,
Momote, Wewak, Madang, Goroka, Lae,
arr. 1640.
Dep. (Cessna or Piaggio) Mt. Hagen
330 for Banz, Minj, Goroka, arr. 1450.
Dep. (Piaggio) Wewak 0830 for
Telefomin, Wewak, arr. 1140.
Dep. (Cessna) Wewak 0830 for
Tapite, Sissano, Vanimo, Dagua,
Wewak, arr. 1215.
Dep. (Cessna or Piaggio) Wewak 1500
for Angoram, Wewak, arr. 1600.
Dep. Lae 0855 for Goroka, Madang,
arr. 1035.
Dep. (Piaggio) Lae 0905 for
Mainantu, Goroka, Minj, Banz, Mt.
Hagen, Wabag, Mt. Hagen, arr. 1310.
Dep. Lae 0920 for Rabaul, arr. 1200.
Dep. Wewak 0615 for Madang, Lae,
arr. 0850.
Dep. (Piaggio) Goroka 0730 for Lae,
arr. 0825.
Dep. Rabaul 0545 for Lae, arr. 0825.
Dep. Lae 0630 for Goroka, Madang,
Wewak, Momote, Kavieng, Rabaul, arr.
1300.
Dep. Goroka 0745 for Wau, Pt.
Moresby, Wau, Lae, Goroka, arr. 1440.
Dep. Madang 0800 for Mt. Hagen,
Banz, Minj, Goroka, Minj, Banz, Mt.
Hagen, Madang, arr. 1530.
Dep. (Piaggio) Mt. Hagen 0930 for
Mendi, Kagua, Erave, Ialibu, Mt.
Hagen, arr. 1200.
Dep. Lae 0855 for Goroka, Madang,
arr. 1035.
Dep. Lae 0920 for Rabaul, arr. 1200.
Dep. Madang 0700 for Goroka, Lae,
arr. 0845.
Dep. Rabaul 0545 for Lae, arr. 0825.
Dep. Rabaul 0630 for Kavieng,
Momote, Wewak, Madang, Goroka, Lae,
arr. 1640.
Dep. (Piaggio) Wewak 0830 for
Muntun, Burui, Wewak, arr. 1005.

Operated by
Fiji Airways Transport Pty. Ltd.
("Patair")
Dep. (DC3) Pt. Moresby 0700 for
Popondetta, Kokoda, Pt. Moresby, arr.
1010.

Dep. (Piaggio) Pt. Moresby 0830 for
Rorona, Aroa, Kairuku, Bereina,
Tapini, Woitape, Tapini, Bereina,
Kairuku, Aroa (opt.), Rorona (opt.),
Pt. Moresby, arr. 1330.
Dep. (Piaggio) Pt. Moresby 0820 for
Tapini, Woitape (opt.), Pt. Moresby,
arr. 0950 (30 min. later if call made
at Woitape).
Tues.: Dep. (DC3) Pt. Moresby 0830 for
Kokoda, Popondetta, Pt. Moresby, arr.
1100.
Dep. (DC3) Pt. Moresby 0730 for
Daru, Balimo, Daru, Pt. Moresby, arr.
1350.
Dep. (Piaggio) Pt. Moresby 1100 for
Cape Rodney, Paili (opt.), Pt. Moresby,
arr. 1350 (20 min. later if call made
at Paili).
Dep. (Piaggio) Pt. Moresby 0930 for
Woitape, Tapini, Pt. Moresby, arr.
1030.
Dep. (Piaggio) Pt. Moresby 1345 for
Rorona (opt.), Aroa (opt.), Kairuku,
Bereina, Pt. Moresby, arr. 1535 (35
min. later if call made at Rorona
and Aroa).
Wed.: Dep. (DC3) Pt. Moresby 0730 for
Popondetta, Kokoda, Pt. Moresby, arr.
1010.
Dep. (Piaggio) Pt. Moresby 0830 for
Tapini, Woitape, Pt. Moresby, arr. 1030.
Dep. (Piaggio) Pt. Moresby 1345 for
Rorona, Aroa, Kairuku, Pt. Moresby,
arr. 1535.
Dep. (DC3) Pt. Moresby 1115 for
Bereina, Pt. Moresby, arr. 1400.
Thurs. (Piaggio): Dep. Pt. Moresby 0830
for Woitape, Tapini, Pt. Moresby, arr.
1030.
Dep. (Piaggio) Pt. Moresby 1345 for
Rorona (opt.), Aroa (opt.), Kairuku,
Bereina, Pt. Moresby, arr. 1535 (35
min. later if call made at Rorona
and Aroa).
Alt. Thurs. (Nov. 19, Dec. 3, 17, 31, Jan.
14, 28, etc.): Dep. (DC3) Pt. Moresby
0700 for Popondetta, Embi, Wanigela,
Vivigani, Losula, Popondetta, Pt.
Moresby, arr. 1345.
(Nov. 12, 26, Dec. 10, 24, etc.): Dep.
(DC3) Pt. Moresby 0700 for
Popondetta, Pt. Moresby, arr. 0900.
Fri.: Dep. (DC3) Pt. Moresby 0730 for
Popondetta, Pt. Moresby, arr. 0930.
Dep. (DC3) Pt. Moresby 1030 for
Gurney, Pt. Moresby, arr. 1400.
Dep. (Piaggio) Pt. Moresby 1100 for
Cape Rodney, Paili, Pt. Moresby, arr.
1310.

Dep. (Piaggio) Pt. Moresby 0830 for
Tapini, Woitape, Pt. Moresby, arr.
1030.
Dep. (Piaggio) Pt. Moresby 1345 for
Rorona, Aroa, Kairuku, Pt. Moresby,
arr. 1535.
Dep. (DC3) Pt. Moresby 1430 for
Bereina, Pt. Moresby, arr. 1635.
Sat.: Dep. (DC3) Pt. Moresby 0730 for
Popondetta, Kokoda, Pt. Moresby, arr.
1010.
Dep. (Piaggio) Pt. Moresby 0830 for
Woitape, Tapini, Pt. Moresby, arr.
1030.

SOLOMON ISLANDS

Megapode Airways with a Dove
DH104 Mk. VI

Tues.: Dep. Honiara 0800 and 1600, arr.
Auki (Malaita) 0825 and 1625, arr.
Honiara 0900 and 1700.
Tues., Thurs. (in Fokker week): Dep.
Honiara 0930, arr. Yandina (Russell
Is.) 0955, dep. Yandina 1015, arr.
Honiara 1040.
Fri.: (in Fokker week): Dep. Honiara
0800, arr. Munda (New Georgia)
0915, dep. Munda 0925, arr. Barakoma
(Vella Lavella) 0945, dep. Barakoma
1000, arr. Munda 1020, dep. Munda
1030, arr. Honiara 1145.
Fri. (in DC3 week): Dep. Honiara 0800,
arr. Yandina 0825, dep. 0840, arr.
Munda 0925, dep. 0945, arr. Barakoma
1015, dep. 1045, arr. Munda 1105, dep.
1125, arr. Yandina 1210, dep. 1230,
arr. Honiara 1300.
(Note: Fokker week and DC3 week refer
to TAA services from Papua-New
Guinea. See timetable under Inter-
Territory Services.)
Details from Megapode Airways, P.O. Box
103, Honiara, BSIP.

Advertisement



KEEP the forehead beautifully
smooth by using vitalizing
cream every night. Firmly coax
the nourishment into the skin
from brow to hairline, using the
fingers of both hands in upward
movements. To smooth out
vertical forehead lines and to
give the forehead smooth beauty,
place both hands on the centre
of the forehead with the finger-
tips interlocked, then pull the
fingers apart, smoothing the
Ulan Vitalizing Night Cream
right across the forehead to
erase those unwanted lines.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO
NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO. LTD.
Beaufort House, Gravel Lane,
London, E.1.

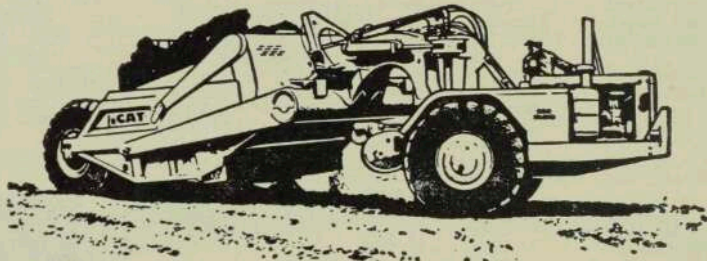
BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva



LAE : PORT MORESBY

CATERPILLAR
REGD. TRADE MARK

SALES • PARTS • SERVICE



CATERPILLAR 619
RUBBER-TYRED SCRAPER

●

HASTINGS DEERING (NEW GUINEA) PTY. LTD.

HD619

Are You a Regular Subscriber?

PACIFIC ISLANDS MONTHLY

... keeps you abreast of news and developments in all the Islands Territories. Recognised as THE News-Magazine of the South Seas, PIM provides a complete coverage of affairs and events, and presents their significance against the wider background of the entire Pacific scene.

Place your order with:

PACIFIC PUBLICATIONS PTY LTD.

Technipress House, 29 Alberta St., Sydney, Australia, G.P.O. Box 3408, Sydney

SUBSCRIPTION RATES:

Australia, New Zealand, all British Commonwealth South Pacific Territories, Tonga, New Hebrides and Western Samoa: 3/- local currency (36/- local currency for 12 months). Elsewhere in the South Pacific: 50 French Pacific francs or 60 US cents (600 French Pacific francs or \$7.00 US posted for 12 months). Posted to the UK, US and all other countries: £Stg.2 or \$7.00 US.

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

NEW CANNERIES TO OPERATE IN FIJI SOON

By a Staff Writer

Fiji will soon become the third country in the South Pacific to have a canning industry when two canneries are opened in the valley, based on produce from the rich Sigatoka Valley.

Two canneries are to be established by South Pacific Foods Pty. Ltd., Cottee's (Fiji) Ltd., a subsidiary of the well-known Cottee group of companies in Australia.

Territories in which canneries are already established are American Samoa and the Cook Islands, where pineapples and fruits respectively have been canned for some time.

The establishment of the new canneries suggests that the growing population with its ever-increasing living standards offer adequate markets for all South Seas canned products.

South Pacific Foods already has a canning plant (some of it is now out of operation when CSR Co. discontinued pineapple-canning near Lautoka) and has been experimenting successfully in a small factory in Sigatoka with passionfruit, papaws, tomatoes, mangoes, apples, guavas and whitebait from the Sigatoka River.

The managing director is Mr. B. Harrison, who is associated with Mangrove Mountain Fruit Pty. Ltd., of New South Wales. One of Fiji's leading tourist hotels has been making these products available to travellers, and report a favourable reaction.

£100,000 Capital

Cottee's (Fiji) Ltd., was registered in Suva early in November with a nominal capital of £100,000.

The directors are Mr. H. W. Cottee, managing director of Cottee's Ltd.; Mr. E. T. Righter, general manager; Dr. C. M. Martin, chief scientist; and Mr. D. M. N. McNeilly, a well-known Fiji lawyer. Cottee's already are known to investors as the corporation which has pioneered passionfruit growing and processing in Goroka, in the New Guinea Highlands. It has factories in the Australian State capitals. The shareholders' funds total £300,000, and it produces all sorts of fruit juices, cordials, jams, drinks and other foodstuffs.

Pacific Commerce and Produce



Here are some of the key men of the South Pacific Foods Pty. Ltd. cannery at Sigatoka. The supervisor, Mr. Victor Williams, is on the extreme left.

It really pioneered and developed the Australian canned passionfruit industry, and it now exports the product to many countries.

Cottee's (Fiji) Ltd. are now assembling a processing plant in Sigatoka, near Nayawa village, on land made available through the Native Land Trust Board. They expect regular supplies of passionfruit from growers in the Valley.

Mr. Cottee has been taking an interest in this new industry—he made passionfruit seed available through the Fiji Department of Agriculture several years ago.

The establishment of the two new canneries is an important development for Fiji.

It is possible that there will be competition for supplies of fruit between the two canneries, but Fiji comment is "the more the merrier—and the better for the new industry".

It is worth noting, incidentally, that a daughter of the late Mr. Frank Exon and Mrs. Exon, who were well-known residents of Suva over 20 years ago, married one of the Cottee brothers who have put the Cottee corporation so prominently on the industrial map.

Rarotonga Fruit Canning

The fruit-canning enterprise in Rarotonga, one of the more notable industries on that island, was established with the encouragement of the New Zealand Administration.

The factory at Avarua processes citrus fruit, tomatoes, pineapple juice, fruit salad and crushed pineapple.

The value of its exports in the year ended March last was £NZ286,000.

It maintains a pineapple-growing industry on the island of Mangaia, from where small ships carry cargoes of the world's biggest, well-flavoured pineapples to the factory.

The Rarotonga enterprise has its troubles—mainly the result of miscalculation.

Buyers of cargo space from Auckland to Rarotonga complain that the cans sent up empty to the canning works bulk far beyond their true space value. So New Zealand cargo is either shut out, or the canning works have to close down now and again because the cans have not been shipped.

The Rarotonga canners therefore decided to make their own cans alongside the canning plant, and sought to buy half an acre of land there for the can-making equipment.

Thereupon the local native owners jacked up the price of the land from a couple of thousand pounds to £10,000—a completely impractical figure which brought about a stalemate. Now the canning industry, which should be providing employment and revenue for Rarotonga, is partly hamstrung.

Tuna-Canning

In American Samoa, tuna-canning has been under way at Pago Pago for several years. It is a steady, profitable industry, with Japanese and Korean fishermen providing the tuna and Americans providing the canning know-how.

Two companies have canneries there—Van Camp and Star-Kist. The American Can Co., of New York, has a factory which supplies cans to both companies.

Van Camp has also established a tuna fishing industry at Koror in the Palau District of the United States Trust Territory, but there the fish are frozen not tinned. The same company may also establish a similar industry on Moen Island in the Truk District. A six-month lease for land on Moen Island was signed in November.

Speculation Over NG Hotels

A NEW stage in proceedings to establish the legal ownership of the Cecil (Lae), Goroka and Wau hotels, which are grouped together as the Hotel Cecil Ltd. and Morobe Hotels Ltd., of New Guinea, was taking shape in Sydney and in New Guinea at the end of November. The outcome may not be known until early 1965.

When the finance organisation created in P-NG a few years ago by Mr. L. F. McEachern, was rearranged a number of local companies were brought together as Hamac Ltd., directed by Mr. McEachern. One of the companies was Morobe Hotels Ltd. Hamac encountered financial difficulties, which eventually forced it into liquidation on April 1, 1960.

A complex situation developed. Eventually, the Supreme Court of P-NG released the group from liquidation, on October 6, 1961, when a concern called the Papua-New Guinea Development Corporation gave to a number of the Hamac creditors a series of notes, A, B and C, acknowledging the debt and promising to pay.

Deed Of Trust

More trouble developed, however, when a section of the creditors would not accept these notes. The Chief Justice then made it a condition of the release that the dissenting creditors be paid in full, together with interest at 8 per cent., by September 30, 1962. Their rights were to be protected by a Deed of Trust, and Mr. James Cromie (a leading solicitor) and Mr. B. C. Goodsell (general manager of Burns Philp in the Territory) were appointed trustees.

The debts (a total of £58,000) were not paid as stipulated. The trustees then appointed Mr. A. H. Carter as Receiver to take charge of the Hamac assets, and especially Morobe Hotels Ltd. and the Hotel Cecil Ltd. Other assets did not appear to interest the Receiver.

(The position was described in de-



BACK TO SUVA

Mr. Gaya Prasad, of Suva, left for Suva on the Matson Liner "Mariposa" recently after three months in Sydney. Mr. Prasad works for the Fiji Tobacco Company and has been doing a training course at W. D. and H. O. Wills Ltd. in Sydney. Many of his workmates from Wills were at the ship to farewell him.

tail in *PIM* of October, 1962, page 165.)

The general permission given to P-NG natives to drink beer added considerably to the trading profits of the hotels. From October, 1962, up to October, 1964, the trustees were able to discharge the whole debt of £58,000 due to dissenting creditors.

It then was noted that the accrued interest, amounting to £17,000, had not been paid. Also, a new Territory licensing authority now is insisting that the hotels be substantially improved, in certain respects. It also was noted that the trading liabilities which were suspended in October, 1962, when the Receiver took over, had to be provided for.

One suggestion was that the Receiver should carry on until all these further liabilities could be discharged. But one report has it that the trustees, at this stage, would prefer to forego the interest payments and end the Receivership and get out of the

picture, as on January 31, 1965; there is to be a formal meeting between trustees and dissenting creditors in January.

But new complications have appeared. To whom should Morobe Hotels Ltd. be handed over, when the Receivership ends?

Back in 1962, it was reported that Mr. McEachern had acquired an interest in Sangara Holdings Ltd. (originally a NG mining company) through the sale of a large parcel of shares in Morobe Hotels Ltd., Sangara. A claim has been made that that share deal can be challenged, on legal or technical grounds.

Early in 1964 someone was actively buying Sangara shares. At a time, Sangara shares were removed from the trading lists of the Sydney Stock Exchange. It then was closed that the buyer of Sangara shares was Mr. Stanley Eskell, Mr. formerly managing director of South Pacific Post Ltd., of Port Moresby, and now the head of a large financial corporation in Sydney.

Recently, Mr. Eskell has been appointed managing director of Sangara and there are indications that he is acting on behalf of Sangara in relation to the affairs of Morobe Hotels Ltd.

For example, he now is a director of Morobe Hotels Ltd.; and he has given some comforting assurances recently to Mrs. Flo Stewart, of Port Moresby, who sold the Hotel Cecil to Morobe Hotels Ltd., and who still was owed £17,000 by that company when it passed into the Receiver's control in 1962.

Three Hotels

It would appear therefore that when, and where, the three hotels are passed back to Morobe Hotels Ltd., the control of that company will be claimed by Sangara.

But an unknown factor in a complicated set-up is Mr. McEachern. There is some connection between Sangara, which apparently acquired an interest in Morobe Hotels Ltd. or three years ago, and Sandy Creek Ltd., in which Mr. McEachern came interested a little later on. Mr. McEachern became interested also in the Cosmopolitan Hotel, Rabaul; he has been there as manager for the last year or two, during the currency of the Morobe Hotels Receivership. There is a general expectation that Mr. McEachern now will advance a claim to the Morobe Hotels property, through either Sangara, or Sandy Creek, or both.

Developments in relation to Morobe Hotels Ltd., plus the

PETER HAINS & COMPANY

MEMBER OF THE SYDNEY STOCK EXCHANGE

KINDERSLEY HOUSE

20 O'CONNELL STREET, 33 BLIGH STREET, SYDNEY

PHONE 28-4385 TELEGRAMS & CABLES HAINSCO SYDNEY

ounced decision of Steamships Trading Co. Ltd. to build a modern, first-class hotel at Lae, suggest that long last the Territory is about to be given much better accommodation for travellers.

Copra Prices Remain Steady

COPRA prices on the London market in November averaged £g.72/2/4 a ton CIF delivered to the UK/Continent for the first half of the month. This compared more than favourably with the average for October of £Stg.70/15/-. At the recent Congress of the International Association of Seed Crushers, held in Wiesbaden, the association president, Mr. C. A. C. Boinville, in his review for the year commented:

"Perhaps the outstanding feature of the world's oils and fats situation in 1963 was the failure of world production to reach the 1962 level. This contrasts sharply with increases of a million tons in each of the previous two years and it is in fact years since the level of world production in one year failed to exceed that of the previous year.

World olive oil production fell in 1963 by nearly half a million tons, while sunflower oils were 160,000 tons lower than world supplies of rapeseed oil declined by some 30,000 tons.

Production Down

Butter production was down by nearly 90,000 tons because of marked reductions in the USA and Russia. Reduced production of other oils and fats was insufficient to offset the very sharp reductions, resulting in a world total in 1963 of 30,000 tons, or marginally less than the 1962 figure of 33,815,000 tons.

Mr. de Boinville also told the Congress that:

"World annual production of oils and fats is now running at a level of just 34 million tons. This provides an average intake per head of world population of some 10 kg (approx. 22 lb) per year.

In Africa and Asia it is less than that amount and in Western Europe and the United States it is still less. Production would therefore have to be increased two-fold if everyone were to receive as much as the European or American.

Such an expansion will need a colossal effort, but even so it will not be enough in 10 years' time if we remember that world population

will then have increased by a further 25 per cent."

The deputy chairman of the Papua and New Guinea Copra Marketing Board, Mr. K. G. Oliver, reported in Port Moresby in late November that the Territory's copra production for 1964 should top 111,000 tons, compared with 106,700 tons for 1963.

To the end of October, P-NG production was 95,130 tons, compared with 90,370 tons for the same period last year.

Tentative prices for copra delivered to the Board's storage points remained unchanged in November at £A61/10/- for hot air; £60 for FMS and £59 for smoke.

The chairman of the P-NG Board, Mr. Ian McDonald, who has been overseas for several months, will return to the Territory in early December.

Fund To Be Used To Buy Sugar Shares

FIJI'S Legislative Council approved a bill in November to enable sugar cane growers to use money from a Capital Development Fund to buy shares in South Pacific Sugar Mills Ltd., which owns the four sugar mills in the Colony.

The Financial Secretary, Mr. H. P. Ritchie, said it was the Government view that it was in the national interest that it should be possible to use money from the Fund to purchase these shares.

By 22 votes to 3 with two abstentions, the Council defeated a motion asking Government to obtain a director vote from cane growers and millers on whether it was their wish that the Sugar Price Stabilisation Fund should be wound up and the money in it distributed.

The Fund was set up to cushion the industry against any severe fall in price.

An Indian member, Mr. C. A. Shah, who moved the defeated motion, said he had brought it so that the voice of the cane farmers could be heard. He asked for permission to withdraw it but his seconder, Mr. A. I. N. Deoki, would not agree.

South Pacific Sugar Mills, which is a subsidiary of the Colonial Sugar Refining Company of Australia, has offered to the people of Fiji five million 5/- shares in their Fiji company.

The offer is at par, with CSR paying the transfer fees. It is confined to residents of Fiji and Fiji-based companies.

The invitation to Fiji people to

CAMBRIDGE CREDIT CORPORATION LIMITED

Incorporated under the Companies Act of N.S.W. on March 8, 1950.

DEBENTURE STOCK

8%

6, 8 or 10 YEARS

UNSECURED NOTES

8½%

3 YEARS

CURRENCIES & INTEREST RATES

Currency	Debenture Stock	Unsecured Notes
3 Months	—	5% P.A.
6 Months	—	6% P.A.
12 Months	6½% P.A.	7½% P.A.
2 Years	7% P.A.	8% P.A.
3 Years	7½% P.A.	8½% P.A.
4 Years	7½% P.A.	—
5 Years	7½% P.A.	—
6, 8 or 10 Years	8% P.A.	—

Applications can only be accepted on the form attached to, and referred to in the prospectus.

HOW TO INVEST

Application forms and prospectus may be obtained from:

- Any Branch of the BANK OF NEW SOUTH WALES.
- Any Member of the Stock Exchange.
- THE COMPANY'S OFFICES: Cambridge House, 249 George Street, Sydney.

REGISTERS: Sydney, Melbourne, Brisbane, Adelaide, Canberra, Newcastle.

CAMBRIDGE CREDIT CORPORATION LIMITED

Cambridge House, 249 George Street, Sydney.

Please send me, without obligation, a copy of your Prospectus.

NAME _____

ADDRESS _____

8/SC

share in the ownership of CSR interests in the Fiji sugar industry was recommended by the Trustram Eve Commission, which investigated the affairs of the industry in 1961.

Flour Mill Plans For NG, Fiji

A DECISION is expected to be made in Port Moresby in early December which will settle an argument over the proposed leasing of a half an acre of possible wharf storage space in the town for the erection of a flour and rice mill.

Gillespie Bros. Pty. Ltd., flour millers, of Pyrmont, Sydney, W. R. Carpenter, the Rice Growers' Association of NSW, and United Bakers, Port Moresby, were tendering as a group for the lease. An improvement covenant of £50,000 calls for the erection of a flour and rice mill within 12 months.

The tender announcement in October touched off protests from some Port Moresby commercial interests and the Town Advisory Council, which claimed that space on the foreshores should not be used for the mill as this was needed for extension of cargo facilities.

The Land Board will consider the tender in the first week of December.

Meanwhile, flour milling interests in Australia, and even Hong Kong, have been keeping an eye on Suva in the hopes of setting up a flour mill there.

Several approaches have been made to the Fiji Government for protection, but the Government has

considered the concessions sought are more than could reasonably be granted.

At least one application to establish a mill in Suva has been withdrawn; a NSW company recently applied for protection, and two others are believed to be considering an approach.

First Dividend For Nine Years

THE directors of Emperor Mines Ltd., the Fiji gold-mining company, announced in November that they would recommend the payment of a dividend of 3d a share on the issued capital of the company at the annual meeting of shareholders in Melbourne on December 11.

The dividend would absorb £27,837/10/-, and would be the first since 1955.

The company's net profit for the year ended June 10, 1964, was nearly double that of the previous year. It was £A38,393, against £20,805 in 1963.

Record Traffic Figures For TEAL

THE New Zealand airline TEAL made a net profit of £205,382 for the year ended March 31, 1964, compared with £10,958 for the previous year.

Passengers rose by 20.67 per cent. to reach an all-route record figure of 123,489; and 35.71 per cent. more air cargo was carried.

Trading Notes

MILL LOSS: Pacific Island Timber (Holdings) Ltd., Port Moresby timber saw miller, incurred a £38,013 loss in the year to June 30, but directors expect profits in the current year.

STOCK DIVIDEND: Stock Dividend No. 1 of three redeemable preference shares par value \$1 Canadian, for each 1 common shares held was declared in October to shareholders registered on the books of Placer Development Ltd. at the close of business on November 13. This was equivalent to 30 cents Canadian per common share.

HIGHER PROFIT: Steamships Trading Co. Ltd. had a consolidated net profit of £401,247, an increase of £58,072, for the year ended June 30. The dividend remains at 13-1/3 per cent., including a final 6-2/3 per cent.

PROFIT DOWN: The net profit of Bulolo Gold Dredging Ltd. for the three months to August 31, including dividend and interest income, was estimated at \$22,800 after providing \$9,100 for income tax and \$65,000 for depreciation. This compared with a net profit of \$42,900 for the same period of the previous year. The production report says the lower profit was due to the difficult forecasted dredging conditions with consequent reductions in yardage and values.

PATO DIVIDEND: Pato Consolidated Gold Dredging Limited declared an interim dividend of 10 cents Canadian per share to shareholders recorded on December 4, payable on December 18.

MORE TOBACCO: Carreras of Fiji Limited are to develop a second tobacco growing area in Fiji at Vatukarasa, Balenabelo, which is off the Queen's Road about four miles on the Suva side of Korotoga. The company already has a tobacco-growing scheme in the Nadi Valley area.

SHARES FOR FIJIANS: Fijian land owners are shareholders in a new timber company which has been set up in Fiji. The Fijians own the land over which timber concessions have been granted to Fiji Forest Industries Ltd., a subsidiary of the Australian firm, Westralian Plywoods Pty. Ltd.

They will own 400,000 shares in the company which has a nominal share capital of £500,000 divided into 2,000,000 shares of 5/- each. When the company is in full production it will provide employment for 300 men.

SPUDDED: Oil Search Ltd. reports that the Wuroi No. 1 well, south of the F River mouth in south-west Papua, was spudded in October.

PROFIT DOUBLED: Fiji Industries Ltd. cement maker, nearly doubled its net profit for the year ended June 30. The profit, after providing £F6,925 for taxation and £F17,538 for depreciation, was £F40,518 compared with £F20,301 the previous year when £F2,000 and £F13,664 were provided for tax and depreciation respectively.

The company will pay a final dividend of five per cent., making the payout for the year nine per cent.

VENTURA TRADING CO. PTY. LTD.

247 GEORGE STREET, SYDNEY

*have pleasure in announcing their association with the
British Merchant House*

Established 1841

GILMAN & CO. LTD.

Importers, Exporters, Merchants

ALEXANDRA HOUSE, P.O. BOX 56, HONG KONG

Additional to our services from Australia we can now offer to customers in the Pacific Islands the benefit of Gilman & Co. Ltd., 123 years of world-wide experience in merchandising and commodity trading.

*Your enquiries either to Sydney or Hong Kong
will receive immediate attention.*

CABLES: VENTURA, SYDNEY, or GILMAN, HONG KONG

Produce Prices

Unless otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. \$; 18/- Fiji; 20/- Tonga, Solomons (PHC areas); 196 Pac. Frs.; \$US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board sets distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever, in UK, (b) Italia for local consumption, (c) King-mill in Rabaul, and (d) Japan (plus as available). Prices generally with ruling rate in Philippines, with premiums for hot-air dried.

N.G. Board's Tentative Purchase for Copra delivered main ports are: Air Dried, £61/10/- per ton; FMS, 12/- per ton; Smoke-Dried, 14/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. 23 prices were: HAD £F58/10/-, F56/-/-.

SAMOA:—Official Copra Board takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, the open market. Local price was £56/12/6 Samoan, first grade.

PHILIPPINES: Sales are under Government control. Part of production goes to open market, under arrangement with Unilever controlled by Philippines prices, and part to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in October was: 1st grade, £60/-/-; 2nd grade, £58/10/-/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP (Honihara, Yandina and Gizio).

NEW ZEALAND:—Production marketed in Europe through official Copra Board, at prices based on Philippines rate, less freight, etc. The Copra Board fixes the price at: First Grade £2/2/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—Price on Nov. 20 approximately £A41/-/- (8,200 Pac. Frs.), French price on Nov. 20 was 196 francs per metric ton, c.i.f., Noumea.

NEW CALEDONIA:—Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average on price for previous three months, handling charges. Prices for fourth quarter, Oct.-Dec., 1964, is £NZ63/10/3 grade, £NZ62/5/3 standard grade—f.o.b., Rarotonga.

OTHER PRODUCE

COCA:—Islands prices are usually based on the rates for Ghana cocoa. 23 shipment is £Stg.180/-/- per c.i.f., Sydney.

COCONUTS: Sydney buyers on Nov. 24 reported No. 1: In store, Rabaul, quality £180 per ton, ex-wharf, according to quality: £205; No. 2: Best quality, on wharf Syd., in store, N.G. ports, £180-£185 UK, continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, November 17, were: Grade 1, £Stg.180; grade 2, £Stg.165, f.o.b., Apia.

COFFEE:—P.-N.G.: November 24, good quality A grade, per lb. 4/5; B grade 4/3; C grade, 3/7 to 3/10, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on November 6 as Uganda Robusta (standard) £Stg.265, prompt shipment. Other prices unavailable.

PEANUTS:—P.-N.G.: Sydney agents reported Nov. 24—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/7 lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Nov. 20 was: No. 1 RSS, Spot, 69% Straits cents per lb (24.34d Aust.).

VANILLA BEANS:—Victor Karp Tulk & Co., Sydney, reported Nov. 24: White and yellow label processed, standard packs, 31/6, green label 30/9, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1965—P.-N.G.: Dry brown and dressed, 112 lb bags, £59/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, £65/15/- f.o.w. Other Pac. Islands: Dry, white or brown, etc., £68/-/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL:—Quotations for Australian M.O.P. Shell on November 24 by Sydney independent shell agents were: Sound £850, D £625, E £335, EE £235 (in store Sydney). Cook Islands: Penrhyn (£NZ425 (approx.), f.o.b., Rarotonga).

TROCHUS:—Sydney buyers on Nov. 24 indicated the following quotations to Islands producers: No. 1—Papua—nominally £90 per ton, f.o.b., Papuan ports; N.G. and B.S.I.—£85-£90, f.o.b., Islands ports. No. 2—Papua—£80-£90 per ton; N.G., B.S.I.—£75-£85 per ton.

GREEN SNAIL SHELL:—Sydney buyers quoted on Nov. 24: No. 1: 1st grade only, £235 on wharf, Sydney. No. 2: £240-£250 (best quality), on wharf, Sydney; or £240-£250, f.o.b., Islands ports.

CROCODILE SKINS:—On November 24 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—26/- per in., f.o.b. P.-NG ports, small scale (salt water); large scale (fresh water) 14/6 per in. B.S.I. 26/- (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port. £95 del. Sydney or Melbourne.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quoted F2/- (4in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

ICEP Pty. Ltd., Sydney, are interested in offers of well prepared edible varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., Sydney, quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Nov. 21, Philippines, in bulk, \$200.50 US (equal to £Stg.71/18/9) per long ton, c.i.f., UK/Nth. European ports, Malayan, 1% nominal, UK/Nth. European ports. NEW YORK: November 20, Philippines, \$108 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 1,030 Rupees per ton, c.i.f.

Coconut Oil: LONDON, Nov. 21, Ceylon, 1% in bulk, £Stg.113/15/- per ton, c.i.f., UK/Nth. European ports. Straits, 3½%, NQ c.i.f.

Rubber: LONDON, Nov. 20, Malayan, Nov. shipment, c.i.f. UK, 20½d Stg. lb; Spot 21¼d Stg. lb, January shipment 20½d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

The Stock Market

SYDNEY

	Oct. 30 Seller	Nov. 23 Seller
Bali Plantations . . .	6/3	6/8
Burns Philp . . .	119/-	92/-
Burns Philp (SS) . . .	61/6	61/3
Carpenter, W. R. . .	38/-	37/10
Choiseul Plntn. . .	103/6	102/-
C.S.R. Co. . .	76/-	73/9
Dylup Plantations . .	7/11	7/5
Fiji Industries . . .	19/3	18/6
Hackshall's . . .	18/3	18/-
Kerema Rubber . . .	4/-	3/6
Koltaki Rubber . . .	15/-	b15/3
Lolorua Rubber . . .	6/6	6/3
Makurapau Plntn. . .	4/8	4/8
Maribol Rubber . . .	5/-	5/-
Pacific Is. Timbers . .	4/6	5/3
Palgrave . . .	2/6	2/4
Plantation Holdings . .	3/3	3/6
Queensland Insurance	89/-	96/6
Rubberlands . . .	b2/6	3/3
Sogerl Rubber . . .	8/-	7/-
Stn. Pac. Insurance . .	29/-	28/-
Steamships Trading . .	14/3	14/3
Watkins Consolidated	2/6	2/-

OIL AND MINING SHARES

	Dec. 4, 1958	Oct. 30, 1964	Nov. 23, 1964
Emperor . .	b9/-	b4/7	b5/6
Loloma . .	b30/-	b18/-	b17/6
Bulolo G.D. .	b32/-	b51/-	b55/-
N.G.G. Ltd. .	b2/3	b3/6	b3/4
Oil Search . .	b9/9	b1/11½	b2/0½
Ent. of N.G. .	s11d	b1½d	b1d
Pac. I Mines . .	—	b4/4	b4/3
Papuan Apin. .	b4/6	b3/4	b2/8
Placer Dev . .	b91/-	b440/-	b435/-

Sydney Stock Exchange share price index for "Ordinaries" on November 23 was 359.00, on October 30, it was 355.65.

EXCHANGE RATES

FIJI:—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B, £110/15/-; S, £112. NZ-Fiji, basis £100 NZ: B, £111/11/9; S, £110/4/3.

SAMOA:—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B, £99/7/6; S, £101/10/-. Samoa-NZ, basis £100 NZ: B, £100; S, £100/10/-. Samoa-Fiji basis £100 Samoa: B, £111; S, £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-NG. — COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA** (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES:—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia.

FRENCH BANK (Comptoir National D'Escompte de Paris, Sydney), in Nov., 1964, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg.; 96.5 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Selling 13.660 francs to £Stg.

DEATHS OF ISLANDS PEOPLE

Sir Stephen Allen

The death occurred in Waikato, New Zealand, in November of Sir Stephen Allen, KBE, CMG, DSO, and Bar, who was Administrator of Western Samoa from 1928 to 1931. Sir Stephen was a prominent barrister, distinguished soldier, and a leading freemason. He was 82.

Mr. J. Carruthers

Mr. John Carruthers, a member of a well known Fiji family, died in Auckland on November 2. He was 57.

He was once Town Clerk at Levuka and then worked for Brodziak and Co., Brown and Joske, the Fiji PWD and as chief engineer in inter-island shipping, before joining the Union Steam Ship Co. in Auckland in 1946.

He is survived by Mrs. Carruthers, a son and two daughters.

Mr. R. B. Smith

Mr. Richard Backhouse Smith, a member of one of the earliest European families in Vanua Levu, Fiji, died on October 30, aged 85.

Mr. Smith, who was blinded at four, overcame his handicap to become an efficient copra cutter, and able to carry out other exacting tasks. He managed a copra estate for several years before buying his own plantation.

Supt. C. D. R. Duncan

Deputy Superintendent Charles David Robert (Bob) Duncan, the Fiji Police bandmaster, was found dead in his office at the Nasese Police Barracks, Suva, on October 14 with a gunshot wound in his head and his service pistol near his body. He was a popular figure in Fiji.

Deputy Superintendent Duncan was born at Newcastle-on-Tyne, England, in 1914 and joined the Royal Marines in 1929.

He was commissioned as a bandmaster and in 1948 became a Licentiate of the Royal College of Music.

He retired from the Marines in 1955 and settled at Papakura, New Zealand, but moved to Fiji in April, 1957, as Police Bandmaster. Under his direction the band became a first-class musical unit.

He leaves a widow, Mrs. Elsie Duncan, and two adult children who live overseas.

Pastor Kata Rangoso

The death occurred in Honiara, BSIP, on October 26 of Pastor Kata Rangoso, who gave 48 years of ser-

vice to the Seventh-day Adventist Mission in the Solomons, and was one of its earliest converts.

He was the son of an influential chief in the Marovo Lagoon. He received his education in SDA schools, and toured Australia, New Zealand, and America addressing large gatherings in English.

He was largely responsible for the translation of the complete Bible into the Marovo language.

When it became necessary for missionaries to evacuate the Solomons in 1942, Pastor Rangoso was appointed leader of the Adventist Church in that territory.

His first action was to organise rescue parties for the benefit of Allied servicemen, of whom about 200 were saved.

Pastor Rangoso was highly esteemed by both his own people and Europeans.

Father Schafer

Father Schafer, a Roman Catholic priest, who worked in New Guinea for 52 years, died in Wewak in October.

Father Schafer started the mission station at Timbunke in the Sepik District and worked there before and after World War II.

Mrs. A. R. Hurley

Mrs. Annie Rose Hurley, a descendant of a pioneer European family in Fiji, died suddenly on November 11, aged 70.

Mr. R. Johnson

Mr. Robert Johnson, secretary of Burns Philp (SS) Co. Ltd., died at sea in the *Orsova* on November 12, aged 58. He had been in ill-health and was on a holiday trip.

He worked for Burns Philp for many years in Fiji and Western Samoa.

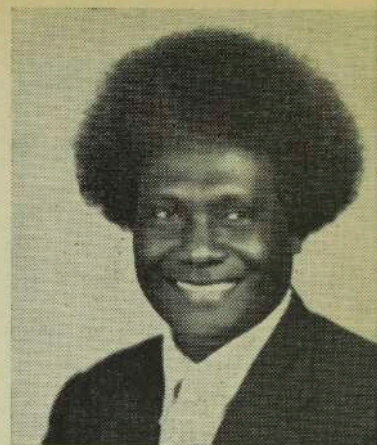
Mrs. Johnson survives him.

Mr. Michel Verges

New Caledonia lost an ardent patriot and picturesque figure in the death in October of Mr. Michel Verges, at the age of 66. Mr. Verges, a member of a widespread New Caledonian family, headed a committee which rallied New Caledonia to General de Gaulle's cause in World War II.

In World War I, Mr. Verges won the Croix de Guerre with two citations and the Medaille Militaire.

In private life, he was a solicitor.



Pastor Rangoso.

Mrs. Gregory Smith

Mrs. Gregory Smith, wife of former Resident Commissioner in the BSIP, died at her home in Gloucestershire, England, recently.

Rev. C. Lurkhur

The Rev. Father Claudius Lurkhur who served as a churchman in Fiji for 25 years, died in Benares, India, in late October.

Mr. J. P. Amputch

Mr. John Paul Amputch, Commissioner of Labour in Fiji since 1960, died on November 13, aged 53.

He was the first Fiji-born Indian to become head of a Fiji Government department.

He was awarded the MBE in 1955.

While Labour Commissioner he revised several of Fiji's labour laws to bring it into line with modern thinking and practice.

He is survived by Mrs. Amputch, two sons (Anthony, a student at Armidale University College, and John, who is studying in Rome for the priesthood), and a daughter, who recently took her final vows as a nun at Bangalore, India.

Bishop Scharmach

Bishop Leo Scharmach, former Roman Catholic Bishop of Rabat, died in a Melbourne private hospital on November 26. He was 68.

Bishop Scharmach, who was born in Poland, joined the Congregation of the Missionaries of the Sacred Heart and left for New Guinea in 1924. He was consecrated a bishop on October 3, 1939.

Bishop Scharmach retired last year and had been living at Mary Mount Balwyn, Victoria.

Classified Advertisements

Per line, 5/-; Minimum rate, 4 lines.

FOR SALE

ETS, in board and outboard cruisers, 4 ft. diesel workboat £1,850, 45 ft. general purpose carvel, 2 way radio, under, in survey, £5,500. 60 ft. diesel in going ketch, radio, automatic pilot, completely equipped for ocean use. Rigid inspection invited £30,000. ts. Rowe's Bldg., 235 Edward Street, bane. Cable "Fleets Brisbane".

PBROKERS (AUCKLAND) LIMITED, & Purchase Brokers for Island Passenger and Trading Craft, Tugs, Fishers, and Pleasure Craft. Cables: "Sales", Box 1679, Auckland.

MOAN SONGS OF LOVE AND "CING", 33-1/3 LP record containing of the most melodic Samoan songs—recorded in Apia. £2/10/- Samoan Agency, post paid. Samoa Records, P.O. 139, Apia, Western Samoa.

T, "VALRON", cabin portholes, 4 ft. Length 25 ft, beam 8 ft, draft 6 ins. Laminated built planking 1-inch Flindersia, inside half-inch r. Three-cylinder Ailsa Craig diesel engine. Mast spars, galv. anchor, 12 fms chain. Further particulars, y: Sullivan, Thursday Island.

SHELLS

PREHENSIVE COLLECTION of the Island Shells contained in approximately 14 cases. Including Eastern Indian Carvings. Also a quantity of G Stamps comprised of 1st Day covers and Mint Issues to value of £1 at Post Office counter when purchased during 1963-64. Reserve price £10 or equivalent in dollars. No exchanges considered. Also no Gloria included! D. S. Askew, Box 12, Samarai, Papua, TPNG.

ENGAGEMENT

BERG-WINGFIELD. Mr. and Mrs. E. Wingfield (Kaikohe) wish to announce the engagement of their only daughter, Myra Elizabeth, to Kenneth, elder son of Mrs. M. Lindberg, of Okawa, and the late Mr. J. L. Lindberg.

STAMPS & COINS

PRICES PAID FOR ISLAND STAMPS. Current issues, old accumulations (old or unused), covers, collections in Seas Stamps Pty. Ltd., Sterling St., Dubbo, N.S.W., Aust.

STAMPS & COINS purchased at highest prices; Lists available—Aust., N.Z., Fiji, Pacific, Papua-N.G., Australian States. 1/- Postal Note. P. Downie, 94 Elizabeth St., Melbourne, Vic.

TRADE ENQUIRIES

MAIL ORDER. Whatever you might want from Hong Kong (Photographic and Cine Equipment, Transistor Radios, Household Appliances, Chinese Brocades, Plastic Flowers, Cultured Pearls, etc.) we can supply you. Right prices and personal care assured. Please write us for quotations. Film Depot Ltd., 313 Marina House, Hong Kong. Established in Hong Kong since 1936.

BOOKS, MAGAZINES

ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent free on application. Correspondence invited. Berkelouw, 114 King St., Sydney. Telephone: BW 7874.

GIVE AUSTRALIAN BOOKS THIS XMAS! The Year of the Angry Rabbit, by Russell Braddon, 22/6 + 1/11; Bound for Botany Bay, by Frank Clune, 45/- + 3/2; War Correspondent, by Frank Legg, 37/6 + 2/5; William Morris Hughes, by L. F. Fitzhardinge, 63/- + 3/5; The Modern Encyclopaedia of Australia and New Zealand, £8/15/- + 6/-; Sydney in Colour and Black and White, by Robin Smith and Betty Roland 45/- + 3/2; The Pattern of Australian Culture, ed. A. L. McLeod, 60/- + 3/5; Walkabout's Australia, 39/6 + 2/8. Free catalogues. Write to: The Salon Bookshop, 26 Eddy Road, Chatswood, N.S.W., Australia.

ACCOMMODATION

HIRE OR BUY YOUR VOLKSWAGEN for southern leave from Doug Elphinstone, 243-259 Pittwater Road, Manly, Sydney. Telephone: 97-0287.

PENFRIENDS WANTED

LOOKING FOR FRIENDS? Try the Koala Correspondence Club. Members everywhere. For details send to: Box 184, Camberwell, Victoria, Australia.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY,
Box 2434, G.P.O., Sydney.

President: Mr. N. H. Foxcroft.
Phone: 59-1778.

Who's Who

IN THE PACIFIC

For biographical details of leading personalities of the Pacific, you MUST have the 9th edition of the "Pacific Islands Year Book".

This invaluable reference book contains for the first time a self-contained Who's Who of 156 pages, in which persons of importance in the Pacific are listed.

PRICE: 50/- per copy, plus 2/9 postage, packing, etc. (5/- to foreign countries), or \$7.00 U.S. (including postage).

Available from the publishers:

Pacific Publications Pty. Ltd.

Technipress House, 29 Alberta Street (G.P.O., Box 3408),
Sydney, Australia.

Or from Islands Stores and Booksellers.

Index to Advertisers

Adams Industries 33, 44, 49, 53, 101, 141	C.S.R. Co. Ltd., The .. 5, 96	Kerr Bros. Pty. Ltd. .. 32	Sthn. Pac. Ins. Co. 1
All Souls' School .. 32	Cystex .. 67	Kodak (A'asia.) Pty. Ltd. .. 128	Stewarts & Lloyds (Dist.) Pty. Ltd. 1
Alley, Clive .. 49	Daiwa Shipping Line .. 135	Kopsen & Co. Pty. Ltd. .. 106	Sullivan Ltd. 1
Angel & Weatherley .. 75	Demka Pty. Ltd. 130	Kraft Foods Ltd. 62, 84	T.A.A. cov.
Ansett-A.N.A. 126	Donald, A. B., Ltd. 59	Lane's Pty. Ltd. 40	Taikoo Dockyard .. 1
Arnott, Wm. Pty. Ltd. 36	Drambuie Liqueur Co. Ltd. 151	Love, J. R., & Co. Pty. Ltd. 129	Tair, W. S. & Co. P/L .. 1
Australian Dairy Produce Board .. 58	Dunlite Electrical Co. Ltd. .. 54	Mendaco .. 67	Tatham, S. E., & Co. P/L .. 1
A.N.Z. Bank Ltd. 118	Everyday Products Pty. Ltd. 24	Millers Ltd. 30	T.E.A.L. 1
Ballina Slipway & Eng. Co. 98	Ferrier & Dickinson Pty. Ltd. 104	Mobil Oil Aust. Ltd. 42	Thornburgh & Blackheath Colleges .. 1
B.A.L.M. Paints Pty. Ltd. .. 34	Filmo Depot Ltd. 76	Morris Hedstrom Ltd. .. 18, 41	Tongala Milk Products Pty. Ltd. 1
Bethell, Gwyn & Co. Ltd. 141	Fisher & Co. 64	Mungo Scott Pty. Ltd. 53	Tooth & Co. Ltd. 1
Bish Ltd. 17	Flick, W. A. & Co. Pty. Ltd. 22	Napier Bros. Ltd. 10	Town House, The .. 1
B.O.A.C. 112	Frigate Rum .. 118	Nederland Line & Royal Rotterdam Lloyd .. 115	Toyota Motor Sales Co. Ltd. (Aust.), The .. 1
Bond's-Wear Pty. Ltd. 26	Gaston Johnston Corp. 52	Nelson & Robertson Pty. Ltd. 39	Turners Supply Co. Ltd. 1
Bramair International Pty. Ltd. 117	General Motors-Holden's Pty. Ltd. 38	Nestle Co. (Aust.), The .. 25, 131	Twiss & Brownings & Hallows (Export) Ltd. 1
Braybon Bros. Pty. Ltd. 21	Gilbey, W. & A., Ltd. 8	N.G. Aust. Line .. 77	Tyneside Foundry & Engineering Co. Ltd. 1
Breckwoldt & Co. Wm. 70	Gillespie Bros. Pty. Ltd. 150	Nicholson Pty. Ltd. 105	Union Steam Ship Co. of N.Z. Ltd. 1
British Solomons Trading Co. Ltd. 52	Gillespie, R., Pty. Ltd. 16	Nixoderm .. 67	United Insurance .. 1
Brockhoff Biscuits Pty. Ltd. 7	Glaxo Labs (NZ) Ltd. 111	Ogden Industries Pty. Ltd. 63	Van Gelder, Capt., & Co. 1
Brown, David, Tractors Pty. Ltd. 2	Grove, W. H. & Sons Ltd. 48	Pacific Islands Society .. 149	Valspar Supergloss Paints .. 1
Brunton & Co. 57	Haig, John & Co. Ltd. 127	Pacific Islands Transport Line 137	Ventura Trading Co. P/L .. 1
B.P. 3, 37, 119, cov. iii	Hains, Peter, & Co. 144	Perma Sharp .. 86	Vi-Stim .. 1
Butterfly World Museum .. 93	Handi-Works Co. 48	Qantas .. 120	Walpamur Co. (NG) Ltd., The .. 1
Cadbury-Fry-Pascall Pty. Ltd. 46	Hastings Deering Ltd. 142	Qld. Insurance Co. Ltd. 76	Weymark Pty. Ltd. 1
Cambridge Credit Corporation 145	Heath (Wholesalers) Pty. Ltd. 33	Rewa Dairy Co. 49	Whites Aviation .. 1
Canon Camera Co. Inc. 124	Hellaby, R. & W., Ltd. 75	Rolls-Royce of Aust. Ltd. 108	White Rose Flour Milling Co. Ltd. 1
Carlton & United Breweries Ltd. 50	Hongkong & Whampoa Dock Co. Ltd. 102	Ronson Products Ltd. 90	Wild (Aust.) Pty. Ltd. 1
Carpenter, W. R., & Co. Ltd. 79, 80, cov. iv	Industrial Enterprises Ltd. 72	Rothmans of Pall Mall (Aust.) Ltd. 28	Wilhelmsen, W., Agency P/L .. 1
Carreras (Overseas) Ltd. 88	Institute Printing Co. 21	Sanitarium Health Food Co. 60	Wills, W. D. & H. O. (Aust.) Ltd. 1
Classified Advertisements .. 149	International Harvester Co. 4, 6	Shaw Savill & Albion Co. Ltd. 114	Wunderlich Ltd. 1
Commonwealth Bank of Aust. 114	International Majora Paints Pty. Ltd. 103, 110	Shell Co. of Aust. Ltd. 1	Yardley of London (Aust.) Pty. Ltd. 1
Crammond Radio Co. 70	Kennedy, Capt. W. L. 101	South Pacific Brewery .. 61	Yorkshire Insurance Co. Ltd. 1
Crusader Shipping Co. 134	Kernohan, Jack .. 95	South Pacific Hibiscus Nurseries .. 35	
		Stapleton, J. T., Pty. Ltd. .. 123	
		Steamships Trading Co. Ltd. 78	

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



GILLESPIE'S

ANCHOR FLOUR

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

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

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

G Key Air Link To S.-E. Asia

(Continued from p. 11)

a, there were moves behind the scenes to bring Port Moresby's Jack-Jones airstrip quickly to a standard suitable for Australian commercial jets flying north through New Guinea in the event of a shutdown by Indonesia of its air space.

Should Indonesian relations deteriorate to such an extent that Australian aircraft are forbidden to fly through from Darwin, the New Guinea route will be the only one out.

Oddly enough, Qantas Airways officials pointed this out in 1960 when the airline was pushed out of PNG in preference to the domestic airlines of TAA and Ansett.

Qantas was then operating a twice-weekly service through Port Moresby to the Far East, but it was forced to cease it in 1961 because of lack of traffic. The lack of support was due to the fact that Qantas wasn't permitted to carry passengers between Australia and P-NG—although they pointed out that the service couldn't be expected to be economic in its early years without them.

Moresby Strip

Qantas wanted to keep their installations in Port Moresby to operate and enlarge this route.

Port Moresby strip is capable of handling 707 aircraft now but it is regarded as "marginal". Fairly intensive work in sealing the ends would make it fully operational, but it is unlikely that Qantas would be able to go back without traffic rights in the sealing work.

It is likely that Qantas will be allowed to return under these conditions now that the Government planners have seen the vital defence considerations.

If this happens it would mean that New Guinea people would benefit from a faster service than the present juggling of DC6 aircraft operated by domestic airlines.

Sir Robert Menzies' announcement on New Guinea defences included an expansion of the Pacific Islands Regiment to three battalions of supporting units totalling 3,500 in June, 1968; formation of a full-time security force of patrol craft headquarters in Port Moresby; building of Army housing and barracks in various P-NG centres to the value of about £12 million; improvement in airfields at Boram (near

Wewak); rehabilitation of the old wartime airfield at Nadzab, near Lae, for ferrying purposes; and general improvement of smaller airstrips near the West New Guinea border including Daru.

There is nothing new in any of these schemes. Some of them have been planned for more than 12 months, but it seems they will at last get moving.

The Wewak strip would be designed as a front line defence strip, for use in conjunction with the one at Port Moresby. The marine base at Port Moresby will be for the Army, will cost about £400,000 and will be finished by June, 1966.

Most of the money in Army installations will be spent in barracks at Lae, and the Port Moresby area, including the Goldie River, which is about 16 miles from Moresby. The Goldie camp is for recruit training but a lot of New Guinea men with local Army experience say the area is a poor choice as a recruit camp because the sparse gum country is not typical of territory conditions.

The plan is to build up each of the Army installations in the Port Moresby area — Murray Barracks, Taurama Barracks and Goldie River Barracks — as a self-contained complex. But all these installations are for the permanent military forces, and meanwhile there is still a great

deal of resentment in some areas of the Territory because the militia unit, the PNGVR, has still been given no proper role in Territory defence.

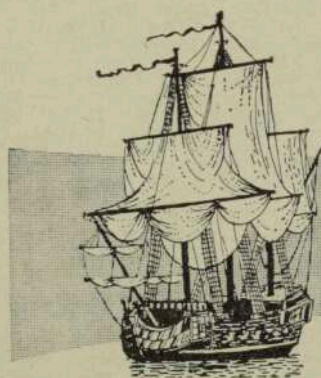
With the recent announcement that New Guineans could join there was a great rush of would-be recruits but enlistments are pegged at about 500, and hundreds of New Guineans are thus on the waiting list.

There is in New Guinea resentment that not enough use has been made of the wonderful PNGVR potential, which proved itself behind the lines in World War II. Rightly or wrongly this is blamed on "a two Army complex"—that is, regular Army men are accused of "just tolerating" the CMF in New Guinea.

Properly organised, detachments of signals, medical, intelligence, and transport experts could be formed from the PNGVR to provide a nucleus of specialist units that one day may be needed—if Sir Robert Menzies' views on Indonesia are correct.

Meanwhile, following pressure from the RSL, the P-NG Administration has announced the appointment of Mr. R. I. Skinner as Controller of Civil Defence and Emergency Services in P-NG. He will organise a volunteer defence and emergency service in the Territory. Mr. Skinner, currently District Commissioner of the Southern Highlands, was a wartime New Guinea Coastwatcher with the rank of major.

● See also, "Indonesia Makes an Effort in West New Guinea", p. 45.



Drambuie

PRINCE CHARLES EDWARD'S LIQUEUR

More and more people are asking for the historic liqueur from Scotland. The ancient recipe for Drambuie includes old Scotch whisky, heather honey and delicate herbs



Index to Vol. 35

JANUARY TO DECEMBER, 1964, INCLUSIVE

A

AMERICAN SAMOA

Accidents: Fire Dance Tragedy, 7-35; Administration: Views On Future, 3-63, 4-27, 7-55; Begging Ban Law, 4-12; Murmurings Over Political Status, 6-63; Immigration Laws Tightened, 6-65, 7-49; Child Curfew, 12-13; Aviation: Tafuna Terminal, 12-123; Education: Educational TV, 8-113, 11-61, 12-44; Building Of Schools Stopped, 12-67; General: Changing Way of Life, 3-63; Many Changes In Two Years, 4-71; Manua Development, 5-20; NY World Fair, 9-117; Tahitian's Long Drift, 8-7; Boy Scouts, 11-127; Health: Nursing Service, 5-61. Justice, Law: Brown Case, 8-115, 10-53; Newspapers: "Samoa News", 10-121, 12-65; "Samoa Times", 12-65; Statistics: Transport, 4-114; Tourism: Hotel For Pago, 3-111; Sightseeing Cable, 8-113; Duty Free Plan, 12-65.

AVIATION

(See also under each territory)

Air India, 3-116, 8-5, 9-131; Airlines of NSW, 1-9, 2-115, 8-5; Ansett-ANA, 8-6; BOAC, 8-5, 10-72; Fiji Airways, 3-115, 6-67, 6-113, 7-35, 7-133, 8-5, 8-6, 9-13, 9-47; Hebridaire, 9-14, 11-51, 12-19; Megapode Airways, 7-15, 9-113; New Hebrides Airways, 9-14, 11-51, 12-19; Pan American Airways, 1-9, 8-5; Polynesian Airlines Limited, 1-115, 10-133; Qantas, 1-9, 4-29, 4-115, 8-5, 10-13, 10-72; RAI, 10-133; TEAL, 1-9, 3-67, 4-29, 6-115, 7-9, 8-5, 9-133, 10-72, 10-119, 12-146; Trans-Australian Airlines, 8-6; Transpac, 2-115; UTA, 1-9, 4-29, 5-14, 8-5, 10-13, 10-133.

B-C

BRITISH SOLOMON ISLANDS PROTECTORATE (see Solomon Islands)

CAROLINE ISLANDS (see US Trust Territory).

COMPANIES

Allardyce Lumber Co., 8-122; Avatiu General Traders, 8-123; Agence Tahiti Poroi, 9-124; Akhil Gold Mining Company, 11-132; Burns, Philp & Co. Ltd., 6-119, 6-121, 9-11, 9-123; Bulolo Gold Dredging Ltd., 9-125, 12-146; Barrett Investment Ltd., 11-132; Concrete Industries (Monier) Ltd., 2-124; Crusader Shipping Co. Ltd., 4-99; Colonial Timber Corporation, 8-122; Carpenter, W. R., 10-81, 10-123; CDR Building Company, 11-124; Cottee's (Fiji) Ltd., 12-143; Carreras Of Fiji Ltd., 12-146; Emperor Mines, 12-146; Fiji Airways, 3-115; Fiji Resorts Ltd., 1-122; Fiji Industries Ltd., 11-133, 12-146; Fiji Forest Industries Ltd., 12-146; Gillespie Bros., 12-146.

HAMAC Ltd., 2-19, 12-144; Hongkong & Whampoa Dock Co. Ltd., 6-123; Hackshalls Ltd., 11-133; Kerema Rubber Ltd., 6-122; Kalena Timber Co., 8-122; Kinjibi Holdings Ltd., 8-123; Loloma (Fiji) Gold Mines NL, 11-133; Messageries Maritimes, 10-101; Morobe Constructions, 11-21, 11-124; Nelson & Robertson, 1-20; New Guinea Goldfields, 1-123; Norikori Coffee Ltd., 8-123; Oil Search Ltd., 1-123, 4-123, 12-146; Polynesian Airlines Limited, 1-115; Pacific Island Mines Limited, 2-124, 9-125, 10-123; Prouds Pty. Ltd., 7-125; Placer Development Ltd., 8-123, 12-146; Pacific Island Timber (Holdings) Ltd., 12-146; Pato Consolidated, 12-146. Sangara Ltd., 3-122, 4-20; Shortlands

Key To Index

The first numeral is the number (or month) of issue; the second numeral is the page number. The key to the first numerals is:

1 = Jan. 5 = May 9 = Sept.
2 = Feb. 6 = June 10 = Oct.
3 = Mar. 7 = July 11 = Nov.
4 = Apr. 8 = Aug. 12 = Dec.

Items relating to more than one territory or the Pacific generally are indexed under PACIFIC.

Development Ltd., 7-125; South Pacific Sugar Mills, 10-123, 12-145; South Pacific Cinemas, 11-132; Societe le Nickel, 9-123, 12-99; South Pacific Foods Pty. Ltd., 12-143; Transpac, 2-115; TEAL, 3-67, 12-146; Tobal Shipbuilding Company, 3-105; Union Steam Ship Company, 11-109; Van Camp, 12-143.

COOK ISLANDS

Administration: Cabinet, 1-15, 10-35; Constitutional Change Plans, 1-35, 2-55, 6-15; Constitution Bill, 9-20, 10-10, 11-21; Rarotonga's Blue Laws, 6-71; Minister's Visit, 4-12; Election Qualifications, 8-25, 9-113; Possible Tokelaus Link, 9-54; Agriculture: Peanuts, 1-123; Pineapples, 5-119; Copra, 6-144; Tomatoes, 7-117; Tobacco, 7-123; Bananas, 11-9; Archaeology, 4-83; Aviation: Rarotonga Airport, 3-67, 12-119; Books: Land Tenure, 6-89; Economy: Outlook Brighter, 3-14; Education: SPC Training Course, 1-113; Fishing: Pearl Shell, 12-69; General: Solar Eclipse at Manuae, 2-85, 6-115; Suwarrow's Hermit, 3-83; Royal Visit Hopes, 4-65; Sunday Dancing, 5-65; Scientific Stations, 6-115; NZ Governor-General's Visit, 7-13.

Health: Typhoid, 8-116; Anti-Rat Campaign, 8-117; Venereal Disease, 12-75; History: How Britain Became Involved, 6-77; Lost Islands, 8-77; Housing: 12-30; Industries: Cannery, 12-143; Law: Increase in Crime, 10-119; Liquor: Laws Changed, 5-35; Bush Beer, 5-35; Politics: Albert Henry, 5-18, 7-9, 8-11, 8-53; First Political Party, 7-9; Religion: New Bishop, 4-118; Roads: 12-20; Shipping: Manihiki Castaways, 1-33; Williams and Livingstone, 1-80; Mangaia Harbour Plan, 2-97; Avatiu Harbour, 3-95, 5-109, 12-113; More Services Needed, 11-103; Sport: 7-63; Tourism: Hotels, 1-8, 2-63, 12-117; Possibilities, 12-113.

D

DEATHS

Andersen, J. C., 4-129; d'Argenlieu, Admiral T., 11-137; Amputch, J. P., 12-148; Allen, Sir Stephen, 12-148.

Bowring, A., 4-39; Beverley, R. H., 6-129; Barber, A., 8-127; Bambridge, T., 9-36; Blandy, R. D., 10-23, 10-129; Brunt, T. W., 10-129.

Callaghan, J., 5-129; Crompton, R. A., 6-129; Corry, H. C., 9-130; Carr, E., 9-130; Chalze, SM, Rev. L., 9-130; Caine, H. F., 9-130; Coward, E., 9-130; Cockburn, G. W., 10-129; Carruthers, J., 12-148.

Dyett, M. L., 4-129; Davis, C. E., 5-129; Dawborn, V. E., 8-127; Duncan, G. A., 9-130; Deoki, Rev. R. R., 11-137; Dalziel,

R. T., 11-137; d'Argenlieu, Admiral 11-137; Duncan, C. D. R., 12-148.

Francis, B., 2-129; Forsyth, J., 4-129; Frogier, T., 7-131.

Grove, J. B., 7-131; Gibbes, E., 10-129; Gadabu, R., 11-13.

Haynes, L., 1-129; Helson, M. H., 2-1 Hill, G. D., 5-129; Hanson, 7-131; Hun Mr. Justice D., 10-129; Hurley, A., 12-148.

James, E. A., 2-71, 2-129; Johnson, G., 7-131; Johnstone, J. A., 8- Jacquemin, A., 10-129; Jaensch, Capt., 10-129; Johnson, R., 12-148.

Kirby, E., 5-129; Koronui, T., 5-1 Kermode, G. G., 9-130; Krause, O., 9-130; Kerr, Mrs. H., 11-137.

Leaute, Sister M., 2-129; Leeson, I., 2-129; Loudon, G. A., 4-129; Lavaka, H., 10-129; Lurkhur, Rev. C., 12-148.

Murray, H. L., 1-9, 1-129; Meredith, 1-129; Millett, J. H. H., 2-129; Mitch G. F., 4-129; Marcella, Sister, 5-1 MacDonald, Capt. N., 8-127; Mitchell, P., 11-137.

Nevitt, T., 8-127; Niall, A., 10-129.

Proctor, K. P., 10-129; Park, J. S., 11-137.

Rowland, A. C., 1-129; Rosa, Mott 4-129; Reed, M. E., 5-129; Roger, 7-131; Robinson, E. C., 9-130; Rang Pastor K., 12-148.

Schoedler, L., 1-19; Seal, L., 1-1 Stevenson, J. D., 2-129; Snow, T., 6-1 Small, A. W., 8-127; Sheehan, P. J., 9-1 Storek, B. T., 9-130; Smith, R. B., 12-1 Schafer, Father, 12-148; Smith, 12-148; Scharmach, Bishop Leo, 12-14

Tippett, A. J., 1-101, 1-129; Toby, F., 8-127.

Vunivalu, R., 5-129; Verges, M., 12-1

Ward, G., 5-129; Whittaker, G. 7-131; Wainigolo, W. M., 8-127; Wig W. P. F., 8-127; Waga, P., 8-127; Will A., 8-127; Whittaker, H. H., 9-130.

E-F

EASTER ISLAND: 8-29.

FIJI

Administration: Constitutional Coference, 1-10, 11-45, 12-20; Civil Serv 4-113, 6-39; Member System, 2-7, 7-1 8-10, 10-9; Governor Jakeway, 1-12, 2 5-118, 6-41, 12-23.

Agriculture and Farming: Banans 1-116, 2-113, 8-113, 10-124, 11-9, 12-1 Sugar, 2-123, 3-113, 4-121, 8-123, 10-12 12-145; Pineapples, 6-114, 8-32, 10-12 Copra, 6-144, 9-35; Sheep, 1-121, 12-65 Archaeology. Sigatoka, 2-49, 10-6 Walu Bay, 3-117; J. Golson, 9-117.

Armed Service: 3-113.

Aviation: Outer Islands, 7-133, 11-47; Ai India, 8-5; Link with GEIC, 8-6; Lauca Bay to Close, 9-11, 10-61; Fiji Airway 8-6, 9-13; TEAL, 9-133; Bombs Found i Nadi, 10-119; Korolevu Airstrip, 10-12 UTA, 10-133.

Books: Prichard Autobiography, 1-8 Plants of Fiji, 4-115.

Broadcasting: TV Proposal, 3-12 4-123, 6-121.

Commerce: Record Trade Balance 3-122; Import Licences, 10-121; Sout Pacific Sugar Mills Shares, 10-123, 12-14 Turtle Trade, 10-123; FOB duty Asses ment, 10-124; Tropical Fish, 11-10 Australian Tariffs, 12-67.

(Cont.)

are: Lautoka Library, 3-113; Harold Library, 4-48; Barker Library,

development: Figures, 2-35.
ation: Derrick Technical Institute, Manpower Survey, 6-115.

ance: C. D. & W. Fund, 1-111; al Currency, 8-123.
ing: Trout, 3-87; Japanese Tuna t, 3-121, 4-122, 11-47; Skin Diving, Record Wahoo, 9-103; Sperm Whales, Cultured Pearls, 4-122; New Laws,

stry: Timber Project, 5-121; any, 11-127; New Company, 12-146.
eral: Sydney Show Display, 1-15; an Settlers, 1-19; Lautoka Band, Important Visitors, 4-14; Colony ad the Times", 7-57; To Sydney Four Years, 9-61; Annual Pet 9-69; Levuka, 11-47; Solar Stills,

th: Snake Bites, 1-116; Immunisa- campaign, 4-113; School of Medicine, Tobacco Advertising, 6-49; Ship medical Work, 10-99; Venereal Disease,

ory: Commodore Goodenough, 2-117; a 4-81, 7-79, 11-47; Cakobau's Club, 6-17; Ministerial Govern- 90 Years Ago, 7-79; First European ents, 11-85; Pitcairn Records, ; Luckner, Count von, 3-77.
sing: Slums, 2-37, Low Cost, 12-29.
stries: Cigarette Making, 4-40, and Wire, 5-122; Fruit Canners,

rance: Provident Scheme, 10-126.
ice and Law: New Chief Justice, Prasad Deportation Case, 5-117, Decrease in Crime, 10-119.
our: Wage Law, 11-127.

d: Indian Interest, 3-15, Ba leases,
slative Council: Member System, 7-10, 8-10, 10-9, 12-16; Mace, 6-18.
or: Antiquated Laws, 1-27; Liquor Report, 6-116, Less Drunkenness,

ing: Gold, 4-122, 6-122, 7-8, 8-122, ; Fertiliser, 9-125.

eseas Representation: In Australia, 6-27, 10-69, 12-67; Australian Com- mer in Fiji, 1-39, 3-12, 5-116, 6-41; interest, 5-116.

ee: 5-18.
tics: Britain Under UN Pressure, Crucial Moves, 11-45.

al: Mobile Post Office, 9-13; Radio With Tonga, 10-119.
gion: Pacific Theological College, 11-127; Korolevu Church, 6-12, Methodist Church, 8-65, 9-117; ni Mission Centenary, 10-119.

ds: Bridge Over Nadi River, 7-115; Nadi Tar-Sealing, 11-124, 12-123.

uma: 1-111, 3-37, 4-142, 7-83.
al Visit: 2-33, 3-36.

opping: Suva Harbour, 3-99, 10-95, ; Unseaworthy Ships, 4-103; avulevu" Inquiry, 5-15, 5-95, 7-97, Lautoka, 5-105, 6-107, 7-101; Levuka, 9-99, 11-47; Freight Rates, 8-97; Outrigger Canoes, 8-99; Govt. rs Criticised, 9-97; "Telephone" for Ships, 10-99; Drift on Punt, ; Yacht Marina, 11-107.

rt: Bowling, 4-132; Olympics, 5-118; y, 7-120, 9-68; Athletics, 9-121.

istics: Population, 3-111; Trade, ; Tourism, 12-121.

ation: PAYE, 5-117, Basic 6d. Tax, 12-14.

urism: Yanuca Island Project, 1-122; ratu Estate Plan, 3-116; More dian Visitors, 4-38; Transit Pas- sers' Visas, 4-49; Boom, 3-113, 6-27, ; Tourists Don't Want Scenery, Air-Sea Holiday Plan, 9-131; a Entertainment, 10-17, 12-63; Hotels,

1-122, 2-63, 4-131, 8-130, 9-133, 11-127; Statistics, 12-121; Conference, 12-121; Visitors' Permits, 12-127.

Transport: Suva Bus Ride, 4-87; Viti Levu Buses, 6-132.

Weather: Severe Floods, 4-11, 5-12, 5-41, 6-43, 7-115.

FRENCH POLYNESIA

Administration: Chinese Problem, 3-57; New Governor, 11-13; Aviation: Tahiti Air Rights, 1-9, 4-29, 8-5, 10-13, 10-119; Faava Airport, 3-67; Qantas Service, 10-13, 12-127; UTA Service, 10-133, 12-127; Moorea Service, 10-133; Books: Salmon Biography, 1-91; "Tempest Over Tahiti", 2-89; Aiti Taimai's Memoirs, 6-93; "Last Days In Paradise", 10-51; Broadcasting: TV, Radio Plans, 11-63; Culture: Gauguin Museum, 6-132, 10-121; Fishing: Tuamotu Plan, 9-99; Cultured Pearls, 3-123; General: Tetiaroa Atoll Sold, 1-71; Tahiti As Scientific Centre, 2-39; Underground Water On Motu-Uta, 4-99; Skin Diving Club, 5-105; 6,000th Car, 5-118; Shelter At Lake Vaihira, 6-111; Mass Weddings, 7-115; Tahiti Robsons, 10-18; De Gaulle Visit, 10-117; US Consulate, 11-75; Health: Orofara Leper Colony, 3-113; Mysterious Epidemic, 10-121; Mercy Trip To Rapa, 11-123; Venereal Disease, 12-75.

History: Moorea's Pierced Mountain, 7-82, 8-25, 11-53; Tahiti's Nature Man, 10-77; Polynesian Vikings, 12-82; In- dustry: Traditional Industries Declining, 7-53; Justice, Law: Brutal Attack On Woman, 10-119; Land: Reclamation, 3-72; Newspapers: 5-116, 9-17, 10-17; Nuclear Base: Atolls Ceded To France, 3-18; Naval Repair Base, 3-116; Build-Up, 4-10; Floating Dock, 5-109; Airfield At Mururoa, 5-117; Prime Minister's Visit, 8-113, 9-57; Tahitians Unhappy At Tests, 9-57, 11-49; Politics: 7-61, 10-51, 12-61; Religion: First Nuns, 3-117; Shipping: Papeete Harbour, 2-99, 4-99, 5-99, 6-97; 155-Day Drift Voyage, 8-7; Sport: 7-62; Tourism: Hotels, 1-8, 2-63, 7-117, 9-119; Moorea, 3-131; Tahiti Excursions, 4-131; Decline, 8-5; Water Supplies: Experi- ments With Solar Stills, 11-123.

G-H-K-L-M

GILBERT & ELLICE IS.

Advisory Council: 4-115, 6-114, 12-37; Agriculture: Copra, 4-114; Aviation: Bomb Found at Tarawa, 2-116; Link With Fiji, 6-67, 7-35, 8-6, 9-47; Local Aircraft Crash, 11-69; Economy: Annual Estimates, 5-116; British Govt. Aid, 7-39, 12-37; UK Plan 9-51; General: Two-Storey Quarters, 1-72; Handicrafts, 2-114; Astronomical Survey, 4-113; Commissioner Walks Atoll, 7-113; Dogs Poisoned On Hull Island, 10-85; Tales From, 10-85.

History: Mission Schooner's Role, 1-77; Origin Of Name, Ellice, 11-83; Labour: Ocean Island Dispute, 2-116; Labourers For New Hebrides, 11-21; Lands: Butaritari, 2-116; Liquor: Restrictions Lifted, 3-40; Nuclear Tests: Christmas Is. Base, 6-115, 8-113; Phoenix Islanders: 1-105, 2-13, 3-115, 4-116, 10-85; Popula- tion: Census, 1-113, 12-39; Postal: Stamps, 7-115; Religion: First Gilbertese Priest, 7-11; Roads & Transport: Tarawa Causeway, 1-114; Shipping: Harbours Damaged, 3-99; "Conflict Of Interests", 5-107; Atoll Wrongly Oriented, 6-105; Drift Voyage to Nauru, 6-116; Medical Ship, 12-103; Sport: 7-63; Telecommunica- tions: Fanning Island Cable Station, 2-8; Tourism: 12-39.

GUAM (See under US Trust Territory).

HAWAII: 11-97.

KERMADEC IS.: 5-83, 8-23, 12-23.

LORD HOWE ISLAND

Flying Boat Service: 1-9, 2-115, 8-6, 11-123; Old Anchors Found, 3-97; 176th Anniversary, 3-116; Ball's Pyramid Climbed, 4-18, 5-13; Palm Seed Crop, 5-122; Miss Lord Howe Is., 7-16, 7-17; Tourism Statistics, 7-117; Bigger Tourist Boat Fleet, 8-97; Cargo Handling Plan, 8-101; Veteran Has Seen Many Changes, 9-71; First Visit By Air, 9-87; New Slipway, 10-101; Mercy Flights, 11-124; Tourist Resort, 12-125.

MARIANAS, MARSHALL IS. (see US Trust Territory).

MATTHEW ISLAND: 3-99.

N

NAURU

Resettlement Proposals, 1-11, 6-9, 7-13, 8-11, 9-9, 10-15, 11-73; Fishing, 3-95; Housing Project, 4-114; Liquor Laws, 7-117; RC Mission School, 8-11; First MBE, 8-59; Minister's Visit, 9-9, 9-10; BPC Store, 11-73; Demands for Future, 11-73, 12-15.

NEW CALEDONIA

Aviation: Transpac, 2-115, 10-119; TEAL, 4-29, 6-115; Qantas, 10-13; UTA, 10-13, 10-133; New Airport, 10-119; Tontouta Fire, 11-127; Broadcasting: TV, Radio Plans, 11-63; Commerce: Sugar, Eggs, Imports, 10-121; Economy: Living Costs, 7-53; Elections: Deputy, 6-113, 7-33; Fishing: Cone Fish, 1-114, 11-125; Tuna, 1-39, 7-121; Shark Attack, 3-116; Octopuses, 9-83; General: Smoking, 3-111; Palm Thefts, 9-17; History: Ile Nou's Guillotine, 4-81; Labour: Workers' Strike, 6-11; Languages: 3-115; Mining: Statistics, 2-113; Research Organisation, 2-123; Nickel, 5-121, 8-121, 9-123, 12-99; Chrome, 10-123; Police: 7-115; Politics: Lenormand Case, 4-15, 5-71, 6-113; Shipping: NZ Yacht Race, 6-111; Freight Rates Up, 10-101; Port Conditions, 11-105; Sport: 1966 South Pacific Games, 4-57, 7-63, 7-118, 8-57, 9-15, 10-47, 11-22, 12-41; Tourism: Charm and Problems, 10-47; Casino Plan, 11-124; Vietnamese: Repa- triation, 3-113; Census, 9-119; Weather: Automatic Stations, 1-115; Drought, 2-113; 3-47, 11-127.

NEW GUINEA (See Papua-New Guinea and West New Guinea).

NEW HEBRIDES

Advisory Council: 1-30, 2-25, 8-117, 9-129; Agriculture and Farming: Copra, 6-13, 9-129; Cattle, 8-113; Archaeology: Aneityum, 3-117, 10-63, 12-61; Tanna, 4-118, 5-118; Aviation: Emerald Accident, 1-13, 2-13; Tonga Airfield, 4-113; Statistics, 8-117; Local Services, 9-14, 11-51, 12-19; Birds: 2-113; Commerce: Co-operatives, 10-69, Santo Buildings, 10-124; Earthquakes, Vulcanology: Paama, 5-118; Tanna, 7-116; Santo, 8-23; Malekula, 8-23; Vila, 8-23, 10-121; Education: Kawenu, 1-114, 8-68; Agri- cultural Training, 4-114, 10-119; Develop- ments, 8-68; Vila Headmaster, 10-116; Fishing: Trochus Poachers, 7-103; Sword- fish, 8-95; Tuna Processing, 9-129; Forestry: 6-116.

General: Ex-Servicemen's Club, 1-30; Battle for Influence, 2-45; New Buildings, 2-123; Crocodiles, 3-117; 12-85; Health: Measles, 4-115; TB Campaign, 8-119; Leprosy, 10-59; History: Murder of Trader in 1887, 4-77; Santo War Relics, 7-107; Vila Before and After War, 9-85; Housing: 12-29; Labour: 11-21 12-39; Postal: Stamp Contest, 4-113; Money

NEW HEBRIDES (Cont.)

5-116; **Religion:** New Churches, 3-19, 5-63; Presbyterian Mission, 8-116; **Shipping:** Vila Wharf, 3-103; Old Vila Wreck, 6-99, 7-117; Tanna Harbour, 6-103; Santo War Relics, 7-107; Reward for "Boussole" Discoverer, 8-7; New Traders, 10-97; **Tourism:** Hotel Vate, 5-19, 8-115; **Vietnamese:** 2-47; **Weather:** 1-13, 3-47.

NIUE

Administration: 10-20; **Agriculture:** 11-123; Possibility of Airfield, 5-118; Library Plan, 8-113; "Takai", 3-65; **Handicrafts:** 12-32; New Look in Island Life, 6-63; Drilling For Water, 7-115, 10-20, 11-64; Novel Circulars, 11-81; Radio Activity, 9-59; Housing, 7-31, 10-119; Post Office, 8-115; Churches Rebuilt, 3-113; Pontoon for Unloading, 11-109; Buses, 3-111, 7-115.

NORFOLK ISLAND

Administration: Wordsworth Retires, 1-117, 7-39; Nott Appointed, 8-8; 10-117, 11-17; Official Secretary, 1-118; Council, 5-32, 7-118, 8-9; **Agriculture:** Passionfruit, 7-116; **Aviation:** More Services, 2-116; Air Charter Plan, 4-132; **Books:** "The Pitcairnesse Language", 11-95; **Broadcasting:** 1-40, 1-116; **Commerce:** Commonwealth Bank, 7-124; Quickening Tempo, 10-71; **General:** Invitation to Pitcairners, 5-67; Philip Island, 11-81; **Health:** Dental Surgeon, 5-124; **History:** Royal Engineers Office, 3-20; Preservation Work, 5-29; Bounty Day, 5-133; Victims of Arrow Attack, 9-81; First Airman, 9-87; **Language:** 2-15, 11-95; **Postage:** 1-115, 10-119; **Religion:** St. Barnabas Chapel, 5-77, 6-113; **Shipping:** New facilities, 1-99; Freight rates, 2-122; Famous Anchor, 10-79; **Tourism:** Tourist Boom, 1-41, 1-45, 5-25; Hotels, 1-8, 2-63; Hurricane-bound Holiday Island, 5-25.

P**PACIFIC**

Agriculture: Rhinoceros Beetle, 2-122; Copra, 5-123, 6-124, 9-72, 12-145; NZ Demand for Fruit, Vegetables, 10-125; **Animals:** Capt. Cook's Tortoises, 3-81; **Archaeology:** 10-63; **Aviation:** Woman's Solo Flight, 5-12; Tasman Services, 10-72; **Books:** "The Final Campaigns", 2-89; "Southwest Pacific Since 1900", 3-89; Bruce Grant's "Indonesia", 5-89; "Americans in Polynesia", 6-87; "Where The Bong Tree Grows", 10-91; "The Golden Haze", 10-91; **Commerce:** Crocodile Skins, 3-122; NZ Trade, 5-122; French Territories in Common Market, 7-123; Ambergris, 10-17; Pacific Basin Trade Plan, 10-124; Transistor Radios, 12-12; **Finance:** Decimal Currency, 11-131; **Fishing:** Poisonous Fish, 1-32.

General: NZ Call for "Togetherness", 1-33; Sydneysider in NZ, 1-57; Russian Rocket Tests, 1-101; Islanders in NZ, 1-113, 6-114, 10-119; Queen's Birthday Honours, 7-17; Use of Term "Boy", 8-27; Food Study, 11-127; UN Committee on Colonialism, 12-15, 12-20; **Handicrafts:** 1-63, 12-32.

History: Old Records Microfilmed, 1-113; Memorials, 2-81; Captain Bligh, 2-83; Polynesian Vikings, 12-82; **Housing:** Local Skills Wasted, 12-29; **Languages:** Pittman Teaching Method, 12-44; **Oceanography:** Mineral Wealth, 5-57, 12-83; **Politics:** New Ministers, 1-7; **Religion:** Anglican Church, 2-114; Odd-Shaped Churches, 3-19; British and Foreign Bible Society, 4-50; Church Unity, 6-116; Quiet Revolution, 8-61; **Shipping:** New "Endeavour" Voyage, 2-95, 12-97; Auckland-Suva Yacht Race, 3-11; Christmas Cruise, 4-133; Air-Sea Rescue Talks, 5-109; Freight Rates Increased, 8-97, 11-109; BP Passenger Ships, 9-11; Willis' Voyage, 1-104,

6-97, 6-117, 7-118, 8-113, 10-11, 12-14; Pacific Cruises, 10-133, 11-65; Hydrographic Survey, 12-83.

Sport: South Pacific Games, 1969, 4-56; South Pacific Games, 1966, 4-57, 7-63, 7-118, 10-47; **Tourism:** PATA Conference, 2-113, 4-35; Japanese and German Tourists, 4-36, 7-97; Pacific Cruises, 10-133, 11-65; Moderate Costs Desirable, 12-121; **Weather:** Hurricane, 5-41.

PAPUA-NEW GUINEA

Administration: Native Affairs Dept., 3-38; Govt. Buildings, 3-113, 6-116; Public Service, 10-20, 12-12.

Agriculture and Farming: Popondetta Agric. Training Institute, 1-11; Copra, 1-122, 7-121, 9-119; Rubber, 1-122, 6-122; Rattan Cane, 1-123; Giant Snails, 3-14; Aropa Plantation, 3-17; Pyrethrum, 3-124; Coffee, 4-122, 9-126; Cocoa, 6-13, 6-122; Tea, 6-119, 10-127, 11-124; Popcorn, 8-123; Cattle, 9-67, 11-132; Pigs, 10-127; Caravan for Patrols, 11-125; Oil Palms, 11-133.

Artifacts: 3-45. **Aviation:** Crashes, 2-13, 8-119; Statistics, 2-114; Ray Parer's Planes, 3-25, 7-55, 11-92; Mt. Hagen Airport, 3-32, 11-125; Lead Lost, 4-31, 5-33; Milne Bay Strip, 4-113, 6-115; Increased Services, 8-6; Troop Transport Plane, 9-121; Airstrip on Nissan Is., 10-21; Sepik Landings, 11-17; Pioneers, 11-92; Link With S.-E. Asia, 12-11; Rabaul Terminal, 12-59.

Books: McCarthy's, "Patrol Into Yesterday", 2-17, 4-59; Butcher's, "We Lived With Headhunters", 2-87; Williams', "Stone Age Island", 4-91, 8-89; Facts for History Books, 4-17; Spencer's, "Doctor's Wife in Papua", 7-91; 4th Edition of P-NG Handbook, 9-19; Mead's, "Continuities of Cultural Evolution", 10-87; Land Tenure in P-NG, 10-88; Affleck's, "The Wandering Years", 11-91; Feldt's "Coastwatchers" in French, 12-89.

Border: Talks 1-8; Survey, 2-12, 3-12; Australia Active, 4-53; Map-makers' Problems, 6-19; Money Pouring In, 7-7; Fencing Off, 9-119.

Broadcasting: Radio Wewak, 1-113; Fourth Administration Station, 9-119; Moresby Studio, 9-119.

Commerce: Crocodiles Dwindling, 5-57; Trade Ship, 6-12; Osaka Trade Fair, 6-121.

Culture: Play Contest, 3-55. **Customs:** King or Queen Concept, 1-27; Cargo Cults, 4-27, 7-12, 8-9, 8-15, 10-9; Bride Purchase, 6-31.

Defence: Native Officers, 1-10; PNGVR, 3-19; PIR, 4-115; NGVR, 5-33; Aust. Army, 8-115, 8-116; Civil Defence, 8-116, 12-11; Stepped-Up Programme, 12-11.

Economy: World Bank Survey, 6-12, 8-11, 10-12; Unique Budget, 10-67; Survey by Ray Melrose, 11-25.

Education: ASOPA Passes for 1963, 1-55; Popondetta Agric. Training Inst., 1-114; Teachers, 1-116, 3-115, 7-116; Stenographers, 3-20; Idubada Technical School, 4-116; Keravat High School, 5-119, 11-124; Education Report, 1-17, 8-11, 9-23, 12-20; Intermediate Exam., 9-119; Goroka Teachers College, 11-21, 11-124; Sydney Seminar, 12-20.

Festivals: Goroka Show, 7-133, 10-41.

Finance: Loan Subscribed, 5-122; Decimal Currency, 6-123, 7-123; Buried Money, 10-18.

Fishing: Oysters, 10-119; Cone Shells, 1-116, 2-15; Gloria Maris, 5-124; Trochus Poachers, 8-95.

Flora and Fauna: Giant Rats, 12-59.

Forestry: Sandalwood, 1-19; Teak, 1-113, 3-113, 11-125; Tonolei Timber Rights, 1-123, 4-123; Air Survey, 2-113; Exports to Japan, 3-120; Imports, 4-121; Marshall Lagoon Rights, 7-117; Normanby Is., 9-125.

Future: 8-13, 9-9, 10-13, 10-14, 12-35.

General: Support for Name "New Guinea", 1-11; Giant Snails, 3-14; Marriage Guidance, 3-18; Madang's Raintrees, 4-18; Nakanai Resettlement

Plan, 4-113; Boys' Brigade, 5-51; Kilina Resettlement Plan, 5-118; Inflammation Rock, 5-119; Ex-Service Club, 6-35, 9-4; Visit of Governor General, 7-7; New Plan for Salamaua, 7-15; Moresby Vagrants, 7-65; Landslide, 7-115; Huge Cave Found, 8-116; ANGAU Association, 9-3; Naturalisation of Euroneseans, 8-3; Moresby Water Rates Up, 8-117; Trobriand Is., 9-77; Haus Tambaran, 9-121; Free Passport for Papuan, 11-19; Visit to Tei Island, 12-81.

Handicrafts: 5-55. **Health:** Malaria, 1-113, 2-39, 6-37, 8-1; Lae Hospital, 1-113; Mushroom Madness, 2-17; Skin Cancer, 3-43; Adven Medical Plan, 3-116; Papuan Medical College, 5-10; WHO Scholarships, 8-3.

History: War Relics, 1-29, 3-3; Mystery Obelisk, 3-25; Facts Wanted, 4-3; NGVR History, 5-23; German History, 5-52, 11-119; Alexishafen Catholic Mission, 6-81; Naming of Mortlock Is., 7-59.

House of Assembly: Election Preparations, 1-12, 1-61, 2-9, 3-9, 3-20, 3-33, 3-35; Election Results, 4-9, 4-37, 5-9, 5-113, 5-115; Mace, 4-34, 6-Opening Session, 6-10, 7-42; Electoral Laws, 6-12, 7-12; Under-Secretaries, 7-12-24; Administrator's Council, 7-12-24; "Silent" Member, 8-39; Budget Session, 8-115, 9-21; Too Many Rules, 10-1965, Session, 11-127.

Housing: Shortage, 2-41; Low Cost, 12-29, 12-33.

Indonesians: National Crosses Borneo, 10-121.

Industries: Lae Nail Factory, 6-1; Statistics, 7-124; Sheet Metal, 8-1; Moulding Factory, 8-122.

Investment: 2-121.

Justice, Law: Varzin Case, 1-13, 10-12-13; New Companies Law, 5-122, 8-1; Supreme Court Houses, 5-119, 8-1; Moresby Rape Case, 6-116; Bush Justice for Coconut Casanova, 8-79; Supreme Court Judges, 9-118, 12-49; Trial Jury Abolished, 10-121.

Labour: Workers' Rations, 8-115.

Languages: 2-115.

Liquor: Drinking Conditions, 2-4-115; New Hotels, 2-53, 4-131, 6-1; Taverns, 4-17.

Local Councils: Gazelle Peninsula, 11-127.

Mining: Oil, 4-123; Morobe Goldfield, 6-79; Misima, 8-8, 9-125, 10-123; Aerogeodetic Survey, 9-119; Bulolo Prospects, 9-125.

Mortlock Is.: Chief's visit to Sydney, 8-119; Naming of, 9-59, 11-51.

New Guinea Corporation: 6-11, 6-17-18, 8-15, 9-118, 10-15.

New Guinea Council: 9-118, 10-11-18.

Newspapers: Big Press Corps, 3-1; Indonesian Pressman, 8-15; Press Report, 9-121.

Organisations: New Britain Club, 1-1; New Guinea Women's Club, 3-65, 12-3.

Patrols: Pomio Post, 1-82; Woodlark Post, 3-115.

Police: Bomana Training Depot, 5-1; Commissioner Retires, 8-15, 10-17; Rabaul Strike, 8-17; First New Guinea Office, 10-14; New Uniforms, 11-12.

Posts and Telegraphs: SEACOM, 1-1; New Stamp, 7-115.

Power: Keravat Power Station, 1-1.

Religion: Madang Catholic Seminary, 1-37, 6-55; Alexishafen, 4-113, 6-4; Dogura Anglican Mission, 8-61.

Roads and Transport: Rabaul, 1-1; Moresby-Kwikila Road, 1-116; Statistics, 2-113; Kassam Pass Road, 7-115; Dog Settlement Road, 7-116, Minj-Banz Road, 11-125.

Shipping and Navigation: Lae Wharf, 1-101, 6-107, 8-103; Mine Sweeping, 1-10; Daru Wharf, 3-103; Drift from Laugians, 4-99; Nautical School, 4-101; Stran Sampan, 4-105, China Navigation Company, 5-14; "Polurrian" Disaster Finding, 5-1; Nine Survive Canoe Accident, 5-10; Madang Wharf, 5-119, 9-101, 12-10.

UA-NEW GUINEA (Cont.)

Ship, 6-12; Rabaul Wharf, 8-99; Wharf, 8-103; World War II Casualties, 9-101, 11-109; Wreck at Lae, 7-62, 9-116; Ships for Co-operative Association, 10-99; Milne Bay Hydrographic Survey, 10-99; Sepik River Voyage, 12-19; Life Rafts, 12-105; Lae Club, 12-109; Rabaul Turf Club, 2-31; 1969, 4-56, 7-29, 12-43; Rugby Referees, 10-121; Communications: SEACOM, 1-114; Telephone, 2-116; Radio: Radio Talk, 2-29, 3-51, 4-41, 6-51, 7-111, 8-37, 9-41, 10-113, 12-55; Tourism: Hotels, 2-19, 12-144; Fourth Hotel, 2-52; Airline Tours, 2-129; Missions in Moresby, 4-132; Madang as Centre, 5-131, 6-133; Shows, 5-133; Air Lodge, Lae, 8-131; Aust. Govt. Post, 9-121; Rabaul, 11-109; Oceanology, Earthquakes: 7-115, 12-23.

OPLE

en, B., 1-119; Anderson, J. S., 2-18; F. P., 2-82; Abraham, A. L., 2-118; Capt. J. McK., 7-101; Adermann, 7-120; Aroi, J., 8-59; Albert, Prince, 8; Archer, R., 12-127; Brown, Mr. D. C., 1-15; Belton, B., Bryant, R. R., 1-118; Blum, A. J., Bernhardt, 1-118; Barnard, L. H., Baoue, S., 2-19; Balive, P., 2-115; Metti, M., 2-118; Birchmeier, C., 2-119; L., 2-119; Blair, A. C., 4-79; es, C. E., 4-118, 7-120; Burgess, J., Born, T. J., 5-124; Berking, R., Bell, R., 7-87; Bretag, A. J., 8-41; ett, V. O., 8-119; Berwick, S., 9-29; J., 11-129; land, R., 1-20; Cleland, E., 1-20; an P., 1-104, 3-107; Close, J., 1-118; T., 1-118; Chin, L., 1-119; apion, L., 3-113; Connery, S., 3-20; to, D., 3-20; Crawley, H., 3-118; ce, S. H., 4-117; Covit, B., 4-118; idge, R., 5-87; Champion, I., 6-85; er, A., 6-101; Common, J., 6-117; Crocombe, Dr. R., 7-119; Clezy, 7-119; Critchley, T. M., 8-118; stian, I. G., 10-79; Clune, F., 10-116; n, G. M., 11-129; Curtis, B., 11-129; ooc, Most Rev. H., 4-118, 8-118; ro, T., 2-115; Discombe, R., 3-39; Davies, L. M., 4-116; Dare, A. O., de Cocq, Most Rev. H., 4-118; Douglas, Capt. G., 7-119; 11-128; i, A. I. N., 8-118; Dashwood, 10-35; Darling, E. W., 10-77; Donaldson, 11-128; Duvernois, M., 11-129; ans, Capt. J. H., 2-99, 5-103; ards, W., 3-119; Ewing, D., 5-124; erson, Dr., 8-115; Edwell-Burke, M., 7; Evans, B., 10-69; rsyth, K., 2-9; Forster, J. H., 2-117; fax-Ross, B. E., 2-118; Forsyth, W., 3-119, 5-119, 5-124; Fergusson, Sir B., 5; Frater, A., 5-119; Fifield, E., 5-124; er, Sir Robert, 6-37, 7-118, 8-119; arton, Rev. L. D., 7-120; Foot, Sir H., Fisk, D., 10-117; Fifita, Capt. T., 29, 12-101; Frost, Judge, 12-49; ass, M. D. L., 4-116; Gerakas, A., 9; Goriss, R., 1-118; Gardner, J. H., 4-118; Golson, J., 9-117; Grant, G., 3; Grey, R., 11-129; amilton, R. N., 1-39, 3-12; Haggett, G., 2-56; Halsted, J. M. G., 2-117; e, E., 2-118; Halapua, Rev. F., 4-118; ry, A., 5-18, 7-9, 8-11, 8-53; Hoehler, 5-124, 12-55; Hopcraft, N., 6-119; luck, P., 7-23; Hill, T., 7-119; Hollis, W., 7-120; Hargeshelmer, F., 8-29; d, Rt. Rev. D., 8-119; Henao, G., 17; Huon de Navrancourt, J., 11-19; re, Dr. J., 11-128; Hazelman, S., 29; Hebert, B., 11-119; no, Dr. A., 1-25; Iell, F. F., 2-119, 9.

Johnson, F., 1-117; Johnson, L., 1-119; Jones, D., 2-119; Jakeway, Lady, 3-15, 10-9; Janousek, Dr. J., 4-116; Joseph, M., 4-116; Jakeway, Sir D., 6-19; Kinder, S. A., 2-117; Kaloumaira, S., 3-117; Kalotapau, F., 4-116; Kennedy, A., 7-120; Kennedy, K., 7-120; Kirkland, L., 8-119; Kapesu, Chief, 8-119; Kienzie, Capt. H., 8-119; Koso, M., 10-116; Kokiua, R., 10-117.

Lambeth, D., 1-119; Lloyd, D. T., 2-119; Latef, A., 2-119; Lambert, C. R., 2-119; Lonergan, S., 3-55; Luckner, F. von, 3-77; Lusiana, Adl, 1-18; Lapin, Dr. G., 3-105; Lee, D. J., 5-124; Lau, 7-121; Loli, Ratu Meli, 10-17.

Mei, Adl, 1-18; Messmer, P., 1-117; Morgan, G., 1-118; Mortlock, W. L., 1-118; Mahoni, G., 2-113; McFarlane, D. M. N., 2-119; Mann, Mr. Justice A., 2-118, 8-118, 12-59; Martin, L. R., 2-119; Mackellar, S. A., 3-20, 6-51; Michoutouchkine, N., 3-116, 5-19; Maze, Rev. P., 3-117; Millan, L., 3-117; Maxwell, S., 3-117; Murdoch, D., 3-119; Mow, P., 4-114; Maina, W., 4-116; Masital, T., 4-116; Mills-Owen, R. H., 5-72, 8-55; Mathews, G., 5-124; Maitland, N., 5-124; Meikle, J., 6-31; Moors, H. J., 8-10; Michel, L., 8-119; McKay, 9-118; Makimare, T., 11-128; Matheson Cullen, G., 11-129.

Nayacakalou, Dr. R. R., 2-117; Noakes, Mr. P. R., 3-118; Newton, K., 4-117; Newnham, B., 4-117; Normoyle, C., 8-15, 10-17; Nott, R., 10-117.

Over, D., 1-117; Ortiz, E., 2-9; Onzem, N., 9-118.

Paul, R., 1-119; Peterson, Mr. R. A., 3-117; Philip, L., 4-116; Parham, B. E. V., 4-118; Picard-Destelan, Admiral, 5-124; Pompidou, G., 6-113, 8-113; Philp, B., 6-118; Parer, R., 7-55; Priday, H. E. L., 7-87; Paul, E., 9-29; Porol, A., 9-124; Parsonson, G., 10-116; Paak, Bilalal, 10-117; Paola, Princess, 11-128.

Raund, D., 1-119; Refshauge, Dr. J., 2-118; Rawe, D. A., 3-103; Rowley, C. D., 4-14; Russell, T., 4-116; Radziwill, Prince, 5-118; Ravai, Dr. M., 5-124; Robinson, Mr. and Mrs. E. C., 6-113; Ruhen, O., 7-17, 11-19; Rogers, B., 8-7, 9-27, 12-67; Ramza, M., 8-116; Robertson, L. W., 9-29; Rice, V., 9-123; Rossell, A. W., 9-123; Roberts, H. S., 10-116; Ramsay, Dr. M., 10-117; Rideland, F., 11-121.

Sedgeman, R., 1-104, 3-107; Smith, E., 1-111; Schutler, Dr. R., 3-117, 4-118, 5-118, 12-61; Sharma, K. N., 3-118; Smith, Mrs. B. L., 3-119; Smith, G. W., 4-12; Stott, F., 4-117; Snowsill, H. F. B., 4-119; Salote, Queen, 5-11; Sprague, F., 6-18, 7-49; Schultz, C., 6-118; Smith, C., 6-118; Stuart, J., 7-120; Shortall, J. P., 7-120; Stewart, Pastor A. G., 8-118; Seale, H. P., 9-118; Sutcliffe, Rev. L., 9-118; Smith, Judge C., 9-118; Sorensen, C., 10-116; Smith, T., 10-117; Stehlin, E., 11-59.

Tungi, Prince, 1-11; Timoci, Ratu V., 2-119; Taylor, T., 3-55; Trench, Sir D., 4-17; Tohovaka, Sgt., 6-117; Tucker, D., 9-123; Trotter, L., 10-116; Tippet, Rev. A. R., 10-117; Thompson, Archdeacon P., 10-117; To Waingut, H., 10-117; Tagg, P., 11-124; Tobaining, V., 11-127; Townsend, W. E., 11-127.

Ure, Rev. D., 2-118; Uram, I. T., 2-118; Villiers, Capt. A., 2-95, 12-97; Volallagi, Ratu T., 2-119; von Luckner, Count F., 3-77; Vincent, J., 3-103; Vockler, Rt. Rev. J. C., 3-118.

Wilson, G., 2-118; Woodward, K., 2-118; Walsh, P., 3-117; Woodhouse, W. M., 1-117; Wright, C. J., 4-118; Watson, W., 5-17; Williams, G., 6-118; Wilkinson, W., 7-120; Wyndham, Dr. H. S., 10-117; Waingut, H. T., 10-117; Willis, W., 6-97, 6-117, 7-118, 8-113, 10-11, 12-14.

Yee Fai, G., 1-118; Yali, 4-9; Young, E., 7-120.

PITCAIRN ISLAND

Archaeology, 4-55; Language, 11-95; Curios, 9-19; Records, 11-127; Elections,

9-83; Future, 3-13; Mercy Visits, 7-99; Health Survey, 10-71; Jones Headland, 3-111; "Pitcairn Miscellany", 3-89; Population Decreasing, 3-115, 5-67.

R-S

ROTUMA (see under Fiji).

SAMOA (see American Samoa, Western Samoa).

SHIPS

(See also Shipping under each territory.)

(In rough alphabetical order)

(Asterisk means wrecked)

Altair, 1-97; Adi Keva, 1-97, 7-99; Aquitaine, 1-104; Awahnee, 1-107, 4-111; Astrolabe, 2-99, 4-19; Arago, 2-99; Aruligo, 2-105; Australien, 3-95; Argo, 3-99; Asahi Maru No. 8, 3-105, 11-103; Aegean, 3-107; 10-103; Atom, 3-107; Astrea, 2-20, 4-97, 4-111; Arona, 4-105; Asavcall, 4-105; Arcadia, 4-133, 8-103; Austral Maru, 5-99; Auau-Kai, 5-111, 8-108, 10-103, 11-111; Annette M., 6-108, 8-108, 10-103; Achille Lauro, 7-101; Angelina Lauro, 7-101; Atea, 7-105; Ataluma, 8-97, 10-99; Atria, 8-108; Akatere, 9-101; Ashipaka Maru No. 18, 9-103; Antelope, 12-85; Age Unlimited, 1-104, 6-97, 7-118, 8-113, 10-11, 12-14.

Boussole, 2-99, 4-19, 5-11, 7-110; Burnside, 2-103; Braeside, 2-103, 11-101; Bulolo, 2-109, 8-99; Barlovento, 3-109, 10-103; Britannia, 4-103; Broadbill, 5-105*; Byrond I., 8-97; Baron Jedburgh, 8-103; Bodmer, 9-101; Brudenell White, 12-19.

Curlew, 1-101; Cook, 1-101, 2-105; Carla Manus, 2-99, 3-101; Charles H. Gilbert, 2-101; C'est La Vie, 2-107; Cythera, 2-107, 7-109; Colorado del Mar, 2-107; Crewcut, 2-109, 12-109; Casco, 3-103; Canberra, 4-103; Cakaubalavu, 5-9*, 5-107; Cagmal-ra, 7-97, 9-97; Cedric, 7-101; Coral Princess, 7-101; Coral Queen, 7-101; Comatule, 9-17; Cape Torrens, 10-95; Cape Providence, 10-101; Capella, 10-101*; Cosa Nostra, 11-111, 12-109; Coriolis, 12-103.

Degei II, 1-103; Deutgan, 1-104; Dwyne Wen, 1-107, 4-107; Dunkerquoise, 2-95, 3-99, 5-99; Dolphin II, 2-99, 2-109; Darega, 2-103; Dawn Mist, 2-107; Dora, 2-109; Dida, 5-124; Daiko Maru, 7-101; Dorothea, 8-103*, 10-99, 11-101, 12-99; Defiant, 8-108, 9-105, 10-103; Diavolo, 9-99; Diogenes, 9-99; Dobri, 9-103; Diabolo, 10-103*; Darnley, 11-103; Dedele, 12-103; Discovery, 12-83.

Ela, 1-101; Extended Adolescence, 1-107, 4-107, 9-105; Euphrate, 2-101; Essex, 2-103; Europe, 2-107, 8-108, 9-107, 10-101, 11-111; Equator, 3-103; Endeavour, 4-97, 12-97; Elsie, 6-109, 9-105; Edward Bear, 7-105; Easterling, 9-107; Eleuthera, 10-107; Endeavour II, 4-97, 12-97.

Fjord III, 1-103, 1-109, 3-105, 9-105, 11-111; Falls of Clyde, 2-103; Fortune, 4-105, 4-107; Fauabu-Twomey, 6-14, 10-95, 11-107; Flying Cloud, 7-105; Fiji Maru, 8-99; Fijian Princess, 9-97*, 10-95, 11-99, 11-101; Forso, 10-97; Fijian Trader, 11-101; Felix III, 11-111; Fauabu-Twomey II, 12-99; Fuji Maru No. 11, 11-85; Fuji Maru No. 6, 11-85; Fairsky, 11-85.

Gull, 1-101; Geneve, 1-107, 6-108; Guglielmo Marconi, 2-95; Golden Hind, 2-109; Gannet, 9-105, 10-101; Gilmour, 12-107; Hawk, 1-101; Hugh B. Smith, 1-103; Heather, 3-107; Hamutana, 6-111, 7-105, 9-105; Hunakai, 9-105.

Ibis, 1-101; Ibis Maru No. 2, 4-101; Isabel Rose, 10-101, 12-99; Idler, 11-111.

John Hanna, 3-107; No. 2 Jinam, 2-105*; Jessica, 6-108, 9-99, 11-112; John Williams VII, 7-101; Jinni, 8-105, 11-112; Judy Al, 11-111; Jacques del Mar, 12-99.

Kavieng Trader, 3-10, 10-99*; Karu, 3-101*, 6-97, 7-120, 12-99; Koae, 3-109, 6-108; Kwangsi, 4-105; Kurenai Maru, 5-9*, 5-99; Kadavulevu, 5-9*, 5-15, 5-95,

SHIPS (Cont.)

7-97, 8-101; Kim To, 5-109; Kaburoro, 7-103; Kathleen, 8-105; Kochab, 9-107; Koghi, 10-97; Kismet, 12-109; Koonya, 12-109.

Lunkentuss, 1-109, 9-107, 11-111; Lady Lee, 2-109; L'Australien, 3-95; Lorrie, 8-99; Laubada II, 8-103, 11-109; Langu, 9-103; Lucent, 10-101; Lahara, 11-109; Laubada I, 11-109.

Maroro, 1-103, 10-97, 11-105; Malabar VIII, 1-107; Makoa, 1-109; Marconi, 2-97; Mandalay, 2-97; Milos, 2-99; Margaret, 2-99; Malawai, 2-103, 3-97; Mactobi, 2-103; Mocambo, 3-97; Moana Raoi, 3-101; Myonie, 3-107; Moresby, 4-105, 11-18, 11-109, 12-103; Melisande, 4-111, Malekula, 6-101, Montoro, 6-101; Manula II, 6-105; Malaita, 7-101, 10-101; Matua, 7-105, 8-101; Mittagong, 7-109; Mangaia, 8-103; Minerva, 9-99, 10-108; Maylis, 9-99, 11-112, 12-111; Meko, 9-99; Mistress II, 9-103; Maris, 9-107, 11-112; Moana Roa, 11-101, Makati, 11-101; Mamutu, 9-101, 11-109.

Nordkil, 1-101; Niuvakai, 1-105, 7-101, 9-97, 10-97; Neptune, 2-99; No. 2 Jinam, 2-105; Nivanga, 3-101, 12-83; New Zealand Star, 3-103, 4-113; Neophyte, 4-47, 4-111, 6-108, 7-107, 8-105, 9-108, 10-105, 11-112, 12-109; Nikau, 5-109, 11-103; New World, 5-111; Naomi, 7-105; Novia Del Mar, 9-107; Nanagai, 12-109.

Ozama Twomey, 1-101; Okeanos, 1-105; Oceanien, 2-101; Oriental Queen, 3-105; Oronsay, 4-103; Otalo, 7-99; Olga Topic, 7-101; Oranje, 7-101.

Patonga, 1-103; Port Leeuwien, 2-107; Phoenix, 2-107; Paisano, 2-109, 8-107; Polurrian, 5-15; Port St. Lawrence, 7-99; Paraita, 9-99; Palakana, 9-103; Papua, 10-99; Pipe Dream, 12-83; Paula-Gay, 12-99; Phaleron, 12-103.

Remuera, 2-101; Rendy, 2-103; Red Boomer, 2-107, 6-109; Ra Marama, 3-99, 5-107; Rona, 7-101; Rototti, 8-105; Royalist, 8-105; Ratanui, 11-99; Ralluse, 2-109, 11-112, 12-109.

Snipe, 1-101; Staghound, 1-107; Siga Wale, 1-109, 3-10, 3-109, 4-103; Saracem, 2-101; Southern Cross, 2-101; Surry, 2-103; Sun Dancer, 2-107; Saly, 2-107; St. Yves D'Armour, 2-107, 7-109; Sari Marais, 2-107, 4-107, 6-109; Saint Gabriel, 3-10, 3-103; Sea Fire, 4-109; Seawyf, 4-111, 9-99; Sea Wind, 5-111; Southern Cross VIII, 6-101; Southbank, 6-107; Sarabande, 6-108, 7-197; Saint Briac, 7-109; Sorana del Mar, 8-5, 9-99; Sea Call, 9-99, Seisho Maru No. 12, 9-103; Sinkiang, 9-103; Sunbow, 9-108, 10-101; Southwind, 11-112; Samarang, 12-109; Selwyn, 12-107.

Taipan, 1-10, 1-104, 4-97; Tui Valavala, 1-97; Tui Levuka, 1-97; Tui Cakau, 1-97; Tuvalu, 1-97; Teal, 1-101; Tangaroa, 1-107; Thorsisle, 2-101; Townsend Cromwell, 2-101; Tahiti, 2-107; Tahitien, 3-95; Taveuni, 3-95; Tiare Taporo, 3-105, 4-101; 5-99, 6-103, 8-101, 11-109; Tontine, 4-97; Te Ava, 5-105; Tulagi, 6-95, 10-101; Triaser, 6-103; Tagua, 6-107, 9-99; Traveller, 6-108; 9-108; Talaloga, 6-108; Te Matangi, 6-108, 8-107; Tanya Maru, 7-62, 11-109; Turagalevu, 7-97; Tarawera, 7-101; Takohe, 7-105; Tiare Moana, 7-105; Tahiti Maru, 8-99; Talama, 8-103; Tropic Seas, 8-107, 9-107, 11-112; Tiare, 9-99, 11-103; Te Reva, 9-99, 10-108; Tarawa Twomey, 9-103, 12-105; Trekka, 9-108, 11-112; Taswegian, 10-97; Three Cheers, 10-97; Taurara, 10-105; Tri-Odyssey, 10-107; Trans-Ocean Shipper, 11-101; Trentbank, 11-101*, Toru, 11-112; 12-111; Tamariki-Rateata, 12-101*; Taufale, 11-129, 12-101; Talaloca, 12-109; Tuaikepau, 11-129, 12-101.

Ulapatur, 3-103; Ululani, 8-107, 12-109. **Valais**, 1-104; Valkyrie, 2-107, 5-111; Valrosa, 3-107, 8-105, 10-107, 11-112; Viator, 9-99, 10-108; Viani Princess, 9-103; Viking, 10-95*; Vuniwai-ni-Yasawa, 10-99, 12-107.

Wanderer, 1-107, 5-111, 9-99, 12-76*, 12-109; Wairangi, 4-107, 11-112; Walrus, 4-109; Windsong, 4-111, 5-111, 6-109, 9-108, 11-12; Weybank, 7-101; Waiana, 7-101; Willem Ruys, 7-101, 12-107; White Water, 7-105; Waimih, 8-105; White Cloud, 9-107; Wanaka, 10-101; Wakanui, 10-107, 11-112; Wakatoru, 10-107, 11-112; Weiben, 12-99. **Yanawai**, 2-103; Yashio Maru, 7-103*; Yonder, 7-105; Yik Cheong, 8-103, 10-99; Yankee, 9-63*, 9-107, 10-18, 12-76.

SOLOMON ISLANDS

Administration: Saturday Work, 1-115; High Commissioner, 3-15, 4-48, 6-37, 7-118; Top Posts, 4-116; New Buildings, 10-57; **Agriculture**: Copra, 2-122, 6-114, 11-134; Rice, 2-123, 11-132; Plant Diseases, 3-116; Cattle Improvement Plan, 9-124; **Aviation**: Fiji Airways Service, 6-113; Internal Air Service, 7-15, 9-113; New Service Rumoured, 9-18; **Books**: Guadalcanal Society, 7-89; **Commerce**: Imported Food, 1-121; Fish Market, 9-119; **Economy**: Outlook Brighter, 1-7; Revenue Buoyant, 9-125; **Education**: 3-115, 3-116; **Fires**: Printing Office, 8-113.

Forestry: Prospects, 1-121; Vanikoro's Kauri, 3-122, 5-122, 6-121, 9-125; Paper Pulp, 5-121; Gizo Shipments, 6-114; New Timber Company, 7-125; Logging Projects, 8-122; **General**: One Man Band, 1-81; Buckets for Bellona, 1-117; Bride Didn't Turn Up, 3-18; Workers' Club Opened, 3-55; Many Thefts, 3-111; Royal Society Visit, 6-114; **Health**: Leprosy, 10-59; **History**: Battle of Savo, 1-25; Oscar Svensen, 2-77; La Perouse, 2-97, 4-19, 5-11, 7-110, 8-7; **Housing**: New Flats, 10-57; Native Huts, 10-57; Geodomes, 12-33; **Land**: Honiara Claim, 4-67; **Legislative Council**: Partial Election Plan, 2-50, 5-15, 11-12; Bills Passed, 7-53; **Liquor**: 7-53, 11-123; **Local Councils**: 9-117; **Mining**: Copper, 4-113; Aerial Survey, 8-43; Nickel, 9-12; **Phoenix Islands**: 1-105, 2-13, 3-115, 4-116; **Religion**: First Bishops, 1-12, 1-36; Simplified Church Service, 6-113; Cathedral at Gizo, 8-118.

Shipping: Point Cruz Yacht Club, 2-109, 10-101; Boat Building, 3-103; "Boussole" Formally Identified, 5-11; RCS "Melanesian", 5-77; Point Cruz Deepwater Berth, 5-116, 6-95, 8-99, 11-105; Tasman Islanders' Drift, 6-99; New Landing Barge, 7-101; Ports Authority Operation, 7-101; Tulagi Maintenance Centre, 7-101; Submarine Pipeline, 9-103; French Warship's Visit, 10-29; Port of Entry Changes, 11-123, 12-99; **Vulcanology**: Submarine Volcano, 3-95, 7-99.

SOUTH PACIFIC COMMISSION

Conferences: 4-18, 8-15, 8-115, 9-15, 9-19, 11-10; Problems, 4-15; Many Tasks, 9-12; Cook Is. Course, 5-119; Boat Building, 9-17; Home Economics Course, 9-19; Handicrafts, 9-19; Western Samoa Admitted, 11-10; Publications, 2-119, 9-19, 11-125.

T

TAHITI (see French Polynesia).

TOKELAUS: 6-17, 9-54.

TONGA

Agriculture: Sugarcane, 9-124; Bananas, 11-9, 12-14; **Aviation**: More Air Services, 8-5, 10-133; **Broadcasting**: 2-56; **Commerce**: Arcade of Shops, 1-122, 9-119; **Education**: Carpenters in Melbourne, 11-87; TV, 12-51; **Fishing**: Giant Eel, 8-101; **General**: President Kennedy's Death, 1-17; Queen Salote in NZ, 1-31; Illegal Immigrants, 2-19; Hospitality for Guests, 6-25; Women's Conference, 6-116, 8-23, 10-21; Triplets,

Orders, 11-133; **Protocol**: 11-20; Ra 10-116, 11-11; **Health**: Smallpox Vaccination, 4-115; Flu Epidemic, 8-81; Graduating Nurses, 9-14; Crippled Children, 33; **History**: Tortoise, 3-81; **Industry**: Desiccated Coconut Factory, 4-123, 7- Wallboard, 4-123; **Justice**: Niuafo'ou Mur Case, 8-81; **Legislative Assembly**: 7; **Liquor**: 6-25; **Newspapers**: "Chronicle", 29, 8-21; **Postage**: Circular Stamps, 4; Gold Stamps, 11-17; **Shipping**: Nukual Wharf, 5-119, 12-123; Govt. Orders 1 Vessel, 9-99; NZ Freight Rates Up, 11-1; **Sport**: Roller-Skating, 3-83; Pole Vault, 5-14; Shot Put, 6-26; **Tourism**: New Ho 8-21, 12-123; Surfing Beach, 12-1; **Vulcanology**: 12-23.

U

UNITED STATES TRUST TERRITORY

Code Revision, 2-115; UN Tour of Inspection, 3-113; Land Lease, 3-113; Tu Projects, 3-124, 5-121, 12-143; Ocean Freight Rates Cut, 4-99; Growing Shipping Need, 4-103; Tourists Welcome in Guam, 4-1; Coconut Production Course, 9-121; Boatyard, 11-107; Constitutional Changes, 13; Wreck of "Antelope", 1783, 12-85.

W

WALLIS and FUTUNA, 5-17, 12-39.

WEST NEW GUINEA

Books on, 2-87, 7-90; Glove in Cann Meat, 6-115; Press Unwelcome, 5-1; Journalist's Visit, 12-45; University, 12-

WESTERN SAMOA

Administration: MP's Salaries, 3-41, 1 29; Public Service, 3-49, 5-46, 7-51, 8-4 Director of Agriculture Retires, 4-11 Printing Office, 6-18, 7-49; Cabinet, 6-5 Travel Restrictions to Pago Pago, 7-4 Commonwealth Conference, 8-49; Aud Report, 10-31; UN Advisers, 11-13; U Special Fund, 12-51; Aid from NZ, 12-5 **Agriculture**: Bananas, 1-123, 6-59, 8-51, 1 9, 11-57, 12-51; Copra, 2-122, 5-46; Suga 3-123, 6-59, 7-16; Cattle, 9-18; Problem 11-55, 11-57; College of Tropical Agriculture, 11-59; Land Settlement Scheme, 1 53; **Archaeology**: Lotafaga, 5-124; Vai Lei 6-61; **Aviation**: Service to Cook Is., 1-11 More Passengers, 7-118; Service to Tong 10-133; New Airstrips, 12-63.

Broadcasting: TV, 11-63, 12-51; **Commerce**: Tobacco Sales Down, 6-49; NZ Tar Market, 7-123; **Culture**: 8-49; **Economy**: Needs, 9-31; Belt-Tightening Urged, 11 73; **Education**: College of Tropical Agriculture, 11-57; Doubts on System, 5-119; School Fees Revoked, 8-11; UN Expert's View, 8-45; TV, 12-51; **Finance**: Loan Over subscribed, 5-121.

General: UN Regional Office, 2-113 Tupua Tamasese Title, 2-115; UN Build Up, 5-45; NZ Governor-General's Visit, 6 61; Independence Celebrations, 7-8; South Pacific Commission, 11-10; **Industries**: Furniture, 7-51; Soap, 9-126; **Justice**: Moor Case, 8-10, 9-29; Leota Case, 9-31; N Judges, 9-33; **Labour**: Trade Unions, 11-57 **Legislative Assembly**: Elections, 2-116, 4 13, 5-13; Session Opens, 7-53; **Liquor**: 2-53 **Newspapers**: Press Freedom, 3-29 Itinerant Journalists, 6-45; **Postal**: Telephone Link With US, 9-33; **Politics**: Sir Guy Powles on Future, 10-29; **Shipping**: Apia, Asau Harbour Plans, 1-29, 2-95, 3 11, 3-105, 5-99, 6-97, 8-51, 9-99, 10-101 "Adler" to be Enclosed, 6-61; **Safety Regulations**: Ignored, 10-99; **Sport**: Noumea Games, 7-63, 9-31, 12-43; **Tennis**, 11-55 **Statistics**: 12-73; **Tourism**: Interest in, 5 33; Dance Attraction, 9-33; **Weather**: Rain 8-51.

BURNS PHILP (NEW GUINEA) LTD.

GENERAL MERCHANTS,
SHIPPING & CUSTOMS
AGENTS

Head Office: Port Moresby, Papua

Cable Address: BURPHIL.

AGENTS FOR

Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
Lloyds of London
Stewarts & Lloyds Distributors Pty. Ltd.
Shell Company (Pacific Islands) Ltd.

OVERSEAS AGENTS

Burns Philp & Co. Ltd., all Australian States
Burns Philp & Co. Ltd., London
Burns Philp & Co. Ltd. of San Francisco
TRADE INQUIRIES INVITED

SHIPPING AGENTS FOR:

Bank Line Ltd.
Burns Philp & Co. Ltd.
Cogedar Line
Compagnie Des Messageries Maritimes
Crusader Shipping Co. Ltd.
Cunard Steamships Co. Ltd.
Nederland Line Royal Dutch Mail
P. & O. Orient Line
Royal Rotterdam Lloyd
The Indo-China Steam Navigation Co. Ltd.

AIR LINE AGENTS FOR:

Ansett-A.N.A.
Trans-Australia Airlines
Qantas Empire Airways
International Air Transport Representatives

TRAVEL DEPARTMENT

Consult our experienced personnel
for planning world wide travel.

DISTRIBUTORSHIPS

INCLUDE

Beresford Pumps
Briggs & Stratton Engines
British Paints
Buckingham & Carnatic Textiles
Canon Cameras
"Cecoco" Machinery
Conditionaire Air Curtain Doors
International Majora Paints
"John" Valves
Joseph Lucas Electrical & C.A.V. Equipment
Land Rovers & Rover Cars
Massey-Ferguson Tractors and Equipment
Mikimoto Pearls
National Radios & Appliances
Noritake Chinaware
Pioneer Chain Saws
Rover Power Mowers
Sunbeam Appliances
Tempair Air Conditioners
Vauxhall Cars & Bedford Trucks

EXPORTERS OF

Coffee & Cocoa Beans, Peanuts,
Rubber & Trochus Shell.

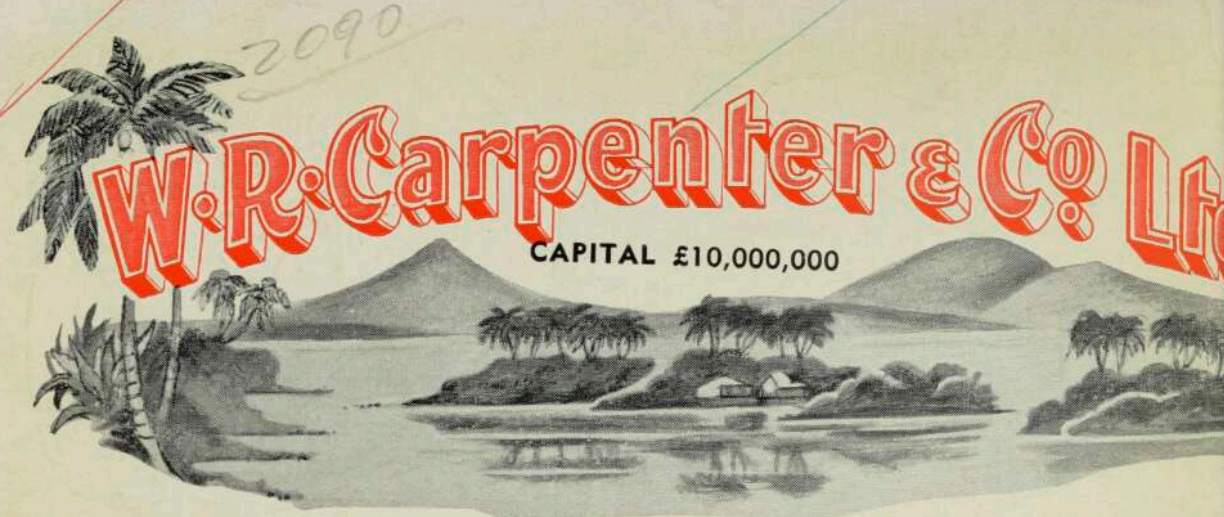
BRANCHES and SHOPPING CENTRES

PAPUA: Port Moresby, Boroko,
Samarai, Popondetta and Daru.

NEW GUINEA: Rabaul, Kokopo,
Kavieng, Lae, Wewak,
Madang, Goroka, Wau,
Bulolo, Kainantu and
Mt. Hagen.



2090



W. R. Carpenter & Co. Ltd

CAPITAL £10,000,000

GENERAL MERCHANT

Fifty years of Development and Service in the Pacific Islands

Wholesalers and Retailers. Agents for Austral
Buyers for Island trade of European and Ameri
all classes of merchandise from World Markets. Manufacturers includ
Buyers of Island Produce: Electrolux, Chrysler, F
Copra, Cocoa and Coffee-beans, etc. McCallum's Whisky, V
Mowers, Enfield Engi

ASSOCIATED COMPANIES:

NEW GUINEA:
New Guinea Co. Ltd., Rabaul,
Madang, Lae, Kavieng.
Coconut Products Ltd., Rabaul.

PAPUA:
Island Products Ltd., Port
Moresby.

FIJI:
W. R. Carpenter & Co. (Fiji) Ltd.
Morris Hedstrom Ltd., Suva.
Suva Motors Ltd., Suva.
Island Industries Ltd., Suva.

BUYING ENQUIRIES

LONDON: Morris Hedstrom Ltd., 73 Cheapside, London, E.C.2.

SYDNEY: Morris Hedstrom (Australia) Pty. Ltd., 27 O'Connell St., Sydney.

W. R. CARPENTER & CO. LTD

27 O'Connell St., Sydney, Australia

Established 1914

Cable Address: "CAMOHE"

Telephone: BL 5421

Postal Address: G.P.O. Box 168, Sy

PACIFIC ISLANDS MONTHLY — DECEMBER, 1964