

Vol. 38, No. 1 (Jan. 1, 1967)

Date : 7/17/26, 5:13 AM

<https://nla.gov.au:443/tarkine/nla.obj-326212346>

Copyright varies by issue and article

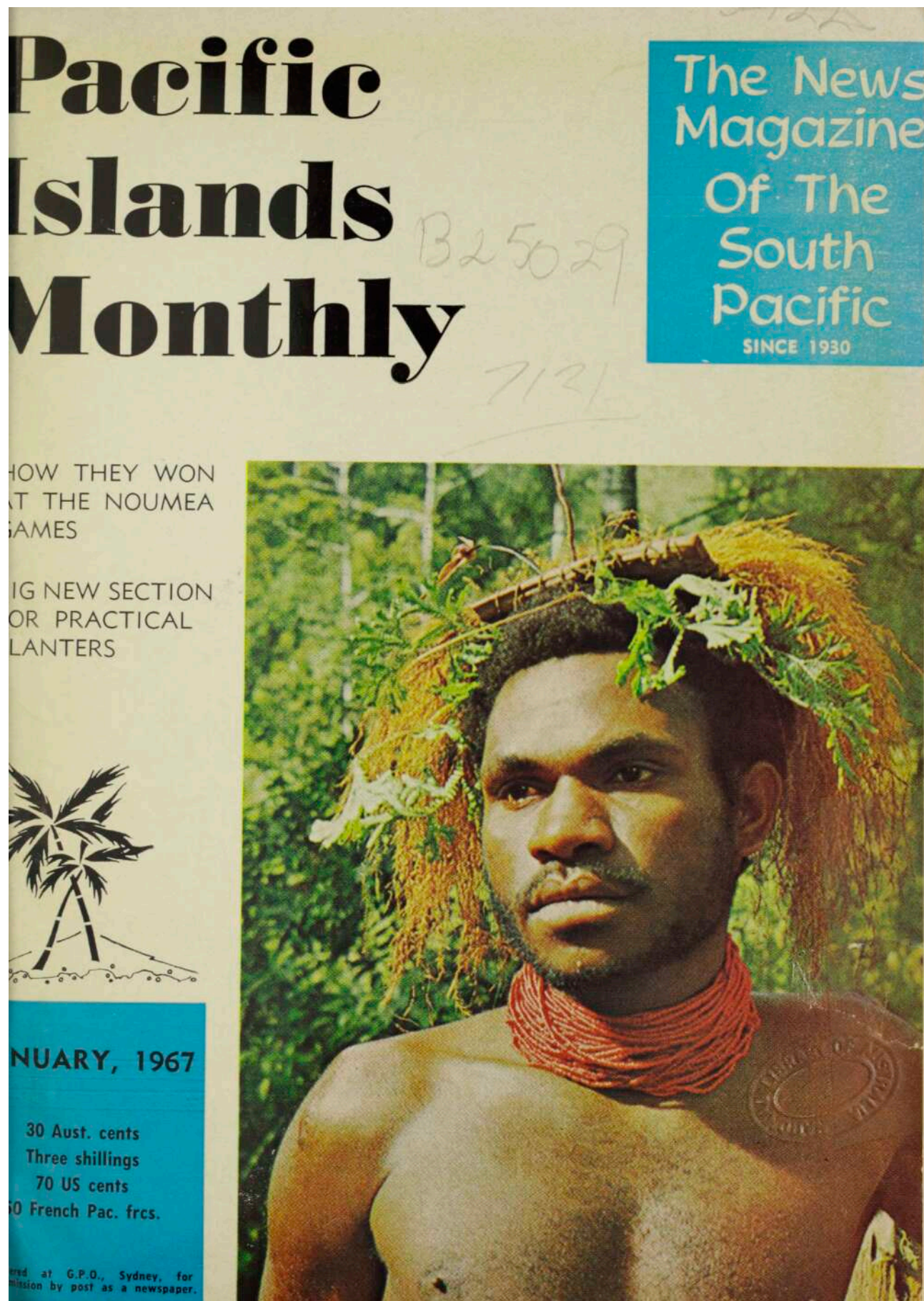
Reason for copyright status: Serials have an open range of dates.

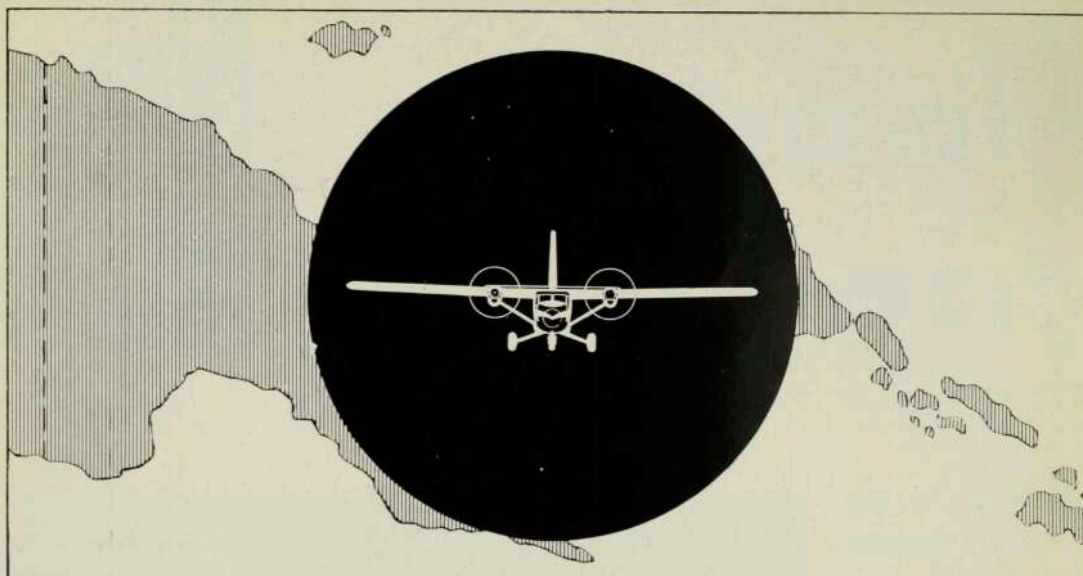
Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

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

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





Now TAA's entire Sunbird fleet is twin-engined

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

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

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

For flight or charter bookings contact your Travel Agent.

Or call TAA:

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

Fly the Friendly Way

TAA 

SUNBIRD SERVICES

TAA1704/61

JANUARY, 1967 — PACIFIC ISLANDS MONTHLY

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.	::	AIR NEW ZEALAND
UNION DE TRANSPORTS AERIENS	::	ALITALIA :: PAN AMERICAN AIRWAYS

ASSOCIATED COMPANIES

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

SPECIALISED SERVICES

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

REGISTERED OFFICE: SUVA, FIJI

Code Address: "BURNSOUTH"

YOU NAME IT



You name it and Smirnoff Vodka does wild things with it. Like? Orange juice (Smirnoff makes it a swinger) tomato juice (watch it kick up its heels). Cocktails proper? With Vermouth it makes a martini that's more of a martini than a martini is. It's called a Vodkatini.

SMIRNOFF DOES IT

6728

THE COVER: The bright fellow with hair and neck ornamentation is a Guinea Highlander, photographed in mountainous Wabag area by Sydney director Brett Porter. Mr. Porter has filming a documentary on Papua Guinea which will be shown on Australian Broadcasting Commission's stations early in 1967.

PACIFIC ISLANDS MONTHLY

OWNED AND PUBLISHED BY
PACIFIC PUBLICATIONS PTY. LTD.,
29 ALBERTA ST. (G.P.O. BOX 3408), SYDNEY
TELEPHONES: 61-9197, 61-7101, 61-438
Telegraphic Address: PACPUB, Sydney

CHIEF EXECUTIVES

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

BOOK PUBLISHING DIVISION

Editor: Judy Tudor.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.
Assistant Editor: Robert Langdon.

BRANCH OFFICES

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

Fiji: Pacific Publications (Fiji) Ltd., Fiji
Building, 20 Gordon Street, SUVA, Tel.: 23
Fiji Times Office, Vidilo Street, LAUTU
Tel.: 60-422.

Papua-New Guinea: Pacific Publications
Pty. Ltd. Representatives: Mrs. Joan O
P.O. Box 16, PT. MORESBY (Tel.: 2504);
Pat Robertson, P.O. Box 227, LAE; Mr.
Simpson, P.O. Box 154, RABAU (Tel.: 2

REPRESENTATIVES

New Zealand: J. D. Whitcombe, C.P.O.
2229, Queen Street, Auckland. Tel.: 76

Hawaii: C. C. Spencer, 203 Yap Bldg.,
Waialae Ave., Honolulu. Tel.: 77553

United States: Mrs. A. L. Craib, 1631
Avenue, Oakland 21, California.
Tel.: LOckhaven 8-1201.

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

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

AGENTS

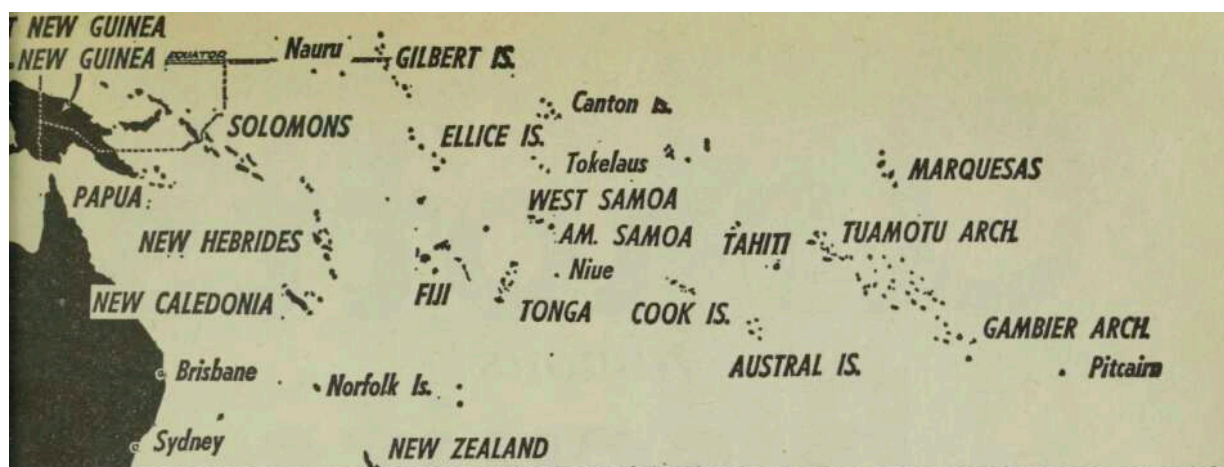
All main trading firms and stores
in the Pacific Islands.

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

SUBSCRIPTION RATES:

Australia: 30 cents Aust. or 3/- (\$3.60
or 36/- for 12 months). New Zealand
British Commonwealth South Pacific Territ
Tonga, New Hebrides and Western Samoa
local currency (36/- local currency per ann
Elsewhere in the South Pacific: 50 Fl
Pacific francs or 70 US cents (600 Fl
Pacific francs or \$8.00 US posted per ann
Posted to USA, \$8.00 US per annum. Fl
to the UK and all other countries: £52

"Pacific Islands Monthly" is air-freight
all subscribers and agents in the South Pa
copies to other areas go by surface m



V. 38, No. 1, January, 1967

PACIFIC ISLANDS MONTHLY

This Issue

GENERAL

Dependence for All, Says UN	10
Man Catholic Hierarchy	63
Anniversary of Mendana's Voyage	113
Strikes Strike Disrupts Services	133
Prices Firm	143

AMERICAN SAMOA

Ship Sinks	116
Search for Governor	139
Assistant to Governor	139

COOK ISLANDS

Industry Expansion	141
Restricts Workers	9
Isle of Beauty Queens	17
Dead Soldier-Sportsman	45
Find the Scenes in Census	47
Veterans Home	47
"Mother" to Waifs, Orphans	53
Key in Tropical Fish	61
Thompson for Virgin Islands	61
Buy Old Suva Firm	113
Trader for Lauans	115
Unani Haven	133
Australian Commissioner	140
One Hits Banana Growers	143

GILBERT and ELLICE ISLANDS COLONY

Ident Commissioner on Leave	140
Adrian Interest in Migration	140

HOWE ISLAND

Transport Crisis Soon	132
-----------------------	-----

NAURU

Outlook for Future	11
Pastor Jacob Aroi	97

NEW CALEDONIA

South Pacific Games	5, 23, 125
Permanent Games Site Suggestion	37
Reprieve for Cagou	93
Life in the Loyalties	129
Second Nickel Company	142

NEW HEBRIDES

Passports for New Hebrideans	7
First Bookshop	19
Medical Supplies	37
Gilbertese Labour	38
Future of Local Airways	51

NORFOLK ISLAND

Traffic Laws Updated	19
Strike Hits Tourist Trade	136

PAPUA-NEW GUINEA

House of Assembly Session	7, 41
New Administrator	8
Entry Regulations Widened	8
Pay Case Nears End	11
Book by French Anthropologist	17
Matron Thorburn	18
Native Land	37
Race Relations	37
Police-Army Rivalry	55
World's Smallest Plantation	95
Books on Boundaries	103
Lae Wharf Congestion	113

L. F. McEachern for Trial	142
Copper Prospecting on New Britain	143
Japanese Interest in Cocoa	143
Oil Palm Tests	143

PITCAIRN ISLAND

Book by Frank Clune	105
New Education Officer	139

SOLOMON ISLANDS

Legco Session	7
Tea Builds Hospital Ward	39

SOUTH PACIFIC COMMISSION

New Secretary-General	7
-----------------------	---

SOUTH PACIFIC GAMES

Brilliant Success, Dismal Failure	5
Medals Tally	23
Suva Athletics Records Broken	23
Keen Interest in Boxing	26
Tahitians Dominated Team Events	26
New Caledonian Swimmers on Top	27
Complete Results	30
Cook Islands Team Popular	31
Changes in Rules for 1969	32
Pictorial Series	33, 125

TONGA

Minerva Reef Annexed	19
Crayfish Expedition to Minerva	115
Tourism Teething Troubles	135
Import Restrictions Lifted	141
Decimal Currency Plans	141

WALLIS and FUTUNA

Dynastic Troubles of Old Days	93
-------------------------------	----

WEST NEW GUINEA

Rabies Risk Discounted	67
Books on Boundaries	103

WESTERN SAMOA

Gown-of-the-Year Contest	19
More Cruise Ships for Apia	116

DEPARTMENTS: Tropicalities, 17; Letters to the Editors, 37; To The Point, with Percy Chatterton, 41; From the Islands Press, 68; Practical Planter, 73; Magazine Section, 93; New Books, 103; Shipping, 113; Cruising Yachts, 117; People, 139; Business and Development, 141; Produce Prices, 148; Shipping, Airways Information, 149; Deaths of Islands People, 157.

Arnott's

famous

Biscuits



Serve simply
with **Sao...**

There is no Substitute for Quality

SECOND SOUTH SEAS "OLYMPICS" WENT OFF WITH A BANG, TOO

*(and with a lot of unhappy
background noises)*

By Robert Langdon, who was in Noumea
for the Games.

When the First South Pacific Games were staged in Suva in 1963, PIM's report of that event was headed enthusiastically, "First South Pacific 'Olympics' Went Off With A Bang". The report spoke of the friendly, carnival atmosphere in Suva during the Games, and said that the Games, themselves, from both the sporting and social viewpoints, were an undoubted success.

THIS time, three years later, I feel that a similar heading to the one we had last time is again called for. But, although I would like to put it otherwise, I think that almost equal billing must be given to the happy background noises (emanating from a large section of the visiting athletes and officials) that accompanied the Games from beginning to end.

The fact is that although the Games were a brilliant success as a spectacle and from a sports point of view, they were a dismal failure socially and diplomatically.

Some of the behind-the-scenes arrangements left so much to be desired that many of the athletes and officials went home with most unpleasant memories.

About 1,200 athletes from 14 Pacific territories took part in the Games. Their programme began on December 8 with a display by local schoolchildren and a colourful parade of all the teams in a magnificent stadium, of Olympic standards, that had been especially built for the Games.

The stadium, an astonishing eye-catcher for many of the athletes, was one of the main items on the credit list for the Games organisers.

Three other first class arenas—a velodrome, swimming pool and indoor sports hall (see p. 125)—had also been specially built. The total cost of the arenas was \$A4 million. The vast number of Games fixtures

that were staged in these and other arenas were run with efficiency and precision that also did great credit to the Games organisers.

Although the standards of some of the teams and individual contestants were sometimes startlingly uneven, most sections of the programme provided close, interesting and often exciting contests, and many fine performances were registered.

Good value

There is no doubt that the many local people who paid to see the various events were well satisfied with the value they got for their money.

New Caledonia, the host territory, with a massive contingent of 250 sportsmen and women, easily carried off the bulk of the medals—and deservedly, for they were clearly superior in many fields.

In the three years since the First Games in Suva, France had spared no expense or effort in training the territory's most promising athletes for a big "kill" on their home ground.

Some athletes were sent to France for training and competition against France's best. The others were licked into shape at home by top coaches



The outstanding performer at the Games was New Caledonia's 12-year-old swimmer Marie-Jose Kersaudy, who won seven gold medals—five in individual events and two in the relays. Marie-Jose, who is to compete in Australia in February, is considered a possible Olympian of the future. (See also p. 27.)

Photo: "Noumea Sports".

sent out from France, and in specially built facilities.

There was none of the Suva holiday spirit in the New Caledonians' approach to the Games.

They were out to win as often as they could; and the lesson is plain that the other territories must adopt the same rigorous training methods and same professional approach if they are to do as well next time.

In anticipation of a large number of New Caledonian victories, plus others by New Caledonia's sister territory, French Polynesia, the French authorities imported a smart, well-drilled, 57-piece military brass band in two parts from Tahiti and France to play the *Marseillaise* each time the victors collected their medals.

The other territories had special, non-nationalist, tunes for when they won gold medals—and there was a general feeling among the visitors

that the French, too, should have provided something similar.

Both the French view and the non-French view have something to be said for them—the first being so strongly held that the French are unlikely to change their ways at future Games.

Bridging the gap in outlook between the French and non-French speakers will always be difficult, and it seems essential that more attention must be given in future to providing skilled interpreters to act as liaison officers.

In Noumea, this work was largely entrusted to a charming corps of 84 young, volunteer hostesses, who, although they tried hard, were not always equal to the task allotted them because of their inadequate English.

Despite their shortcomings, the visiting athletes and officials were loud in their praises of the hostesses, as they were of many of the New Caledonian Games officials.

Roundly condemned

However, the same cannot be said about some of the key officials who were imported from France to organise the Games. These men were roundly condemned for:

- Their high-handed, inconsiderate and uncompromising attitude over details of the Games programme.

- The poor accommodation and facilities provided for a large section of the athletes, and the lack of thought and attention given to providing sufficient and suitable food for them.

The French officials appear to have made no effort to understand and accommodate the views of the non-French territories over the staging of Sunday sport and over details of the athletics programme.

They insisted on holding the athletics events over four consecutive days when it was widely felt that these events should be spread over the whole Games programme to enable the athletes to get maximum rest; and they insisted on holding events on Sunday, December 11, even though Fiji and Tonga had made it known many months earlier that it was against the religious convictions of their sportsmen (and even the law, in the case of Tonga) to play sport on the Sabbath.

When the Fiji officials found on arrival in Noumea that the French had completely ignored their viewpoint and were unwilling to change anything, they asked their athletes to waive their objections to Sunday sport, if they could, rather than spoil the athletics programme or hand gold

PORT MORESBY TO STAGE NEXT GAMES AFTER ALL

Port Moresby will stage the Third South Pacific Games in 1969, following reversal of a P-NG House of Assembly decision not to hold them.

A motion against the Games was passed in the House in September after the Administration had claimed that costs would be so high that the territory could not afford them at its present stage of development. But the P-NG South Pacific Games Committee went to war against this decision (PIM, Oct., p. 13, Nov., p. 8).

At the November sittings of the House, Mr. Don Barrett (West Gazelle), who is also a leading P-NG sports official, moved that the House support the Games. His motion said that since the House did not have full information at its earlier meeting it was competent to now support the Games and to approve direct appropriation from revenue of up to \$150,000 over the next three years. The House supported him.

At the Noumea Games in December the P-NG committee delegates made it official.

medals on a platter to the New Caledonians.

The Tongans, however, are bound by their constitution not to work or play on the Sabbath, and their small team of eight athletes was unable to compete in at least three events.

Far more regrettable, however, was the lamentable accommodation provided for a large section of the athletes.

The athletes were quartered in six schools—four for the men and two for the women—scattered all over Noumea.

The women appear to have been well fed, well housed and well looked after, as were the male athletes from the two Samoas (who were billeted together) as well as the French-speaking New Caledonians, French Polynesians and New Hebrideans.

The remaining athletes—400 of them from the Cook Islands, Fiji, GEIC, Guam, Nauru, P-NG, Solomons, Tonga, and Wallis and Futuna—were herded together in the La Perouse High School in such cramped conditions that comparisons with the Black Hole of Calcutta were inevitable.

Twenty-eight Fijians, for example, were squeezed into one classroom about 27 ft long by 25 ft broad. Their double-deck beds were jammed together without an inch of space between them so that the only way

of reaching some of them was crawling over three or four others. There were no wardrobes, no mirror, only one or two tables, and a makeshift rack for stowing suitcases. This was typical of all the other rooms.

Originally, it had been intended to quarter the French Polynesian team at the La Perouse School, to put the Fijians in the same school as the New Caledonians. However, the Polynesian team happened to arrive first, and after taking one look at the rooms that had been allotted to them, they demanded something better and were transferred.

11 toilets for 400

A Papua-New Guinea official told me that when his team arrived at Tontouta Airport by special chartered plane flight from Port Moresby there was no one at the airport to meet them and no transport to take them the 30-odd miles into Noumea.

"This was typical of the treatment we got throughout our stay," he said.

"When we arrived at the La Perouse High School, we found that there were only four showers for 400 athletes to be quartered there and only 11 toilets.

"When we complained about the number of showers, the authorities hastily put in 18 others, but unfortunately there was full water pressure—often there was not—they would not work.

"Because of the lack of water, and the heavy demand on them, the toilets got blocked up and the brigade had to be called in to clear them out.

"Meanwhile, we had very little to eat—only bread and tea for breakfast, and no greens at other meals. It was not until we had been in Noumea for four days that proper and adequate food was provided.

"This deficiency undoubtedly adversely affected many performances.

The official added that there had been much ill-feeling because French-speaking athletes had priority at meal times and in matters of transport.

In view of all this, and because of the scattered nature of the Games "villages", it is not surprising that there was little fraternisation or friendship between members of French and English-speaking teams or between the men and women.

The Noumea Games are therefore likely to go down in South Pacific sporting history as the unhappy, unfriendly Games—a great pity, as they would not have been a single athlete from any territory who wanted it that way.

● For further reports, see pp. 23-36

Busy end-of-year for Islands legislatures

From correspondents in Honiara, Port Moresby and Vila

The British Solomons will go to the polls in April under a new constitution which will almost double the size of the Legislative Council and give all but one of the non-official members elected directly. This is the second change in the council in the last two years—and for the second time the population of about 142,000 hasn't shown much interest.

At a debate on the new constitution in the December meeting of the Legislative Council (which was the last meeting under the present constitution) many members commented on the "apathy" over the political future shown by Europeans and Solomon Islanders. Members held that it was not apathy so much as lack of education to enable the islanders to understand the proposals.

THE present council has 11 official and 10 unofficial members. Eight of the 10 unofficials are elected, two are nominated. Of the eight elected, only one was directly elected.

There will be 14 unofficials in the new council, 13 of whom will be elected directly. The council will have five ex-officio members and up to 10 officials, thus retaining the official majority. Non-voting nominated members may be introduced, and an advisory cabinet system is likely to be established.

In presenting the Budget in December the Government indicated a tight budget was being put on development expenditure.

The appropriation is for \$8,372,460, compared with \$6,845,214 for 1966. It relies upon grant-in-aid from Britain of \$1,450,000, an increase of \$5,000 over 1966. There are increased contributions from Overseas Service Aid and CDW, and the new total is \$2,743,150.

Another \$80,000 will be got from revenue measures, including an extra 30c a bottle on wines and spirits, and an extra 2c a packet of cigarettes. There have also been some minor concessions.

New Guinea legislation

Papua-New Guinea's House of Assembly and the New Hebrides Advisory Council also had busy end-of-the-year sessions.

After a record debate the Assembly

agreed to amend the territory's mining ordinance to give land owners five per cent. of royalty payments for any mining operations on their land. The amendment was moved by Mr. Paul Lapun (Bougainville) following a long controversy in P-NG over mineral rights for the Panguna people of Bougainville, who have objected to copper exploration. Under territory law minerals are the property of the Crown. The House took the view that exploration for minerals had to proceed, but that laws should be adjusted so that this could be done without unrest or bloodshed.

Point of interest is whether Canberra will allow the decision to become law, and general feeling is that it will.

The Assembly also passed an amendment to income tax laws, to provide for taxation on low incomes. The amendment was first moved last June but was held up by the unofficial members.

The Administration agreed to lift the lowest level of taxable income from the originally proposed \$208 a year to \$416, allowing a rebate for local government taxes. The new tax takes effect from January 1.

The New Guineans decided the issue and felt that everybody should be taxed, but some members, notably Messrs. Percy Chatterton, John Guise, Barry Holloway and Tony Voutas, held that tax on married men with low incomes would create hardship. (For comment, see p. 41.)

A feature of the New Hebrides



SIR GAWAIN BELL TAKES OVER

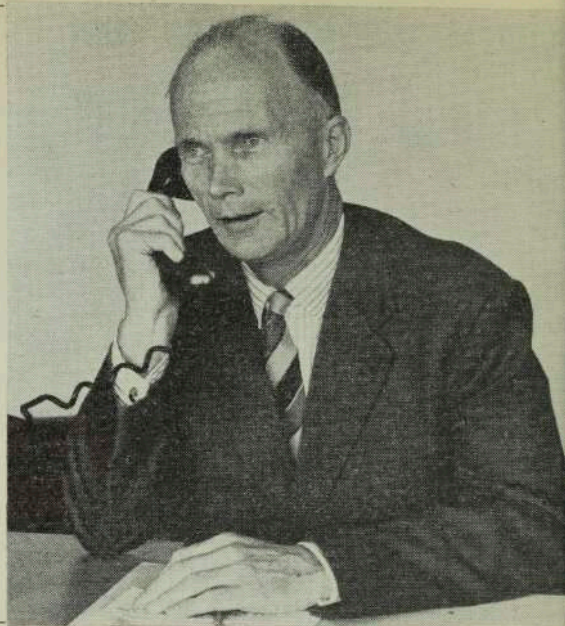
The new Secretary-General of the South Pacific Commission, Sir Gawain Bell, took up his new post in Noumea in January. Here he signs his oath after being sworn in at the Commonwealth Office, London, by Mr. A. J. Fairclough (left) head of the Pacific Department of the Dependent Territories Division. Sir Gawain went to Noumea with his wife and two of his three daughters. The retiring Secretary-General, Mr. W. D. Forsyth, completed his three year term on December 31 and in January returned to duties with the Australian Department of External Affairs.

Advisory Council session in Vila was an announcement that a passport had been devised for use by the native Melanesians of the New Hebrides when travelling abroad, and that it was expected to come into use within a few months.

The adoption of a New Hebridean passport is seen as a step towards establishing a status for the New Hebrideans, who, under the Anglo-French Protocol governing the New Hebrides, cannot be citizens of either Britain or France. Until now New Hebrideans have carried only identity cards.

NEW ADMINISTRATOR TAKES OVER IN P-NG

Mr. David Hay (pictured) on January 9 takes over as Administrator of Papua-New Guinea (population 2,183,000), from Sir Donald Cleland. A career diplomat with the Australian Department of External Affairs (he's a former High Commissioner to Canada and Ambassador to the UN), Mr. Hay is taking to the territory a determination to travel frequently and find out for himself. Among his hates will be officers who attempt to answer on behalf of New Guineans instead of allowing them to speak for themselves, and anybody at all, in or out of government, who practises discrimination. He says he plans to keep on his desk a copy of a 14-point "advice to Administrators" prepared, with loving care and hard experience, by New Guinea old-hand Eric Feldt (and printed in *PIM* in December). Sir Donald and Lady Cleland are going to Europe on vacation until mid-year, when they will retire to a new house being built for them in Chester Street, Port Moresby. Sir Donald has been Administrator since July, 1952.



WHY NEW GUINEA HAS WIDENED ITS RULES FOR ENTRY

By Stuart Inder

An announcement by the P-NG Assistant Administrator (Economic Affairs), Mr. Frank Henderson, on December 28 that Asian and Africans and other non-Europeans, may be admitted to Papua-New Guinea under certain circumstances, is yet another development in a developing story which so far has got little publicity.

MR. HENDERSON announced that skilled workers from these countries will in future be able to get residential visas for up to two years to do specific jobs in the territory, so long as they also train New Guineans to do the work. Up to now, some of these people, particularly Japanese, have been allowed residential visas of three to six months.

This in fact has been the policy for at least 18 months. It was first revealed as a result of a Press statement made in Port Moresby at the beginning of 1965 by the Minister for Territories, Mr. Barnes. He said that Japanese technicians could be admitted to the territory temporarily if they trained New Guineans to take over their positions.

This statement got Mr. Barnes into hot water in Federal Parliament in May last year, when the Opposition accused the Government of planning to relax its immigration policy and allow employment of Japanese tradesmen, "in large numbers", in both Papua-New Guinea and Australia (*PIM*, June, 1965, p. 21).

Mr. Barnes replied that availability of technicians had to be considered if Australia was to develop large tracts of New Guinea jungle. Australia had not the capital to develop the territory, and it had in any case to find markets for timber and fish.

Principle unaltered

Mr. Barnes also on that occasion got into trouble with the House of Assembly in Port Moresby for not having consulted the House before his announcement, although the general feeling in the Assembly was that Japanese technicians could be a good thing if they brought with them new industries.

Thus Mr. Henderson's announcement in December does not alter any principles—it merely makes it known that other Asians and Africans, with special skills can be granted work permits in the territory and that these permits can be up to two years.

This two-year qualification is an important victory for Japanese industry, which has been pressing it for some time. Timber interests and a shipbuilding company which has been planning to build steel ships in Rabaul, have been agitating two-year terms for their technicians because the six-month periods were considered enough.

It is probably fair to say that changes just announced have been as a result of this Japanese agitation.

Canberra does not see anything wrong with Japanese investment in the territory. It has looked at economic facts in the face and it has realised that it has to fall in with Fiji, the Solomons, the New Hebrides and some others who have allowed Japanese investment, a then Japanese migration (carefully selected) to support the investment. Even the independent kingdom of Tonga some years ago brought Japanese tuna experts to show Tongans how (an investment which incidentally, ended in tragedy with the tuna ship and experts were lost in a storm.)

Japanese set the pace

But although the Japanese have been setting the pace in New Guinea for this reassessment of immigration they have not by any means been the only ones interested in importing outside labour. Some of the Islands trading firms, particularly Carpenter and Co., have been seeking the right to introduce skilled people from the Philippines, Ceylon, Assam

Kenya, Nigeria, Burma and the South Pacific.

The South Sea Islanders, particularly Tongans, W. R. Carpenters want for the desiccated coconut factory in Rabaul to be established this year, and the others they want for tea plantations and general plantations. All of them have skills not found in New Guinea or Australia.

It now seems pretty obvious that the big firms are going to get some of these people—and the official announcement in December was merely preparing the way.

Whether or not New Guinea commerce will find the arrangements entirely satisfactory remains to be seen, because there is every indication that Canberra is going to vet every expert with a fine comb, and he to it that he knows his business before he gets there and gets out as quickly as possible when he has done

Some problems ahead

It looks very much as if some experts will be given visas for considerably less than the maximum period of two years, and some of them will hardly have had time to do the job before they find themselves on a plane at (at the expense of the boss, of course).

No doubt there will be some unnecessary difficulties over this—unnecessary because now that Canberra has approved the principle it shouldn't really matter whether a technician stays for six months or two years so long as he does the job and doesn't leave there permanently. The people wanting to employ experts do, after all, have the problem of getting them here and making it worth their while. Among the Government's safeguards will be the requirements that non-Europeans have re-entry permits to their own countries and guaranteed passages out.

One is entitled to hope that the Government will see to it that these safeguards are watertight.

At this stage it looks as if the Japanese interests will be able to more easily find nationals who can fit the immigration requirements, and that the commercial firms will find it tougher going.

But the path of commerce is never easy, despite what the sceptics might say, and probably it is just as well. Australia's immigration policy is not to get out of hand by default.

As it is, there should be no real quibble at the new arrangements, which merely face the fact that the people in the Pacific are more and more becoming dependent on each other, and the world at large.

NEW ZEALAND TO RESTRICT FIJI WORKERS

The flow of Fijian workers travelling to New Zealand in search of temporary jobs will be stemmed following the announcement of new immigration control agreement between the New Zealand and Fiji Governments.

THE restrictions were imposed following a startling rise in the number of Fijians seeking employment in New Zealand. Applications for permits to work in NZ rose from 3,300 in 1963 to more than 12,000 in 1966.

Most of the applications have been made by Fiji-Indians, many of whom have been engaged in scrub-cutting and in working on farms.

The new agreement, which will operate from February 1, now insists that Fijians must have offers of jobs before permits will be granted.

New Zealand employers will advise the Commissioner of Labour in Suva, of temporary jobs available.

Too many illegal visitors

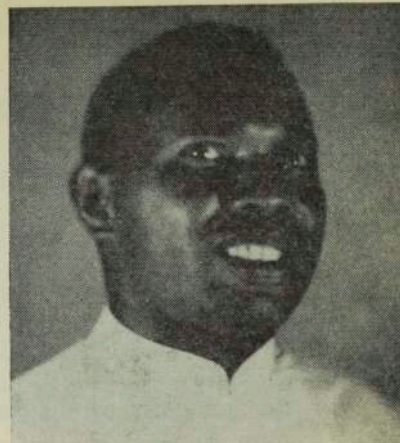
The NZ Minister for Immigration, Mr. Shand, said in December that the restrictions had been introduced because of the steep rise in applications over the past few months.

"Already there is evidence that some of the people who come here expecting to find work will be disappointed. Furthermore, both the Fijian and NZ Governments have been greatly concerned about the numbers of visitors who remain in New Zealand illegally," he said.

In future two types of permits—both valid for three months—would be issued. One would allow the holder to obtain temporary employment and the other—for businessmen and tourists—would stipulate that

PIM's BONUS FOR PLANTERS

- Turn to p. 73 for "The Practical Planter", PIM's 16-page bonus supplement for men on the land in the Islands.



RAISED TO PRIESTHOOD

The Rev. Michael Aike, of Malaita, British Solomons (pictured) in December was one of four native deacons to become Roman Catholic priests after having passed through the Holy Spirit Regional Seminary at Madang, New Guinea. The others are the Rev. Peter Kurongku, of Buin, Bougainville; Rev. Alexius Holyweek, of Buka, Bougainville; and the Rev. Gregory Singkai, of Koromira, Bougainville.

they did not work while in New Zealand.

Holders of the second type of permit would have to prove at the port of entry that they had £50 for each month they expected to stay in New Zealand.

Announcement of the restrictions brought criticism in the Fiji Legislative Council by an Opposition member, Mr. K. C. Ramrakha (Federation).

Mr. Ramrakha said the Government should have taken a firmer line with New Zealand.

"I think that we should have taken a more aggressive attitude. If we are going to become a nation and if we are going to have our own dignity and self-respect, then it is time we spoke to the New Zealand authorities with a much firmer tone," he said.

The Acting Chief Secretary, Mr. J. S. Thomson, replied: "New Zealand is the host country, and although it is not my place to stand and defend New Zealand policy, we as a Government must respect the wishes of the host country which is receiving our people".

Independence for all, says UN (whether they want it or not)

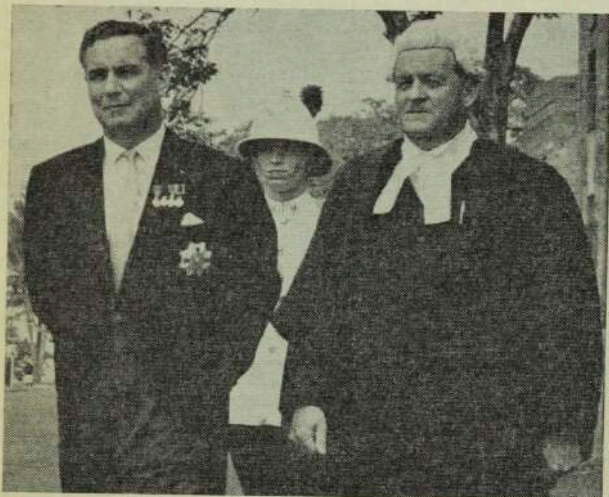
The UN General Assembly in December called for independence for Fiji, P-NG and Nauru. It called on those responsible to fix "an early date" for independence in Fiji and P-NG, and asked Australia to give Nauru independence not later than January 31, 1968, and to pass over the phosphate industry to the Nauruans.

ONLY on Nauru were the UN declarations received with special interest. The P-NG House of Assembly has already said it is not ready for independence, and the Fiji Legislative Council has said it doesn't want it. Both legislatures have a majority of local members.

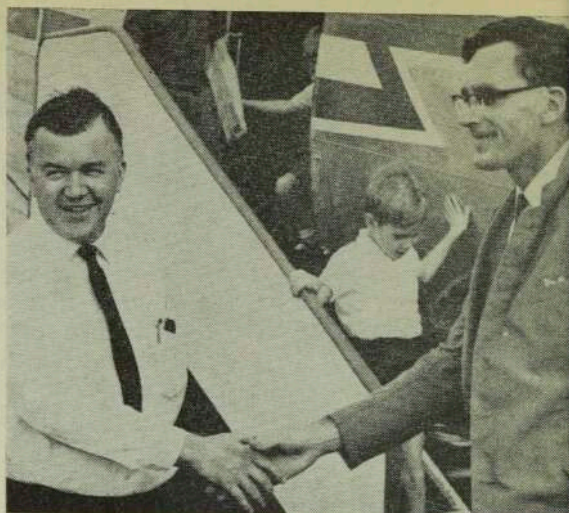
The Nauru Legislative Council, which also has a local majority, asked during 1966 that Nauru be granted independence by January, 1968, and has been pressing the demand. Further talks are expected to be held in Canberra soon (see opposite), but meanwhile Australia has said it wants the Nauru Legislative Council to gain further experience before "any further steps are made".

In its resolution on Fiji the General Assembly asked that Britain hold general elections for a constituent assembly to draft a constitution and form a government. It wanted a sub-committee to be sent to Fiji to study the political situation.

Britain retorted that the resolution ignored the political progress made in Fiji in the last 12 months, as a result of a constitutional conference followed by new elections. And no mission was necessary, as all the facts about Fiji were freely available.



In formal attire at the ceremonial opening of the Fiji Legislative Council's Budget session in December are the Governor, Sir Derek Jakeway (left), and the new Speaker of the Legislative Council, Mr. R. G. Kermode. Like his predecessor, Sir Maurice Scott, Mr. Kermode is a solicitor.—Photo: Rob Wright.



Welcomed to Fiji in December was the colony's new Chief Secretary, Mr. G. P. Lloyd (right). Seen here greeting him at Nausori Airport is the Acting Chief Secretary, Mr. J. Thomson, who takes up a new post as Administrator of the British Virgin Islands. Mr. Lloyd has been Chief Secretary of the Seychelles.—Photo: Rob Wright.

Although only six nations voted against the resolution in its entirety several African states said they thought independence for Fiji at this stage would do more harm than good.

The UN resolution on New Guinea asked, in addition to early independence, that elections be held on the basis of universal adult suffrage, that discriminatory electoral rolls and other forms of discrimination be abolished, and that Australia refrain from using the territory for military activities "incompatible with the charter of the UN".

In Canberra on December 21 the Australian Minister for Territories, Mr. C. E. Barnes, replied that Australia had no obligation to follow resolutions passed by the UN "in disregard of the situation in the territory and everything that is known about the wishes of the vast majority of its inhabitants".

He said there were no discriminatory electoral rolls but one common roll. Discrimination had been removed from all laws and discriminatory practices in business had been made illegal, but "the action of every individual could not be controlled by a government".

He pointed out that the current House of Assembly had been elected in 1964 on the basis of universal adult suffrage, and that Australia's policy for P-NG was self-determination—with the New Guineans themselves deciding when.

He added that there were no military activities in the territory incompatible with the UN charter, and last June the Assembly had passed a motion welcoming the presence of Australian defence installations and force "as a guarantee that the country would come to our aid in time of need in the future".

On the resolutions affecting Nauru Mr. Barnes said the matters referred to were the subject of incomplete discussions with the Nauruans. Australia, Britain and NZ had rights to the phosphate deposits, and phosphate ownership and independence ought to be worked out with the Nauruans, "rather than being determined by declarations adopted without informed discussions about the consequences".

And independence is just what the Nauruans want

By Stuart Inder

The recommendation by the United Nations in December that the Nauruans be granted independence by January 31, 1968, and that ownership of the phosphate industry be transferred to them, will be discussed at talks in Canberra soon—possibly in February.

THE talks will be attended by the three trusteeship partners—Australia, NZ and Britain—and by Nauruan leaders and their Sydney economic advisers.

The meeting has not been arranged as a result of the UN recommendations. It is a continuation of talks held in Canberra in June last year. Independence and control of the phosphate have always been vital issues on the agenda, but the new UN decision will give added urgency to the renewed talks—for the Nauruans plan to press the points. In late December there was doubt about the exact date of the talks because Australian officials wanted more time to consult with their partners as result of the UN moves.

What they want

The Nauruans have made it clear that they want both independence and control of the phosphate. How to get them has been the problem. They have said that:

- The phosphate industry is legally theirs and that they want to have full possession of it.
- The BPC will get a fat fee managing agents to continue to operate the industry.
- They want to see Nauru rehabilitated, the trusteeship powers paying one-third of the cost of rehabilitation (as the phosphate has destroyed one-third of Nauru) or, alternatively, they want resettlement on another island.
- They want independence by January, 1968.

They have in the last year or two made detailed submissions in support of these requests—long legal and technical arguments on ownership rights and rehabilitation costs.

These submissions have been the work of their advisers, Philip Shrapnel and Co., of Sydney, who have applied economic and even political advice. The Australian firm of public relations counsellors, Eric White and associates, have also been advising

the Nauruans on various aspects of their approach, and at times the Nauruans have had top legal advice.

All of it has been expensive, but as a result of this professional help the Nauruans have in the last two or three years more than made up for their lack of progress during the previous five years, when they were virtually given the run-around by the Australian Government, which considered there were more important problems in the Pacific.

Their greatest success—which has been almost entirely achieved through their advisers—has been in getting phosphate royalties increased substantially.

The economic advisers have done such a thorough job in preparing and presenting economic papers that sometimes the main issue has been relegated to the background.

The main issue in Nauruan eyes is independence.

There is a deep nationalism on Nauru, and the independence issue is not seen by Head Chief Hammer De Roburt and his colleagues as merely a means of gaining complete control of the phosphate; they consider achievement of independence as a matter of national honour.

Independence, above all

They are aware that the phosphate economy is an important prerequisite of independence, but such is their determination to achieve independence that it is doubtful if they would take any other stand even if no phosphate existed.

Hammer DeRoburt also sees, in independence, security in an insecure world. Fear of insecurity troubles the Nauruan leaders greatly; they believe they need an island—their own island or another one—more than they need phosphate.

It is this fear of insecurity which has made the Nauruans difficult negotiators—as difficult to their friends as to the governments they have to approach.



Hammer DeRoburt.

Government and BPC officials say they have frequently been frustrated almost to screaming point by the Nauruan habit in the conference room of changing their stand on small matters, of fretting about minor compromises, of being reluctant to give a straight yes or no, of their seeming inability to weigh alternatives.

But all the difficulties are not with the Nauruans. The Nauruans often feel they are being pushed into decisions by more experienced negotiators who are not really sympathetic to the Polynesian/Micronesian way of doing things. Nauruans do not regard themselves as embryo-Australians.

They need reassurance

Their difficulty in negotiation sometimes stems from their sense of responsibility to the people back home. They know what result they want but they are continually apprehensive of taking a wrong step on the intricate path of negotiation, which later generations of Nauruans might hate them for.

Sometimes they go too far, and distrust everybody. On these occasions their friends, too, become frustrated and ask themselves why the Nauruans can't see a little sense, "give a little". It's a good way of losing friends.

What the Nauruans need most of all from the Australian Government is reassurance — reassurance that, come what may, they will be given independence at some date.

Until they are reassured the Nauruan situation is likely to develop from a minor pin prick to a large-scale international rumpus. The Nauruans are going to keep on asking for independence whether anybody likes it or not; whether anybody thinks they can survive as

P-NG's long pay case enters final stages

From a Port Moresby Correspondent

On January 9 the longest arbitration hearing in South Pacific history will resume in a small courtroom in Port Moresby.

THE hearing began 14 months ago when the Papua-New Guinea Public Service Association applied for extra pay for local (New Guinean) officers employed by the territory's Public Service. The local officers receive salaries far lower than those of Australian expatriates. The claim has been opposed by the Administration and it has developed into a vital battle.

Most of the time evidence has been taken on behalf of the local public servants. There have been some harrowing tales of resentment, of the alleged development of a "national disaster", and talk of a white man's paradise. A Government psychiatrist said there was a clear link between discrimination over salaries and mental health.

Since the hearing began in October, 1965, the arbitrator, Mr. L. G. Matthews, has heard more than 100 witnesses for the Public Service Association talk about relations between Europeans and New Guineans and the inadequacy of present salaries.

Race relations

The reconstruction of the Territory Public Service in 1964, which provided for lower salaries for local officers, had generally damaged race relations in the territory, the arbitrator has been told.

On November 30 the Administration finally began presenting its case. After only a day the hearing adjourned for the Christmas break and when it resumes in January, the long battle will enter its final stages.

The Administration will then begin calling evidence in support of its case. The first witness will be Sir Leslie Melville, chairman of the Australian Grants Commission, a member of the Development Advisory Service of the International Bank and a former chairman of the Tariff Board.

The Administration's case, which

was outlined by Mr. J. H. Wootten, QC, seems to amount to a comprehensive review of Australia's economic programme in the territory.

Mr. Wootten said that threats and warnings of trouble and dissatisfaction had been given by the Public Service Association. He said it must not become part of the tradition of P-NG that sectional groups and, in particular, the Public Service might better their position by such talk.

He said, "If public servants are going to create trouble unless they get salaries which they consider have appropriate relationship to those of an affluent country like Australia, then the sooner that problem is faced and dealt with the better.

"Governments all the time have to take decisions on matters of national interest, taking into account a wide variety of considerations. They cannot allow one section of the community to frighten them out of the decision they consider proper.

"It is to be hoped—and we feel confident that it will—that good sense and moderation will prevail, particularly when the effects of these proceedings have dispersed."

Mr. Wootten spoke of the territory's dependence on Australian aid. Apart from special cases, such as Israel and Jordan, no developing country of comparable size received more external aid per capita than Papua-New Guinea, he said. In terms of its contribution to a national budget, Australian aid to the territory was exceeded only in three cases.

NAURU PROBLEM

(from previous page)

an independent nation or not. This fact is certain.

The partner governments are aware that a viable economy for Nauru is feasible provided phosphate money is available—an economy based on several industries, including a tuna industry. There does not appear to be any dispute on this score.

From my own personal observations it could be that Australia at least is getting weary of the protracted negotiations and demands for independence, and has come around to the view that the Nauruans perhaps ought to have independence—just to prove to them how tough life can be in a cold world!

The forthcoming talks, one way or another, should be of vital importance on the whole Nauruan issue.

Mr. Wootten said the territory would continue to need outside financial aid for development. It could not even run its basic services without outside aid, it would have no meaningful choice of its political future. The territory's economic and financial problems must be looked at as its own and not those of Australia. In the absence of another model, New Guineans in transition to urban life had assumed as their ideal way of life of the Europeans.

Standards different

Mr. Wootten said that other developing countries had accepted the fact that the standard of the metropolitan country was not the only one to be followed, and so should P-NG. There were differences in resource development, education and skill.

If all the Public Service was paid on the Australian rate there would be an unbalanced community, with the people the public servants serving living at a lower standard—related to New Guinea's development.

The Australian wage standards were merely a "temporary aberration" on the New Guinea scene dictated by the necessity to attract qualified Australians to do the jobs. New Guineans were not yet ready to do.

Mr. Wootten submitted that the problem of race relations was temporary and would disappear when the more highly paid Australians were replaced by qualified New Guineans. Within the foreseeable future, New Guineans would replace all but the most highly qualified, specialist Australians.

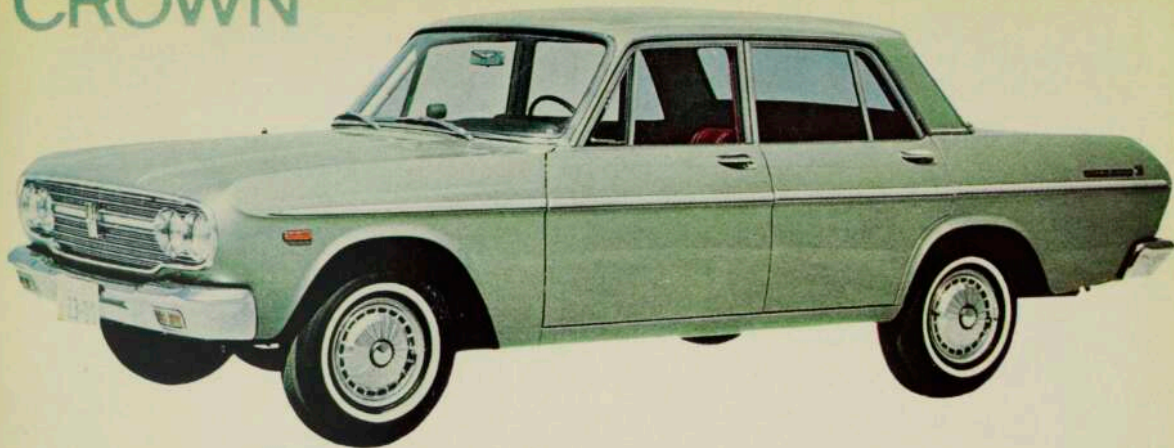
It was already some years since a permanent appointment had been made at overseas rates. It was on those prepared to accept local rates who had a permanent future, he said.

It was the group of emerging educated New Guineans who had the "difficult and painful task" of developing a new mode of living more modest and inexpensive than the Australian, but no less tasteful, graceful or dignified. A style and standard appropriate to New Guinea must be developed.

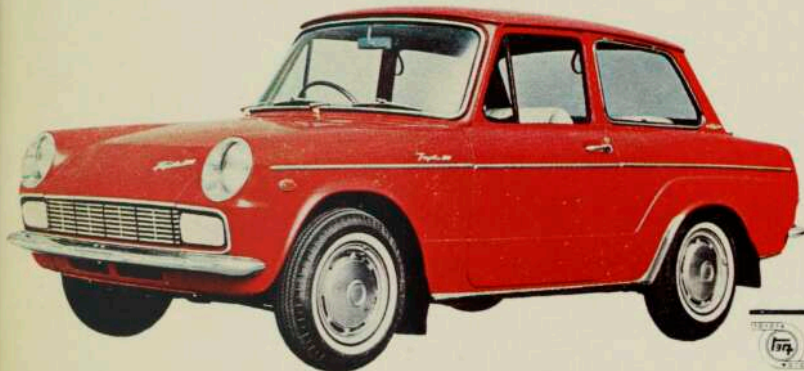
During the hearing, Mr. Wootten produced the report of a tripartite mission which visited the territory September-October, 1960, on labour matters.

Mr. Wootten said the report, in effect, had castigated the Government for not having done what the Government had now done—related salaries throughout the public service to the capacity of the territory's economy.

CROWN



TOYOTA 800



Toyota offers something for everyone: a full-sized luxury car; a lively, economy-minded compact; and an all-out economy car.

Your own circumstances will advise you which model, or models, to look into. In any event, they're at the Toyota dealer nearest you.

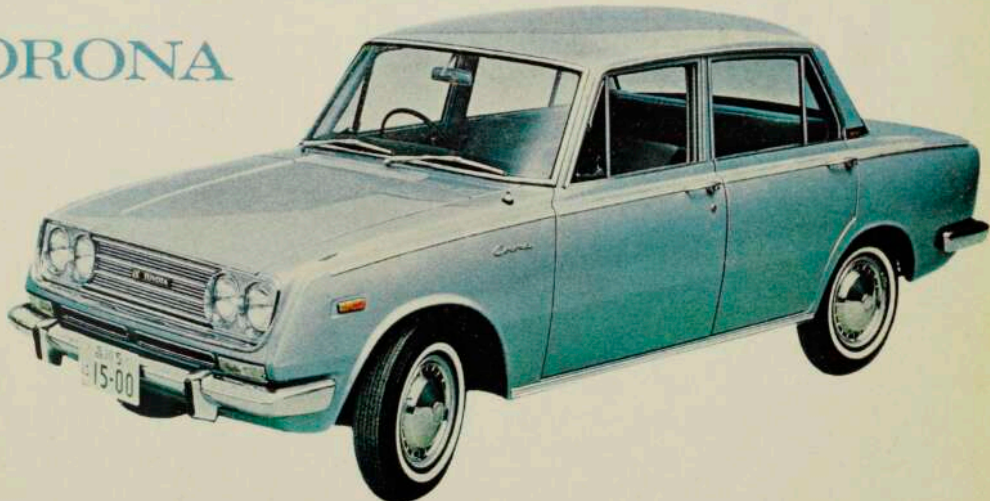


JAPAN'S LARGEST AUTO MAKER

TOYOTA MOTOR



CORONA



DISTRIBUTORS: NEW GUINEA & PAPUA: THE PORT MORESBY FREEZING CO., LTD., MARY ST., PORT MORESBY, PAPUA / FIJI ISLAND: AUTOMOTIVE SUPPLIES CO., LTD., P.O. BOX 143, LAUTOKA / AMERICAN SAMOA: BURNS PHILP (SOUTH SEA) CO., LTD., PAGO PACO / WESTERN SAMOA: BURNS PHILP (SOUTH SEA) CO., LTD., APIA / GUAM: RICKY'S AUTO CO., P.O. BOX 1458, AGANA



Just look at all the good things KRAFT brings you from Australia, the sunshine country!

Toasted cheese sandwiches. Strawberry Conserve on scones. VEGEMITE* on your breakfast toast. These are just some of the wonderful ideas you'll enjoy when you buy fine Australian foods from KRAFT. And these foods contain all of nature's health-giving nourishment . . . help build strong and healthy bodies. Always look for KRAFT, and know you're buying the very best.

KRAFT for good food and good food ideas

Reg'd Trade Mark
KR390/A

The big two are Here!



Peters and Dutch Jug

Both from the rich dairying area
of Northern N.S.W.



Peters Famous Full Cream Powdered Milk—delicious for drinking—ideal for cooking. Yes! The fresh taste of Peters Powdered Milk will delight you. *The most economical milk money can buy.*



Turn water into NON-FAT skim milk with Dutch Jug Crystals. Dissolve instantly in cold water—high in protein, vitamins and minerals. Also available . . .

56 lb. bags of Peters Full Cream Milk.

28 lb. bags of Dutch Jug Crystals.

FOREMOST CONSOLIDATED PTY. LTD.

P.O. Box 22, Redfern, N.S.W., Australia.

Cable Address: "FOREMILK", Redfern.

THE GREATEST NAME IN CIGARETTES



ROTHMANS KING SIZE
really satisfies

Tropicalities

If the crowning of Fiji's first national beauty queen at Nadi in December left a nasty taste in the mouths of some people in Suva, it might have been the taste of sour grapes. The crowning—of Miss Lola Lelo, 22, as Miss Fiji 1966—underlined the traditional rivalry between Suva and what they call in Fiji "The Great North-West".

Fiji has not had a Miss Fiji before. Fiji's "national" beauty queen has always been a Miss Hibiscus, and Fiji's Hibiscus Festival is run in Suva. It is only recently that Nadi organised a Bula Festival to help publicise the many charms of that end of the island.

About three months ago the president of the Bula Festival Association, Mr. Raymond G. Prasad, announced that his association had been asked to find a Miss Fiji to take part in a Miss Pacific Quest being organised in Melbourne.

Mr. Prasad circulated every festival association in Fiji, inviting them to attend a meeting in Nadi on October

BATTLE OF THE BEAUTY QUEENS

21 to draw up a plan for a national Miss Fiji organisation.

Attendance at the meeting was poor, only two centres outside Nadi being personally represented, but most others wrote to give their support and approval. A notable exception was Suva's Hibiscus Association.

The Nadi plans went ahead nevertheless, with plenty of local support, and at this late stage came an assurance from the president of the Hibiscus Festival Association, Mr. Charles Stinson, that Suva was willing to support the Nadi venture into the real big time.

He said his association was not opposed to the formation of a Miss Fiji Quest Association, but as it conflicted in many ways with the running of the Miss Hibiscus Festival in Suva it ought to be the topic of a general meeting of the Hibiscus Association to be held in 1967.

Mr. Stinson explained that the foundation of the Nadi association had taken place "fairly rapidly", and had clashed with the period when preparations were being made for the Miss Hibiscus contest.

But considering that the Hibiscus Festival ended in September and the first public move on the Miss Fiji Quest did not come until October 16, it appeared to some people (in the North West, naturally!) that the Hibiscus Festival was just not interested in someone else's idea.

This seemed to be given strength when Miss Fiji (a Suva girl) was crowned at Nadi with no representative and no word from Suva.

Certainly Fiji's first national beauty



Miss Fiji 1966—Lola Lelo.

Photo: Bob Hawkins.

contest left a lot to be desired, particularly a more widespread representation of the colony and its various races.

But the 12 contestants, when their ordeal was over, were full of praise for the efforts of the quest committee.

"It was a lot of fun," said Miss Fiji, who will go to Melbourne in March to compete as Miss South Pacific at Melbourne's Moomba Festival.

The association's plans for the future call for the quest to be held in a different centre each year.

If the Hibiscus Association decides to come to the party, the colony's national beauty contest might be held where it belongs—in Fiji's capital.

Writing his fourth book on P-NG

IN Sydney in December we had a talk to French anthropologist, author and filmmaker, Mr. Jacques Villemainot, who had just arrived after



Miss Hibiscus 1966—Lois Gibson

Advertisement

A complexion forever young and beautiful

Margaret Merril
Beauty Skin Care
Consultant



Can there be anything a woman values more highly than a complexion that is perfect in tone and texture, graced with the delicate bloom of youthful beauty? Almost unbelievably, this priceless gift of lasting skin loveliness is given to every woman today through the scientific discovery of a tropical moist oil with the remarkable ability to influence and nourish skin cells and keep the complexion at its finest peak of flawless splendour

The complexion of the average woman living in the Pacific Islands tends to be fine, delicate and rather dry. Nothing is of more importance to this type of skin than its facility to enjoy a consummate balance of natural skin oil and moisture. But limit or interrupt the constant flow of nourishment, which in fact happens as the years proceed, and the skin begins to dry out, atrophy and become aged-looking. The evolution of the tropical fluid has now brought about the realization of a million feminine dreams, the means whereby a woman can see to it that her skin functions throughout her life with the same energy as it did in her younger years, when the soft, misty bloom of her complexion was perfection itself.

By smoothing this moist oil over your skin you put back the elements of youth which time and weather attempt to drain away. It is iso-

tonically pressurized to sink down to the vital depth where it will assist nature with the building of fresh, firm tissue which will replace outer skin layers in days to come. Ordinary oils always contain sealing elements which prohibit quick, easy absorption (in much the same way as a plant cannot absorb nourishment when its roots are sealed in oil), but this life-giving tropical moist oil is a "peeled" oil which rapidly penetrates cells and become thoroughly absorbed, ensuring that your skin drinks up all the rich, moisture-imbued oil which beautifies the complexion.

When used as a powder base, this moist oil is an ideal assurance that your make-up will remain matt and flawless. It is hygroscopic in character and attracts moisture from the atmosphere, drawing it into the skin so that the complexion is always completely "proofed" against the formation of dry wrinkles and retains its bloom all day long.

The moist oil is known in Britain as oil of Ulay, in America and other parts of the world as oil of Olay. In Australia and the Pacific Islands it is available from chemists as oil of Ulan. Modern scientific advancement has indeed brought about the recapturing of the supple, dewy attributes of a superbly youthful skin, enabling women in every climate of the globe to keep their complexions forever young, forever beautiful.

five months in New Guinea gathering material for his fourth book about the territory. None of the books has been translated into English but they have sold well in France.

Mr. Villemainot, 42, with his wife Paule, 40, visited New Britain and New Ireland, but their main work was done in a three months' stay in the Trobriand Islands.

The attractive Mrs. Villemainot, who took the photographs for two of her husband's books, *Coutumes et Moeurs des Papous* and *Chez les Papous*, will make a film of the latest trip.

"I would like to base my book on the changes to the Trobriand since Malinowski, saw them 40 years ago," Mr. Villemainot said.

He was interested in what happened to NG art.

"I went to the Sepik in 1961 to collect artifacts for the Paris Museum and write my earlier books," he said.

"It amazed me to find this time that primitive art had disappeared in the islands. There is still some left near the Sepik, but it is very hard to find and very small."

She survived two air crashes

PAPUA-NEW GUINEA's best known nurse, Matron Al Thorburn (Mrs. A. R. Roberts) who died in Melbourne in November (PIM, Dec. p. 159) had survived two air crashes in the 25 years she spent in the territory.

In 1939 she was in a de Havilland mail plane which ran out of fuel and crashed on a reef between Rabaul and Kavieng. With the crew and the rest of the passengers she took to a rubber dinghy, and all were later picked up by native canoes.

Twelve years later, Matron Thorburn was the only passenger in a Dragon aircraft which grazed the



The late Matron Thorburn, with the P-I Administrator, Sir Donald Cleland.

a mountain and crashed near Slate Creek. The plane was a complete write-off but the pilot and passenger were unhurt, Matron Thorburn walking into Slate Creek with the rescue party.

Matron Thorburn went to the territory in 1935 to begin nursing at Salamaua. In 1938 she became Matron of Rabaul Hospital, escaping just ahead of the Japanese. After the war she became Senior Nursing Matron, and in 1958 she was given the OBE. She married Allan Roberts in 1961.

They own the first bookshop

THE Maropa Bookshop, the first shop in the New Hebrides devoted solely to the sale of books, opened in Vila on November 18 under the management of Mr. Geoff Rice, Sydney.

The interesting point is that the shop, which is non-profitmaking, is owned by the Presbyterian Church of the New Hebrides, and is controlled by the local people through the church assembly.

"Our aim is to get books to the people," Mr. Rice told us in December. "We hope, eventually, to have agencies on all mission stations in the New Hebrides, not only of our own denomination."

Norfolk Island in the motor age

NORFOLK ISLAND, oldest British settlement in the South Sea Islands, has brought its traffic laws up-to-date. Maximum speed is now 25 mph, with 25 mph through the shopping centre at Burnt Pine. And motor scooters may now be ridden by schoolchildren, who are entitled to apply for conditional licences at 14 (and many have).

Norfolk has had traffic laws of a kind since 1858, when Governor Robinson approved the following:

"All persons convicted of racing or furious driving through the streets and upon any of the public roads about the Settlement, Longridge and Scade, shall be fined one pound." A year later another traffic law was written into the code: "No person shall be allowed to gallop a horse on the grass on which is situated Samuel M'Coy's house and the long row of buildings, excepting in the case of driving cattle into the slaughter-house. Any person or persons so offending shall be fined the sum of twenty shillings."

Horses were practically the only means of transport until 1928 when

GOWNS OF THE YEAR

Islands dressing these days is a deal more sophisticated than a grass skirt, as can be seen by these gowns which recently took the prizes at a Gown-of-the-Year contest in Apia, Western Samoa, organised by Mrs. Aggie Plowman for the South Pacific Games fund. Centre is first-prize winner, "Simplicity", designed by Frieda and Joyce Paul, and modelled by Anna Schaaflhausen; at left second, "La Femme", designed by Maureen Volentras and modelled by Lulu Grey, and right, third, "Consulate" designed by Britta Forsgren (who is modelling it) and Sophia Rankin. Britta also won the prize for best model. Judges were Mrs. Mary Benefield, Mrs. D. Corroy and Miss Frances Rasmussen.



the first motor car arrived. Many people protested against the innovation, their protests being based on the belief that the horses would panic causing a large number of accidents.

Today Norfolk has about 600 motor vehicles and upwards of a hundred motor cycles and scooters. And every boat brings more.

End of another no-man's-land

ANNEXING the last remaining lumps of unclaimed real estate in the South Pacific has become quite fashionable among Islands governments in the past two years.

First, Fiji annexed Conway Reef (*PIM*, March, 1965, p. 61). Next, New Caledonia annexed Matthew and Hunter Islands, south-east of the New Hebrides chain (*PIM*, Jan., 1966, p. 76). Now Tonga has annexed South Minerva Reef, scene of an epic story of courage among 16 castaways after the Tongan vessel *Tuaikaepau* was wrecked there in 1962.

The annexation ceremony at Minerva Reef was performed on

November 24 by David Fifita, captain of the ill-fated *Tuaikaepau*, who was widely acclaimed for his part in the 1962 shipwreck story.

Captain Fifita is now skipper of the 97 ft Auckland trawler *Loch Lein*, which sailed for South Minerva Reef on November 19 to explore the possibility of crayfishing there (see also p. 115).

Before setting out, plans had been made for the re-burial at the reef of Fatai Efafi, who died during the 14 weeks the Tongan castaways were stranded there.

On arrival, the crew dismantled the temporary grave and the remains were placed in a specially constructed concrete casket, together with letters that Fatai Efafi had written before his death and a copy of Olaf Ruhen's book on the castaways, *Minerva Reef*.

For the annexation ceremony, a cross and the aftermast of a wrecked Japanese ship, which sheltered the castaways in 1962, were erected on one of the highest points of the island (3 ft above high water), some coconuts were planted, the Tongan flag was raised, and the Tongans sang their national anthem.

ANNOUNCEMENT

As of August 1, 1966, Nissan Motor Co., Ltd. has become Japan's largest automobile manufacturer. This was brought about by the realization of our previously publicized merger with Prince Motor, Ltd.

The merger has broadened and added resilience to our position in the world automobile market. This new strength has prompted us to focus more energy on the promotion of exports through the refinement of our products and methods. That is, we hope to make this merger a mutually beneficial one, through which both we and our customers can derive significant benefits.

It is the wish of NISSAN MOTOR CO., LTD. to make known that their policy will be the continued marketing of NISSAN and PRINCE vehicles as individual products through their already established and independent Distributor Organizations in Papua and New Guinea.

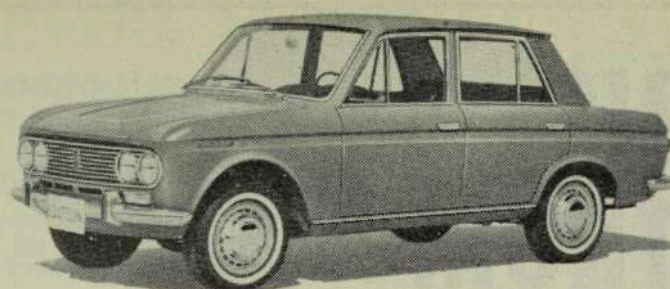
"NISSAN" Cars and Trucks
Sole Distributors for
Papua and New Guinea
W.R. CARPENTER & CO., LTD.
Port Moresby • Rabaul • Lae • Madang •
Mt. Hagen • Goroka • Kavieng • Wewak •
Daru

"PRINCE" Cars and Trucks
Sole Distributors for
Papua and New Guinea
STEAMSHIPS TRADING CO., LIMITED.
Port Moresby • Rabaul • Lae • Madang •
Goroka • Samarai • Popondetta

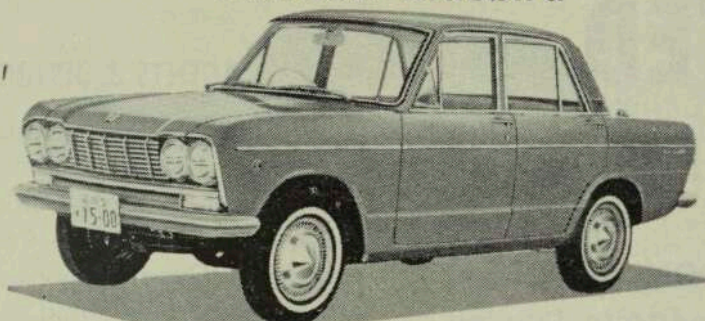


NISSAN MOTOR CO., LTD./Japan

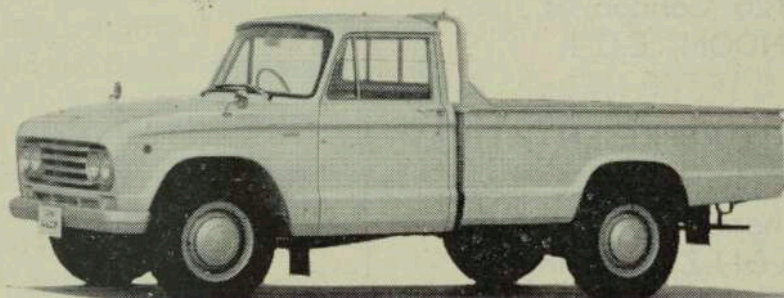
JANUARY, 1967 — PACIFIC ISLANDS MONTH



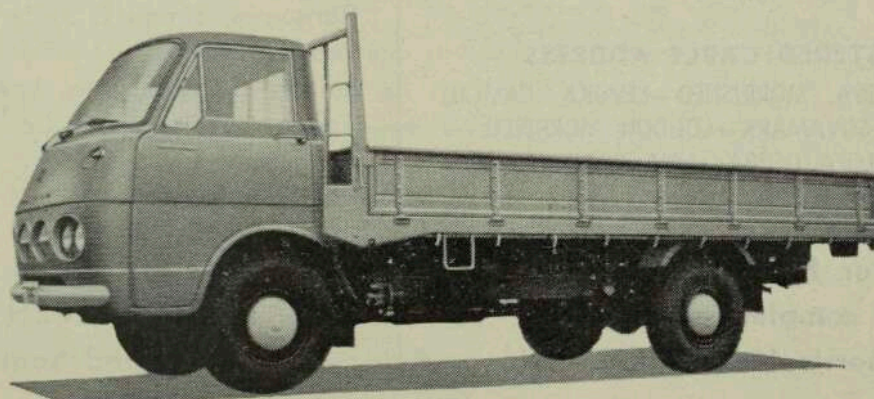
DATSUN Bluebird



PMC Prince A150



NISSAN Junior



PMC Prince T651

MORRIS HEDSTROM LIMITED

HEAD OFFICE : SUVA, FIJI

LONDON OFFICE

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

AUSTRALIAN REPRESENTATIVE

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

REGISTERED CABLE ADDRESS:

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

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

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

AGENTS & DISTRIBUTORS FOR:

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

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

FIJI — SAMOA — TONGA

GAMES ATHLETES LEFT ONLY SIX SUVA RECORDS INTACT

By breaking or equalling all but six of the 29 athletics records established in Suva in 1963, the athletes at the Second Games in Noumea in December showed that they had made good progress in the past three years.

GENERALLY speaking, the athletes were fitter and better trained than they were in Suva.

There is no doubt that they would have broken even more records than they did, and would have smashed others more impressively, had the weather, on occasions, been kinder.

Some races were run in the teeth of a strong, warm Trade Wind; others in almost blizzard conditions; and others again in a constant, heavy drizzle. The track, moreover, was somewhat heavier than many of the athletes were accustomed to; and some of the athletes did not perform at their peak because of the poor and inadequate food and cramped quarters at the Games "village".

Not surprisingly, the shorter races were the ones where the Suva records remained unbroken. In the men's sack events, the Suva times still stand for the 100, 200 and 400 metres sprints, and the 4 x 100 metres relay. The Suva time is also intact for the women's 100 metres sprint.

The other Suva record that stood was the men's discus throw, where the gold medallist, Fiji's massive Pesulame Rakuro, could manage only 148 ft compared with the 161 ft 11 in. which won him top honours in 1963.

Slight edge for Fiji

Although so many of the Suva records were broken, the standard of South Seas athletics is still a long way below Commonwealth or Olympic Games standards.

Broadly speaking, the best South Seas times and distances are now only on a par with those of the best world athletes in 1896 when the modern Olympic Games were started. Fiji (thanks mainly to its women) and New Caledonia (thanks mainly to its men) carried off the bulk of the medals. Fiji got 11 gold, 10 silver and seven bronze (60 points); and New Caledonia got 10 gold, eight silver and 13 bronze (59 points).

All but seven of the 36 other medals went to Nauru, Papua-New

Guinea and French Polynesia. On a percentage basis, the Nauruan athletics team of three far outstripped all others, as they won four gold and two silver medals in the six events they entered for.

The good showing of the New Caledonians was largely due to coaching in France, or the tuition they received for over a year from six French national coaches who were specially brought from France.

The Fijians, on the other hand, excelled more through natural ability than through coaching expertise. The only notable overseas tutors they had were Ron Pickering (a British

(Over)



The Second South Pacific Games—11e. Jeux du Pacifique Sud to the people of the French-speaking Pacific territories—were held in Noumea from December 8-18. On this and the next 13 pages is a full report in prose and pictures of all the Games events.

ONLY ONE TEAM MISSED A MEDAL

Only one of the 14 territories represented at the Second South Pacific Games in Noumea went home without a medal.

This was the tiny Gilbert and Ellice Islands Colony, which sent five athletes, four table tennis players, two tennis players, and a basketball team.

New Caledonia, with a contingent of about 250 and representation in all 20 sections of the Games programme, easily carried off the bulk of the medals, mainly because of the overwhelming superiority of its swimmers.

Representation of the other big territories was: Fiji (15 sports), French Polynesia (18), Papua-New Guinea (17). All the other territories, except the New Hebrides (13), were represented in fewer than 10 sports.

Details of the medals won by each territory are given below. The points score shown is unofficial. It is worked out on the basis of three points for a gold medal, two for a silver and one for a bronze.

	Gold	Silver	Bronze	Points
New Caledonia	39	30	30	207
Fiji	19	23	17	120
French Polynesia	13	8	9	64
Papua-New Guinea	5	11	13	50
Western Samoa	4	4	—	20
Nauru	4	2	—	16
Wallis and Futuna	—	2	12	16
American Samoa	—	4	1	9
Tonga	1	—	1	4
Cook Islands	1	—	—	3
Solomon Islands	—	1	1	3
New Hebrides	—	—	2	2
Guam	—	—	1	1
Gilbert and Ellice Islands	—	—	—	—
	86	85	87	515



Olympic coach) and Peter Morgan (head of the track and field department at Princeton University), each of whom spent three weeks in Fiji some time ago.

Papua-New Guinea's coach, Don Barrett, was highly pleased with the showing of his team, even though its medals were few.

"We had a very young team, and we feel we gained a lot of experience for 1969," he said afterwards.

"Bernadette Namal, for example, who won a silver medal in the women's 800 metres event is only 14.

"We were particularly pleased with the team spirit of our people. All of our relay teams were placed, which shows that we have depth. In the team events, New Caledonia and French Polynesia did not do as well as we did."

Most decorated

The most decorated athletes in Noumea were Fiji's 30-year-old Torika Varo, who has five children, and Ana Ramacake, Fiji's only representative at the Commonwealth Games in Jamaica.

Torika won three gold medals (100 metres, 200 metres and 4 x 100 metres relay) and one bronze (long jump).

Ana won two gold (long jump and 4 x 100 metres relay) and two silver (100 metres and 200 metres). Ana's record long jump of 18 ft 1 in. was registered only about 10 minutes after she had raced to victory in a qualifying heat for the 100 metres event.

Another woman athlete to show out was Lois Lax, of Nauru, who, as Lois Jackman, represented Australia at the 1956 Olympic Games and the 1959 Empire Games in Cardiff.

Mrs. Lax won the discus event with a throw of 138 ft 10 in. (nearly 22 ft better than the Suva figure), and she followed this up two days later with a second placing in the 80 metres hurdles.

The hurdles event was as full of incident as any on the athletics programme. There were four false starts, with K. Tongi, of Tonga, being disqualified for breaking twice.

When the race finally did get going, Mrs. Lax was interfered with going over the last hurdle by Elinor Phillips, of Fiji, who got into her lane.

On Mrs. Lax's protest, which was supported by an instant photograph which Nauru's team manager, Buraro Detudamo, happened to be on hand to take, Phillips was disqualified, and the race was awarded to Fiji's Shirley Hefferman.

A re-run would undoubtedly have been a fairer solution as the interference probably cost Mrs. Lax the race.

Hurdles record

Mrs. Lax, incidentally, established a Games record for the 80 metres hurdles with a time of 12.6 seconds in her qualifying heat. This was 0.2 seconds better than Shirley Hefferman's time in the final.

There were three other instances of Games records being established in qualifying heats rather than in the finals:—

- In the women's 400 metres event, Iona Mitchell (Fiji) registered 1 min. 1.3 sec. to win her heat, but managed only 1 min. 2.8 sec. to win the final.

- In the men's 800 metres, Osea Malamala (Fiji) streaked to victory in his heat in two minutes flat, but registered only 2 min. 2.4 sec. in the final and came in a disappointed third.

- In the men's 400 metres hurdles, Penisimani Tuipolotu, of Tonga, won his heat in a canter with a time of 53.6 sec. This was fully 1.1 sec. better than the winner's time in the final.

Tuipolotu would almost certainly have won the final himself had it not been run on a Sunday, a day on which Tongans must neither work nor play.

Tuipolotu also missed the chance of a gold medal in the men's 400 metres event because it was run on the Sunday.

His friends felt certain that he would have won that event after they clocked him at 47.4 sec. in the first leg of the 4 x 400 metres relay on the following day. This time was a remarkable 2.8 sec. better than the gold medallist's time in the individual race, which, admittedly, was run in adverse conditions. It was also 2.3 sec. better than the record Suva time.

The only event in which Tuipolotu did win a gold medal was the 110 metres hurdles. In this he decisively



Nobody was particularly happy after the women's 80 metres hurdles event, which was awarded to Shirley Hefferman, Fiji, with Lois Lax (Nauru) second, and Y. Ukeiwe (New Caledonia). A Tongan girl, K. Tongi, was disqualified for breaking twice in four false starts, and Iona Mitchell (Fiji), who finished first, was disqualified for interference and running in the wrong lane.

defeated the Suva gold medallist Charles Tetaria (French Polynesia) in 15.3 sec.

The athlete who made the biggest hit with the Noumea crowds was undoubtedly Robbie Morgan-Morris of Nauru, who won both the 5,000 and 10,000 metres events. Morgan-Morris is a former Victorian and Australian steeplechase titleholder.

The longer of his two races was run in a constant, heavy drizzle which made the going unusually heavy. But Morgan-Morris finished freshly and at a fast clip, knocking some 3½ minutes off the Suva record.

The race was marked by an unpleasant incident involving the Suva gold medallist, Fiji's V. Saulekaleka, and great excitement at the end.

After Morgan-Morris had led the field for about 20 of the 25 laps during which he had lapped several of his competitors, he fell in behind (but a lap ahead of) Saulekaleka.

For the next four laps, Saulekaleka kept veering or putting on a spur every time Morgan-Morris tried to pass him.

Finally, Fiji's U. Sotutu, who had apt doggedly at Morgan-Morris' heels throughout the race, told aulekaleka to move out of the way, and Morgan-Morris was able to get ahead.

Then, with only a lap to go, Sotutu accidentally tripped Morgan-Morris. He (Sotutu) moved to the lead for the first time and at a fast pace; and for the next three-quarters of the course, Morgan-Morris had to clap steam to keep with him.

All seemed set for a tense, neck-and-neck finish. But with only 150 yards or so to go, Sotutu's stamina gave out, and Morgan-Morris, finishing as if he had just begun, breasted the tape, well ahead, to the thunderous cheers of the crowd.

Sotutu collapsed over the finishing line 20 seconds later, and was solicitously helped to his feet again by Morgan-Morris (see picture).

Nearly another minute passed before the next man reached home, this being a "never-say-die" New Caledonian, who had outlasted several seemingly more promising competitors.

Robbie Morgan-Morris, of Nauru, and a Games official (left) help Fiji's U. Sotutu to his feet at the end of the 10,000 metres race. Sotutu, who finished second, had collapsed over the finishing line behind Morgan-Morris. The Nauru runner had clipped about 3½ minutes off the Suva record.

Photo:
"Noumea Sports".



Sportsmanship

When the result of the race, and aulekaleka's disqualification were pronounced, Morgan-Morris publicly thanked Sotutu for his sportsmanship during the race; and later he supported Sotutu when they went out to collect their medals.

Other events deserving special mention were:

- The men's 4 x 400 relay in which New Caledonia and Papua New Guinea tied for second place—the only tie in the athletics programme.

- The pole vault, in which the eight contestants bettered or equalled the Suva record. The vaults of the medal-winners, performed with the new fibreglass poles, were 2 ft better than the Suva record, which was achieved with an aluminium pole.

- The women's 400 metres final, in which two Tongan girls, P. Foloaki and K. Tongi, did not take part because it was run on the Sunday. Both qualified in good times in the heats. Miss Foloaki's time in her heat was better than the winner's time in the final; but the winner, I. Mitchell (Fiji), did even better herself in her own qualifying heat, establishing a Games record.

There were 31 events on the athletics programme this time compared with 29 in 1963. The new events were the men's hammer throw and the women's 400 metres.

BICYCLE THEFT ROBBED CYCLING OF INTEREST

The theft of a bicycle from one of the four New Hebridean competitors half-way through the cycling programme reduced interest in the Games cycling events.

CYCLING, which had not been staged in Suva, attracted entries from the three French territories—New Caledonia, French Polynesia, and Wallis and Futuna—plus the Anglo-French New Hebrides.

When the New Hebridean entrant lost his bicycle, and no replacement could be provided, the number of competing territories was reduced to three.

As had been expected, the New Caledonians dominated the cycling events, winning five of the six gold medals. The one they missed was the shortest—the 1,000-metres sprint—which was won by M. Bopp-Du Pont, of French Polynesia.

Cycling was the first sport on the Games programme for which a gold medal was awarded (New Caledonia,

appropriately, won it), and the first in which the competitors were involved in an incident.

The incident occurred in the second event on the opening night—an individual pursuit over four kilometres, or 12 laps of the velodrome.

Daniel Cornaille, of New Caledonia, appeared to be an easy winner in this event from Alfred Van Bastolaer, of French Polynesia. But when the times were checked, Van Bastolaer discovered that, through an official error, the race had ended one lap short, and he lodged a protest.

Meanwhile, three Games hostesses had entered the arena with a gold medal for Cornaille and a silver and bronze for the runners-up, and the band was all set to play a victory *Marseillaise*.

The crowd hooted angrily when an official announced that, following Van Bastolaer's protest, the race had been annulled and that it would be re-run the following night.

It seemed a bad omen for the efficient running of the Games, but, in fact, it turned out to be the only serious blunder of its kind.

In the re-run, Cornaille again showed that he was a much faster cyclist than Van Bastolaer and received his gold medal.

Van Bastolaer, for his part, was hooted off the track by the strongly partisan crowd which had been admitted to the re-run free.

PUBLIC TOOK KEEN INTEREST IN GAMES BOXING

Boxing, staged in Noumea's new, well-equipped Omnisports Hall over two nights, proved to be the most popular indoor sport for spectators on the Games programme, even though boxing has been a neglected sport in New Caledonia in recent years.

THERE were entries for all divisions, from flyweight to heavyweight, but the host territory was unable to put up any opponents for the only entrants in the two lightest divisions.

The Cook Islands (which won two gold and two silver medals in Suva) were not represented in Noumea. Their boxers were unable to go because of transport difficulties.

S. Chandra, a flyweight from Fiji, and M. Julius, a P-NG bantamweight, therefore won gold medals without donning their gloves.

However, Chandra challenged Julius to a bout for a special trophy, and despite his lighter weight, he won a hairline points decision.

Chandra, incidentally, is only in his first year of boxing, and is the first Indian ever to win a regional, Olympic, or world championship gold medal—boxing being a seldom-practised sport among the Indians.

Disappointing

Fight fans thought that the P-NG boxers were a disappointment. They had been highly touted, but did not measure up to the standard their men achieved in Suva.

Western Samoa's boxers, on the other hand, did extremely well. With only three competitors, they won two gold and one silver medal.

There was a marked difference in style between the boxers from Western Samoa and those from American Samoa.

The American Samoans seemed to have been trained as professionals (i.e., crowd-pleasers) rather than as amateurs, who score points only for blows made on the target.

The professional style of the American Samoans was a disadvantage to them in the finals, and lost them their chances of gold medals.

Fiji had a better record than in the 1963 Games when 20 of their



boxers entered and won four gold medals.

This time, the same number of gold medals was won by only seven boxers. Two silver and one bronze medal also came Fiji's way.

The secret of the Fiji boxers' success was their fitness.

New Caledonia's boxers won only two gold medals, but their entrants and officials will probably benefit more from the competition than anyone else.

Their officials had the assistance of Mr. John Castle, vice-president of the Association International de Boxe Amateur (IABA), from Australia, and Mr. Savignac, an expert from France, to supervise the contests and advise on organisation.

Mr. Pat Hynes, from Australia, was president of the jury during all the bouts, and conducted courses of instruction for New Caledonian referees and judges.

An important development for the future of South Seas boxing occurred during the stay of these officials in Noumea.

This was the formation of an Oceanic bureau of the AIBA—Oceania (Australia, New Zealand and the Pacific Islands) being one of five zones into which the amateur boxing world has been split.

The headquarters of the bureau will be in Sydney, where there will be a secretary and treasurer to control amateur boxing in the zone. Previously, amateur boxing in the area was controlled from London.

Through the new bureau, it will be possible for Pacific Islands boxers to compete, by invitation, in international contests organised in Australia. One such programme is set down for February, when a team of Russian boxers will visit Australia.

In 1968, Pacific Islands boxers will have a chance to compete in the Pacific Championships to be held in Australia.

TAHITIANS WON EIGHT GOLD MEDALS IN TEAM EVENTS

French Polynesia, which did not fare too well in the first week of the Games, finished its programme in fine style to win nine gold medals in the last three days.

ALL but one of these medals was for team sports. The odd one was for cycling.

French Polynesia took the gold medals for men's and women's basketball, soccer, men's, women's and mixed table tennis, and men's and women's volleyball.

The Tahitians were never beaten in men's basketball, but they lost out to Papua-New Guinea in the women's series, and they had a lucky win over Fiji in their semi-final.

In the match against Fiji, the score stood at 39-all at the end of the normal playing period; and at the end of extra time, the scores were still level at 42-all. However, the Polynesians broke away in the second period of extra time to win 53-47.

In the final for the gold medal, the Polynesians beat P-NG 35-21.

A basketballer now

One of the stars of the match was Helene Sarciaux, who scored 15 points for French Polynesia. Helene won medals for hurdling and high jumping at the Suva Games, but did not compete in those events this time.

The French Polynesians' gold medal in soccer was something of a sensation, for few people had given them a chance of beating the highly polished New Caledonian team (see opposite).

In table tennis, French Polynesia was well served by its Chinese players, whose Oriental qualities of patience, persistence and unflappable ability gave them a flying start in this sport.

In men's volleyball, the Tahitians came out in the final and beat the crack New Caledonian team, which had defeated them by three sets to two in the preliminary series.

The final was played before a packed house of intensely partisan but good-natured Tahitians and New Caledonians, who shouted, whistled, blew cow horns, rang bells, and bought soft drink cans every time either side

scored a point or the referee gave a doubtful decision. It was the nearest thing to bedlam seen at the Games.

The French Polynesians won the final by 3 sets to 1.

The final of the women's volleyball was also an all-French affair, with French Polynesia beating New Caledonia by three sets to nil. As with the men, the French Polynesian women had been beaten by the New Caledonians in the preliminary series.

SURPRISE WIN IN GAMES SOCCER

The largest crowd at any sporting event of the Games saw French Polynesia defeat New Caledonia by two goals to nil in the final of the soccer competition and so win the gold medal. It was a surprise result.

NEW CALEDONIA was easily the more polished of the two teams, and had generally been expected to win. Its footwork, passing, ball control and team work were all superior to French Polynesia's, and had about four-fifths of the play.

Although the scores stood at 0-0 at half-time, it seemed at that stage to be only a question of how much the New Caledonians would win by, as they had been in attack throughout the game.

But the French Polynesians came out with a rush after half-time, and within four minutes they had two goals on the board. The confident New Caledonians had left their defences wide open.

From then on, the Tahitian team closed up the game and the New Caledonians were given few opportunities to catch up.

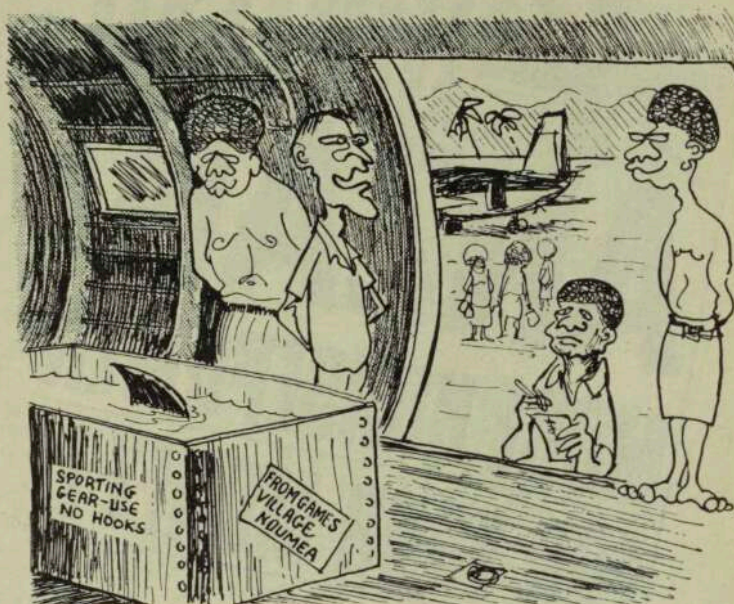
The two French teams were, unquestionably, the best two in the six-team competition. But a couple of the others gave them a run for their money—for a while.

For 40 minutes in the first match of the series, the barefooted Solomon Islanders unbalanced and somewhat bewildered the natty New Caledonians with their speed, gusto, lack of science, and the fantastic saves of their 15-year-old goalkeeper, Alfred Selwyn. Then the Solomon Islanders crumbled, and the New Caledonians ran out easy winners, 4-0.

In the other match of the opening series, P-NG led French Polynesia 1-1 at one stage, but lost the game 3-1.

At the Games

WITH ROB WALSH



"We've borrowed New Caledonia's swimming coach for 1969!"

New Caledonians dominated Games swimming events

Led by a 12-year-old prodigy, Marie-Jose Kersaudy, New Caledonia's swimmers completely outclassed the opposition at the Games to win all 19 gold medals awarded and all but three of the 15 silver medals available to it.

THIS annihilating performance was astonishing, considering that the New Caledonians did not win a single gold medal in Suva and hardly any of the silver ones.

Moreover, until about 16 months before the Games, the New Caledonians did not even have a pool to train in.

The secret of the New Caledonians' success was fivefold:

- The building of an attractive training pool in Noumea at Point Brunelet.

- The building of the magnificent Municipal Olympic Swimming Pool at Anse Vata, Noumea, where the Games events were held.

- The discovery of several natural swimming champions.

- The importation of an expert French coach, Marc Menaud, who brought the swimmers to their peak by instituting long and strict training routines.

- The over-confidence of Fiji's swimmers, who won all gold medals at the Suva Games, and who arrived in Noumea expecting to win at least half of those offering this time.

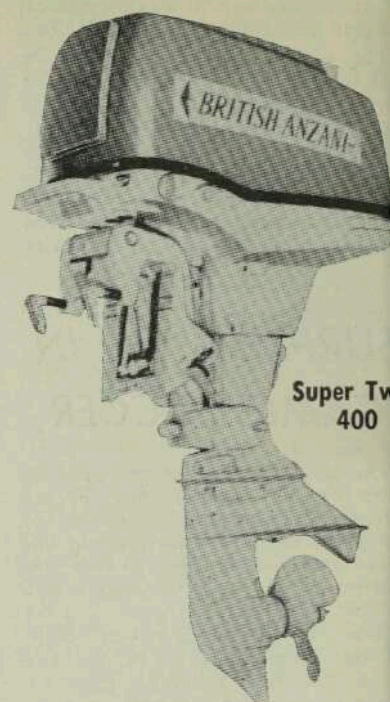
On the first day of the swimming programme, when qualification heats were held for some of the men's events, it did, indeed, appear that the Fiji swimmers were again going to carry off a bagful of medals.

Fiji's magnificently built Sailosi Baleisolomone comfortably beat two of New Caledonia's best men in one of the 100 metres freestyle heats. He

INTRODUCING FOR 1967

BRITISH ANZANI

MORE HORSEPOWER FOR YOUR MONEY!

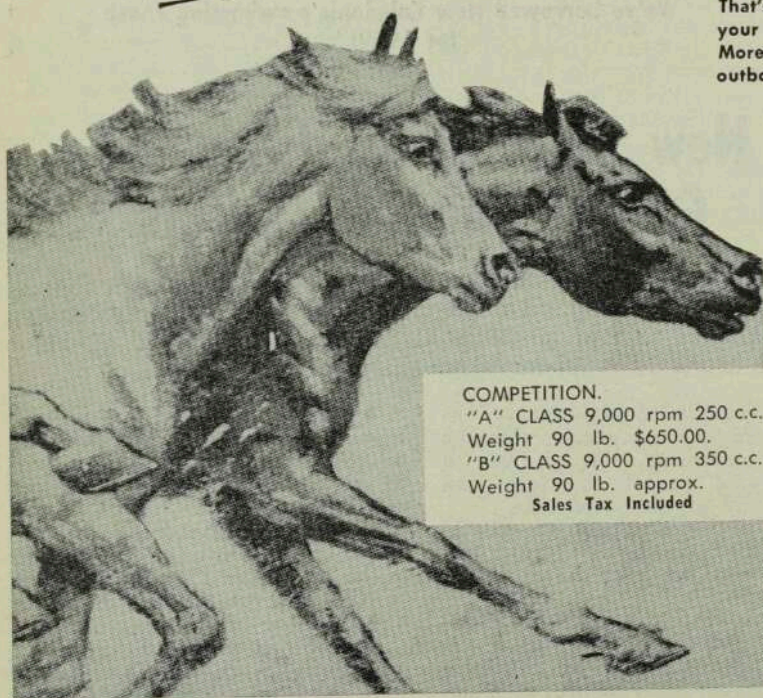


Super Twin 400

There's more power in every \$ you spend on British Anzani outboard motors.

That's why British Anzani means more horsepower your money!

More: you get proved reliability and a wide range outboard motors to choose from.



COMPETITION.

"A" CLASS 9,000 rpm 250 c.c.

Weight 90 lb. \$650.00.

"B" CLASS 9,000 rpm 350 c.c.

Weight 90 lb. approx.

Sales Tax Included

PILOT 30. 3 b.h.p. water cooled. 360 degrees pivot. Weight 29 lb. \$180

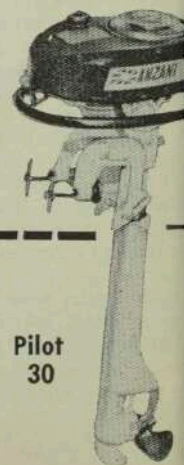
SUPER SINGLE 50. 5 b.h.p. water cooled. 360 degrees pivot. Weight 48 lb. \$230

SEA TWIN 65. 6.5 b.h.p. water cooled. Forward, neutral, and reverse gears. Weight 58½ lb. \$410

SPORT TWIN 180. 18 b.h.p. water cooled, thermostat controlled. Forward, neutral, and reverse gears. Weight 82 lb. \$560

SUPER TWIN 400. 40 b.h.p. water cooled, thermostat controlled. Forward, neutral, and reverse gears. Weight 130 lb. \$850

SUPER TWIN 400. ELECTRIC 40 b.h.p. water cooled, thermostat controlled. Forward, neutral, and reverse gears. Weight 130 lb. — \$945.51



Pilot 30

Please write for further details and pamphlets to:

W. KOPSEN & CO. PTY. LTD.

326-328 Kent Street, Sydney. Phone 29-6331

NAME

ADDRESS

P.I.M./Jan.



Dominique Douceur

also came in first in a heat of the 100 metres butterfly.

In the second heat of the 100 metres freestyle, Carl Bay and Phil Wilkins, of Fiji, filled first and second places—both men knocking seconds off Bay's record Suva time.

However, when the men's finals were held, it was evident that whereas the Fiji swimmers had been going flat out in the heats, the New Caledonians had merely been coasting along. They won comfortably in all the finals.

New Caledonia's Dominique Douceur collected three gold medals and a silver in the individual events, and another gold in a relay.

The remaining five gold medals for men's individual events went to five different New Caledonians, which proved that their team had plenty of depth.

In the women's events, Marie-Jose Kersaudy collected five gold medals in the individual races, and two more in the relays to become the most decorated performer at either the First or Second Games.

Marie-Jose, who is only 5 ft 3 in. tall and slightly built, is a human seal, who seems almost certain to go on to Olympic honours. She gains great propulsion from her legs, which pound the water with the ease and rhythm of a ship's propeller.

Marie-Jose knocked more than 10 seconds off the Suva record for the 100 metres backstroke event, and nearly 7½ seconds off the 100 metres freestyle record.

Her time for the 400 metres freestyle was almost a minute better than the Suva time; and in the 800 metres freestyle event (not held in Suva) she finished more than a lap ahead of two of her team-mates, who are no mean performers.

The only non-New Caledonians

LOW STANDARD IN RUGBY MATCHES

BECAUSE of the absence of teams from Fiji and Tonga, the standard of Rugby at the Games was never as high as it was in Suva three years earlier, and Papua-New Guinea carried off a gold medal that it almost certainly would not have won otherwise.

Fiji and Tonga (the gold and silver medallists in Suva) did not field teams this time because their Rugby seasons had been over for several months, and it was impracticable to keep their players together.

Western Samoa, the only other team to play in Suva, was not represented either.

Even so, four teams—P-NG, New Caledonia, New Hebrides and Wallis and Futuna—turned out this time.

P-NG, led by Dr. Kerry Larkin and Colin Kahn, was streets ahead of all the others, winning its three matches 47-3, 54-5 and 34-3.

But P-NG did not play brilliant Rugby. The fact is that the other three teams hardly knew how to play at all.

to win medals in the women's individual events were 11-year-old Olive Pickering, of Fiji, the youngest Games competitor, and M. Smith, of Fiji.

Olive Pickering, by winning two silver and one bronze, showed that she has the potential for greater things as she grows older and stronger.

Although Papua-New Guinea's swimmers did not get among the medals except in the relays, their manager, Gerry Toogood, was more than satisfied with their performances.

"We had a very young team, and our whole aim was to train them for the 1969 Games," he said afterwards.

"Actually, we did better than we expected, as some of our swimmers, because of exams, had been in the water for only two weeks, while the New Caledonians had been training hard for eight months."

Footnote: Officially, no Suva swimming records were broken in Noumea as the events in Suva were over British distances while those in Noumea were over fractionally different metric distances.



EXCITING CONTESTS IN WEIGHTLIFTING

Weightlifting, a new item on the programme since the Suva Games, did not attract much public attention in Noumea. But for those who saw it—if they understood what was involved—there were some exciting events.

WEIGHTLIFTING is conducted on similar lines to the discus, shot put or javelin events. There are three types of lift—the press, the snatch, and the clean and jerk—and each competitor has three attempts at each.

The greatest weight he lifts in each section represents his score for that section, and his total score is the total of his three best lifts in the three sections.

Thus, it is possible for a competitor to be trailing his opponents in the first two sections, but to win the event with an outstanding lift in the third.

This actually happened a couple of times in Noumea. In the bantam-weight event, S. Nair (Fiji) was 7.5 kilos behind G. Seeto (P-NG) after the first two lifts, but finished 10 kilos ahead of him to win the gold medal.

The middleweight event, with seven men competing, was also an exciting one, with P. Wallwork (Western Samoa) coming from behind to win.

Three of the Fiji representatives went down with food poisoning soon after their arrival in Noumea; and one of them, Adi Narayan, had to pull out of the featherweight event after the press and snatch because he was too weak to carry on.

COMPLETE RESULTS OF 1966 NOUMEA GAMES

Below is a complete list of the medal-winners in the 86 events staged at the Second South Pacific Games in Noumea from December 8 to 18.

THE list includes the statistics and record holder for each event (where applicable), and other useful information.

All statistics have been taken from the official results, but the figures for the jumping and throwing events in athletics have been converted from metric measure to the nearest half inch. The official figures must therefore be consulted for absolute exactitude in these events.

In the weightlifting events, the metric measure results have been retained. To convert them to lb, the formula is: 10 lb equal 4.535 kilograms.

Men's athletics

100 Metres: 1—J. Pothin (NC), 11.2s. 2—A. Kaumata (P-NG), 11.3s. 3—K. Cavuilete (Fiji), 11.5s.

Record: J. Pothin (NC), 10.6s., Suva, 1963.
200 Metres: 1—J. Bourne (FP), 22.4s. 2—B. Richter (P-NG), 22.6s. 3—S. Moceidreke (Fiji), 22.8s.

Record: B. Richter (P-NG), 22.0s., 1st semi-final, Suva, 1963.
400 Metres: 1—D. Lacabanne (NC), 50.2s. 2—U. Midi (P-NG), 50.9s. 3—L. Waqa (Fiji), 51.3s.

Record: C. Harrison (P-NG), 49.7s., Suva, 1963.
800 Metres: 1—E. Humuni (NC), 2m. 0.5s. 2—W. Wellbourne (P-NG), 2m. 0.8s. 3—O. Malamala (Fiji), 2m. 2.4s.

Record: O. Malamala (Fiji), 2m., in first qualifying heat.
1,500 Metres: 1—A. Bowditch (Nauru), 4m. 7.9s. (record). 2—P. Tuinakauvadra (Fiji), 4m. 8.7s. 3—K. Raciri (Fiji), 4m. 8.9s.

5,000 Metres: 1—R. Morgan-Morris (Nauru), 15m. 44.8s. (record). 2—D. Schuster (WS), 16m. 19.1s. 3—L. Tabua (P-NG), 16m. 23.7s.

10,000 Metres: 1—R. Morgan-Morris (Nauru), 33m. 4.6s. (record). 2—U. Sotutu (Fiji), 33m. 24.7s. 3—J. Goe (NC), 34m. 19.2s.

110 Metres Hurdles: 1—P. Tuipolotu (Tonga), 15.3s. (record). 2—C. Tetaria (FP), 15.6s. 3—M. Blameble (NC), 16.1s.

400 Metres Hurdles: 1—M. Blameble (NC), 54.7s. 2—W. Wellbourne (P-NG), 56s. 3—H. Iwa (NC), 56.9s.

Record: P. Tuipolotu (Tonga), 53.6s., in first qualifying heat. He did not run in final because it was staged on a Sunday.

3,000 Metres Steeplechase: 1—U. Sotutu (Fiji), 9m. 59.2s. (record). 2—A. Bowditch (Nauru), 10m. 1s. 3—M. Guepy (NC), 10m. 8.8s.

4 x 100 Metres Relay: 1—P-NG (P. Waleawate, A. Kaumata, S. Tita, B. Richter), 43s. 2—Fiji (K. Cavuilete, R. Thomas, J. Lesu, R. Ravonui), 43.1s. 3—FP (M. Thunot, C. Tetaria, A. Teai, J. Bourne), 43.7s.

Record: P-NG, 42.8s., Suva, 1963.
4 x 400 Metres Relay: 1—Fiji (A. Racule, O. Malamala, L. Waqa, S. Tamani), 3m. 24s. (record). 2—NC and P-NG tied, 3m. 27.2s.

Discus: 1—M. Rakuro (Fiji), 148 ft. 2—A. Beer (NC), 146 ft 7 in. 3—H. Wetta (NC), 131 ft 5 in.

Record: M. Rakuro (Fiji), 161 ft 11 in., Suva, 1963.

Hammer: 1—H. Wetta (NC), 126 ft 7 in. (record). 2—J. Deane (FP), 124 ft 2½ in. 3—M. Bone (NC), 117 ft 1½ in.

No event in Suva, 1963.

High Jump: 1—J. Salmon (FP), 6 ft 3 in. (equal record). 2—A. Tautehau (FP), 6 ft 3 in. 3—L. Mamuaifua (Wallis), 6 ft 1 in.

Equal record: E. Laboran (P-NG), Suva, 1963.

Javelin: 1—P. Wakalina (NC), 226 ft 10 in. (record). 2—V. Liga (Fiji), 217 ft 6 in. 3—U. Watha (NC), 194 ft 8 in.

Long Jump: 1—C. Tetaria (FP), 24 ft (record). 2—J. Pothin (NC), 23 ft 5 in. 3—J. Lesu (Fiji), 23 ft 3 in.

Pole Vault: 1—B. Ballastre (FP), 13 ft 7½ in. (record). 2—S. Drollet (FP), 13 ft 5½ in. 3—Y. Bonnet (NC), 13 ft 5½ in.

Shot Put: 1—A. Beer (NC), 51 ft 11 in. (record). 2—M. Bone (NC), 48 ft 3½ in. 3—A. Tokawa (NC), 46 ft.

Triple Jump: 1—C. Kaddour (NC), 48 ft 3 in. (record). 2—G. Lepping (BSIP), 46 ft 7½ in. 3—V. Biri (BSIP), 45 ft 10 in.

Boxing

Flyweight: 1—S. Chandra (Fiji), only entrant.
Bantamweight: 1—M. Julius (P-NG), only entrant.

Featherweight: 1—B. Ainsley (P-NG). 2—S. Tinae (AmS). 3—N. Zeoula (NC).

Lightweight: 1—D. Le Vangon (NC). 2—J. R. Sivia (AmS). 3—E. Warren (FP).

Light-welterweight: 1—M. Fatasi (WS). 2—L. Vantu (NC). 3—M. Moli (Fiji) and A. Tomara (P-NG).

Welterweight: 1—S. Ulaula (WS). 2—A. Korovou (Fiji). 3—N. Kaoutche (NC) and B. Gobrait (FP).

Light-middleweight: 1—Basdeo (Fiji). 2—T. Latulipe (WS). 3—P. Fai (AmS) and A. Taofifenua (Wallis).

Middleweight: 1—P. Biu (Fiji). 2—E. Fonoti (AmS). 3—L. Lealofi (Wallis) and U. Dawa (P-NG).

Light-heavyweight: 1—J. Ramasima (Fiji). 2—F. Panapa (AmS). 3—A. Kulimoetoke (Wallis) and A. Haereapo (FP).

Heavyweight: 1—D. Pouia (NC). 2—Verumu Dikidikilati (Fiji). Only two contestants.

Cycling

1 Km. Time Trial: 1—R. Loquet (NC), 1m. 13.73s. 2—A. Lutafu (Wallis), 1m. 15.05s. 3—E. Sanguer (FP), 1m. 15.56s.

4 Km. (12 Laps) Individual Pursuit: 1—D. Cornaille (NC), 5m. 19.71s. (record). 2—A. Van Bastolaer (FP), 5m. 31.54s. 3—M. Lui Hau (Wallis), overtook NH opponent in 3m. 50.88s. in 8th lap.

100 Km. (approx.) Individual Road Race: 1—C. Lemaitre (NC), 2h. 49m. 1s. 2—G. Fouchier (NC), 2h. 49m. 1s. 3—F. Debels (NC), 2h. 50m. 42s.

70 Km. Road Race (team of four): 1—NC (R. Blomme, C. Lemaitre, F. Debels, A. Chevalier), 1h. 32m. 53s. 2—FP (C. Sidolle, A. Van Bastolaer, G. Luzinsky, F. Tevaria), 1h. 36m. 7s. 3—Wallis (A. Lutafu, M. Liuhau, E. Fakatahila, S. Vakauliafa), 1h. 40m. 32s.



1,000 Metres Sprint: 1—M. Bopp-Du P (FP), 11.94s. 2—A. Lutafu (Wallis). 3—Loquet (NC).

4 Km. Olympic Pursuit: 1—NC (R. Blomme, D. Cornaille, G. Fouchier, J. Salim, Ben C. overtook FP team in 4m. 51s. 2—FP (A. Bastolaer, E. Sanguer, G. Luzinsky, F. Tevaria). 3—Wallis (A. Lutafu, M. Liuhau, E. Fakatahila, S. Vakauliafa).

NOTE: The winner's time in each of cycling events is a Games record. There was no cycling events in Suva in 1963.

Men's swimming

100 Metres Backstroke: 1—J. Y. Mame (NC), 1m. 10.4s. (record). 2—P. Henry (NC), 1m. 13.3s. 3—D. Lane (Fiji), 1m. 15.2s.

110 yds in Suva, 1963.
100 Metres Butterfly: 1—T. Ruyer (NC), 1m. 10.3s. (record). 2—S. Baleisomone (Fiji), 1m. 11.1s. 3—F. Caillard (NC), 1m. 11.3s.

110 yds in Suva, 1963.
100 Metres Freestyle: 1—J. P. Morault (NC), 58.4s. (record). 2—J. Y. Mamelin (NC), 58.3—P. Wilkins (Fiji), 59.2s.

110 yds in Suva, 1963.
200 Metres Breaststroke: 1—P. Lestur (NC), 2m. 55.8s. (record). 2—G. Villaume (NC), 3m. 0.8s. 3—S. Koro (Fiji), 3m. 3.7s.

220 yds in Suva, 1963.
200 Metres Freestyle: 1—D. Douceur (NC), 2m. 11.4s. (record). 2—J. Y. Mamelin (NC), 2m. 12.1s. 3—P. Wilkins (Fiji), 2m. 12.2s.

No event in Suva, 1963.
200 Metres Individual Medley: 1—D. Douceur (NC), 2m. 36.8s. (record). 2—J. P. Mame (NC), 2m. 39.5s. 3—T. Ruyer (NC), 2m. 41s.

No event in Suva, 1963.
400 Metres Freestyle: 1—D. Douceur (NC), 4m. 42.6s. (record). 2—J. Y. Mamelin (NC), 4m. 50.5s. 3—P. Wilkins (Fiji), 4m. 52.4s.

440 yds in Suva, 1963.
1,500 Metres Freestyle: 1—O. Colin (NC), 19m. 35.1s. (record). 2—D. Douceur (NC), 19m. 56.9s. 3—J. R. Colin (NC), 20m. 37s.

1,650 yds in Suva, 1963.
4 x 100 Metres Freestyle Relay: 1—NC (Morault, J. Y. Mamelin, F. Caillard, D. Douceur), 3m. 56.4s. (record). 2—Fiji (C. Bay, Newbiggin, S. Baleisomone, P. Wilkins), 4m. 0.9s. 3—FP (M. Davio, L. Bellais, C. Dav C. Freedland), 4m. 21.5s.

4 x 110 Metres Medley Relay: 1—NC (P. Mamelin, P. Lestur, T. Ruyer, J. Morault), 4m. 41.4s. (record). 2—Fiji (D. Lane, S. Koro, S. Baleisomone, P. Wilkins), 4m. 48.2s. 3—P-NG (D. Cluer, N. Clu Tovitolon, P. Maloney), 5m. 10.5s.

No event in Suva, 1963.
Weightlifting

Bantamweight: 1—S. Nair (Fiji), 217.5 kg. 2—S. Nautou (NC), 210 kg. 3—G. See (P-NG), 207.5 kg.

Featherweight: 1—J. Seeto (P-NG), 250 kg. 2—D. Seeto (P-NG), 247.5 kg. 3—S. Gutu (NC), 245 kg.

Lightweight: 1—A. K. Nair (Fiji), 282.5 kg. 2—M. Hassan (Fiji), 242.5 kg. 3—S. Hellow (NC), 240 kg.

Middleweight: 1—P. Wallwork (WS), 317.5 kg. 2—C. Seeto (P-NG), 315 kg. 3—R. Bowen (C), 275 kg.
Light-heavyweight: 1—C. Wallwork (WS), 45 kg. 2—P. Patel (NC), 312.5 kg. 3—A. Gillaci (Wallis), 252.5 kg.
Middle-heavyweight: 1—F. Ramanu (Fiji), 35 kg. 2—B. Bernard (WS), 327.5 kg. 3—Nacari (NC), 280 kg.
Heavyweight: 1—Vilitati S. Q. (Fiji), 347.5 kg. 2—P. Seiuli (WS), 340 kg. 3—K. Sako (Wallis), 330 kg.
 NOTE: The winner's performance in each of the weightlifting events is a Games record. Weightlifting was not on the programme in Suva, 1963.

Men's team sports

Basketball: 1—FP. 2—NC. 3—Guam.
Rugby: 1—P-NG. 2—NC. 3—NH.
Soccer: 1—FP. 2—NC. 3—NH.
Table Tennis: 1—FP. 2—Fiji. 3—P-NG.
Tennis: 1—NC. 2—P-NG. 3—FP.
Volleyball: 1—FP. 2—NC. 3—Wallis.

Mixed team sports

Table Tennis: 1—FP. 2—NC. 3—Fiji.
Tennis: 1—NC. 2—Fiji. 3—P-NG.

Women's athletics

100 Metres: 1—T. Varo (Fiji), 12.8s. 2—Ramacake (Fiji), 13s. 3—N. Taraingal (P-NG), 13.2s.
 Record: A. Ramacake (Fiji), 12.2s., Suva, 1963.
200 Metres: 1—T. Varo (Fiji), 25.3s. (record). 2—A. Ramacake (Fiji), 26.5s. 3—M. Lacombe (C), 26.8s.
400 Metres: 1—L. Mitchell (Fiji), 1m. 2.8s. 2—G. Bigourd (NC), 1m. 3s. 3—M. Frebault (P), 1m. 3.6s.
 Record: L. Mitchell (Fiji), 1m. 1.3s. in 2nd qualifying heat.
 No event in Suva, 1963.
800 Metres: 1—S. Makuku (Fiji), 2m. 25.2s. (record). 2—B. Namal (P-NG), 2m. 25.5s. 3—G. Bigourd (NC), 2m. 26.7s.
80 Metres Hurdles: 1—S. Hefferman (Fiji), 2.8s. 2—L. Lax (Nauru), 12.8s. 3—Y. Ukeiwe (C), 12.9s.
 Record: L. Lax (Nauru), 12.6s. in second qualifying heat.
4 x 100 Metres Relay: 1—Fiji (U. Totoki, T. Varo, L. Mitchell, A. Ramacake), 49.6s. (record). 2—NC (M. Lacombe, A. Kopouli, E. Euwi Arii, A. M. Benjamin), 50.5s. 3—P-NG (A. Wika, N. Taraingal, D. Exon, N. Anisa), 2.9s.
Discus: 1—L. Lax (Nauru), 138 ft 10 in. (record). 2—M. Turukawa (Fiji), 116 ft 1 in. 3—C. Matiere (FP), 112 ft 7 in.
High Jump: 1—A. N. Vacoune (NC), 5 ft. (record). 2—E. Phillips (Fiji), 5 ft. 3—L. Leindu (NC), 4 ft 10 in.
Javelin: 1—E. Poa Matane (NC), 132 ft 1 in. (record). 2—S. Milo (NC), 131 ft 7 in. 3—N. Tufeke (Wallis), 126 ft 11 in.
Long Jump: 1—A. Ramacake (Fiji), 18 ft 9 in. (equal record). 2—Y. Temearo (FP), 16 ft 9 in. 3—T. Varo (Fiji), 16 ft 8½ in.
 Equal record: K. L. Kuruvoli, Suva, 1963.
Shot Put: 1—A. Naimotu (Fiji), 39 ft 11 in. (record). 2—M. C. Wetta (NC), 38 ft 9 in. 3—L. Vakautu (Tonga), 37 ft 7 in.

Women's swimming

100 Metres Backstroke: 1—M. J. Kersaudy (NC), 1m. 17.4s. (record). 2—O. Pickering (Fiji), 1m. 21.5s. 3—M. J. Constans (NC), 1m. 23.4s.
 110 yds in Suva, 1963.
100 Metres Butterfly: 1—M. J. Kersaudy (NC), 1m. 18.2s. (record). 2—S. Hanner (NC), 1m. 19.7s. 3—O. Pickering (Fiji), 1m. 24.6s.
 No event in Suva, 1963.
100 Metres Freestyle: 1—M. J. Kersaudy (NC), 1m. 6.5s. (record). 2—S. Hanner (NC), 1m. 7.5s. 3—C. Legras (NC), 1m. 9.4s.
 110 yds in Suva, 1963.
200 Metres Individual Medley: 1—S. Hanner (NC), 2m. 49.5s. (record). 2—O. Pickering (Fiji), 2m. 52.5s. 3—C. Berton (NC), 2m. 58.2s.
 No event in Suva, 1963.

Three days late, but they won a medal and plenty of friends

The team that won the greatest number of friends at the Games was undoubtedly the tiny Cook Islands contingent, which did not arrive in Noumea until the Games had been in progress for three days.

ARRANGEMENTS had been made 18 months earlier for the team to fly out of Rarotonga on a special flight of Polynesian Airlines. But when that company's aircraft were banned from the Rarotonga-Apia route for technical reasons, other plans had to be made.

One after another, these plans fell through, and the team—three athletes, 19 netball players and two managers—finally left Rarotonga in a New Zealand Air Force plane at 15 minutes' notice.

It had been intended all along to bring several boxers and a tennis team, too, but these people had to be left behind for lack of space.

In Pago Pago, the team was held up through lack of immediate connections. Then it got as far as Nadi by Air New Zealand, and finally reached Noumea by UTA.

Although the team had been up since 4 a.m., they were at the stadium within half an hour of reaching Noumea, and runner Tiki Matapo immediately entered one of the three

heats of the 200 metres race. He ran well enough to qualify, and came fourth in the final later in the afternoon.

Long-distance runner Kau Pupa Wichman put up a fine performance in the men's 10,000 metres race on the following night, but had to withdraw after 21 of the 25 laps when he pulled a thigh muscle. He would have preferred to go in for the 5,000 metres event, but that had already been run.

The other athlete, June Taringa, was too late to take part officially in any races as the qualifying heats had been held before her arrival. However, she ran as an exhibition runner in the final of the 200 metres and performed most creditably.

June also served as a hearty barracker for the Cook Islands netball team—netball being the present name for the old-style version of women's basketball.

The netballers "slaughtered" all opposition—Fiji, New Caledonia, Papua-New Guinea, the Solomons and Western Samoa. They scored a total of 215 goals to the opposition's 74.

A couple of days after receiving their gold medal for netball, the Cook Islanders were presented with a handsome silver trophy by the bus drivers' federation of Noumea.

The presentation was a spontaneous gesture on the part of the bus drivers, who said they had given it for tenacity, good sportsmanship and behaviour.

Champagne flowed freely (at the bus drivers' expense) after the presentation was made, and the bus drivers said the Cook Islanders could travel in their buses gratis whenever they liked.

PIM's Noumea correspondent, Fred Dunn, a veteran of 32 years in the New Caledonian capital, reported that the "lovely Cook Island ladies" had made such an impression in the city that if they had stayed any longer "they would surely have been in danger of abduction."

Women's team sports

Basketball: 1—FP. 2—P-NG. 3—Fiji.
Netball: 1—Cook Is. 2—Fiji. 3—P-NG.
Table Tennis: 1—FP. 2—Fiji. 3—NC.
Tennis: 1—NC. 2—Fiji. 3—P-NG.
Volleyball: 1—FP. 2—NC. 3—Wallis.

IMPORTANT CHANGES IN RULES FOR PORT MORESBY GAMES

The residential qualification for expatriates at the Third South Pacific Games in Port Moresby in 1969 is to be three years instead of two.

THIS was decided at a meeting of the South Pacific Games Council in Noumea on December 14. The council is the governing body for the Games.

An expatriate is defined as a person born outside the South Pacific Islands.

A motion to increase the residential qualification to three years was moved by the Fiji delegation, and was agreed to after various other ideas had been discussed.

Papua-New Guinea wanted the two-year term retained; Tonga wanted four years; and Western Samoa five.

The aim of the motion was to ensure that expatriates were serving at least their second term in a territory before they became eligible to compete.

The council also decided to increase the number of compulsory sports at the Games from three to six. A compulsory sport is one for which the host territory must provide the facilities for competition.

The compulsory sports for the first two Games were athletics, tennis and soccer. The three that have been added are swimming (men and women), and rugby.

Optional sports

The council decided to make judo, yachting and badminton optional sports. A proposal by New Caledonia to add equestrian events was not accepted, nor was a P-NG proposal to add shooting.

In the athletics programme, it was decided to add a pentathlon for men and women, and a 400 metres race for women.

(A proposal to hold a decathlon for men was recommended after the Suva Games, but it was not staged in Noumea).

In swimming, a 200 metres medley race for men and women was added to the programme. But a move to include water polo was rejected.

On the technical side of the various sports, it was decided to apply international rules.

An extremely important decision was that concerning alterations to the detailed programme of the Games.

An 80 per cent. majority of the territories in a technical committee may now change the programme, whereas previously a unanimous vote was required.

As, in the past, the detailed programme was prepared by the organising committee of the host country, the unanimous vote requirement meant that the host country could veto a proposal by all the others—as happened, unhappily, in Noumea.

Officials elected to the Games Council for the period up to the next Games are: Mr. R. Johnstone (president), Mr. MacDonald (treasurer), and Mr. K. C. Atkinson (secretary). Mr. Atkinson's address is: PO Box 637, Port Moresby.

Moresby programme

A couple of days after the Games Council meeting, members of the athletics technical committee met and tentatively agreed to a seven-day programme, including a one-day break, for the 1969 Games in Port Moresby. (In Noumea, the athletics events were held on four consecutive days).

The tentative programme is to hold track and field events on the first and second days, then to have a day of rest—this day being a Sunday.

On the fourth and fifth days, there will be more track and field events. On the sixth day, some of the relays will be held, and a men's decathlon and women's pentathlon will begin.

The seventh day will see the end of the relays, the rest of the decathlon and pentathlon events, and a marathon (if sufficient entries are received).

The first day's events in the women's pentathlon would be the 80 metres hurdles, shot put and high jump. On the second day there would be the long jump and 200 metres race.

In the men's decathlon, the first day's events would comprise the 100 metres, long jump, shot put, high jump and 400 metres; and on the second day there would be the 100 metres hurdles, discus, pole vault, javelin and 1,500 metres.

Delegates from the various territories also agreed to exchange performance results after the territorial championships each year.



New Caledonia deserved three tennis medals

New Caledonia was clearly superior to all other teams in the tennis events at the Games, and fully deserved its gold medals in the men's, women's and mixed doubles events.

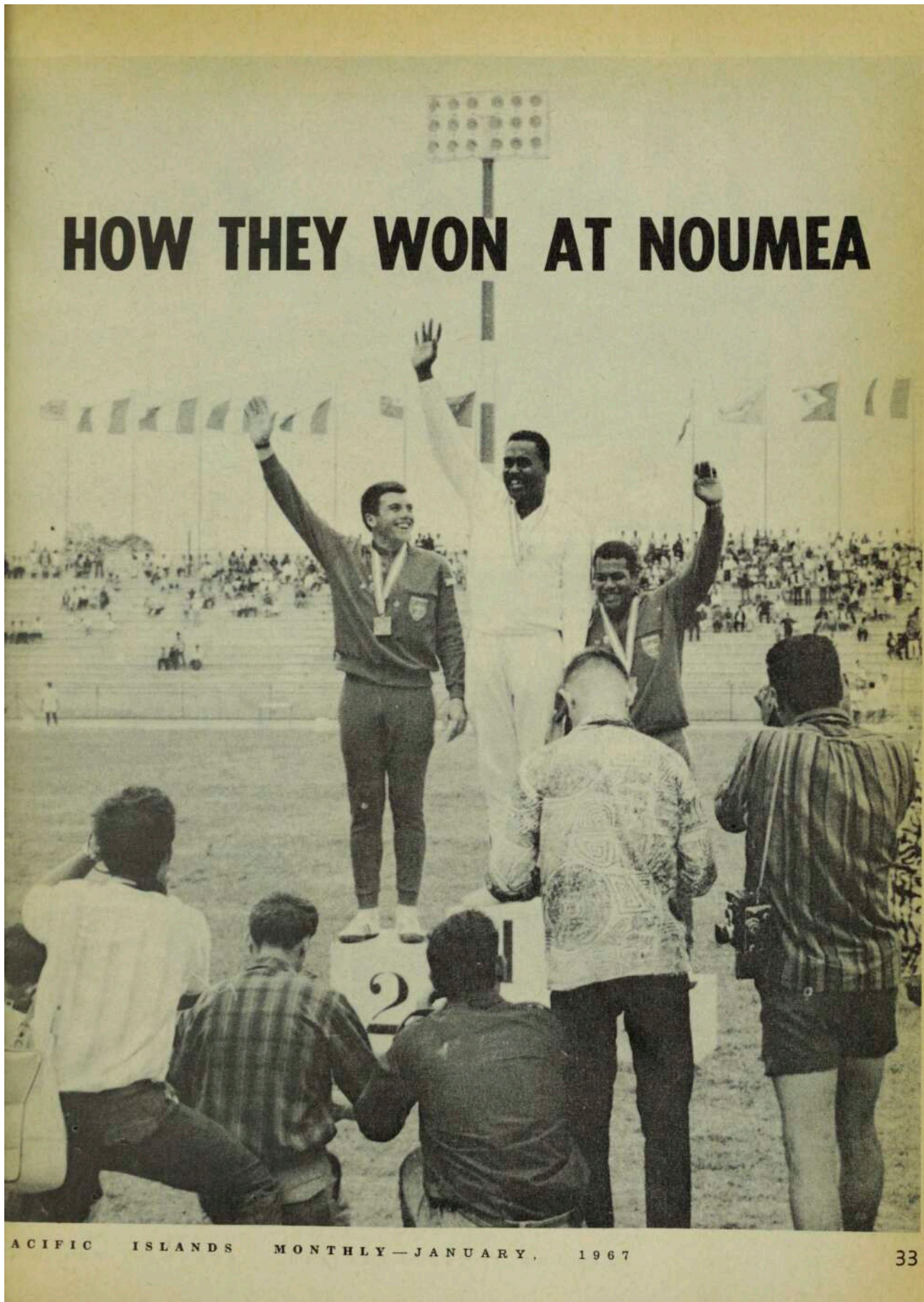
HOWEVER, the tennis series provided many a closely fought contest among the nine territories represented, and only three teams of the 23 taking part in the three sections did not taste the sweets of success at some time. The three unsuccessful ones were the New Hebridean men, the French Polynesia women and the Western Samoa mixed team.

Teams from six different territories—New Caledonia, Papua-New Guinea, Fiji, Nauru, Western Samoa and French Polynesia—fought their way to the finals in the three sections, and the Gilbert and Ellice Island team did not miss by much.

The nine medals were finally divided among four territories. After New Caledonia, Fiji did best with two silver; then came Papua-New Guinea with one silver and two bronze, and French Polynesia with one bronze.

New Caledonia's greatest strength lay with its youthful champion Wanaro N'Godrella, whose strong service, clever placements, tremendous smashes and quick returns always brought him out on top in the end, although some lesser known players seriously extended him occasionally.

Although the official programme described the tennis as "lawn tennis" it was, in fact, played on concrete courts.



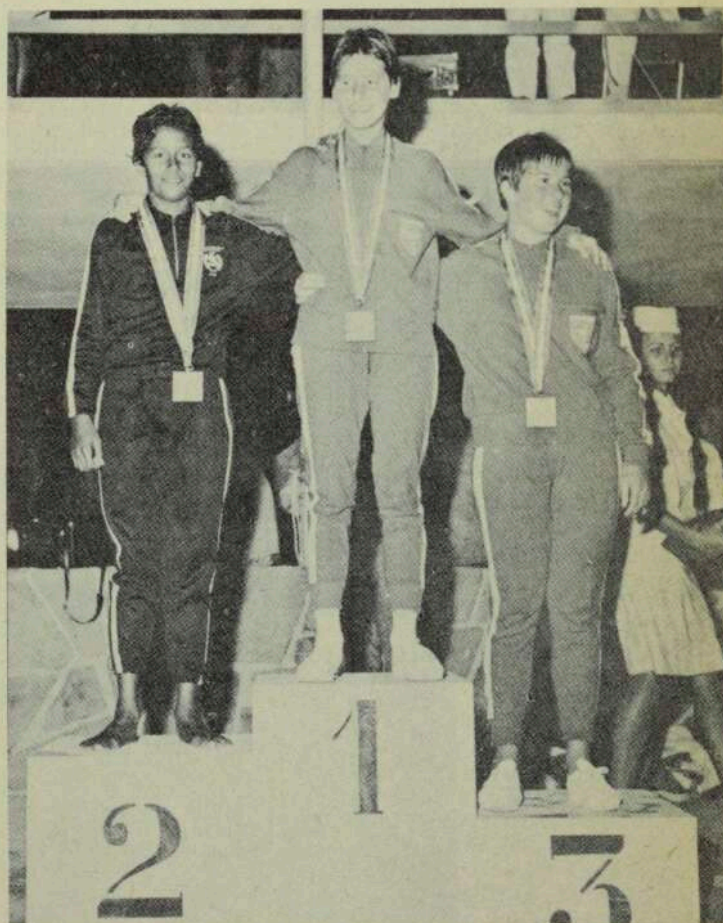


It was cold and wet when the 3,000 metres steeplechase was run (above). Fiji's U. Sotutu led for most of the way, to win in 9m 59.2s from Tony Bowditch (Nauru). On the previous page, winners of the discus receive acclaim on the victory dais. Giant Fijian Mesalame Rakuro was first, with a throw of 148 ft $\frac{1}{2}$ in.—well below the distance which also won him the gold medal at Suva.





R. Morgan-Morris (Nauru) easily won the 5,000 metres with a record of 15m 44.8s—which was 1m 31.8s better than the winning time at Suva. He is seen above (number 137) in the seventh lap of the 12-lap event. The 5,000 metres was one of the few events where French competitors did not gain a medal. On the opposite page are Cook Islands' sprinter Matiapo, who appeared in the 200 metres only a couple of hours after arriving in Noumea, because his team had been delayed for a week in Pago, and Lois Lax (Nauru) who won the women's discus with a record throw of 138 ft 10 in. She came second in the 80 metres hurdles. At right, 12-year-old New Caledonian swimmer Marie Jose Kersaudy, who won the 100 metres backstroke in 1m 17.4s, is obviously a future Olympian. She won from Olive Pickering, of Fiji, who at 11 was youngest competitor at the Games, and French team-mate Marie Jose Constans.

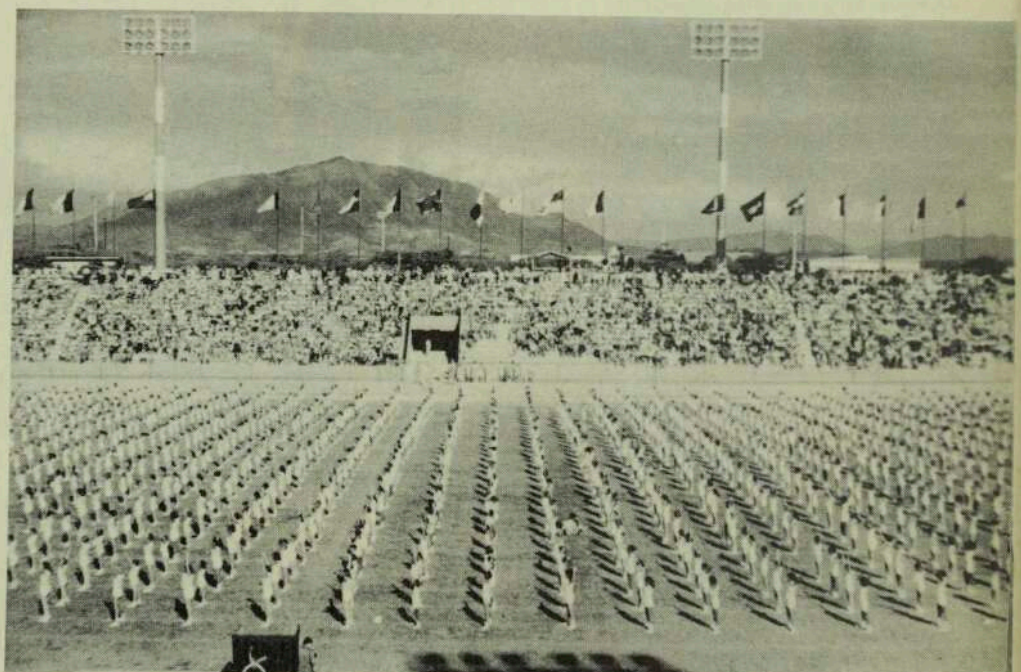




Father-and-daughter team at the Games were Joseph Jacobe and Marie-Joseph, from the New Hebrides. There were also husbands and wives. Below is a view of the schoolchildren's physical culture display at the opening of the Games—Noumea's Mount Dore in the background.

● FOR FURTHER PICTURES ON HOW THEY STAGED THE NOUMEA GAMES TURN TO PAGE 125.

Photos of the Games used on these pages are by Noumea Sports, Journal alédonien, Fred Dunn, L. Mocellin and Robert Langdon.



JANUARY, 1967—PACIFIC ISLANDS MONTHLY

The Editors' Mailbag

PERMANENT GAMES SITE

Sir,—In view of the considerable other going on about whether Papua-New Guinea can or cannot afford the high cost of staging the 1969 Games, might I make the following suggestion?

Why not hold all future Games in Noumea, New Caledonia? This country has constructed a Games complex of magnificent standard and in advance of its needs for years come. Would it not be possible to work out some arrangement whereby the next few Games at least could be held here and thus avoid less favoured territories having to pay out huge sums to build sporting facilities? It might even be possible to work out a system whereby other countries "host" the Games, using New Caledonian facilities.

It seems to me, though I often think the reverse, that some arrangement could be reached and an added incentive is that Noumea is so centrally situated. It would avoid having to make the long drag from, say, Tahiti to New Guinea.

I am inclined to think that the only bar to the idea would be that "prestige", but as these Games are normally only for indigenous peoples that should be no worry: "prestige" being the privilege of only the "superior" peoples.

DERF NNUD.

Noumea,
New Caledonia.

LAND IN NEW GUINEA

Sir,—The comments on land made by Percy Chatterton (*To The Point*, M, Nov.) are of interest.

When I was a member of the PNG Legislative Council, a native member and I were discussing native land, and the early promises made in the 1880's. I remarked that many of the changes had come, but except for freehold titles granted, the substance of the promises had never been repudiated. The land purchased from the people by the Administration still belonged to people as a whole, although not to the individual who sold it.

He agreed, but said that that argument would not get him support from constituents.

Most clans throughout Melanesia had no right to sell their lands.

Neither had the English after 1066, when William of Normandy took over all land and instituted the feudal system. It had to pass to "heirs of the body". After 1,000 years remnants of that law remain.

The revolution in France wiped out their feudal land laws. And pressure from changing native conditions are changing native land customs, in spite of native politicians.

It is hard to believe, as Percy Chatterton infers, that the Koita people of Port Moresby in 1890 did not know they were selling their land outright. What was the LMS doing?

The people of the Pacific in contact with Europeans learned early the new-comers' ideas on land purchases.

Before world pressures forced the paternal system of government on the Pacific peoples, these people were alive to encroachments on their land rights. Admittedly 60 years of paternal domination dulled the need for this precaution.

Again it is a pity that Mr. Chatterton did not learn his background better before he commented on Bougainville mineral rights and Paul Lapun. Mr. Chatterton's reference to unimproved value of land is vague and misleading. Rental of \$2 per acre per year for land (that is not arable) used for prospecting, seems good rent to me. The few people involved will not need to work for a living, while the prospecting goes on.

Oh, for a good leader who could bind these people together, and lead them safely through shoals that lie ahead, and not divide them.

PAUL MASON.

Inus Plantation,
Bougainville.

P-NG RACE RELATIONS

Sir,—New Guinea is a land of terrific contrasts and the people in it contribute in no small way to this condition.

Christine Kaputin and Susan Young (*PIM*, Nov., p. 60) have between them depicted a very intense aspect of the social behaviour in their country.

Had I the journalistic ability and rhetoric skill of these two I would present the other side of the picture. I believe firmly there is another side, and just as firmly that it should

be told—even from the safe distance of several thousand miles.

During the war in New Guinea I met a Buka "boy" named Tohien. He had asked me to purchase for him a toothbrush from the canteen to which he was forbidden. We became good friends and when the war ended, parted. But we did keep in touch—spasmodically. He wanted to learn English, I wanted to learn Pidgin, so we educated each other.

He has now risen to the rank of sub-inspector of police and recently, with other S/I's, spent some time in Sydney. There was much for us to talk about and discuss when I went to Sydney to see him after 23 years and I couldn't help but feel proud of our long association.

I met his 20 companions—all a credit to their organisation—a credit to any organisation, and all exhibited the searching mind that is the keynote of personal progress.

But the highlight for me was our afternoon tea taken in their mess. It was my pleasure to be Henry Mola Tohian's guest, and I venture to say that no European could ever have been so perfect a host as Henry.

He and his fellow-officers are not the only New Guineans who have this grace, as well Mrs. Kaputin must know, and it is to these men—particularly those of the P-NG Constabulary, to whom, by virtue of their being the actual liaison between the Administration and "the rest", we in Australia will look for guidance and stability in the troublesome years ahead.

Take heart, the world isn't all Koki markets.

HARRY R. HUNT.

"Happy Sparrows",
Gembrook Rd.,
Pakenham Upper,
Victoria.

THE NEW HEBRIDES

Sir,—I would like to add something to my survey of the New Hebrides, which you published in October (p. 57) in case one aspect of the story has left a wrong impression.

I would like to summarise by saying that the inequitable distribution of medical supplies could lead to widespread dissatisfaction if allowed to continue.

In the last 12 months a number of deaths have occurred, particularly amongst children, and it's believed some of these were caused by a shortage of supplies in certain areas.

While the government claims it is unable to do anything further about this problem, the position appears to be getting worse. People are being

Super silent Caroma cisterns, proven in over 150,000 homes carry the seal of approval of the Design Council of Australia. Approved by Authorities in every State.



*Elegantly styled,
Purrrfectly quiet—
for homes of distinction*

MATCHING TOILET SEATS

TOILET ROLL HOLDERS

SHOWER HEADS



caroma
SANITARYWARE

Trade Enquiries to:—

CAROMA SALES PTY. LTD.
83 Sydenham Rd., Marrickville, Sydney, N.S.W. 51 1341

Co-32

LETTER

permanently afflicted because they are not treated in the early stages.

If medicines were not available would be bad, but understandable. The fact that they are available, unattainable in areas needing them most, is intolerable.

If the government cannot do anything, perhaps the missions could. Dedicated realists in the various missions, prepared to see the overall problem, could relieve it. An ecumenical spirit, being so profoundly felt in other parts of the world, is now sorely needed in the New Hebridean mission field.

A permanent solution could be found perhaps by the Mission Council. A sitting of the council, keeping the overall problem in mind, could review the siting of dispensaries, recommend the siting of new ones and make recommendations for the more equitable distribution of medical supplies.

A positive policy by missions as a whole would greatly facilitate progress with medical aid in the future, bring justifiable credit on the work already done by the churches, immeasurably benefit those that are in the islands to help—the New Hebrideans.

Eventually it must be the hope of everybody that this whole problem will largely be solved by the formation of a single central authority under the Condominium controlling distribution of medical supplies throughout the New Hebrides.

SPECIAL CORRESPONDENT
Santo,
New Hebrides.

GILBERTESE LABOUR FOR NEW HEBRIDES

Alan Breck's letter telling of apprehensions in the New Hebrides (*PIM*, Nov., p. 37) is perhaps judgement on Britain's future in the New Hebrides a little harshly. There is always room for improvement, certainly not for pessimism.

Already the British Government appreciates our acute labour problem and kindly consents to local plans introducing Gilbertese as plantation workers.

In the past, the French have helped the country with introduction of Vietnamese, also Wallisians. Unfortunately, the former were repatriated to their homeland and the latter migrated to New Caledonia.

Indigenous people do not need

LETTERS

work in this land of plenty. Those who do from time to time are unreliable. They come and go at random and can seldom be trained to perfect any one job. Many copra, cocoa and coffee plantations are short-handed and cannot promote a maximum effort to boost production. Other properties are almost "idle", with weeds taking over.

The Prime Minister of Australia said recently that good government must assist primary producers and industries, and in so doing the country's economy prospers. Such wisdom should be applicable to our air isles and we feel certain our two governments in the New Hebrides share this view.

It is understood that Gilbert and Ellice Colony's atolls are over-populated and inhabitants subsist on a monotony of coconuts and fish or vice-versa. With a balanced diet in the New Hebrides, and given time, Gilbertese may eventually become strong, energetic workers. Those already on trial, on a few local plantations are a mere handful.

The present snag is the lack of direct shipping between Gilbert and Ellice and the New Hebrides. Some shippers must charter vessels for workers and their families, and not all can afford this.

The British Government could perhaps subsidise passages and help relieve strain of over-population in the Gilbert and Ellice, at the same time promoting labour stability for further progress in the New Hebrides.

MADAME X

into,
New Hebrides.

HOMING PIGEONS

Sir,—The Division of Wildlife Research, CSIRO, is seeking the co-operation of your readers in its study of the fate of lost homing pigeons, part of the investigation of the biology of pigeons.

During long distance races many pigeons fail to return home. Some come exhausted because of bad weather, others meet with an accident or are taken by predators. When one of these birds is found, we would appreciate a letter advising us of the description on the leg band and of the date, time, location and circumstances the pigeon was found in.

If the bird is still alive, it should be allowed to rest, feed and drink, hereafter it may continue on its

way home. If it fails to survive or is already dead when found, the band should be attached to the letter.

We will use the information on the band to trace the owner and to find out from him the pigeon's last point of release. Analysis of the fate of many lost and stray homing pigeons will give us a better understanding of the hazards they face and of the methods they use to navigate.

G. F. Van TETS.

CSIRO,
Wild Life Division,
P.O. Box 109,
Canberra.

Tea drinkers in perpetuity

A RECENTLY completed maternity wing at the Helena Goldie Hospital, Munda, in the Solomons, has been given the unusual title of "Tea Drinkers' Memorial Ward".

This is because it has been entirely built from funds collected through tea coupons sent in to the Lepers' Trust Board of NZ.



HOBART ARC WELDERS ENGINE DRIVEN PORTABLES PETROL OR DIESEL

Select from these models:

● 275 amp with Holden ● 275 amp with Perkins 4-107 ● 400 amp with Holden ● 400 amp with Perkins 3-152 ● 225 amp D.C. 3 K.V.A. 230 V. A.C. Power with Wisconsin Engine.

Write for details:

HOBART BROTHERS (AUST.) PTY. LTD.

P.O. Box 62, Marrickville, N.S.W.

Cable: HOBAUST, Sydney. Phone: 51-8891.

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.

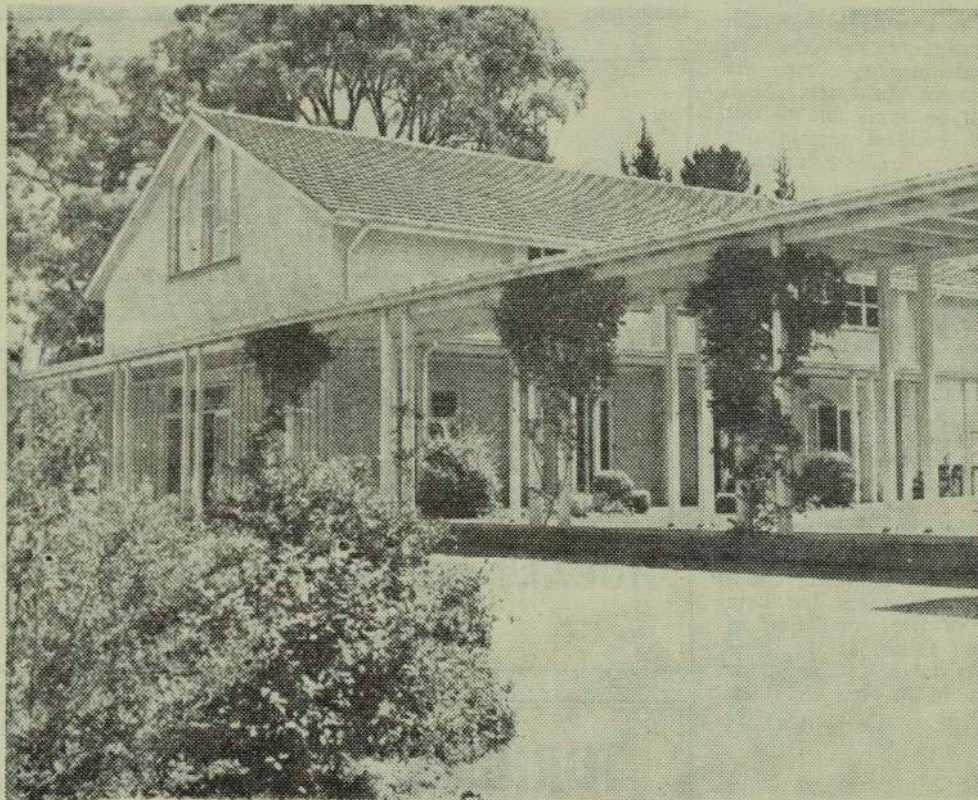
Cables
"Tusco", Auckland



S.C.E.G.G.S.

SYDNEY CHURCH OF ENGLAND GIRLS'
GRAMMAR SCHOOL

MOSS VALE



A view of the Assembly Hall

- ★ Highly qualified teachers—
Kindergarten to Matriculation.
- ★ Alternate business course in Form V.
- ★ Agriculture as a subject—Rural Youth Club.
- ★ Piano tuition—all grades A.M.E.B.
- ★ Modern dormitory accommodation with central heating.
- ★ Fresh dairy produce from school farm.
- ★ Grounds extend over 500 acres.
- ★ Outstanding sporting facilities, plus riding.

Day and Boarding School for Girls

Headmistress: Miss Valerie Horniman, B.A.

Phone Moss Vale 222



TO THE POINT

WITH
PERCY
CHATTERTON

The eleventh meeting of the P-NG House of Assembly has come and gone. It has been notable for exhaustive debates on two major issues. The first of these was the renewed attempt by the member for Bougainville, Mr. Paul Lapun, to secure the amendment of the recently passed Mining Ordinance, to provide that landowners under whose land minerals are found receive 5 per cent. of royalties paid to the Administration, in addition to rent and compensation for actual damage.

A LOT of controversy has gone on in the territory on this issue during the last few months—controversy notably enlivened by the participation in it of a colourful Roman Catholic bishop; and the Administration, realising the importance of getting the matter settled once and for all, not only did not resort to a procedural technicality to block the move, but also made no attempt to shorten the discussion.

The result was a marathon debate, at the end of which Mr. Lapun secured the passage of his bill by a comfortable majority.

It now remains to be seen whether the Commonwealth Government will accept this verdict. It also remains to be seen whether this victory of Mr. Lapun's is going to solve all the problems which have been created by inept handling of the situation in the past. But at least it should help.

"Most extraordinary"

The second debate, that on the Treasurer's Income Tax Bill, was the most extraordinary which has yet taken place in the House, and perhaps one of the most extraordinary which has ever taken place in any legislature.

The aim of the bill was to spread the incidence of income tax downwards to lower income brackets, and so to spread the tax load, which has previously fallen on the expatriates and a few of the higher paid indigenes, over a wider sector of the community.

A worthy aim, and one which has been repeatedly urged upon the Administration by elected members of the House.

But how to implement it? Our accustomed panoply of tax returns, concessional deductions, group certificates and refunds would be quite unworkable in a sector where many

of the employees and some of the employers are illiterate.

Mr. Newman's solution is simplicity itself.

Leave the existing sophisticated system intact for the higher income groups, and for the lower ones charge a straight 2 per cent on the contents of the pay packet, euphemistically described as "chargeable income". This impost to start at a pay level of \$8 a week, and to apply to all salaries up to \$1,000 a year.

At the intermediate level, from \$1,000 a year up to the point at which the taxpayer becomes liable to pay more than \$20 under the Australian-type system, there will be a flat rate of \$20 a year tax.

Simple indeed! But full of anomalies and inequities, particularly in the intermediate range.

And pretty brutal to the married man in a town job, with a family to feed on food bought in store or market out of a salary of \$8 a week.

These points were made early in the debate, but they fell on deaf ears. In fact, most of the indigenous members who took part in the debate didn't actually talk about the contents of the bill at all.

Their speeches were all variations on the theme, "We wanna be taxed". Everybody must pay tax. They must pay till it hurts. No nonsense about concessions. If people had children, that was their own business. Why should they expect to pay less tax?

Even the Treasurer, when the time came for him to reply to the debate, didn't need to counter the criticisms which had been levelled at his bill. He clearly had it "in the bag".

'We wanna be taxed!'

The bill passed its second reading on the voices, and pretty clamorous voices at that. At the committee stage Tony Voutas, the newly elected member for Kaundi, made a last-minute bid to secure some easing of the burden on the family man with an amendment to make the starting point for taxpaying \$8 a week for a man with no dependents, \$12 a week for a man with up to three dependents, and \$16 a week for a man with more than three dependents.

All he got for his trouble was some quite undeserved personal abuse, a thing we haven't had much of in our legislature so far. It almost looks as if those "political education" visits to Canberra are bearing fruit!

The House would have none of it, and when it was pressed to a division, only 11 members were found to vote for it.

Theme for the Beatles!

"We wanna be taxed". What a wonderful theme for a Beatles song! But even if such a song had been written, and the Beatles had been there in person to sing it, the atmosphere could hardly have been more emotional than it was.

How to explain this strange scene? I think that there are at least three underlying factors.

First, it must be remembered that, while the apparatus of concessional deductions is so familiar to us that we take it as a matter of course, it is a completely new idea to all but a very few Papuans and New Guineans—those whose salaries have

PUSH DIG LIFT LOAD SCRAPE

... with **INTERNATIONAL INDUSTRIAL EQUIPMENT**

International Industrial Equipment is designed to do your job better, to give you bigger profits. In the International range, there's a choice of three powerful crawlers; three rubber-tyred loaders with a range of several bucket capacities plus the 4-in-1 bucket (dozer, skid shovel, scraper or clamshell); a back-hoe and front-end loader combination and the most agile of mobile cranes.



A40-2 SUPERLOADER — featuring front wheel drive that puts the traction where it's needed.



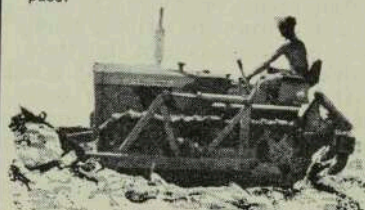
B-2275 TRACTOR — simplified working forces operate powerful tools at both ends.



A41-2 MOBILE CRANE — with power steering and articulated slewing action for confined areas.



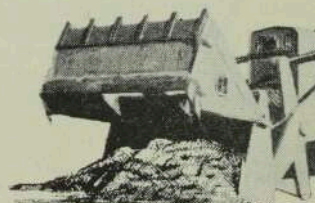
A-2554 SUPERLOADER — built to give more extra-big capacity bucket loads at every pass.



500 SERIES CRAWLER TRACTOR — little giant for big jobs where only the lightest machinery can go.



BTD-6 CRAWLER TRACTOR — biggest proven profit-builder in the up to 50-hp drawbar class.



4-IN-1 — one machine, four operations — a bulldozer, skid shovel, scraper or clamshell.



BTD-8 CRAWLER TRACTOR — heavy-duty rear end to keep you in the field longer, build profits.

**INTERNATIONAL
HARVESTER**

FOR FURTHER INFORMATION, CONTACT:

TAHITI: Hintze & Company, PAPEETE.
NEW GUINEA: N.G.G. Trading Co., LAE,
Steamships Trading Co. Ltd.,
RABAU.
New Guinea Goldfields Ltd., WAU.
Hagen Auto Port, MT. HAGEN.
Goroka Motors Pty. Ltd., GOROKA.
B & G Motors, WEWAK.
PAPUA: Steamships Trading Co. Ltd.,
PORT MORESBY.

SOLOMON ISLANDS:
Solomon Motors Ltd.,
HONIARA.
NEW HEBRIDES: Kerr Bros.
Pty. Ltd., SYDNEY.
NEW CALEDONIA: Agence
Automobile, NOUMEA.
FIJI: Niranjan's Service
Station, SUVA.

H1935 E/PIM



Mr. Paul Lapun

brought them within the range of taxation on "taxable income".

The only kinds of tax which the vast majority of Papuans and New Guineans have ever known are head tax, of late years euphemistically known as "personal tax", and local government tax, which is also a head tax.

In the second place, most of the indigenous members of the House come from rural homes and their wives contribute to the sustenance of the family by making food gardens.

They find it difficult to visualise a town situation in which food for the whole family has to be bought out of wages in market or store; and consequently cannot see any reason why a married man should pay less tax than a single one.

Finally, and I think that this explains the emotional element in the debate, Papuans and New Guineans are becoming increasingly sensitive to reminders of the extent to which the territory is dependent financially on the beneficence of Australia. These reminders have sometimes been rubbed in with barbed phrases like "a mendicant economy".

Feelings of guilt

Australia's generosity has evoked, and still does evoke, feelings of gratitude in the hearts of Papuans and New Guineans. It looks as if it is beginning to evoke also feelings of guilt, or at any rate of shame.

This may be no bad thing if it provokes to greater effort. But I think that we should be on our watch to sense the point at which gratitude may sour into resentment at being cast for the part of poor relation.

The stance of perpetual gratitude is a difficult one to sustain.

Whether the fruits of this new tax law are in fact going to make the territory substantially more self-supporting is doubtful.

It is generally agreed that, while the educative and psychological effects may be considerable, the financial gains will not be great. In fact, they will be a mere drop in the bucket.

However, there it is. We march bravely into 1967, singing "We wanna be taxed".

YOU will read these words early in the New Year—my 43rd New Year in Papua. In my early years at Hanuabada, the young people of what was then a typical Papuan village—differing only very slightly from those further away from the capital—celebrated New Year's morning in rather an odd fashion.

Bevies of village maidens swept through the village seizing on any young men they met, and carrying them struggling to the water's edge, where they tossed them unceremoniously into the sea amidst loud cries of "Happy New Year".

"Everybody in!"

After a while the young men began to retaliate, and, as the fun warmed up, the married folk joined in. The tempo of plops and "Happy New Year's" accelerated until the supply of unimmersed bodies began to thin out and the din slowly subsided as everyone went home to change their clothes—not very extensive or elaborate in those days.

Birth of a New Year custom

One year I yielded to the pleadings of a group of excited schoolgirls and allowed myself to be thrown in. However, the "drink" on the shore side of a marine village in Papua is not too salubrious, and I did not encourage a repetition of the ritual on subsequent occasions.

Many years later I stumbled on what I think was a clue to this odd custom.

At a village many miles to the west of Port Moresby, and less affected by changing customs, a new dugong net was being made, with full observance of ancient ritual.

First a palm-leaf enclosure was erected to shut in the net makers and protect their operations from the gaze of the curious. Supplies of fibre for making the rope for the net were stored in the enclosure, and the process of making the fibre into rope and the rope into a net began to the accompaniment of ritual and taboo.

The spirits of the net-makers' forebears were called upon one by one by name, and their blessing on the new net and its makers invoked. The net makers themselves were subject to rigid food taboos.

A teenage daughter of the leader of the net makers became a sort of mascot. She shared in the taboos im-



Territory fishermen of more than 30 years ago prepare for the sea.

Virtue in the old rituals

posed on them, and, with them, was not allowed to bathe.

In due course, the new net was completed, loaded on to a canoe, and taken out for its trials. The maiden who had presided over its making had her trials too, but they were of a different kind. She was still under taboo and would remain so until the net had caught its first dugong.

Dugong fishing is done at night. The canoes set out at sundown and return at sunrise. Long before they reach the shore the villagers know how successful their fishing has been, since a canoe which has made a catch has one or more palm fronds tied to its mast-head, one frond for each dugong it has caught. A frondless mast means a catchless canoe.

No palm frond

Night after night the canoes put out. Morning after morning the canoe with the new net was seen to be returning with no palm frond at its mast-head, and the sad news was carried to the luckless maiden, still secluded and unbathed.

The dugong season in that part of Papua is not a very long one and time was running out. It began to look as if the poor girl would have to wait another year for a bath.

At last, early one morning, the excitement of the waiting crowd drew me to the beach. There, far out, were the canoes, and at the mast-head of the canoe with the new net a palm frond.

The canoes came steadily on. Then, as they drew near the shore, the women of the village rushed into the sea. Clambering in to the canoe from which the new net had made its first catch, and alongside which the dugong was lashed, they seized the successful fishermen and tumbled them unceremoniously into the sea. The net itself followed. Then the fireplace with its smouldering embers.

Careful search

Hatches were opened and the hull of the canoe searched. Miscellaneous small objects came flying out and disappeared into the sea—dilly bags of betel nut, tins of lime, knives, axes, all the impedimenta of a fishing trip—until at last nothing was left but the empty canoe.

The dripping fishermen gathered in their dripping belongings and stalked off in dignified silence to their homes. The women laughed and sang. Gradually the hubbub subsided and some of the other men, who had been looking on, dragged the canoe ashore and began to cut up the dugong.

Now the long immured maiden could come out, enjoy a much needed bath, and re-enter the normal life of the village.

It seems pretty evident that the New Year jollification that I had



so often witnessed at Hanuabad had its origin in customs of this kind—a sort of ritual cleansing.

Nowadays in Port Moresby we are much too sophisticated for this sort of thing.

On New Year's Eve, exhilarated young Europeans change the hand of the town clock so that each face shows a different time, bend the poles of traffic signs into loops, and turn signposts so that they point in the wrong directions.

Their indigenous counterparts up set garbage cans, scattering their contents in the road, and hurl stones through Fibrolite walls, delighting in the sound of their shattering, the sight of the jagged holes which appear, and the angry protests of the householders.

When morning comes, they throw dollops of mud at passing cars for a while, and finally sink down exhausted on the curbs, waiting for the pubs to open. We are civilized now.

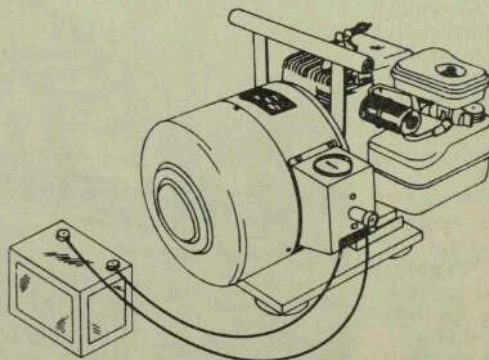
Yet perhaps there was some virtue in the old rituals. Perhaps there was some good in plunging willy-nilly into the sea, washing away the cares and the mistakes and the disappointment of the Old Year, and emerging bright-eyed and laughing, to greet the New.

—Advertisement—

Lemons For Beauty

TO keep your skin clear and fair you need the natural cleansing and bleaching tonic of lemons. Ask your chemist for a bottle of lemon Delph, the latest type skin freshener used by beautiful women throughout the world. Lemon Delph makes the complexion, neck and shoulders fair and lovely as it melts out plugged pores, closes them to a beautifully fine texture. Lemon Delph freshener is excellent for a quick cleanse or to quell a greasy nose. A little brushed on the hair after your shampoo will give it the glamour of sparkling diamonds. This is a luxury skin freshener, cleanser and tonic.

BATTERY CHARGERS • ALTERNATOR SETS DIESEL GENERATOR SETS



Weight:
68 lbs.

Price:
\$150.00

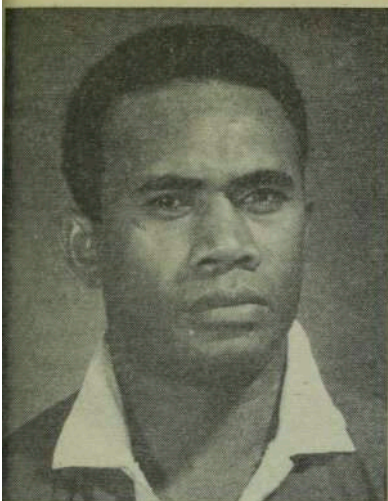
12, 24 and 32 volt
sets available.

Larger plants available
with diesel
prime movers.

BRAYBON BROS. PTY. LTD.

27-33 Washington Street, Sydney.

DISTRIBUTORS—T.P.N.G.: Steamships Trading Coy. Ltd.



Orisi Dawai, as his Fiji fans remember him.

ORISI DAWAI IS DEAD

Orisi Dawai, Fijian soldier-sportsman, died on November 25 in Lancashire, 13,000 miles from his native land. He had lived there for five years in the "winter" of a spectacular career in Rugby football.

ORISI, only 36, was a double international; he represented Fiji as a sprinter at the 1950 Empire Games at Auckland, and from 1954 on he was always one of the first chosen in Fijian Rugby teams.

Between those two careers Orisi sandwiched in two years as a soldier with the Fiji battalion in Malaya.

His best Rugby seasons were probably 1956 and 1957, although there were glimmerings of his latent ability in succeeding years till he left Fiji.

It was as a centre that he really shone; his speed, ability to size up a situation quickly and capitalise on it, and utter unselfishness in the interests of his team, put him in the top bracket.

Orisi captained Fiji against the battalion when it returned from Malaya in 1956. He captained the Fijian team in New Zealand in 1957, and toured Tonga in 1958. He fell from grace a little that year, probably because he did not show his best form in the early part of the season.

But Orisi was a big man and it took several hard games to get him to his best playing condition, a point which the selectors seemed to overlook.

He was back as captain of Fiji in 1959, against the touring Tongans, and in 1961 he led the Fijian team in Australia.

By then his Rugby star was fading, but he considered he could go on for a year or two.

Apparently he had been negotiating behind the scenes to change over to Rugby League, along with a relative, the legendary Jo Levula.

It was all kept very quiet, and not till he and Levula, plus a couple of other prominent Fijian Rugby footballers, arrived in England, was it known that they had signed on to play for Rochdale Hornets.

He did fairly well with a lowly-rated team, but he was now into his 30's, and his days as a footballer were clearly numbered.

He and his wife, Makareta, incidentally the sister of another Fijian Rugby international, George Cavalevu, kept open house at Rochdale for any Fijians who happened to be there.

Orisi was always quiet and his success as a sportsman did not go to his head, as it has with some other Fijians.

He died too young and his passing will be mourned widely.—*Norman Baxter.*

R-E-L-A-X

in Big City Comfort

(Wherever you are in the Pacific)

IN INVITING FOAM-RUBBER UPHOLSTERED
LOUNGE CHAIRS FROM

MILLERS LIMITED

From their headquarters in Suva Millers are constantly shipping to islands in the Pacific, items of furniture ranging from expertly - sewn cushions to luxurious lounge suites. Convertible divans, cupboard units . . . whatever you require can be made to order by Millers' experienced craftsmen. And don't forget MILLERS stock a delightful range of Fijian raintree in tables, trays, bowls and novelties.

MILLERS

SUVA & LAUTOKA

G.P.O. Box 296, Suva.

Forminex

VERSATILE ALL-PURPOSE POLYURETHANE
PAINT ON PLASTIC



Meet Mr. Forminex
At Your Hardware Store

FORMINEX POLYURETHANE COATING

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

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

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

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

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

VARNISH: In clear and timber shades.

NEW FORMINEX ONE CAN: For timber floors and furniture.

Available throughout the South Pacific from:

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

The Pacific Islands Society

Box 2134, G.P.O., Sydney.
Phone: 59-1778.

A social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St. Sydney, on the last Thursday of each month, at 8 p.m.

—Advertisement—

New Way To Reduce Weight

A tablet specially designed for sweet tooths that aids in weight reduction is now available. You can now slim and stay slim by taking one or two tablets after the main meal each day to dispel and neutralise the fatty unsaturated content of the food eaten and lessen body weight until normal.

Excessive weight, besides robbing one's youth and beauty, soon leads to the risk of development of high blood pressure, hypertensive heart disease and circulative, coronary, and internal disorders. A sensible diet of lean meat, fish, fruit and vegetables, avoiding excesses of sugary and starch content foods and the use of poly-unsaturated oils in the preparation of food, together with Mevon Extract tablets each day is the safe and easy way to reduce excess weight.

These Mevon Extract tablets quickly sweeten the breath, hasten digestive processes of all foods and contribute to a healthier, happier enjoyment of daily living. They are so easy to take and are sucked like a sweet. These Mevon Extract tablets do not need a doctor's prescription and are available at most leading pharmacies.



HOME FROM THE BRITISH ARMY

Home after five years service with the British Army in postings all over the world these Fiji men leave their chartered Britannia at Nadi airport to begin two months leave.

More than 100 of them—mostly Fijians but including some Indian and mixed race personalities—were given heroes' welcomes by a crowd of about 1,000 which milled about the airport hours before the turbo-jet's arrival.

First off was Lance-corporal Samarsam Pillay, from a Germany posting. A crowd of Fijian women grabbed him and it was sometime before he could disentangle himself from their kisses and join his own family waiting nearby. Five years in the British Army had made the men confident and smart.

- It's hard work being an enumerator

Behind the scenes in Fiji's new census

From Basil M. Sellers, in Suva

Are you interested in social welfare? Do you wish to see how the other half lives? If you are and you do, then there is no better way than to join the temporary staff of a census commissioner.

THE 13 fascinating months I have just spent on the staff of the Fiji Census Commissioner were well worth it.

How does one start on such a gigantic operation in such a wide-spread colony as Fiji, with its multi-racial population and the many difficulties of language, customs and creeds? First of all, the Government has to engage a trained demographer as Census Commissioner. Demography is the study of statistics of births, marriages and deaths.

You then beg for some office space, a typewriter or two, and go to work. Work starts at the Government Archivist, where you draw out all the past records of your predecessors for the last two censuses and if you are lucky (we weren't) you will find copious notes on what went wrong.

The idea is to study past techniques and try to adapt them to the present circumstances. What worked well in 1946, or 1956, will probably be outmoded in 1966.

Your boundaries change

Now you need maps. You get hold of the largest scale maps of the colony you can beg or borrow, and the more detailed ones of the important towns. What you are looking for are changes in boundaries, for what was a rural area in 1956 is probably now a thriving urban district.

We were delighted to find an aerial mosaic of Suva, but it was out of date. We were assured we could get an up-to-date one if we were prepared to pay for it, if the weather were suitable for taking pictures and if the Deputy-Director of Lands, who is an old air force photographer, could be spared from his many other commitments.

We bargain about the cost and agree to split it 50-50. Then the fun

started. Fine day, spare plane available, but no photographer. Photographer all present and correct, plane available, low cloud appears!

It seems there are nearly as many computations to aerial photography as there are to one of Mr. Littlewood's football coupons.

But one day all the pieces fit together and a senior draftsman—that most patient of God's creatures—burns midnight oil with knife, paste and hardboard, fitting the pictures into a finished product.

Now that we have our maps and photographs we can divide the whole colony up into what are called enumeration areas; which is no light task. District Commissioners and District Officers get these, and break them down into enumeration districts. Which is no light task!

Work for the DO

An overworked District Officer has to find the time to make special checks of his particular parish, because while the ideal size of a district, from the past experience of the Census Commissioner, is placed at 100 dwellings, some districts with fewer houses may be larger in size and take more time to poll their small areas.

The DC sends back the maps with his estimate of the number of dwellings in each enumeration district; then the expert eye of the Commissioner studies them all. What does the expert eye see?

This district is wrong because in picking out a nice mountain as a geographical boundary the District Officer has strayed over the tribal boundary into the adjoining territory, and this will never do if we are to get correct estimates of tribes. And that district is too large, even though it has only a small population, for how can the poor

PRE-ASSEMBLED PLUMBING SUPPLIES

The Sear & Gunn Group of companies are known as Manufacturers of high quality plumbers and builders' hardware, specialising in pre-fabricated plumbing that reduces costs and is supplied to you pre-tested for trouble-free installation.

We would welcome enquiries for pre-fabricated plumbing for Housing Projects, Motels, Hotels and Hospitals, etc. Quotes quickly supplied on a C.I.F. basis.

SEAR AND GUNN SALES PTY LTD.

44 Hotham Parade, Artarmon, N.S.W., Australia

A member of the S. & G. Group of Companies.

MICK SIMMONS

"The Home of Sport"

Sydney's Leading Sports Store

Everything for the Sportsman . . .

- Surfing and Spearfishing Equipment
- Guns and Accessories
- Baseball
- Body Building
- Boxing Apparel
- Football (all codes)
- Golfing Requirements
- Hockey
- Ski Wear
- Judo
- Squash
- Tennis
- Cricket

137 King Street, Sydney. G.P.O. Box 4057, Sydney

If it's a
BETTER RUM
you're wanting . . .



Urban areas were of special interest

enumerator cover all that ground—road, river and trail in the time?

Some queries cannot be decided on paper, so the Census Commissioners staff go out and take a first-hand look, make decisions, and the finally, fair copies of all these detailed maps are prepared in duplicate (one copy for your successor, 1976, poor fellow).

Urban areas turned out to be of special interest in this census. Common with other territories there has been in Fiji a surge of people towards the towns looking for work and obviously everybody working in a town does not live within the town boundaries. So the time had come to demarcate the urban areas—town areas where the majority of people are daily commuting to work.

Urban study is a highly specialised part of the demographic art, requiring much research, and talks with transport authorities, town planning officers, and such others. Fiji was able to engage a senior university lecturer who had extensive experience in this particular exercise, and he devoted his long vacation to the most interesting study—at no cost to Fiji.

Everybody in the act

While all this has been going on the Census Commissioner has, among other things, been trying to find out what questions people want put on the census forms. Here, everybody tries to get into the act!

Government officers of all sorts want all kinds of questions asked to support or refute their theories. Very interesting and extremely useful, of course, but in an undeveloped country like Fiji it is necessary to keep these questions to a minimum, otherwise there would be pandemonium. So finally the number is brought down to 12, with one extra for the Indian householders in the colony.

Next, these questions are framed into the simplest English possible. The enumerators will have to translate questions and receive answers in a number of tongues—English, Fijian, Rotuman, Hindi, Tamil, Urdu, Chinese and a number of other Pacific languages—including Australian.

Having made the questions simple you then go out and test them

Check, check and double check

some guinea pigs to see if there could be hidden traps, such as in one Australian census when a simple question was framed in what was thought to be a straightforward manner, aimed at discovering how long migrant householders had been living in the country. "What is the length of your residence in Australia?" the question asked, and thousands took the tape-measures from their wife's sewing basket and carefully measured their house frontage.

Back in Fiji we are now at the stage where the Government Printer takes a highly competent hand, arranging to print all the forms, book of instructions, warrants of appointment, etc. They soon solve problems we suspected might be insoluble.

So now we can start work in earnest. We have to recruit and train some 850 enumerators, together with spares in case of sickness, for once you start enumerating you can't stop. And there are about 100 supervisors to be recruited and instructed.

Off go the headquarter's staff again to every centre, to instruct district staff in the noble art of recording answers to the 12 commandments. The majority of enumerators selected were schoolteachers—who turned out to be invaluable not the least because of their personal knowledge of many of the families they eventually enumerated.

Outer islands trips

In most areas District Officers gave four lessons to enumerators, the final one being attended by the Census Commissioner, who saw to it that the interpretation of the questions was standard throughout the colony.

In the outer islands a headquarters representative travelled with the local administrative officer as the enumerators were trained. This was to avoid expense of duplication. Each enumerator in the outer islands also received at the same time a plastic bag, his census forms, instruction books, a map of his district, ball-point pens, a warrant card and a haversack.

The plastic bags and haversacks were widely used in the outer islands, for at many places it was necessary to wade ashore from a launch, or

use an outrigger canoe or ride the trail from one village to another.

Few people in Fiji realise the difficulties that have to be overcome in these out-of-the way places. But not one paper was lost or damaged by these enumerators, so don't let anybody tell me that Fijians have not a sense of responsibility!

Census Day dawned. The Census Commissioner and his two assistants sat back with crossed fingers. The telephone rang, a shudder ran through us. What had gone wrong? But it was the first report from a

District Officer—all goes well. A sigh of relief, and an extra cup of coffee!

The enumeration period lasted 10 days. A few minor requests—some more forms here, an extra enumerator there to cope with the district that had a greater density of dwellings than we had estimated.

After the 10 days were up the Commissioner and his two assistants made a 10 per cent. check, on the spot, of as many districts as possible.

Once more it is some standing-up



ALL SOULS' SCHOOL

Charters Towers, North Queensland.

*Church of England boarding school for boys
from Grade 3 to Matriculation.*

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: classes average 25 boys each.

Modern brick classrooms opened 1964, Science Block 1965.

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

Healthy climate: 1,000 feet above sea-level.

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

**The Bro. M. A. P. Mattingley, M.A. (Tas.), Dip.Inst.Ed.(Lond.),
M.A.C.E.**

**First Term begins 31st January, 1967; boarders return by 30th.
(Telephone 43 Charters Towers)**

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

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

**P.O. Box 633,
Port Moresby**

**Cables & Telegrams:
Printer Port Moresby**

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-rope" 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.

It all goes into a computer

breakfasts, and wet clothes from wading ashore—but the gods were kind, for there was no rain, and there were smooth seas and calm nights.

Back at headquarters with all the forms a team of women begin to check and code the answers to the questionnaire. They will go into a computer at a rate of 4,000 a week and this marvel of the modern age sorts out, adds, subtracts and provides for backroom boys who have to plan the future of Fiji development for the next couple of decades.

What is the total population, the biggest towns; has family planning made itself felt; what has been happening to the death rate and to the marriage rate? One thing is certain the income tax rate will never decrease!

Now that it is over, what are the thoughts of one closely connected with the census?

Probably my foremost thoughts are of the co-operation from every class, race and creed.

One begins to understand

Then I think of entering those many homes and beginning to understand, just a little, about how a mother of six can keep them clean and tidy and reasonably healthy on £4 a week; or finding a house with 40 people in it, all from the one family. Of meeting Fiji's oldest resident, a lady of 110 summers, a little shaky on her feet, but still with a clear brain.

And still other thoughts: How on earth would they take a coffin out of that house perched on the side of a cliff? Why are these people living in the middle of this swamp?

What conclusions after seeing all this does one come to? That the ordinary man in Fiji wants nothing so much as peace and quietness, a home of reasonable comfort, and a job of work to do, with a wage that will allow him to rear his family decently. And surely this is what he is justly entitled to.

Fiji has some way to go yet, but given the chance and a little help and understanding from her near-neighbours she will attain a standard that will be the envy of larger and more industrial nations!

And the census will help record her progress.

Down-draught theory in fatal crash

New Erromanga industry a big factor in future of N. Hebrides Airways

From Robert Langdon in Vila

An investigation into the cause of the fatal air crash in October and discussions on the future of his airline kept Mr. R. U. (Bob) Paul, of Tanna, New Hebrides, a busy man in December.

MR. PAUL is chairman of directors of New Hebrides Airways, which lost one of its two Drover aircraft in October when it crashed in rugged, mountainous country in the south of Tanna. All eight people on board, including NHA's pioneer pilot Paul Burton, were killed (*PIM*, Nov., p. 17).

Following a flight over the scene of the crash in early December, Mr. Paul believes that a violent down-draught of air was responsible for the accident.

Mr. Paul made his flight in a Helio-Courier II, a plane about the same size as a Drover, which spent several days in the New Hebrides en route from the US to Australia in December.

"We took off at exactly the same time as the Drover, and with a similar wind of 20 to 25 knots," Mr. Paul told me afterwards.

"We flew up the same gully as the Drover, between Mt. Tokusmera and Mt. Melin.

Aircraft now banned

"As I was pointing out the site of the crash to the pilot, Jim Hazelton, we were caught in a down-draught and we dropped 300 feet in about 10 seconds. The pilot had great difficulty in controlling the aircraft."

Mr. Paul said that there was a ridge between the two mountains, and when the wind struck this from a certain direction, it went suddenly downhill.

"No more of our planes will fly in that vicinity," he added.

While the Helio-Courier was at Tanna, the pilot gave flying demonstrations over a number of villages in an effort to restore confidence in aviation among the Tannese, many of whom were badly shaken by the crash.

Twenty-seven groups of Tannese are shareholders in NHA. The remaining shares are held by Mr. Paul; a Noumea businessman, Mr. A. Ardimanni; Mrs. Burton, widow of the late Paul Burton; and Sister M. Heard, of Lenakel Hospital, Tanna.

Following the crash, the New Hebrides Condominium Government offered to subsidise NHA's operations. But this move, which was sponsored by the French Administration, was rejected by NHA because the conditions were unacceptable.

Under the conditions, NHA would have had to hand over control to the Condominium of the six airfields it now has in the Group. These airfields are at Lake Siwi (Tanna), Futuna, Aniwa, Sara (Pentecost), Walaha and Longana (Aoba).

There are 14 other airfields in use in the group. Seven of these are owned and/or maintained by the Condominium Government; two are

● Pictured below, Lenakel on the New Hebrides island of Tanna. The NHA Drover aircraft crashed a few miles inland within minutes of taking off from Lenakel, and one theory is that a down-draught caused the tragedy.—Photo: Rob Wright.

owned by Hebridair; and the rest are variously owned.

Since last June, NHA and Hebridair (a French company) have operated jointly under the name of Air Melanesia, with Mr. Joe Mulders, a Belgian, as manager.

The aircraft of the two companies are pooled to the best advantage, and income is shared in proportion to the number of hours flown by each company's aircraft. Each company bears the basic operating costs of its own equipment, while administration costs are a joint charge.

Air Melanesia proved a success from the outset, with traffic increasing by 30 per cent. in three months, and 1,110 passengers being carried in August.

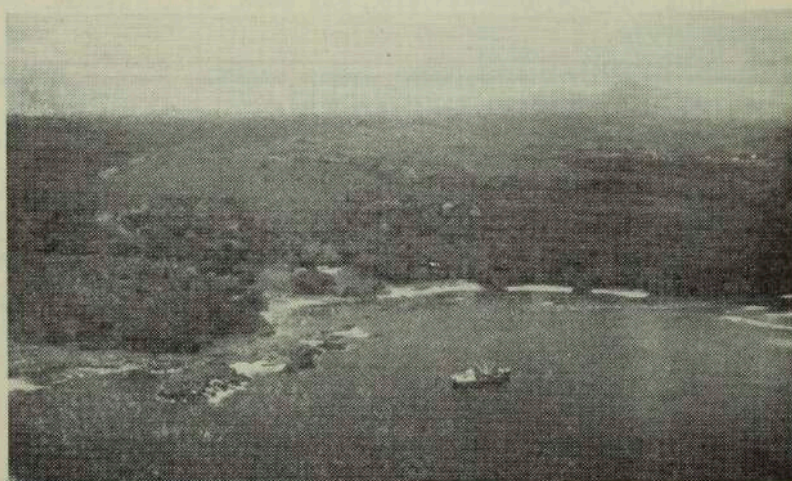
Talks with Qantas

In December, however, NHA was the only active partner in Air Melanesia, as Hebridair's only aircraft, a Dornier, was in Noumea for repairs; and an Aztec aircraft, which it had rented for some weeks from the Avis company in Sydney, was sent back to Australia.

Meanwhile, NHA was holding discussions about its future with Mr. Chris Ritchie, general manager of Fiji Airways from 1959 to 1965, who flew to Vila from Sydney. Mr. Ritchie is now a senior Qantas official.

Among the matters under discussion was the type of aircraft NHA should acquire to replace its ill-fated Drover.

If money were no object, the



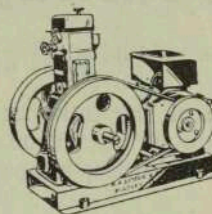
ELECTRO MOTION (Export) LIMITED

Suppliers of New and Reconditioned Power Plants

At a Fraction of Original Cost Offer:

2.5KW Lister start-o-matic diesel sets, 230/1/50 AC. Complete. Immaculate. **PRICE £180 EACH.**

The price quoted includes packing, insurance and delivery to your nearest port.



Write for photographs and stock lists of our diesel alternating sets, horizontal and vertical diesel engines, machine tools, compressors, pumps, electric motors, etc., to:—

ELECTRO MOTION (EXPORT) LIMITED

BARKBY ROAD, LEICESTER, ENGLAND

Cables. "ELMOTION", Leicester, England.

AIRVIEWS OF NEW ZEALAND

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

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

WHITES AVIATION LTD.

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

RAMBLER'S GUIDE TO NORFOLK ISLAND

78c at bookstalls or from

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

(plus 7c postage).

QUEENSLAND INSURANCE CO. LTD.

(Incorporated 1886 in Australia)

Assets Exceed \$40,000,000.

Head Office: QUEENSLAND INSURANCE BUILDING, 80-82 PITT STREET, SYDNEY.

Specialists in South Sea Fire, Marine & Accident Insurance

Apply to:—

FIJI—Branch Office, Suva: R. Quartermaine, Manager and at

LAUTOKA, BA, LEVUKA, LABASA—Burns Philp (South Seas) Co. Limited, Resident Officer at Lautoka: S. D. Sharma.

NOUMEA—W. Johnston.

VILA—Burns Philp (New Hebrides) Limited.

SANTO—Burns Philp (New Hebrides) Limited.

PAPUA & NEW GUINEA, PORT

MORESBY—D. J. Granter, Manager for Papua & New Guinea.

PORT MORESBY, SAMARAI, LAE,

MADANG, RABAU, KAVIENG—Burns

Philp (New Guinea) Limited, Resident

Officer at Rabaul: R. P. Hiley. Resident

Officer at Lae: J. D. Maclean.

HONIARA (B.S.I.P.): Wm. Breckwoldt &

Company.

PAGO PAGO: Burns Philp (South 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.

choice would probably be a Typhoon Otter, which would run out at something over \$250,000. Against this, a nine-seater Britten Norman BN-2 Islander (a promising aircraft because it is almost STOL) would cost \$55,000, and a Drover Mk. III, a more powerful version of the present Drover) would cost \$20,000.

Because of the fine performance of Drovers in the rugged New Hebrides up to the fatal crash in October, NHA is almost certain to choose the Drover again, especially one of these aircraft could be obtained almost immediately, whereas a Britten Norman might not be obtainable until 1968.

However, an important factor that NHA must consider before choosing a new aircraft is the requirements of the timber extraction industry that will get under way soon on the island of Erromanga.

A French company, Etablissement Rougier et Fils, will extract timber from the southern part of the island under an arrangement with Mr. C. Rouleau, who obtained a timber rights agreement from local natives several years ago.

New airstrip for Erromanga

Operations may also begin later in northern Erromanga, as Mr. Rouleau and the Fletcher Timber Co., of New Zealand, have opposing claims to timber rights in that part of the island, which will probably be heard by the Joint Court of the New Hebrides this year.

The Rougier company, which supplied heavy equipment and a field manager to Vila in late November, did not then have a forestry licence in Erromanga, but this was expected to be granted as soon as export taxes and other terms had been agreed with the government.

One of the first things the company proposes to do is build an airstrip between Pt. Narevin and Cook Bay on the eastern side of Erromanga, so that men and equipment can be flown in. (There is already a Condominium airstrip on the western side of the island).

When built, the new airstrip will almost certainly become one of the busiest in the group, and New Hebrides Airways should have plenty of business there, if it gets an aircraft capable of meeting the requirements of the timber company.

Erromanga is estimated to have enough timber to keep an extraction industry going for at least 20 years. As the island's population is only about 600, labour will probably be brought in from neighbouring Tanna where there are more than 8,000 people.

SHE'S 'MOTHER' TO FIJI'S WAIFS AND ORPHANS

From Beryl Cates, in Suva

For the past 20 years mother, nurse, friend and confidant to 50 orphans and waifs at Dilkusha Orphanage, 14 miles from Suva—has been Methodist nursing sister Gwenneth Davey.

A TRIPLE certificated Australian nurse trained in Victoria, Miss Davey came to Fiji just after the war because "she felt called to do missionary work". She has stayed on loving and rearing the unwanted with such happy devotion her name has become something of a by-word in Suva and beyond.

Dilkusha building is a large, rambling, two-storey wooden structure set high on a hill overlooking the Rewa River near Nausori. Almost all of the children are Indians, and almost all arrive at the home from tragic circumstances.

One bright-eyed, vivacious youngster now at the home arrived as a two-year-old 12 months ago. She was as feeble as a new born baby, having been fed almost exclusively on black tea.

Because of the nature of the orphanage the nursery is never without two or three babies who naturally demand feeding during the night. Miss Davey sleeps five nights out of seven in a tiny bedroom off the sick bay and within call of the nursery so that she can respond promptly when called. The other two nights she sleeps in her own cottage away from the home to ensure some unbroken rest.

Sickness Rare

Apart from such juvenile complaints as measles and chickenpox, sickness is surprisingly rare at the home. There are, however, always a sprinkling of asthmatics, a complaint seemingly prevalent among Indians.

The home has a deputy matron, Miss Dhanraji, and two assistants. Work is lessened because children follow a big-and-little-sister system whereby each girl over 12 years takes under her special care one younger child over three years. Big "sister" supervises younger "sister" with her teeth cleaning, washing, dressing and bed-making. After school she does her washing and ironing as well as her own, and keeps both lockers tidy.

If there is any marked clash of personalities between the two sisters they are re-allocated.

Self-help

Older children also help get breakfast and spend from five minutes to 20 minutes (depending on the age of the child) helping with household chores.

Each girl makes her own bed and before leaving for the Methodist Dilkusha District School nearby, girls are lined up alongside their beds to have checked their bed, folded towel and belongings, and also nails, teeth and clean handkerchiefs.

Girls under three years are attended by the staff, which has remained at the home without change for years.

The 50-year-old orphanage building is kept spotless, and is, in the main, solid, although parts of it are



Sister Davey and some of her children at Dilkusha Orphanage, near Suva.

Photo: Stan Whippy.

antiquated. Showers face on to an open courtyard with no protection for the girls running from showers to the home. The huge kitchen stove is an adaptation of the low-cost smokeless concrete stove now being introduced into villages by the Fiji Women's Interests Office and into other Islands territories by the South Pacific Commission through its training centre.

The pink and soft grey nursery, complete with well-equipped adjoining washroom is the result of funds donated the home from the Hibiscus Festival Community Chest fund.

Food is good, most children eating better than in their original environments. The atmosphere is noisy and happy, the only really quiet spot being the chapel, where the girls go at night and morning for family prayers.

Miss Davey keeps in touch with a great many of her old girls and many visit the home periodically for holidays. No girl is sent from the home unless she has an approved working position to go to, and all girls capable of secondary school work are sent to secondary school.

The name Dilkusha means "Delight to the heart". The orphanage is aptly named.

Get the best shine, the brightest shine with NUGGET

Nugget shoe polish gives your shoes extra brilliance plus extra protection because it is water-repellent. You know how important it is to everyone's appearance to have clean, shiny shoes. Nugget gives them the best shine, and covers scuffs perfectly. Protect your shoes against wear and weather and give them the brightest shine of all with Nugget shoe polish.



NUGGET Shoe Polish

A RECKITT & COLMAN PRODUCT

For Trade Enquiries: Reckitt & Colman Pty. Limited,
Wharf Road, West Ryde, N.S.W., Australia. Cables: Reckitts Sydney.

NP160A

✓

How harmless is New Guinea's Police-Army rivalry?



From Susan Young, in Port Moresby

Everybody agrees that there is rivalry between the police and the army in the Territory of Papua and New Guinea.

AT first glance this may seem a false statement in view of the controversy that has been bubbling in the territory precisely over the question of whether such rivalry exists. But a little bit of digging speedily reveals that this is not what the real argument is about.

The argument is not whether there is rivalry, but about the nature of that rivalry.

Everyone I spoke to on the subject agreed that there *was* rivalry, even those who at the beginning of a discussion had aggressively denied its existence. It soon became apparent that what they really meant was that this rivalry was essentially harmless.

Thus, what the matter boils down to is this: Does the rivalry between police and army matter? Is it dangerous?



Both have a job to do and they do it well but sometimes there is envy and resentment. Above, soldiers of the 1st Battalion, Pacific Islands Regiment, patrol one of the numerous waterways of Western District of Papua. They are using twin dugout canoes, powered by an outboard motor hired from local villagers. Below, men of the Royal Papua-New Guinea Constabulary on parade at Rabaul.

— Photos: Australian Army and M. R. Hayes.

As is so often the case, these are questions which are far more easily posed than answered. After having talked with sundry persons until there were spots in front of my eyes, I align myself with those who say that, while they do not expect the situation to blow up any day, they would not be surprised if in fact it did.

The latest round of speculation about police-army relationships has been provoked by an incident which took place some time ago outside a Boroko, Port Moresby, cinema.

A fight started as some troops emerging from the cinema one night and police detained one of the soldiers who, in the words of an official account, "resisted arrest, was aided by one of the bystanders and removed from the control of the police".

And that really was about the sum of it, though three native soldiers were later discharged from the army for their part in the incident.

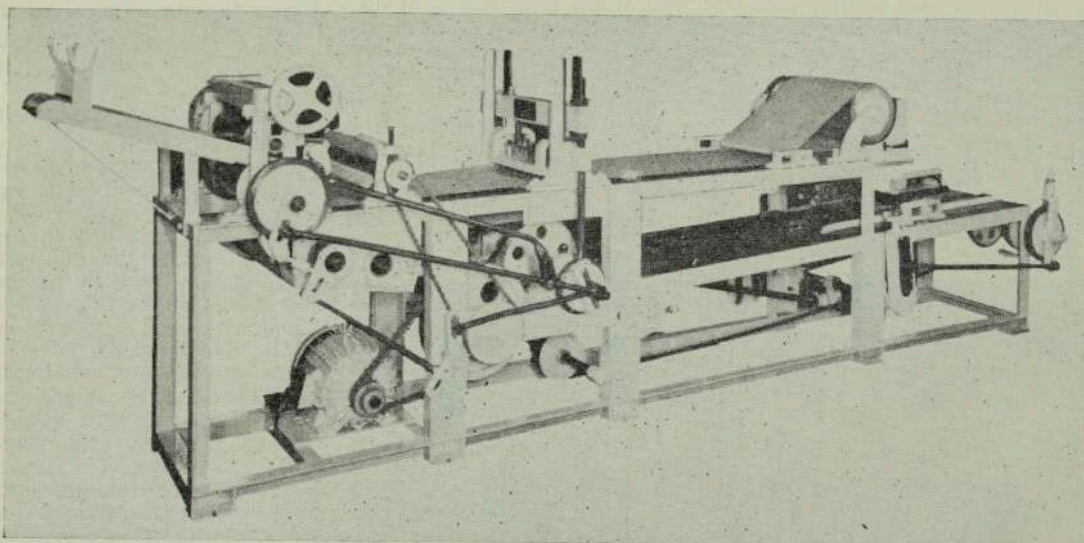
But as the story got round, many people chose to interpret it as being

BABY NEEDS THIS HELP TO KEEP HAPPY & WELL!

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

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

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



The Islands Choice For Cabin & Other Types Of Biscuit Manufacture

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

WRITE US FOR INFORMATION ON ITEMS OF FOOD MACHINERY

There's A Mystical Attachment To Army

indicative of barely-suppressed tension between the police and army. Police failure to re-capture the soldier concerned and their subsequent willingness to leave disciplinary action to the army was interpreted as being due to the authorities' fear of heightening that tension.

I gather that the Police Chief, Commissioner R. Cole, and the commander of the army in P-NG, Brigadier Ian Hunter (both of whom were in Canberra at the time), are pretty angry over what they regard as excessive and misleading publicity about a totally misinterpreted event.

Their view, and that of officialdom generally, is that this was "merely a combination of liquor, troops and police, in a pattern which will be familiar with many ex-servicemen".

I think they are right about this incident, but I think they are wrong in insisting that the general rivalry that exists is "normal and harmless".

The mistake they are making is in judging this business by Western habits of behaviour.

Soldiers anywhere may occasionally clash with police; and afterwards the incident is unlikely to be remembered as anything much more than a rattling good punch-up; certainly it's most unlikely to develop into a vendetta.

Many Reasons

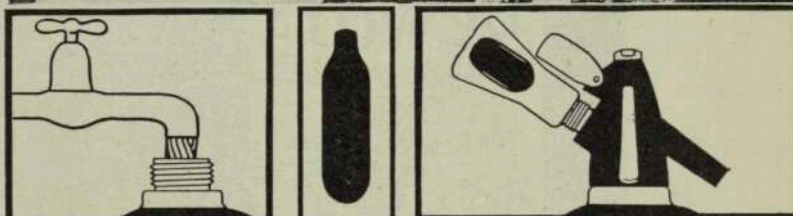
As for rivalry between regiments or forces, it rarely amounts to much more than a mutual amiable contempt, with the occasional bloody nose dished out as a defiant gesture.

But it can't be assumed that there will be a similar pattern in Papua-New Guinea, where troops and police come from a vastly different background—a background in which the payback philosophy looms large.

There are other factors, too. "The army," one man told me, "regard the police as trash and the police are bitterly envious of the army".

Many native soldiers have formed a sort of mystical attachment to the army—almost as though they have transferred their traditionally passionate tribal loyalties to the force. Also, there is a prestige here in being a soldier that is not found in Aus-

SODA WITH A SPARKLE



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

**Sparklets syphons*

Available at all good stores

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

Dewar's

— it never varies



DW 222A

Conditions Exist

For 'Blow-Up'

ustralia; so the native troops are proud men.

And despite constant efforts to disabuse them of the idea, they persist in feeling that they should be above the civil law, answerable only to their own authorities. This, of course, gives rise to resentment whenever the civil police detain a soldier. (Explanation of the Boroko trouble: no civil police action was taken after the initial attempt at arrest because it was "mainly concerned with military discipline").

On the other hand the police, as the older force, regard themselves as the senior service, entitled to superior conditions to, and proper respect from, their inferiors—to wit, the army.

Police Catching Up

In fact, for a long time the army has had it better than the police, though much is being done now to level things out.

While it is true, as the authorities claim, that there is a good deal of co-operation between the forces, it ought to be admitted that the conditions exist for a blow-up should anything act as a trigger.

That's why small incidents like that at Boroko should never be dismissed lightly. A nobleman's carriage rolls over a peasant's foot and a revolution flares; a Chinese accidentally jostles a Malay in a crowded street and the East erupts.

But there is plenty of hope. As the Bishop of New Guinea, the Rt. Rev. David Hand, observed recently, the army (and presumably also the police) have a great chance to act as a unifying force in the territory, instead of becoming a devious or "boss group" as has happened in so many developing nations.

These men come from many different tribes, yet work together. By territory standards they are well educated, well trained and keen. Given watchfulness and perceptive leadership, it should be possible not merely to avoid trouble but to develop two fine, efficient, integrated forces.



S. E. Tatham & Co. Pty. Ltd.

414 COLLINS STREET, MELBOURNE, AUSTRALIA

Cables: "SET"

Telephone: 60-1125

**Australian Buying & Shipping Agents
for
Gilbert & Ellice Islands Colony Wholesale Society**

Pacific Islands Agents

For many leading Australian Manufacturers of

- CONFECTIONERY
- CANNED MEATS
- MILK PRODUCTS
- BISCUITS
- FLOUR & RICE
- SOAP PRODUCTS

etc., etc.

Resident Representatives in

PAPUA and NEW GUINEA
FIJI, TONGA and SAMOA
BRITISH SOLOMON ISLANDS
GILBERT & ELLICE ISLANDS
FRENCH TERRITORIES

Associate Company

S. E. TATHAM (Fiji) LTD.

Suva G.P.O. Box 671

Lautoka P.O. Box 366

Our watchword is SERVICE!



Specialising in Pacific Islands Insurances

**FIRE • MOTOR VEHICLE • MARINE • HULLS AND CARGO
• EMPLOYER'S LIABILITY.**

Bonds—in accordance with Administration Ordinance—COPRA
insured from drier to buyer—and all other classes arranged
at lowest current rates.

Established Agencies throughout the Territory of Papua and New Guinea.

RABAU, T.N.G.—Managing Agents: New Guinea Co., Ltd. Island Representative:
J. V. Harten, Rabaul Branch.

SUVA, FIJI—Colony of Fiji Branch Office: McGowan's Building, Margaret Street,
Suva. Branch Manager: L. M. Rolls.

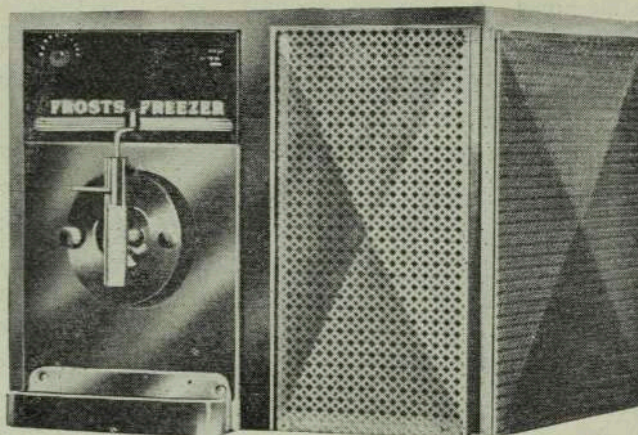
SOUTHERN PACIFIC INSURANCE CO., LTD.

Head Office: The Wales House, 66 Pitt Street, Sydney.



**In this can is Dairy Frost mix.
It needs no storage refrigeration!
No mixing.**

**Pour the mix
into this
Dairy Frost
machine...**



Famous M 100 Counter model.

**then lift the lever
and dispense
extra thick Frosty Shakes
or soft serve cones**



Simple. Moneymaking!

Thick shakes earn big money.
With this Dairy Frost combination, they've
never been easier to make.
Everything's done. The mix is super-pasteurised.
Rich and creamy.
No storage refrigeration needed! No mixing.
No preparation. Nothing to be added.
It's packed in $\frac{3}{4}$ gallon cans.
It stays pure and fresh until it's needed.
The Dairy Frost dispenser is fully automatic.
It's easy to clean, simple to operate and engineered
for a long, trouble-free life. You can rely on that.
It's made by the largest manufacturer and
distributor of thick-shake and soft serve
machines in the Southern Hemisphere.
It's worthwhile getting the full facts about
Dairy Frost mix and Dairy Frost dispensers.
Write to the Export Department.
They'll tell you all you want to know.

Dairy Frost PTY. LTD.,

13 South Street, Rydalmere, N.S.W. Phone 638-0401.

78-032

HOBBY THAT BECAME LUCRATIVE EXPORT BUSINESS

By Matt Wilson, in Suva

Two hundred temperamental travellers were packed into water-filled plastic bags at Suva one recent Saturday, loaded into a Nadi-bound taxi and a few hours later were among the passengers on a flight to America.

DURING the flight, the travellers—marine tropical fish—relaxed in special VIP accommodation, and just over 20 hours after leaving Fiji were safely installed in their new homes in New York.

And for Mr. Harold Storck at Suva another job was over.

The fish were one of hundreds of Suva consignments which have been exported to many parts of the world during the last few years.

An interest in marine tropical fish which began as a hobby about eight years ago, has turned into a lucrative concern for Mr. Storck and brother Vince—well known to hundreds of tourists as operators of the *Oolooloo* and *Ooloolootoo*, glass-bottomed launches which visit the coral gardens in Suva harbour.

Harbour Lights

In their Harbour Lights Aquarium, scores of brightly-coloured fish caught on the reefs and foreshores near the city provide an eye-catching spectacle for holidaymakers, before being shipped off to fish dealers overseas.

It all started when the Storck brothers installed an aquarium in the window of a travel agent's premises as an advertisement for their cruises.

Harold, a burly 39-year-old, who has been connected with the sea from his boyhood, said: "This caught the attention of an American dealer in marine tropical fish, who took some of our fish to America. As soon as other dealers found out where they came from they got in touch with me and we supplied them.

"We started in a small way at

home but when the business of taking water to the installation at home became too much, we decided to move the business near to the waterfront."

The results of the trial shipments were encouraging enough for the Storcks to press on with the project.

Now, Fijian men and women fish the reefs and shallows round Suva harbour for the fish, which stock the tanks at the Harbour Lights Aquarium.

Working in twos with nets, they have perfected their own techniques and can earn useful cash from their forays among the reefs—especially when Mr. Storck has big orders in hand.

Mr. J. S. Thomson for Virgin Isles

Mr. J. S. Thomson, Fiji's Acting Chief secretary, has been appointed Administrator of the British Virgin Islands and will take up his post in April. He will leave Fiji toward the end of January.

The British Virgin Islands comprise about 40 islands, 12 of them inhabited. Population is about 7,500. They have been a British Colony since about 1672.

Announcement that Mr. Thomson would not be appointed Fiji Chief Secretary in succession to Mr. P. D. Macdonald caused public expressions of dismay in Fiji in November (PIM, Dec. 11). Many wanted him to remain in the colony.



Mr. Harold Storck (right) had just bagged a marine angel fish which will make the journey in this plastic bag which has been oxygenated from the container on the left. It is part of a consignment going to the United States. Helping Mr. Storck to pack his fish is John Dhaniram.

Photo: Stan Whippy.

Said Mr. Storck: "They have become very skilful and are able to bring me fish that at one time were very rarely seen".

Sometimes they are out every day of the week and sometimes they go out only one or two days a week, depending on the demand.

They are paid on a piece basis. When orders are coming in fast, the fishermen can earn a week's wages in a day.

In the aquarium's tanks, the fish are kept under surveillance to ensure that they are in peak condition when they leave Fiji.

Mr. Storck makes it his personal job to act as "nursemaid" to these delicate denizens of the Suva reefs.

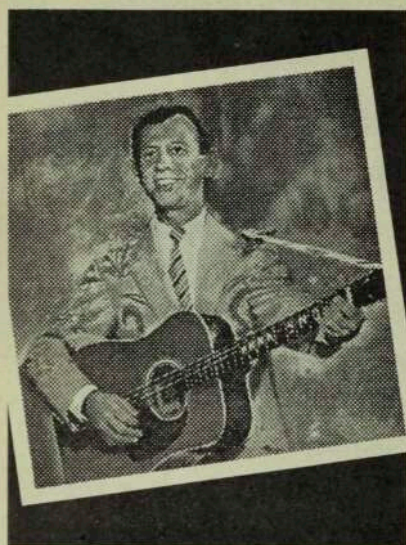
Ingenious Packing

The way the fish are packed for their journeys overseas is an ingenious and scientific operation requiring a high degree of skill.

They are sorted out and placed in plastic bags containing water and oxygen.

As many as 50 may be placed in one bag. But other fish which are "anti-social" are put in bags by themselves.

The technique includes using antibiotics, tranquillizers and chemicals,



*Enjoy the
latest in*

Road, Grin & Bear It (Jimmy Newman); Your Cheatin' Heart; Cold, Cold Heart; Lovesick Blues (Hank Williams); Guitar Boogie (Arthur Smith); Once More (Osborne Bros.); You Take The Table & I'll Take the Chairs (Bob Gallion); Life Gets Tee-Jus Don't It (Carson Robinson); Star Spangled Heaven (Conway Twitty) **MGM-02.7590 \$4.50**

NAT MARA & HIS TAHITIANS — "PEEPING AT PAPEETE" — Orohena (Mountain Legend); Poe Taire (Tahitian Flower); I Vini Vini Vana Vana (Tahitian Girls); Tipi Tipi (Tubai My Beloved Island) Rarotonga "Tonga" Drums; A.E.I.O. (Drinking Song); Tiare (Flower Song); Tau Tare Iti (Tahitian Love Song); Morere Iti E (Tahitian Lullaby); Pana Pana Drums; Manuhoe — Maa Anani (Life in Early Tahiti); Pee Pee Te Peue (Love Song); Toerau (Trade Wind); Drums of Foone. **VIKING 12" L.P. MONO VP.98 \$4.50.**

BILL WOLFGARME & HIS ISLANDERS "TOMI TOMI" — Tomi Tomi; Hawaiian Love; Kohala Marsh; Beyond the Reef; Kalina Waltz; On the Beach at Waikiki; In the Royal Hawaiian Hotel; Hula Love; Hawaiian Paradise; How Do You Do; I Found A Little Grass Skirt; Farewell Blues. **VIKING 12" L.P. MONO VP.115 \$4.50**

KEN LEMON, Vocalist "THIS HOMBRE CALLED

Country Western Music

CONNIE FRANCIS & HANK WILLIAMS, JR., SING GREAT COUNTRY FAVOURITES — Blue, Blue Day; Bye, Bye, Love; Mule Skinner Blues; Send Me The Pillow You Dream On; Singing The Blues; and others (Stereo) **SE.4251 Mono — E.4251 \$4.50**

FIRST OF THE FAMOUS — Dear John Letter (Jean Shephard); Divorce Me C.O.D. (Merle Travis); Foolin' Around (Buck Owens); Goin' Steady (Faron Young); Gone (Ferlin Husky); Humpty Dumpty Heart (Hank Thompson); One Has My Name, The Other Has My Heart (Jimmy Wakely); Right or Wrong (Wanda Jackson); Shotgun Boogie (Tennessee Ernie Ford); Smoke, Smoke, Smoke (Tex Williams); There's a New Moon Over My Shoulder (Tex Ritter); Young Love (Sonny James) **T.2275 \$4.50**

HANK WILLIAMS GREATEST HITS — Cold, Cold Heart; Jambalaya; Kaw-Liga; Your Cheatin' Heart; Settin' The Woods On Fire; There'll Be No Teardrops Tonight; and others — Hank Williams, Country & Western **E.3918 \$4.50**

JUST BETWEEN THE TWO OF US — I'll Never Be Fooled Again; Let's Be Sweethearts Again; A Little Heartache; You and Me; You Can Say That Again; and others — Rick & Thel Carey, Country & Western **330SX.7743 \$4.50**

MGM MILLION SELLERS. COUNTRY & WESTERN — Volume 1: Gonna Find Me A Bluebird; Half-Breed (Marvin Rainwater); Walking Down the

LEMON Blue Berry Hill; Don't Forbid Me; Don't Tell Me Your Troubles; Driftin' Along; Four Kinds of Lonely; He'll Have to Go; I'm Leaving Town; In A Mansion Stands My Love; King of the Road; Oh, Lonesome Me; Pearly Shells; Sea of Heartbreak. **VIKING 12" L.P. MONO VP.172 \$4.50**

JIMMIE RODGERS, Vocalist "15 MILLION SELLERS" Are You Really Mine; Bimboombey; Honeycomb; I'm Never Gonna Tell; Joshua Fit the Battle O' Jerico; Just A Closer Walk With Thee; Kisses Sweeter Than Wine; Make Me a Miracle; Oh Oh, I'm Falling In Love Again; Ring-A-Ling-A-Lario; Secretly; Waltzing Matilda; The Wizard; Woman From Liberia. **ROULETTE 12" L.P. MONO R.25179 \$4.50**

THE TAMANI GIRLS with the HENRY PURCELL TRIO "BULA MAI VITI" (WELCOME TO FIJI) Lufu Na Yakavi; Na Yalo Rarawa; My Tani; Isa Lei. **VIKING 7" E.P. MONO VE.58 \$1.35**

EDDIE L'INO & HIS TAHITIANS (Recorded in Tahiti) "TAHITI . . . MON AMOUR" Taku Moe E; Toku Tokaringa; Pekahi; Totara Tamure. **VIKING 7" E.P. MONO VE.80 \$1.35**

PEPE & THE RAROTONGANS "COOK ISLANDS SONGS FESTIVAL" Do You Understand? (Marama Koe); Searching For You (Kim Ae Tamo); Never Let Us Part (Kia Kope Tava & Tatakake); I Love You (Kau Inanaro Au La Koe). **VIKING 7" E.P. MONO VE.110 \$1.35**

MAIL ORDERS — PLEASE ADD POSTAGE

Nicholson's PTY. LTD.
416 GEORGE ST., SYDNEY • 251641

PALINGS
338 GEORGE ST., SYDNEY • 252331

PALINGS BRANCHES AT BANKSTOWN, NEWCASTLE, WEST MAITLAND, GOULBURN, WOLLONGONG, ALBURY, ORANGE, TAMWORTH, LISMORE.

NP172.82

Most Fish Go To America

which maintain the chemical balance of the water.

"By tests we have been able to determine how much water oxygen is needed to sustain a certain number of fish for a certain period," said Mr. Storck.

The plastic bags containing fish are transported in "styrafoam" insulated boxes, which protect the fish from sudden temperature changes.

Paying tribute to the co-operation given by airlines, Mr. Storck said: "Qantas have actually gone to the extent of building into many of their aircraft thermostatically-controlled heated shelves where the boxes containing the fish are placed".

Most of Mr. Storck's orders come from America, with Japan running second.

He said: "I have shipped to Europe but not on a large scale. The hope of keeping marine tropical fish is gradually establishing itself there, and is a potential market".

Fish from the Storck establishment have found their way into most of the world's major aquariums.

Most popular of the varieties deals with are less than three inches long and brilliantly coloured. Nearly all end up in home aquariums.

Due to losses sustained from the time of being caught to the time they arrive at their destinations, the cost of air-freighting them great distances, the fish become a high priced commodity by the time they reach the customer. One type of "trigger" fish has so far eluded the nets of Mr. Storck's fishermen.

"This fish is very much sought after because of its colouring and the fact that it is easy to keep in an aquarium. Just about every aquarium in the world regards them as prize exhibits," said Mr. Storck.

"I have seen them swimming about. We will keep on trying."

● Australian shark authority, Peter Goadby, will spend about 10 days fishing for 800 pound marlin in Fiji in January. He will also complete research for his second book, *Game Fishing in the South West Pacific*, which he hopes to have published by next Christmas. Mr. Goadby wrote *Sharks and Other Predatory Fish in Australia* six years ago.

"Graham Wallace, a charter skipper I know, invited me to come and stay with him at Korolevu," said Mr. Goadby.

NEW CATHOLIC SOUTH SEAS HIERARCHY IS COMPLETE

By Kevin Hilferty, Editor of
"The Catholic Weekly", Sydney.

The creation by Pope Paul of a hierarchy of archbishops and bishops in Papua-New Guinea and the British Solomon Islands means that the reorganisation of the structure of the Roman Catholic Church in the South Pacific has now been completed.

THE new move follows by four months the creation of a hierarchy in the rest of the South Pacific (PIM, July, p. 9, Aug. p. 30). It has been expected for a year now. The P-NG hierarchy was actually established on November 15 but the first announcement of it was made in the Vatican City newspaper *Osservatore Romano* on December

Formerly the mission bishops (or Vicars Apostolic, to give them their correct title) were responsible for their areas as vicars for the Pope. Now they are bishops in their own right. The prefect-apostolics were responsible for smaller mission areas or prefectures. These have also become bishops of dioceses.

Natives Will Take Over

Ultimately the church in New Guinea and the Solomons will be led by native bishops and clergy. This has been the pattern of development in other mission areas—Africa being a notable example at present in the advancement of the African clergy to the senior posts.

In P-NG three new ecclesiastical provinces have been set up, each with an archbishop and suffragan bishops. One of the P-NG provinces includes part of the British Solomons. The new Archbishops are: Archbishops Virgil Copas, M.S.C., of Port Moresby, Adolph Noser, S.V.D., of Madang (formerly Vicar-Apostolic of Alexishafen), and John Hoehne, S.C., of Rabaul.

The new ecclesiastical provinces

PORT MORESBY: The Archdiocese of Port Moresby (formerly Vicariate of Port Moresby), the Diocese of Bereina (Vicariate of

Yule Island), the Diocese of Sideia (Vicariate of Samarai), Diocese of Mendi (Vicariate of Mendi), Diocese of Daru (formerly the Prefecture-Apostolic of Daru).

MADANG: Archdiocese of Madang (formerly the Vicariate of Alexishafen), the Dioceses of Wewak and Aitape (formerly Vicariates), the Diocese of Vanimo (formerly a Prefecture-Apostolic), the Dioceses of Mount Hagen, Goroka and Lae (formerly Vicariates, Lae having been under the administration of the Vicar-Apostolic of Goroka).

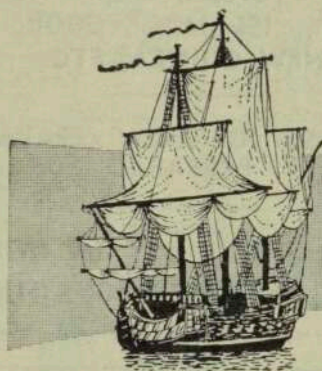
RABAU: The Archdiocese of Rabaul (formerly a Vicariate), the Diocese of Kavieng (formerly a

Vicariate), the Diocese of Bougainville (formerly the Vicariate of the North Solomon Islands), the Diocese of Honiara (formerly the Vicariate of the Southern Solomon Islands), the Diocese of Gizo (formerly the Vicariate of the Western Solomon Islands).

The new archbishops and bishops come from many parts of the world. Of the three archbishops one is Australian, one American and one German-born.

Of the 14 bishops, three are Australian, five American, two are Dutch, and the others are from France, Ireland and Canada.

Catholic populations of the dioceses



More and more people are asking for the historic liqueur from Scotland. The ancient recipe for Drambuie includes old Scotch whisky, heather honey and delicate herbs



Drambuie

PRINCE CHARLES EDWARD'S LIQUEUR

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".

W. H. GROVE & SONS LTD.

Established 1896

Island Merchants

16-18 FANSHAWE STREET, AUCKLAND

Telegraphic and Cable Address: "Grove", Auckland. P.O. Box 490, Auckland, New Zealand

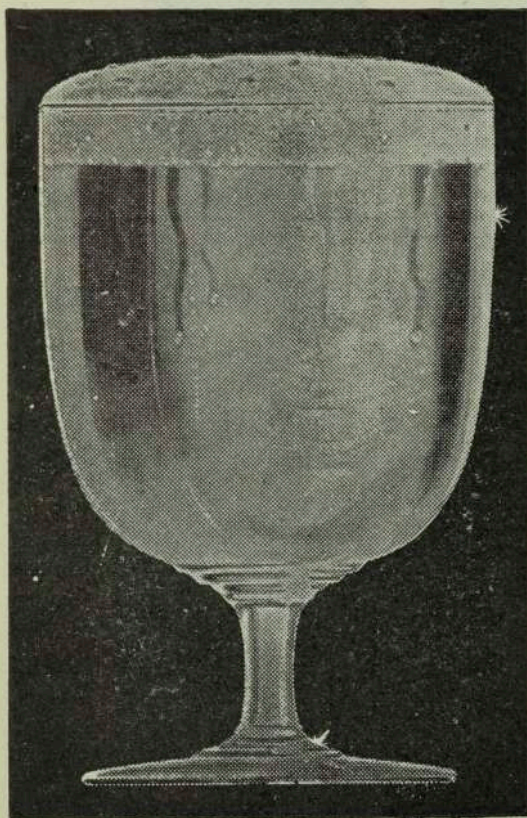
Entrust your requirements to the firm with more than 60 years' practical experience in the Island trade.

REPRESENTING MANUFACTURERS

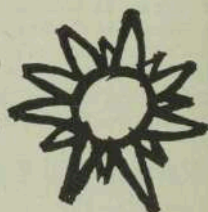
THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

SHIPPERS OF ALL CLASSES OF NEW ZEALAND MANUFACTURES AND PRODUCE SPECIALLY PREPARED FOR THE ISLAND TRADE

WE HANDLE ALL KINDS OF ISLAND PRODUCE
IN FIJI as: W. H. GROVE & SONS (FIJI) LIMITED



*fresh ...
sparkling ...
cooling*



RESCH'S SPECIAL EXPORT PILSENER

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



RP. 4389.HPA

Background Of

New Archbishops

range in size from 82,000 in Rabaul, 70,000 in Wewak, to less than 1,000 in Daru.

The Roman Catholic Church first began mission work in Papua-New Guinea in 1882. Today there are 2,500 Catholic churches and chapels in the islands.

The 1966 census gives the P-NG population as 2,183,036—of whom only 34,736 are non-indigenous, mostly Europeans.

Some 50 per cent. of the population is Christian and half of this Christian population is Catholic—giving a Catholic population slightly in excess of 500,000.

Of the permanent staff of the Catholic Church in P-NG today 60 per cent. is comprised of indigenous missionaries, mostly teachers.

Who They Are

Here is the background of the three archbishops:

Archbishop Virgil Copas, M.S.C. 51, Born in Toowoomba, Queensland, he was professed as a Missionary of the Sacred Heart in 1938 and was ordained on July 23, 1944. In 1945 he was appointed to the M.S.C. mission headquarters at Vunapope, Rabaul, and was bursar there until 1951 when he was sent for two years to the Samarai mission.

At the time of his appointment as Vicar-Apostolic of Port Moresby in 1960, he was Superior of the Sacred Heart Mission in Darwin and a frequent broadcaster on religious topics for the ABC.

Archbishop Adolph Noser, SVD. of Madang is 66. Born in Belleville, Illinois, he entered the Society of the Divine Word in 1921 and was ordained in Rome in 1925. He was selected in 1939 to head the Society's first mission in Accra, then in the British colony of the Gold Coast, now capital of Ghana.

After the war he became first Bishop of Accra, but resigned in 1953 to make way for a Negro bishop, West Indian-born Bishop Joseph Bowers, S.V.D.

Bishop Noser was then appointed Vicar-Apostolic of Alexishafen, succeeding Bishop Stephen Appelhans, killed in a plane crash off Lae in 1951. The previous Vicar-Apostolic, Bishop Wolf, also met a violent

Established
1870

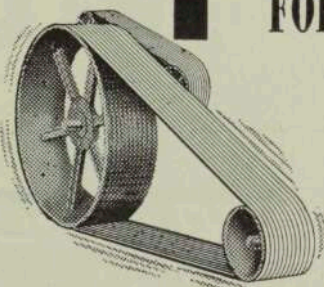
Cable Address:
"WEYSEAS, SYDNEY"

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.



THERE'S AN APEX BELT FOR EVERY PURPOSE

For obligation-free Advisory
Service contact:—

APEX BELTING (N.S.W.) PTY. LTD.
APEX HOUSE, 496 KENT STREET, SYDNEY.
Phone: 26-6938.

Apex Products are available from leading
stockists throughout New Guinea and
Papua.

APEX BELTING PTY. LTD.
OPERATING COMPANY
FOR HOPKINS OILUM LTD.

Branches and representatives throughout Australia.

THE YORKSHIRE INSURANCE CO. LTD.

(Incorporated in England)

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

ALL CLASSES OF INSURANCE

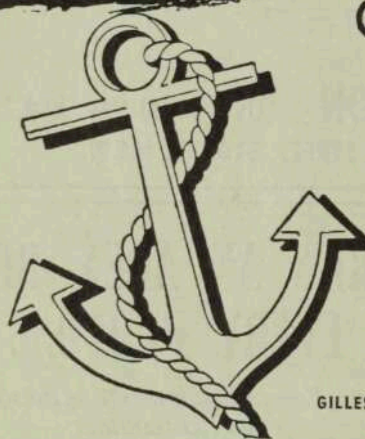
Including FIRE • ACCIDENT • GUARANTEE • MOTOR • WORKERS • MARINE

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

CHIEF ISLAND REPRESENTATIVES

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

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



GILLESPIE'S

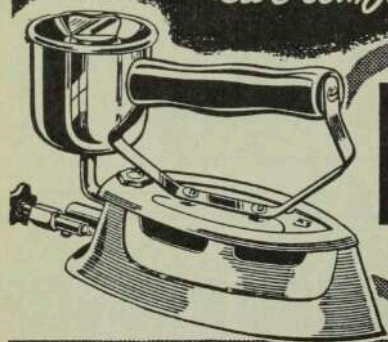
ANCHOR FLOUR

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

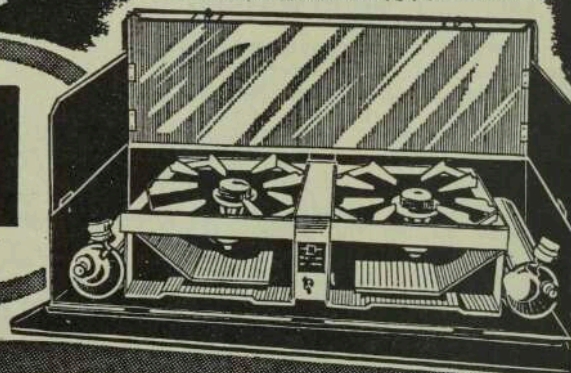
Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoletted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

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

WHEN THERE'S NO ELECTRIC POWER...
Live comfortably with...



HANDI
Quality products



PUMPLESS petrol IRON

**KEROSENE
OPERATED STOVETTE**

Australia's best selling non-electric Iron! For reliability, ease of handling, and excellence of quality at a low price, you can't beat the HANDI! It's simplicity itself to operate—NO PUMPING IS REQUIRED. IT'S IMPOSSIBLE TO OVERFILL THE FUEL TANK and one filling does approximately 2 hours of class ironing. Attractively finished in nickel plate. Spare parts always available.

The PORTABLE OUTDOORS COOKER at a sensible price! Twin independent burners for fast cooking. Twin tanks for double capacity. Steel case, when opened, acts as triple-wind shield. Rust-proof. Noisy or silent burners as required. Small or large porcelain enamel ovens also available separately. HANDI—the lowest priced QUALITY Twin Burner Portable!

Better buy HANDI! Available at leading stores or direct from manufacturers:—

Changes, Too, In Indonesian NG

death—interned by the Japanese, he died when the *Dorish Maru* was sunk in 1944.

Archbishop John Hoehne, M.S.C., of Rabaul, was born in Herben, Germany. Now aged 56, he was ordained in 1937 and in 1938 went to the Rabaul mission, where he was in charge of the minor seminary.

During the war he was interned by the Japanese with the late Bishop Scharmach and all the other missionaries. After the war he helped build up the mission again in New Ireland.

In 1949 and 1950 he was at St. Mary's Vuvu, from 1951-56 at the Teacher Training College, Kininungan, and from 1956 to 1963 (when he was appointed Vicar-Apostolic) he was in charge of the mission headquarters at Vunapope, Rabaul.

All the previous Vicars-Apostolic and Prefects-Apostolic have become bishops. However German-born Bishop George Schilling, of Goroka, has resigned because of ill-health, and has been replaced by an American member of the Society of the Divine Word, Father John Cohill, 59. Bishop-elect Cohill was stationed at the Catholic University of Peking before the war and was interned by the Japanese in 1941. He went to New Guinea after the war and has been working in the Mt. Hagen vicariate.

Another new bishop is Father Henry van Lieshout, at 34 the youngest member of the hierarchy. Dutch-born Bishop-elect van Lieshout of Lae has been Superior of St. Joseph's Mission, Lae. He is a member of the Congregation of Missionaries of Marianhill and has been in New Guinea since 1960.

Indonesian West New Guinea has also been given its own hierarchy.

The Archdiocese of Merauke has been established with two dioceses—those of Sukarnapura and Manokwari.

Bishop Ermann Tillemans, MSC, a Dutchman, becomes Archbishop.

● Major Thomas Evans has succeeded Major Arthur Walz as the Salvation Army's Regional Commander in Papua-New Guinea. Major Walz served in the territory for more than three years and in that time saw the strength of the Salvationists grow considerably in Port Moresby and outlying communities.

"No Rabies" From West New Guinea

THE risk of rabies being introduced to Papua-New Guinea from Indonesian West New Guinea has been discounted by P-NG's Director of Health, Dr. R. R. Scragg.

"Indonesian authorities are just as concerned with keeping rabies out of West Irian as we are in keeping the disease out of Papua-New Guinea," he said.

"Because of this mutual concern and the measures being taken by health authorities in Indonesia, I doubt whether rabies would become a problem in this territory."

Dr. Scragg said the Commonwealth Serum Laboratories' field laboratory at Wewak would watch for all quarantinable diseases, including rabies. The laboratory's main activity was to study dysentery and other diseases affecting people of the Sepik District.

*Tried and trusted
in the Pacific
since 1873*

**HELLABY'S
CANNED MEATS**

"CROWN"
"PACIFIC"
"ARROW"

ARROW CORNED BEEF
CROWN CORNED BEEF
PACIFIC CORNED BEEF

From the Islands Press

ON the face of it, any suggestion that within six years Apia should stage the South Pacific Games may appear ridiculous, but upon reflection the proposal appears more reasonable.

Few would deny that the town of Apia now is a bit of a dump. However in five or six years' time the barren reclamation should have been built on following the Wolak town plan, to make Apia a showplace of the Pacific.

Spread out over five or six years the actual expense involved in preparing for the Games to be staged in Apia would not, by any means, be beyond the capabilities of the economy.

Staging the Games in Apia would provide a tremendous boost to sport within the country and at the same time would tie in well with plans that envisage tourism to be this country's biggest single money earner by 1975.

Sooner or later the Games will come to Apia. June 1972 would be as good a time as any.—*Editorial in "Samoaana", Apia.*

A FASCINATING feature of Fiji's recent big storm was that warning of its approach came from the United States, as a result of information gathered by a satellite far out in space.

The great areas of open ocean in the Pacific have always handicapped weather observations because of the inevitable gaps between reporting points.

A new and valuable source of information is now here to fill those gaps and to enable timely warning to be given of the approach of danger.

This is a cause for appreciation and gratitude on the part of all who live in those parts of the world where tropical storms are a seasonal threat.—*Editorial in "The Fiji Times", Suva.*

ON a recent call at Niuatoputapu during a trip to investigate public works being carried out in the islands of the northern groups, the Director of Works, Mr. Arnold Blades, was very impressed by houses constructed on the island with the use of concrete blocks.

On investigation Mr. Blades

found that two local men, P. Ngauamo and V. Kioa, had with great ingenuity, fashioned block-making moulds from two old ammunition boxes. These produced a high quality block complete with a distinctive pattern on the face, with the resultant impressive looking homes being an outstanding asset.—*News item in the "Chronicle", Nukualofa.*

FROM opinions expressed during the past few weeks by those with birthright heritage to the island, and new residents, there is a growing sense of alarm at the trend of affairs and the inability of our new Island Council to put the brake on the steady roll toward Canberra.

It is not the fault of the council that they do not have the knowledge of past council affairs and so be able to see where their hasty decisions are leading, but it is our misfortune. It is high time now that we did something about it and it would seem that a public meeting should be called.—*Letter from a reader in "The Norfolk Islander".*

THE Director of Posts and Telegraphs, Mr. W. F. Carter, speaking at the Rotary lunch yesterday: "I agreed to become last-minute guest speaker because Mr. Newman (the Treasurer) had refused to give a talk on why people couldn't get telephones". Then he went on to talk about Boy Scouts.—*Columnist's item in "South Pacific Post", Port Moresby.*

A PUBLIC NOTICE has been issued concerning restriction to be placed on the importation of methylated spirits. This has resulted from the discovery of a pre-heating substitute for methylated spirits which can be used for kerosene appliances. The Wholesale Society is importing from Australia quantities of acetone which can be used in place of methylated spirits. Further importations of methylated spirits will be under a strict permit system, permits to be issued by the Collector of Customs only for purposes approved by the Resident Commissioner.—*Item in "Colony*

Information Notes", Gilbert and Ellice Islands Colony.

THE BSIP Government issued a notice this month asking members of the public to stop trying to sell Australian coins to the Australian Numismatic Society, which is a scientific body, and does not buy or sell coins.—*Item in the "BSIP News Sheet", Honiara.*

ENTHUSIASTIC readers are again reminded to refrain from bothering the printing staff with requests for copies of the *Tohi Tala Niue* and to stop making enquiries as to "whether the news is ready or not".

Our paper is regarded as the "last paper out in the world", so don't bother us in our efforts to catch up with the rest of the world.

When the paper is ready each day we will release them without delay.—*Editorial notice in "Tohi Tala Niue", a Niue newsletter.*

[The reference to the "last paper out in the world" refers to the fact that Niue is just east of the International Date Line, where it can be said that the day ends. "The Fiji Times", carries on its masthead the statement, "Published at midnight from Monday to Saturday, at Suva, just west of the International Date Line, where the new day begins. The first newspaper in the world every day".]

SIR.—As cigarettes and beer are made in Fiji, these two factories are there for the local people to buy goods at a cheaper price.

Labourers in Taveuni and other places are getting very low wages but have families to support and school expenses, etc., to pay.

Beer and cigarettes are favourite things for us to enjoy but labourers' wages have not gone up whereas cigarettes, beer and petrol have. . . .

The government seems to collect from poor people. We poor people want to enjoy our beer and cigarettes, but according to our earnings we can hardly enjoy a walk on a flip flop.

I ask those responsible who can lift the labourers' wages up. Our earnings are not catching up with our expenses.—*Letter from a reader, Rama Naidu, in "The Fiji Times".*



STEAMSHIPS TRADING COMPANY LTD.

Steamships

TRADING COMPANY LTD.

Department Stores
Wholesale & Retail Merchants
Motor Vehicle Distributors
Automotive & Engineering Supplies
Builders' Hardware
Office Supplies & Equipment
Shipowners
Shipping Agents
Stevedores
Customs & Forwarding Agents
Insurance Agents
Travel Agents
Slipway Proprietors
Marine Engineers
General Engineers
Refrigeration Engineers
Sheet Metal Fabricators
Industrial Gas Manufacturers
Cold Stores
Cartage Contractors
Quarry Masters
Rubber Planters
Coffee Planters
Copra Planters
Cocoa Planters
Coffee Processors
Sawmillers
Timber Merchants
Dowelling Manufacturers
Aerated Water Manufacturers
Hotel Proprietors

REPRESENTING

Label Expts. & Imptrs. Pty. Ltd.
Welding Equip.)
Jean D'Albret/Orlane (Cosmetics).
L. V. Appleton Pty. Ltd.
Naco Louvres).
L.R.C. Engineering Pty. Ltd. (Mesh).
Australian Hardboard Export Co.
Pty. Ltd.
Palm Paints Limited.

B.A.S.F. (Fertilizers).
Beaufort (Air Sea) Equipment Ltd.
Bonds-Wear Pty. Ltd.
Braemar Engineering Co. (Q'ld.) Pty. Ltd.
James Buchanan & Co. Ltd.
Butterick & Vogue Patterns.
Centor Products Ltd. (Door Equip.)
Chivas Brothers Ltd. (Chivas Regal).
Cottees Ltd.
Cyclax (Australia) Pty. Ltd.
Cyclone K-M Products Pty. Ltd.
Dexion (Australia) Pty. Ltd.
Dinmore Pottery Pty. Ltd.
Email Ltd. (Electrical Appliances).
Eterna S.A. (Swiss Watches).
Fesq & Co. Pty. Ltd. ("Red Mill" Rum).
Hanimex Pty. Ltd. (Photographic).
Thomas Hardy & Sons Ltd. (Wines).
Hawker De Havilland Marine.
Honda Motor Co. Ltd.
John Lysaght (Aust.) Ltd.
National Art Metal Co. Pty. Ltd.
Oliver Sportsgoods Ltd.
Outboard Marine (Australia) Pty. Ltd.
Peters Arctic Delicacy Pty. Ltd.
Petersville (Export) Pty. Ltd.
Phoenix Biscuit Co. Pty. Ltd.
Pioneer Chemical Pty. Ltd.
Prince Motors.
Ramset Fasteners (Aust.) Pty. Ltd.
Revel Industrial Products Ltd. (Furniture).
R. J. Reynolds Tobacco Co. (U.S.A.).
Rolls Royce of Australia Pty. Ltd.
Rootes Motors Overseas Ltd.
Ruston & Hornsby (Aust.) Pty. Ltd.
Sher Power Tools Pty. Ltd.
S. Smith & Sons (Australia) Pty. Ltd.
Spartan Paints Pty. Ltd.
Tecalemit (Australasia) Pty. Ltd.
Vista (Export Division) Pty. Ltd.
Villiers (Aust.) Pty. Ltd.
Sidney Williams & Co. (Pty.) Ltd.
Wormald Bros. (Aust.) Pty. Ltd.
Wunderlich Limited.

HEAD OFFICE: PORT MORESBY, PAPUA
CABLE "STEAMSHIPS" ALL PORTS
TELEX 115 PORT MORESBY, P.O. BOX 74

BRANCHES IN: MADANG • POPONDETTA • LAE • RABAU • SAMARAI • GOROKA • MOUNT HAGEN

TRADE ENQUIRIES:

AUSTRALIA
STEAMSHIPS TRADING COMPANY LTD.
A.S.L. HOUSE 171-175 CLARENCE STREET, SYDNEY
TELEPHONE 29-6166
CABLE "STEAMIES" SYDNEY TELEX 20076

GREAT BRITAIN
PORTMAN (WHOLESALE & OVERSEAS) LTD.
40 DUKE STREET, LONDON W.1

PACIFIC ISLANDS MONTHLY — JANUARY, 1967

Palm please!



“PALM” and “SALISBURY”

CANNED MEATS ARE SPECIALLY PACKED FOR THE PACIFIC ISLANDS

CORNED BEEF
CORNED MUTTON
MEATREAT
SHEEP AND LAMB TONGUES
BRAISED STEAK

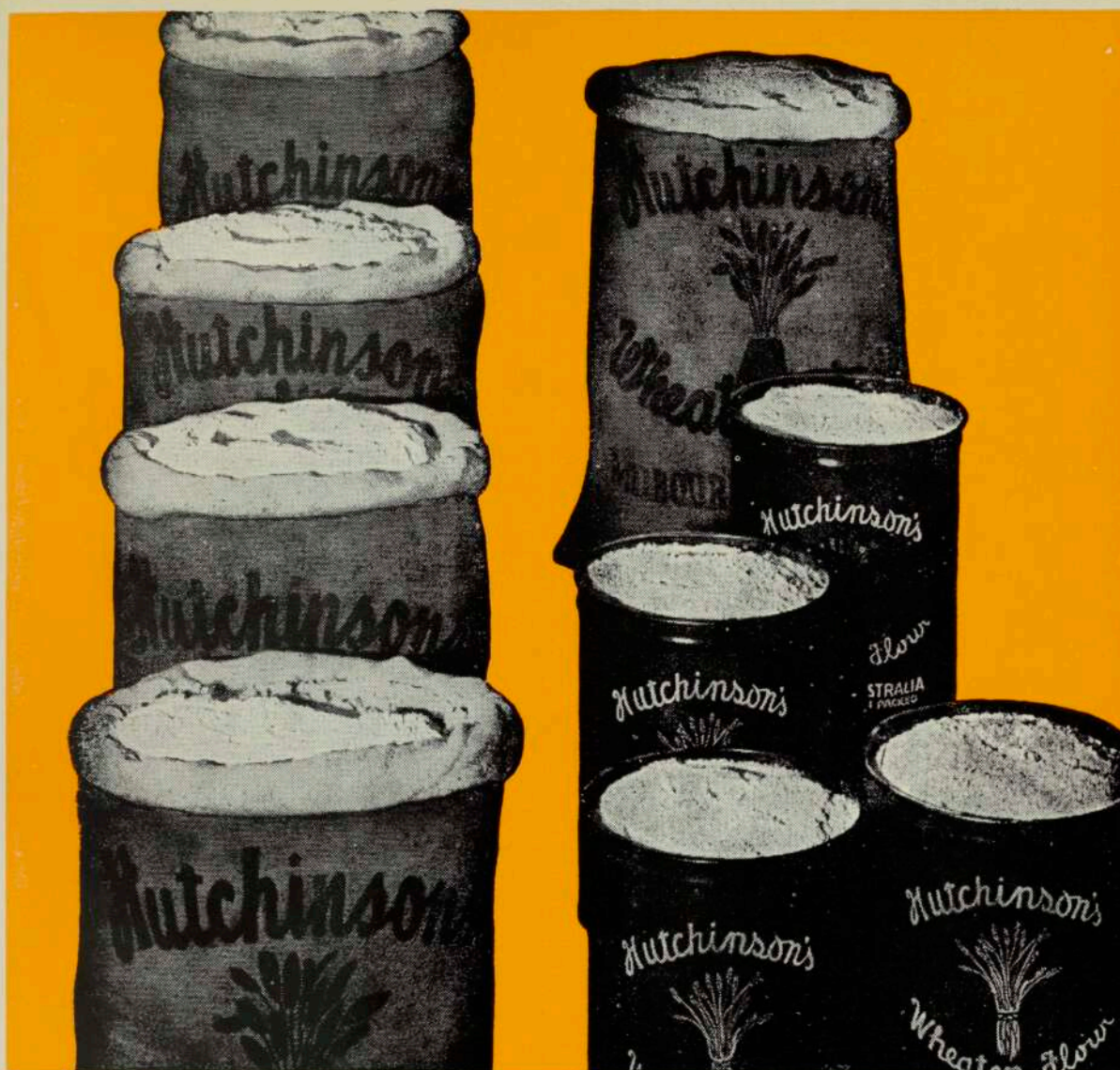
PAT DRIPPING
PAT LARD
SANDWICH PASTES
LAMB & GREEN PEAS
STEAK & KIDNEY PUDDING

Also KEGGED MEATS
FROZEN MEATS
SMALLGOODS
BULK DRIPPING AND LARD

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

WESTFIELD FREEZING CO. LTD.

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



Robert Hutchinson has a name for making the very best flours, sharps and meals

Robert Hutchinson has many years of know-how in producing quality flours, sharps and meals. These products are brought to you in jute, calico and hessian sacks, flour and meal also being

available in drums. An important feature of Hutchinson flours and sharps is that they are entoleted, a process ensuring outstanding keeping qualities even under the most adverse conditions.

Write Robert Hutchinson for full details: ■ Baker's Flour ■ Wheaten Sharps
■ Wheaten Meal ■ Biscuit Flour ■ Cake Flour ■ Hutmill Stock & Poultry Food.

Robert Hutchinson Limited

Hartington Street, Glenroy, Victoria, Australia. Telephone 306-7261. Telegraph "Hutmill"

P1127

Interested in BOREHOLE PUMPING

***This is one you
MUST SEE!***



The low-cost, highly efficient

MONO-lift BOREHOLE PUMP



Mono-Lift Borehole Pumps are made and warranted by Mono Pumps (Australia) Pty. Ltd. — Australia's best known makers of Self-priming Pumps and Pumping equipment.

You'll save all ways with a Mono-Lift Borehole Pump, because Mono-Lift uses the simplest and most efficient of all pumping mechanisms to:—

- ★ Minimise Price.
- ★ Simplify installation.
- ★ Yield more water for every dollar of price and unit of horsepower.
- ★ Cut maintenance.
- ★ Reduce horsepower.

How does Mono do it? . . . By adapting the well-known principle of Rotor/Stator operation to borehole usage.

The result? . . . A simple unit which requires only the wear-resistant rotor and stator element to be immersed at the bottom of the bore. All other drive mechanism locates at ground level, and Mono-Lift achieves full efficiency from minimum horsepower, without the need for pistons, buckets or other wear-creating moving parts.

Stainless steel drive shaft. All sizes from 100 to 10,500 g.p.h; up to 400 ft. total head. Supplied complete with electric motor and V-drive; available also for petrol, diesel or tractor drive.



MAIL COUPON
Agents enquiries
invited.

MONO PUMPS (AUSTRALIA) PTY. LTD.

Head Office: Lower Dandenong Road, Mordialloc, Victoria, 90 5211

Please send full particulars of your MONO-lift Bore Hole Pumps.

Name

Address

Tick here ☐ if
you are a trader
interested in se-
curing the Mono-
lift franchise.

P

MP66/225

THE PRACTICAL PLANTER



You can plant coconuts and cocoa successfully at the same time

By Don Barrett, in Rabaul

The successful interplanting of old-established coconut plantations with cocoa has been a feature of post-war agriculture in New Guinea. High prices and the quick return from cocoa as compared with copra influenced many persons to develop "sole" cocoa plantings. Professional agronomists have tended to discourage new joint plantings of coconuts and cocoa unless coconuts were given three to four years to become established before interplanting with cocoa took place.

BUT practical experience has shown that it is possible to successfully plant the two crops at virtually the same time. The advantages of a two-crop culture are obvious, and it is certain that a number of New Guinea planters who planted cocoa alone would now dearly love a few thousand bearing coconut palms.

Even if the area to be planted is of cocoa rather than copra size, it is still an advantage to have the two crops.

Dual plantings can be carried out with a minimum waste of time, but you must be prepared to do some extra work and probably be satisfied with a smaller acreage than could be achieved with a sole cocoa planting.

A limit for one man

Probably 200-300 acres dual planted would be as much as one man could cope with, and this, in any but most abnormal times, should show a good return.

A more careful preparation of the area before planting is necessary in most South Pacific areas if coconuts are to be planted. Where rhinoceros beetle and other "dynastid" beetles are found, ideal breeding sites are provided if too much rotting vegetation is left. Hence it may be necessary to burn off more carefully. This can prove tedious and rather costly, but is some form of insurance against an early infestation by the big beetles.

An added problem in some areas will be the seemingly miraculous growth of kunai grass following a big burn. This enemy of the planter appears as if by magic in closely

The Practical Planter section appears in *PIM* every three months. It supplements *PIM's* regular monthly Planters' Digest section, and other monthly reports of special agricultural interest, by supplying more detailed information on specific problems encountered by planters throughout the South Seas, and shows, too, what planters are doing. The articles are written by people with practical experience. Questions from readers on all aspects of South Seas agriculture are welcome.

cleared and burned areas where rain forest grew before.

Some newcomers to the planting field have remarked that kunai can be used as temporary shade for cocoa. In fact, kunai roots can damage even coconut root systems, and quickly stifle young cocoa and inhibit the growth of young coconuts.

Pulling young kunai by hand when patches first appear in the new plantings is the safest and surest, although slowest, way of dealing with the pest. Some experiments have been made with weed killers, but to date no really effective weedicide has been found.

Continual cutting with grass knives

will in time defeat kunai but this method of control often requires more units of labour than the new planter can afford. Early control is the real answer. Once established firmly, kunai takes a great deal to eradicate.

This problem of kunai is mentioned, because if coconuts and cocoa are to be planted at virtually the same time—at any rate in the same year—it is not possible to shade as heavily as one would for sole cocoa. Spacing and shade control become of greatest importance.

Let's deal first with spacing of coconuts as the base crop. Most old plantings, in New Guinea at any rate, are as wide apart as 30 ft—sometimes on the square, sometimes on the triangle.

In most of the older plantations with this spacing, and with cocoa interplanted, it could be said that the shade cover is barely adequate. Of course the palms are aged and therefore tall, but even so, one could not recommend 30 x 30 ft spacing of palms where interplanting of cocoa is contemplated.

Arguments have been made in favour of both 24 ft and 27 ft spacing of palms. The weight of evidence seems to favour a 27 x 27 ft spacing—on the triangle.

The selection of seed nuts is worth mentioning, for so many planters still seem to pay insufficient attention to this—the result is seen in young palms just coming into bearing. At times it's difficult to obtain sufficient good seed, but where time allows, a selection from the best bearing palms available will repay the effort.

If a dual crop plantation is in-

now!

*From the laboratories of Bayer Germany...
products to solve your agricultural problems*



More than 100 years of research and world-wide experience has been used to produce a range of thoroughly reliable chemicals to help produce better crops.

®**ANTRACOL**, for fungus diseases in many crops from bananas and citrus to vegetable and field crops.

®**BAYTAN 6**, for protection of sugar-cane sets. To control pests.

®**BAYGON**, for cockroaches.

®**TUGON PLUS** fly bait.

®**BAYTEX**, for mosquitoes and spiders.

®**LEBAYCID**, for fruit and melon fly.

®**DIPTEREX**, very effective against army worm.

®**MORESTAN**, outstanding for powdery mildew and red spider on melons.

®**BAYTEX**, for flies.

®**DIPTEREX**, for maggots.

Obtainable throughout the South Pacific Islands from

BAYER LEVERKUSEN LTD., 47 WILSON STREET, BOTANY, N.S.W., AUSTRALIA

South Pacific Islands representatives: **DEMKA PTY. LIMITED**

® Reg. trademark of Bayer Germany.

L319

Old mistakes still being made...

tended the actual planting of nuts is important, since the object will be to get as quick a growth as possible to balance the lighter density of shade trees that will be planted.

The old rule of a hole 2 ft 6 in. by 2 ft 6 in., and at least 2 ft deep, is a sound one. The well-loosened soil will allow the young palm's roots to spread quickly. A possible danger is that in very friable soil in an area of high rainfall (over 150 in. per annum), the palms may tend to lean. Firm tamping of the soil at planting will obviate all but the worst of these problems.

Shade trees will need to be planted between the rows of palms, so that if your planting of palms is 27 x 27 then at 13 ft 6 in. you will have a row of shade. *Leucena glauca* is still the most favoured shade tree for cocoa in New Guinea, despite very real problems in some areas because of its prolific seeding.

Practical experience shows that three rooted cuttings between each cocoa will be sufficient for the rows which will have cocoa only. It may be necessary to plant two cuttings between cocoa and coconuts in the lines of palms.

No hard rules

Generally the cocoa in the lines of palms are left until the palms are about one year old, whereas the cocoa in the "sole cocoa" lines may be planted as soon as shade is sufficiently advanced. It is not possible to lay down any hard and fast rule, as seasons, soil and other factors will affect the growth rate of shade trees and this rate will fluctuate when you can plant your cocoa. But there is no question of having to wait three or four years.

Shade control is vital once palms and cocoa are planted. Palms must get maximum sunlight and to this end judicious pruning of shade is required quite early. Clean weeding around young palms will not only give them a better growth rate but will inhibit the gathering of insect pests.

An early enemy could well be *Trontispa*—that evasive, flat beetle feeding in the crown of the young palm. Penetrating insecticides, probably in powder form, should be brought into use. Neglect of *Trontispa* can cause ill-formed growth and even deaths.

In the first two years, young cocoa will need a fair amount of shade

but thinning out should start as soon as possible while the *leucena glauca* is relatively young and easy to fell. By this time, too, palms will be affording some shade.

It is often possible to cut at least one in three shade trees at this time. It is important to replace all coconut "misses" promptly since shade density will inhibit growth later.

Thinning should continue throughout the third year. By the end of that time the bulk of shade trees should have been removed. It may be necessary to preserve a few trees where palms have missed, but the object is to get the palms to provide all the shade.

The danger of falling palm fronds while the palms are still relatively small is not the great problem one might imagine, and damage to cocoa trees is slight. However it is good hygiene to remove fallen fronds from cocoa. If fronds become too numerous it is wise to remove them to a clear place and burn them—any accumulation of rubbish attracts the beetles.

Archaic though it may seem, the best control method of dynastid beetles in the young coconut plantation is still the "beetle gang" in the early morning. Refuse pits designed deliberately to attract breeding beetles

• Don Barrett, who wrote this report on copra, is a leading New Guinea planter, and a former president of the New Guinea Planters' Association and member of the P-NG Copra Marketing Board. His plantation is near Rabaul.

are useful if cleared regularly of larvae—one can imagine what happens if the clearances are not regular.

At all times a standby nursery containing both palms and cocoa is needed. As with palms so with cocoa, and early replacement of misses is needed, for economic reasons if for no other.

Planning for roads is vital. So many plantations seem to "just grow", evidently on the basis that it is essential to "get the trees" and that the roads can come later. This is faulty planning. Well-drained and well-situated roads begin to save time and money just as soon as they are built.

I have stressed a lot of fairly elementary things here. But one does see the old mistakes being made still.

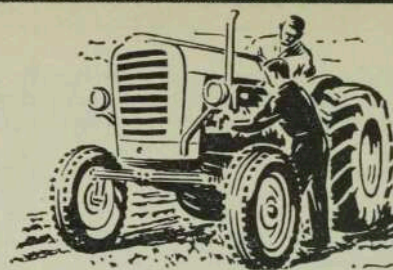
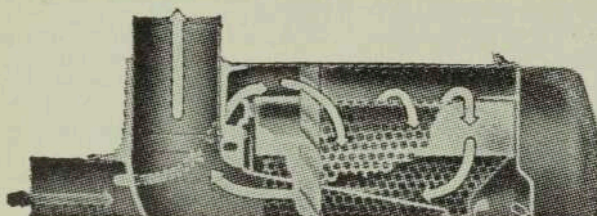
It is impossible to have the perfect plantation but it is possible to have a fairly good one under normal conditions. Since conditions are seldom normal, what one must look for are those things which give the best results under all conditions.



This new hot air copra dryer is on the plantation of Mr. R. Lepper, near Savusavu, Vanua Levu, Fiji. It was designed and built by Mr. Lepper. His old smoke dryer is on the right. Fiji currently is in the midst of a drive to improve copra output and quality.—Photo: Rob Wright.

PROTECTION AGAINST DAMAGING DUST

DONALDSON *Cyclopac*



Dust the major cause of engine wear. Maximum protection against the ravages of dust is only possible if the air cleaner is efficient. Field tests have proved that Donaldson air cleaners remove more than 99.9% of damaging dust. Engine life is prolonged far beyond what is considered normal. Kits available for Ford Power Major, Ford Super Major, Massey-Ferguson 135, Massey-Ferguson 175.

Donaldson PB Series Pre Cleaner and Pre Screener

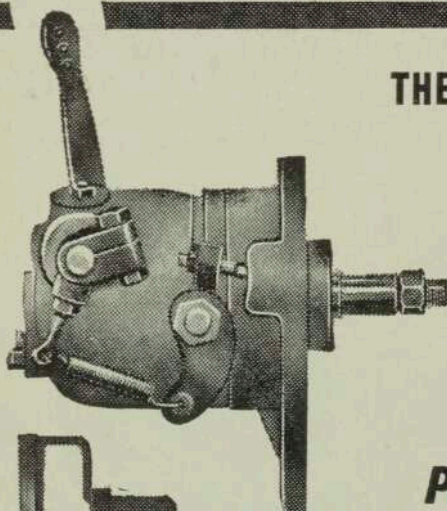
Donaldson PB series Pre-Cleaner is an ideal accessory used in conjunction with air cleaners. With the full view Pre-Cleaner the dust loading to the normal engine filter is reduced by up to 87%, thus reducing oil changes and

down time.

Donaldson PB series Pre-Screeners prevent coarse or fuzzy material such as chaff, lint or leaves from entering the air cleaner.

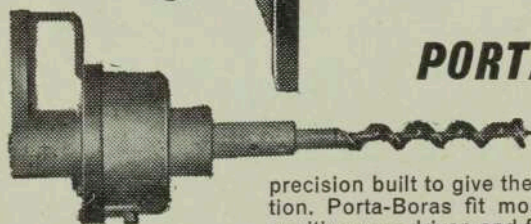
THE PROVEN CONSTANT SPEED GOVERNOR

CLAE CENTRIFUGAL GOVERNOR



The most important part of an industrial internal combustion engine is its governor! The Clae centrifugal governors for over 15 years have given accurate control of speeds demanded by operators, no matter under what variable loads they operate. Clae governors are accurate speed control units, precision-engineered to give years of trouble-free service.

PORTA-BORA *DESIGNED TO WITHSTAND THE TOUGHEST WORKING CONDITIONS*



Again field tests under the toughest conditions have proved that the Porta-Bora has a tremendous lead over its competitors. Designed and precision built to give the operator maximum efficiency and trouble-free operation. Porta-Boras fit most popular makes of chain saws, are light weight positive gear driven and fully guaranteed.

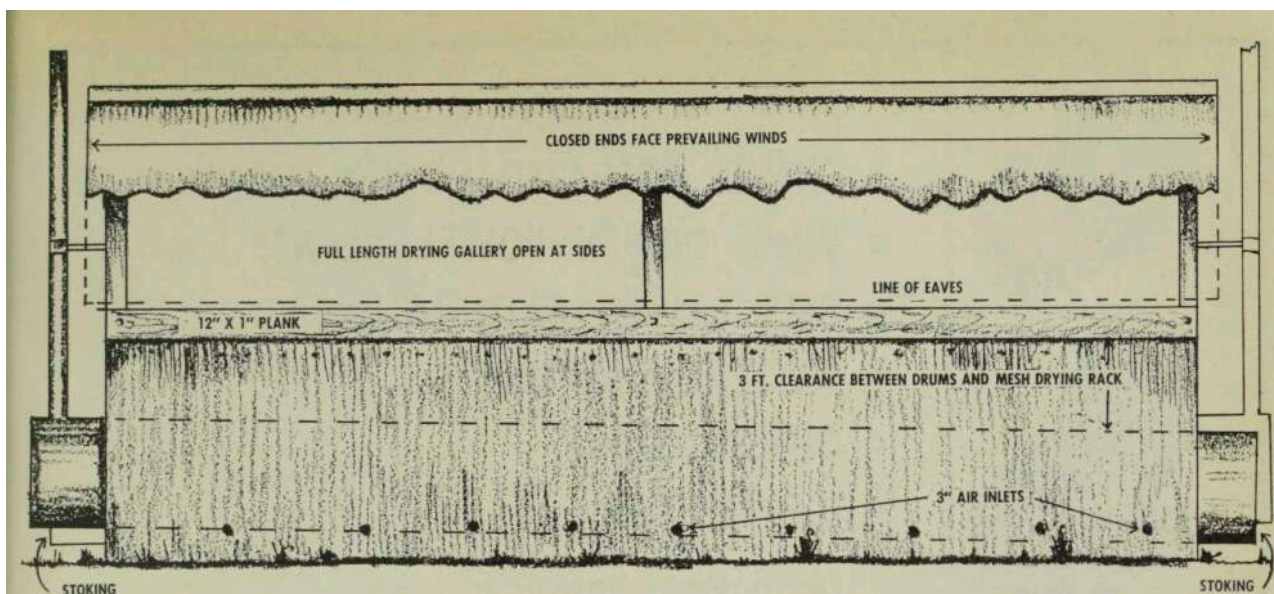
CLAE ENGINE PTY. LTD.

31 Hoskins Ave., Bankstown, N.S.W. Phone: 700295
Lavarack Avenue, Eagle Farm, Q'd. Phone: 684155
Distributors wanted in selected areas.

PLEASE SEND FULL DETAILS ON

NAME.....

ADDRESS.....



HOW I PRODUCED COCOA DESPITE 200 IN. OF RAIN A YEAR

By Bruce Sutherland

Despite 200 inches of rain a year and little or no sun in the harvesting season it's possible to grow cocoa economically in the Lae coastal region.

FOR two years I managed an 800 acre copra plantation with 140 acres of coconuts interplanted with cocoa about 20 miles east of Lae.

In the harvesting season, which is usually from May to November, we were lucky to get a day of sunshine a week—the rest of the year we received about four days sun a week.

That makes the processing of the beans—and particularly the drying—quite a problem.

Ideally, cocoa needs about 80 to 100 inches of rain a year with plenty of sunshine in the harvesting season. An annual fall of over 100 inches tends to be too wet and anything under 80 inches is usually too dry.

The plantation I was managing at the time was quite flat—at sea level—and getting an average of 200 inches a year—with very little sun.

So the beans after fermentation had to be dried by an artificial process. The answer seemed to be a converted copra dryer.

I used a hot air dryer similar to a copra dryer with these modifications:

- The height from the top of the drums to the drying bed was at least three feet; it can be more.

- The side walls were removed from the drying bed to the eaves. A 12 by 1 sideboard was placed along each side of the drying bed.

- My building was situated with the ends facing the wind direction.

I welded my drums together because it is imperative to have them properly sealed so no smoke could escape and spoil the cocoa drying above on the wire mesh.

Mould reduced

The walls were taken away to combat surface mould, which is very prevalent because of the heavy humidity (up to 100 per cent.) in and about Lae. The mould was then reduced to an acceptable limit.

Picking of the pods was often interrupted, sometimes for several days, by continuous rain; because of this a wide variation in maturity of the beans was inevitable.

Immediately the pods were broken

• **BRUCE SUTHERLAND** spent 12 years as an overseer and then a field supervisor with the animal industry division of the P-NG Agricultural Department. He left the department in 1964 and has spent the last two years managing a copra plantation near Lae. Currently he is visiting Western Samoa and Fiji, looking at the cattle industry.

we put the wet beans into fermenting boxes.

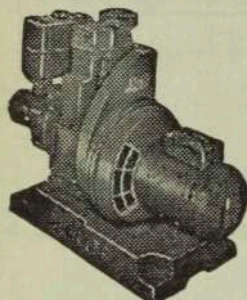
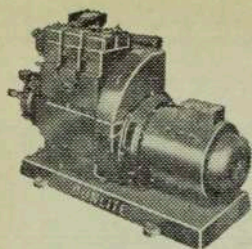
They were left undisturbed for 48 hours. Then they were changed from one box to another, ensuring an even mixture of the whole mass—until fermenting was completed.

Fermenting the beans is a very tricky business. They should not be under or over fermented; they must be just right.

The unevenness of the maturity of the beans in this particular case was a very big problem.

After the fourth day I would check the beans in their boxes three times a day to see the degree of fermentation which had taken place.

The normal way of telling when cocoa beans have finished fermenting is to cut open the bean with a knife. If the seed inside is loose and a



- when it comes to a need for*
- ENGINE OPERATED POWER PLANTS
 - WIND DRIVEN POWER PLANTS
 - BELT DRIVEN ALTERNATORS
 - BATTERY CHARGERS
 - GENERATORS
 - D.C. MOTORS

the obvious answer is



DUNLITE

DUNLITE pioneered the production in Australia of generating sets and power equipment. The specialised knowledge of over 30 years of service and research in this field has produced features that guarantee economical, trouble-free power supply with extreme reliability, accurate regulation, greater efficiency, and ease of maintenance. All Dunlite power plants are complete, ready-to-run packaged units with no special installation requirements.

DUNLITE alternators provide 240V AC supply when connected to an existing stationary engine. A full range of capacities — simple to install — easy to maintain.

DUNLITE heavy-duty chargers are available in a range of sizes for 2 to 36V batteries. Simple to operate — robust — portable.

Ask your nearest distributor for free literature on any requirement.

DUNLITE ELECTRICAL CO. PTY. LTD.

21-27 Frome Street, Adelaide.

Cables-Telegrams: "DUNLITECO", Adelaide.

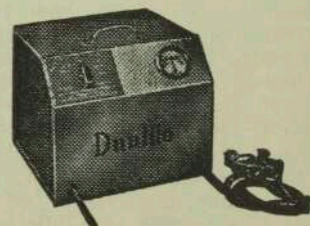
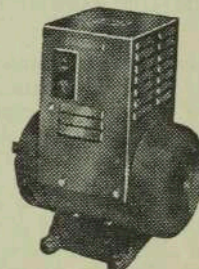
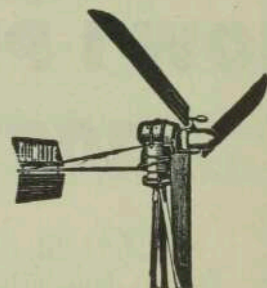
Rural Services Pty. Ltd.,
65 Ipswich Rd.,
Woolloongabba, Brisbane.

Steamships Trading
Company Ltd.,
Port Moresby.

DISTRIBUTED BY:
N.G.G. Trading Company
Ltd.,
Lae.

New Britain Electrical Co.,
Rabaul.

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





New Guinea cocoa.

brown liquid comes out, then fermenting is finished.

This normally takes five to seven days from the time the beans first go into the boxes.

During fermentation, as the beans' heat increases, a distinctive odour is given off and this increases to a peak—and then rapidly decreases.

I found while testing the fermentation that this peak in the odour corresponded with the best average fermentation of the whole batch of beans.

Working on this principle, with a little practice I found that I could judge the degree of fermentation just as accurately or even more so than by visual inspection of cut beans.

Shade counts when you fertilise cocoa

Fertilisers and shade are closely connected in the practical cultivation of cocoa. Whenever the use of fertilisers is discussed the degree of shade must be considered.

SOME shading is necessary for cocoa plantations if planters want to keep their crops healthy and avoid decreases in yields. However, very rich soils, and even poorer soils which receive regular dressings of mineral fertilisers, can produce consistent yields with reductions in shading.

Some unshaded plantations which are heavily fertilised can yield crops of 3,000 lb an acre but, shading, with or without fertilisers, is beneficial for young trees.

These recommendations are generally applicable but they vary according to local conditions:

In New Guinea there are strict regulations in force on all cocoa produced. Inspectors from the Department of Agriculture select random samples from each consignment.

These are tested for dryness, internal mould, ferment and foul odour. The permissible level is in the order of two per cent. Cocoa can also be rejected for inclusion of foreign matter, and for inadequate sowing of bags.

During the 1966 season we had five bags rejected for internal mould—due to the bags getting wet in transit.

It is still possible to export this cocoa, but it has to be exported on consignment, i.e., it is offered for sale in Europe at whatever price it fetches, whereas cocoa with an export certificate is sold in stores in Lae.

The seller of cocoa without a certificate has to wait a long time for his money; sometimes up to 12 months for a return.

There are reports of a small quantity of New Guinea cocoa going overseas below world standard, and this can only have a detrimental effect on the market for New Guinea cocoa generally.

To sell on the world markets, against the major producers, particularly Ghana, it is essential that the standard is kept comparable to overseas cocoa.

Some growers feel that the regulations could be more stringently enforced as there is little doubt that some sub-standard cocoa is getting out of the country.

1st year: $\frac{1}{4}$ lb of NPK mixture per tree;

2nd year: $\frac{1}{2}$ lb of NPK mixture per tree;

3-4 years: 1 lb of NPK mixture per tree;

Thereafter: 2-3 lb of NPK mixture per tree.

Generally the mixed fertilisers used should contain the three main nutrients—N, P and K in equal proportions.

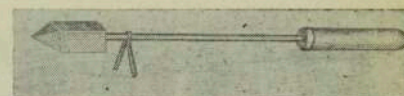
Trees over six years old require fertilisers depending on their shade—the effect of the fertiliser is relatively slight with intense shading, and large dressings of nitrogen may even cause a reduction in yield.

PLANTATION WORKSHOP

Stand for soldering iron

WHEN soldering, it is often necessary to put the hot iron down, but a handy stand is not always available. An ever-ready and effective stand can be made from a large split pin.

The eye of the pin is placed around the shaft of the soldering iron with its end opened out like legs to sup-



port the head of the iron. The stand is left on the shaft when soldering as it seldom interferes with the operation, and automatically swings into the correct position when the iron is

Emergency fuel bowl

A BROKEN fuel bowl on small petrol engines, such as those driving battery chargers and pumps, can cause unnecessary delays while a replacement is being obtained. To avoid this delay, the plastic cap on battery acid or cordial containers can be used as an emergency bowl.

Select a cap of the right size, seal the small hole in it with a fuel resistant compound and install it with a good gasket. This will keep the engine operative until the correct part can be obtained.

Oil cans from detergent bottles

EMPTY plastic detergent bottles make excellent dispensers for small quantities of liquids such as oil, kerosene, distillate and petrol, which are often used in the workshop. The screw cap fitted to these bottles makes them easy to fill, and the small hole in the top of the cap makes them suitable for dispensing the contents by squirting.

A small, flat head nail inserted in the hole in the cap will prevent the contents of the bottle evaporating and becoming contaminated. put down.

FOR IMPROVED RUBBER YIELDS

Only strong, healthy trees produce high latex yields, and only good nutrition can ensure rapid re-growth of bark. Complete Fertilizer RUSTICA 15-15-15, with the three main nutrients - nitrogen, phosphoric acid and potash - and essential trace elements, is highly suited to soil fertilization on rubber plantations. It has been well-proved in combination with Ammonium Sulphate Nitrate RUSTICA 26% N as an additional

RUSTICA®

nitrogenous fertilizer. All RUSTICA fertilizers are climate-proof packed and easily stored and spread, and their high nutrient content reduces costs in transport, storage, and spreading.

3/250/1e



RUSTICA MEANS MORE PROFIT

For supplies of fertilizers manufactured by RUHR-STICKSTOFF AG, Bochum, West Germany, and for information, write to:

Theo Thomas & Co. Pty. Ltd., Rainau Plantation, P. O. Box 84, Kokopo, T. P. & N. G.

Fiji can supply Santa Gertrudis to other Island territories

By Beryl Cates, in Suva

Introduced into Fiji by the Department of Agriculture in 1955, Santa Gertrudis cattle have proven themselves well suited for this particular tropical area. Since the Santa Gertrudis is highly tolerant of heat as well as drought, and already proven in 45 countries of the world, the breed should thrive in other tropical areas.

FOUR Santa Gertrudis bulls were first brought into Fiji from King Ranch in Australia. They were among the first Santa Gertrudis cattle born in Australia, and were the first exports from the Commonwealth. At this time no heifers were available in Australia and the bulls were used on Hereford, Shorthorn and grade Brahman cows at the Sigatoka Agricultural Experiment Station and in two commercial herds.

After extensive inquiries in the USA, it proved possible, in April, 1958, to purchase 10 pure-bred heifers from the Armstrong Ranch in Texas. These cows were mated to one of the King Ranch (Australia) bulls, and the first pure-bred calves were born in early 1960.

Trial results

Unfortunately, all the original Australian bulls were by the same sire, and it became evident that it would be difficult to do justice to the breed without a wider range of blood lines. In 1963, two bulls and nine in-calf heifers were purchased from Texas.

The SPSM cattle estate at Yaqara acquired a Santa Gertrudis bull from Australia in 1963. This bull has been successfully crossed with the estate's Herefords. Trials carried out under ranch conditions at Yaqara show the Hereford X Santa Gertrudis steers give a heavier and better quality carcass six months earlier than good, pure Herefords.

The Santa Gertrudis was developed on the King Ranch in South Texas to withstand semi-tropical and rugged range conditions, so its adaptability to the Pacific areas is not altogether surprising.

To date, well over 100 pure-bred and grade Santa Gertrudis bulls have been sold to commercial beef producers in all parts of Fiji, and the demand for bulls will probably exceed supply for a number of years.

By 1967 it is hoped the Sigatoka herd will be able to sell top quality Santa Gertrudis to other South Pacific territories, and orders for bulls have already been received from Western Samoa, the New Hebrides, New Caledonia, Niue Island, the Solomon Islands and Tonga.

The Sigatoka herd is a member of Santa Gertrudis Breeders' International and only classified pure-bred bulls will be offered for sale outside Fiji.

Last August 35 animals were presented to visiting expert Robin Hart for classification with praiseworthy results. Santa Gertrudis Breeders' International classifies animals when they are 18 months of age or older, and the owner can show proof that they are pure-bred, or have at least

• Beryl Cates, formerly on the land in New South Wales, is PIM's agricultural correspondent in Fiji, where she now lives.

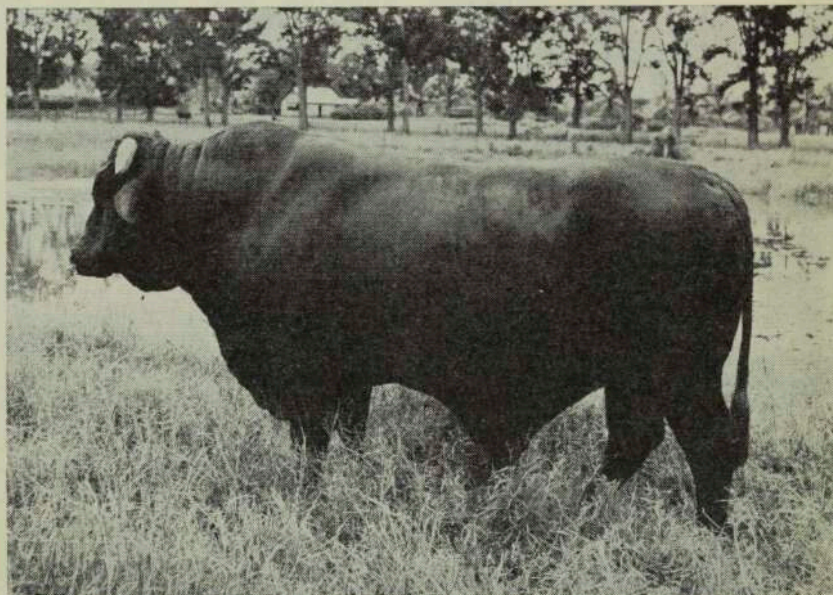
three top classes. This is one of the organisation's major services.

The cattle are branded and recorded by the association if they meet the minimum requirements of the standard of excellence for the breed. This branding and recording ensures the recognition of superior animals and the elimination of inferior ones.

Females are branded and recorded (S) if they meet maximum requirements of the type and accredited Santa Gertrudis, and (S) if they meet minimum requirements. For bulls there is only one category, that of being certified pure-bred. Animals not meeting minimum requirements are not branded.

Santa Gertrudis expert Robin Hart visited Fiji especially for classification purposes. Of the 35 animals presented for classification 31 were branded S or S which is regarded considerably better than average.

Any cattleman who wishes to upgrade his herd to pure-bred Santa Gertrudis status can without the initial purchase of pure-bred females. Any base herd of females may be used; however, certified pure-bred (S) Santa Gertrudis bulls *must be used.* (Over)



A fine specimen of a Santa Gertrudis bull at the Sigatoka Agricultural Experimental Station, Fiji. The Sigatoka herd is listed with the Santa Gertrudis Breeders' International.—Photo: Rob Wright.

CATTLEMEN!
IF
LIVESTOCK PARASITES
ARE YOUR PROBLEM
WORMOLAS
IS YOUR ANSWER!

Six years of extensive trials have earned new Wormolas the reputation of an approved stock medicine. Formulated by Dr. G. P. Kauzul, who spent 20 years studying The Parasite Problem in Livestock, at Sydney University, Wormolas nourishes the animal, and by building up its resistance, it subsequently protects.

By sterilizing the parasite eggs, it reduces the risk of further contamination to other livestock in the pasture. Made in block form, as a lick, Wormolas contains molasses and vitamins, evenly dispensed with anthelmintics, and thus ensures regular, even dosing, eliminating the necessity of drenching.

C. SULLIVAN (Export) PTY. LTD.

66 Pitt Street, Sydney, N.S.W. Box 3373, G.P.O., Sydney.

**Our man in Suva
will solve your
weed and pest problem**

If weed or pest infestation is your problem talk to Ian Rodger. He'll show you the right IWD application equipment and a wide range of proven products. For example —

- ★ Weedone 57 and Weedone Standard for weeds in Sugar Cane.
- ★ Phytazol D for chemical drains clearance.
- ★ Weedar 77 and Stam E-34 for weed control in Rice.
- ★ Nuvan for fly and mosquito eradication.
- ★ Sprayrite Spraying Machinery.

Contact your Weedone distributor or our Technical Sales Representative Ian G. Rodger, 23-996 Suva, Box 79, Suva, Fiji. Now!



IVON WATKINS-DOW LTD
NEW PLYMOUTH, NEW ZEALAND.



How to arrive at Four Top Classes

S Bull 1	}	= $\frac{1}{2}$ blood heifer—1st
Base Herd		
S Bull 2	}	= $\frac{3}{4}$ blood heifer—2nd
$\frac{1}{2}$ blood heifer		
S Bull 3	}	= $\frac{7}{8}$ blood heifer—3rd
$\frac{3}{4}$ blood heifer		
S Bull 4	}	= $\frac{15}{16}$ blood heifer—4th
$\frac{7}{8}$ blood heifer		

The Santa Gertrudis can make profitable gains of quality beef in hot climates and with sparse grazing. Through the efficient utilisation of roughages it is unexcelled with regard weight for age.

Average weight for a bull is 1,700 lb and up in pasture conditions while cows weigh 1,200 lb and up at maturity.

Two to three per cent. more meat can be expected from animals with Santa Gertrudis breeding, and carcasses with larger portions of the high priced cuts, and 55 per cent. plus dressing percentages are the rule, not the exception.

The breed can go long distances for food and water and has magnificent stamina.

Santa Gertrudis cows produce an abundance of milk and have no trouble nursing calves to weaning.

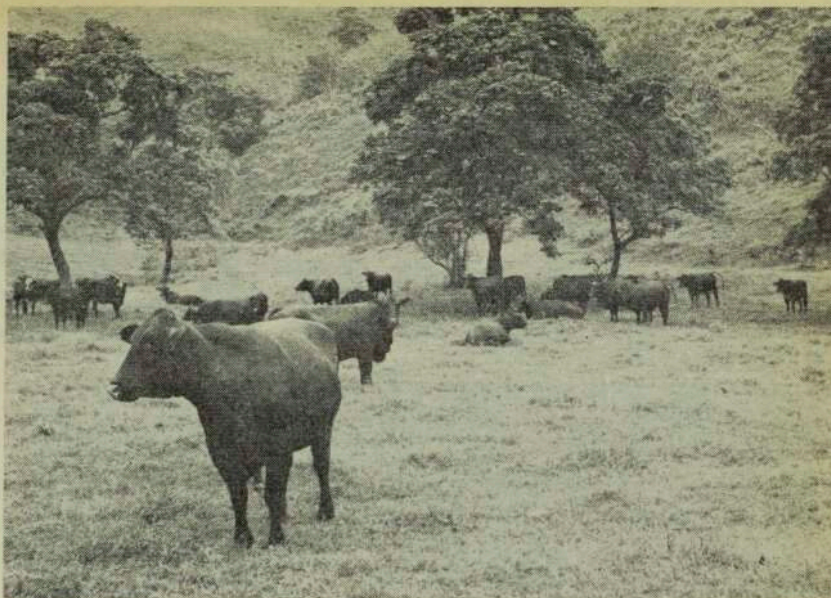
The breed goes back to the early 1900's when the King Ranch in Texas set out to produce cattle with good quality beef under adverse conditions.

In 1910 greater hardiness was obtained by crossing the British breed with Brahman bulls, the Brahman having proved its hardiness on the range. The infusion of the rugged Brahman blood on a Shorthorn base gave noteworthy results.

Experiments went on for 10 years and then an outstanding bull calf was produced called "Monkey". "Monkey" was a distinctive red colour, of good disposition and with deep and beefy heaviness for his age.

Born in 1920 and turned into a breeding herd of first cross red heifers in 1923, "Monkey's" offspring were superior range and beef animals.

Before he died in 1932, "Monkey" had produced more than 150 useful sons that were used in select herds of Brahman infused Shorthorn cows. By selective line breeding, occasional inbreeding and skilful mass selection the characteristics of the bull and his offspring were rapidly established in all descendants.



Upgraded Santa Gertrudis breeders on the Sigatoka Agricultural Experimental Station.—Photo: Rob Wright.

WATCH FOR POULTRY WORMS

A poultryman is always faced with the prospect of having some of his flock with worms, for worm infection occurs in almost every area of the world. Generally speaking it could be said infected flocks are more common than those which are uninfected.

THE severity of infection is relative, and the poultryman should keep a sharp watch on his flock to ensure the infection is kept at a low level. Parasite loads in a large flock vary greatly between individual birds, and the number of worms per bird is not always a gauge of flock infection.

Taking the large roundworm *Ascaridia galli* as an example of the above, in a flock of 10,000 birds perhaps fewer than 500 will carry more than 25 per cent. of the entire worm burden. Naturally this makes it difficult to judge the condition of the flock. And the flock condition should interest the poultryman more than just individual birds when he is assessing the degree of infestation from which his flock suffers.

A flock with a history of worm infestation will have considerable moult and poor egg production. There will often be a complaint of small egg size, and poor shell texture.

Flocks most apt to be involved are those on old ranges, dirt floors, old litter, and where overcrowding occurs or multiple ages are kept.

Infested flocks will generally have too many culls and some birds with soiled vents. Growing birds will look uneven and show retarded or ruffled feathering. Often diarrhoea will develop.

Select birds for worm counts but avoid picking only culls and choose those that are typical of the flock as a whole.

Look for other symptoms of worms besides the actual worms themselves. Fowls may be in poor flesh with little abdominal fat. Egg laying birds with worms may have small clutches of pale ova.

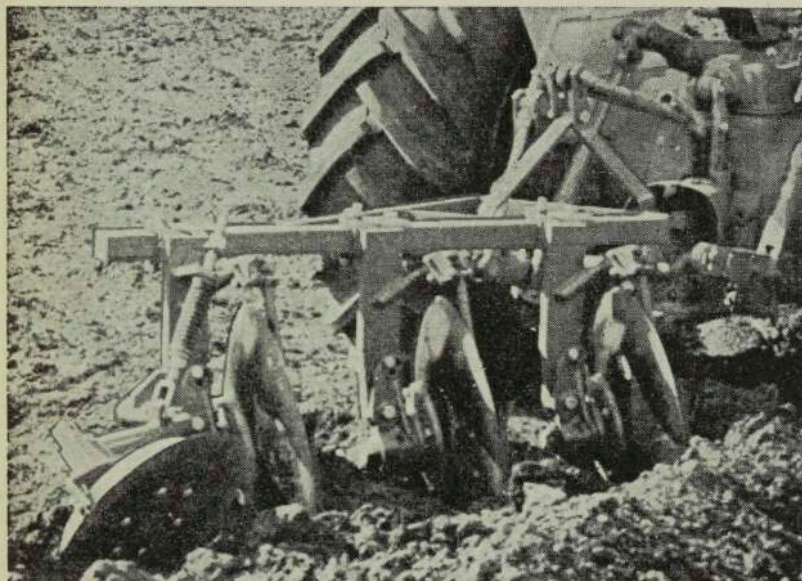
Severely infected birds will have intestines that may be ballooned, thick and rubbery. After the mucous is washed away, the lining will feel very rough. In other cases the intestines are flaccid and the mucosa scrapes away easily.

Mature round and cecal worms can be spotted directly by opening the intestines and ceca. The job of finding immature worms and the small, corkscrew capillaria worms is more difficult.

About two feet of intestine has to be removed, then slit carefully and the contents strained. When straining mucous and other material is flushed away and everything left in the fine wire strainer is put in a pint jar almost full of water. Hold the jar up to the light and any small worms will be seen in the water.

CUT OPERATING COSTS

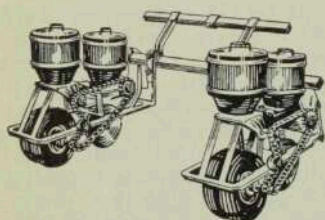
WITH **Napier**
FARM
EQUIPMENT



The result of many years' design experience and exhaustive testing, the Napier range of quality implements helps to get any job done faster . . . more effectively . . . with minimum horsepower. Running costs are reduced too, because Napier implements are designed to work continuously in the toughest conditions. Lengthy stoppages for maintenance are out . . . Napier stays on the job.

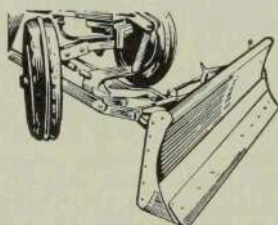
MOUNTED DISC PLOUGH (3-Furrow Model Illustrated)

Manufactured in 2, 3, 4, 5, 6 and 7-disc units with 26-inch or 28-inch discs. The Napier Mounted Disc Plough is suitable for attachment to most popular makes of tractors.



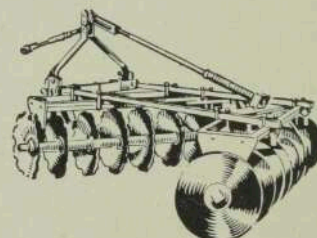
ROW CROP PLANTER

These self-contained units consist of a row crop planter box with a selection of plates available for planting maize, peanuts, peas, etc. and a fertilizer box of 70lb. capacity.



DOZER BLADE

6ft. and 7ft. 6in. blades are available. Blades can be lifted 21ins., set at a maximum angle tilt of 15° and at a maximum blade angle of 30°.



MOUNTED DISCER

Available with 12, 14, 16 or 18 discs of 20in. or 22in. dia. The overhead gang frames have a high degree of strength and feature ease of adjust. and extra trash clearance.

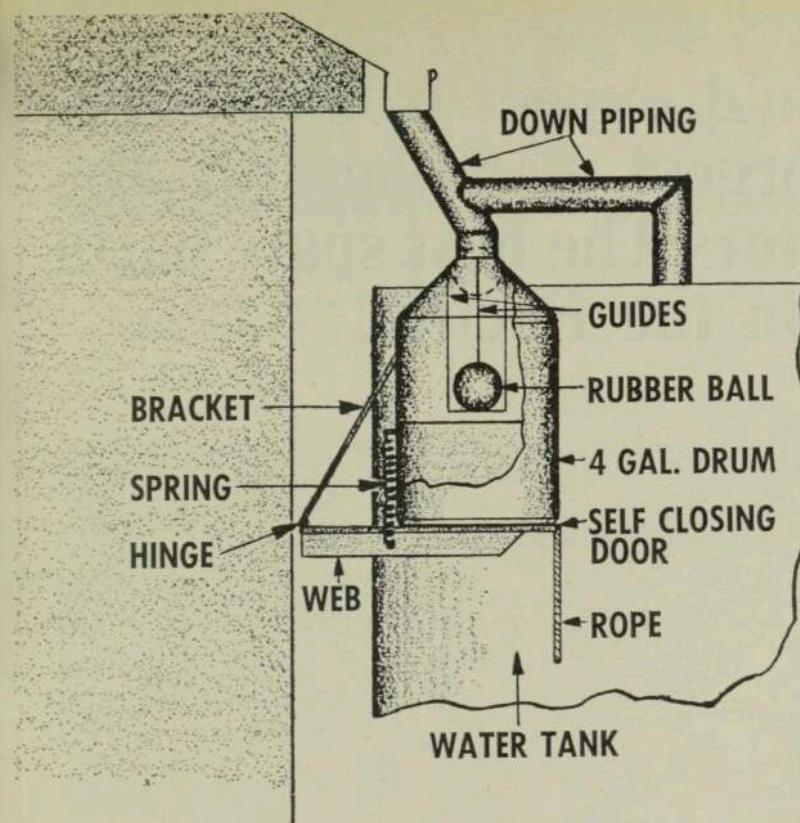


Dealers in the Pacific Islands:

NEW GUINEA CO. LTD.—New Guinea
ISLAND PRODUCTS LTD.—Papua
N. JOHNSTON & CO.—New Caledonia

MORRIS HEDSTROM LTD.—Tonga
Fiji, Western Samoa

BURNS PHILP (NEW HEBRIDES) LTD.
—New Hebrides.



HOW TO KEEP YOUR RAIN WATER TANK CLEAN

Household tank water can be kept clean and free of leaves and other rubbish with a cheap and easily constructed trap which will automatically divert the clean water into the tank when the dirty water from the roof has been collected.

THIS trap needs no attention or maintenance except for a simple emptying occasionally. The draining of the trap flushes out all of the collected rubbish, readying the trap for the next shower.

Materials required for the construction of the trap are mainly scrap. The trap consists of an old four-gallon drum with the top and bottom cut out. A piece of sheet metal scrap is shaped into a funnel with the large diameter matching that of the original drum and the small diameter matching the down-pipe.

With the drum standing upright, the funnel is welded or brazed to the top with the small outlet uppermost. Three round steel rods are then welded end-on to the inside of the funnel in a circle around the small outlet. These rods act as guides for a rubber ball that is to be inserted in the centre of them. The rubber ball constitutes the sealing valve, which diverts the clean water to the tank.

A steel bracket is solidly attached to the side of the drum. It is fitted

with a hinge at the bottom, which should be about 9 in. out from the bottom of the drum.

The door

From a piece of sheet steel, a bat-shaped door is cut with the handle about 9 in. long and the head with a slightly larger diameter than that of the drum. This door is hinged to the bracket on the side of the drum to act as a sealing door for the bottom of the trap. The head of the bat-shaped door is covered with a layer of rubber to ensure a water-proof seal when the door is closed. A strengthening web is welded to the underside of the door.

Two heavy springs, sufficient to support 60 lb on the door are attached to the side of the drum and to the hinged door. These act as a self-closing apparatus that have sufficient strength to seal the door against the weight of water in the trap. A piece of rope is attached to the outermost tip of the door to facilitate opening and draining.

The trap is attached near the top of the water tank by either a bracket or a platform, and the down-pipe modified to take the trap connection. From the guttering, the down-pipe is taken at an angle and is connected to the top of the trap. A horizontal piece of down-piping is attached into the higher side of the angled pipe, with the other end connected to a vertical pipe into the tank. This is the diversion pipe for the clean water to travel to the tank.

The purpose of the diversion pipe entering the angled pipe on the higher side is to prevent any rubbish being caught in it before the trap is filled.

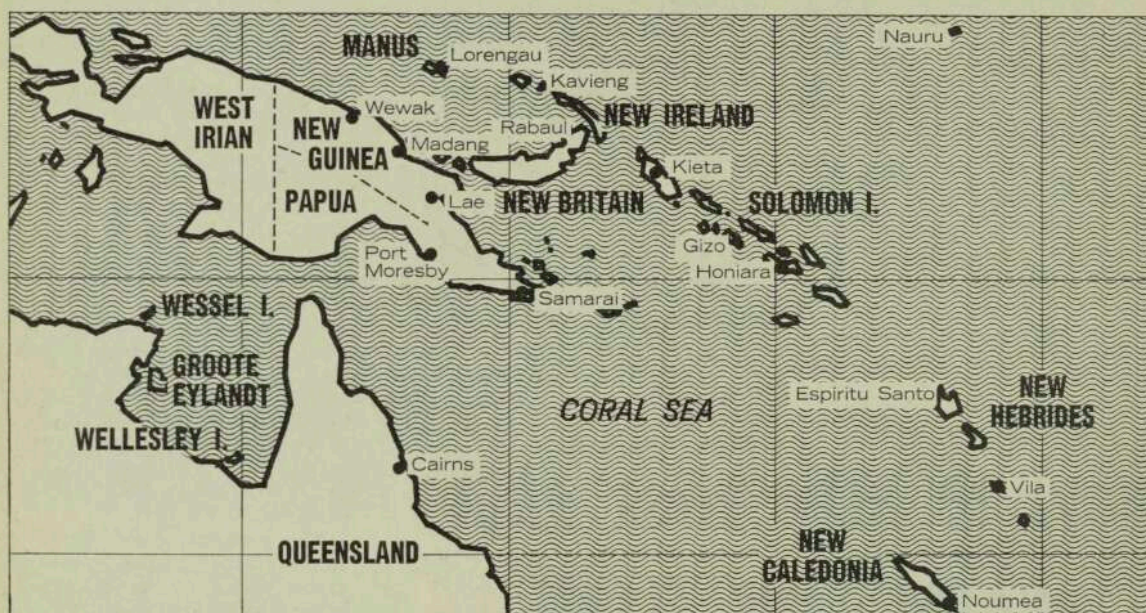
How it works

This rubbish trap allows the first water from a shower to wash all the rubbish and dust off the roof, into the guttering and finally into the trap. As the water in the trap rises, so does the rubber ball until the trap is full. When this occurs, the rubber ball is forced against the top of the funnel thus sealing the trap and the rubbish in it. The clean water is then diverted along the horizontal pipe into the tank.

When required, the door of the trap is opened to drain out water and rubbish, leaving it ready for the next shower.

Some experimentation may be needed to obtain the right spring tension to both resist the weight of water on it as well as providing a perfect seal.

**Just what you'd expect from
the world's largest manufacturer of
Outboard Motors. The best spare parts
organization in the Pacific!**



**This is where you buy spare parts for
JOHNSON & EVINRUDE Outboard Motors.**

**TERRITORY OF PAPUA AND
NEW GUINEA**

KAVIENG: • Burns Philp (New Guinea) Ltd. • Kavieng Slipway & Workshop. • New Guinea Company Ltd.
KIETA: • Whitney & Green.
LAE: • Burns Philp (New Guinea) Ltd. • New Guinea Company Ltd. • Steamships Trading Company.
LORENGAU: • Manus Transport.
MADANG: • Burns Philp (New Guinea) Ltd. • New Guinea Company Ltd. • Steamships Trading Company.

PORT MORESBY: • Burns Philp (New Guinea) Ltd. • Island Products Ltd. • Steamships Trading Company.

RABAUL: • Burns Philp (New Guinea) Ltd. • New Guinea Company Ltd. • Steamships Trading Company.

SAMARAI: • Burns Philp (New Guinea) Ltd. • Steamships Trading Company.

WEWAK: • Burns Philp (New Guinea) Ltd. • Catholic Mission of the Divine Word. • Wewak Taxi Service.

PACIFIC ISLANDS

GIZO: • British Solomon Trading Co.
HONIARA: • British Solomon Trading Co. • Solomon Motors.

NAURU: • Capelle & Partner. • Jenetta Store.

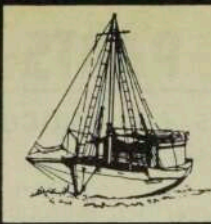
NORFOLK ISLAND: • Irvine Building Supply Centre, • K.A. Prentice & Company.

NOUMEA: • Agence Alma, Pacific Motors.

PORT VILA: • Pentecost Pacific S.A.
SANTOS: • Pentecost Pacific S.A.

 **OUTBOARD MARINE AUSTRALIA PTY. LIMITED** 84 Canterbury Road, Bankstown, Sydney, New South Wales, Australia.

WORKBOAT MAINTENANCE



If you still have problems with your outboard after following a regular maintenance schedule, this quick check list may help you locate their source.

● ENGINE WON'T FIRE

CLUE: Primer bulb does not become firm when pumped.

POSSIBLE CAUSE: Fuel tank empty; Fuel tank on gas line; Fuel line reversed; Fuel connections not secure; Fuel line pinched or kinked; Tank vent closed; Break in fuel line; Defective primer; Damaged .O. ring in fuel connections.

CLUE: Primer bulb hard, but no fuel at carburettor.

POSSIBLE CAUSE: Clogged filter; Fuel-line valve not opening; Defective primer.

CLUE: Fuel in carburettor, but plugs stay dry.

POSSIBLE CAUSE: Choke not closing; Idling jet shut; Defective reed valve.

CLUE: Plugs wet with petrol.

POSSIBLE CAUSE: Engine flooded.

CLUE: Water on spark plugs.

POSSIBLE CAUSE: Water in petrol; Cooling water leaking into cylinder. CLUE: Spark plug, short, or yellowish.

POSSIBLE CAUSE: Cracks on pinholes in high-tension cable insulation; Cables not pushed fully into terminal caps; Water or salt deposits on high-tension wiring; Breaker points maladjusted; Points pitted or burned; Coil or condenser faulty.

CLUE: Spark at terminal caps but not across plug gaps.

POSSIBLE CAUSE: Fouled spark plugs; Plug gap too wide; cables not pushed fully into terminal caps; Defective, burned, or damaged spark plugs.

CLUE: No spark at terminal caps.

POSSIBLE CAUSE: Cables not pushed in fully; Short circuit in tilt switch, stop switch, or their wiring; Cracked cable insulation; Breaker points maladjusted, pitted, or burned; Coil or condenser faulty; Flywheel key sheared.

CLUE: Petrol and spark check okay.

POSSIBLE CAUSE: Terminal caps on wrong spark plugs.

A page on outboard motor problems

● ENGINE STARTS, RUNS BRIEFLY, STOPS

CLUE: Restarts after short wait and repriming.

POSSIBLE CAUSE: Fuel tank empty; Fuel line not connected or secure; Tank vent closed; Fuel line pinched or kinked; Air leak in fuel system; Weak spark; Intermittent ignition fault.

● ENGINE SPITS BUT WON'T START, BACKFIRES, RUNS ROUGH, OR WON'T IDLE

CLUE: Operated all right on first tank of fuel.

POSSIBLE CAUSE: Fouled or defective plugs; Water in petrol; Water in spare tank.

CLUE: Runs steadily on open throttle.

POSSIBLE CAUSE: Idling jet closed too far.

CLUE: Floods.

POSSIBLE CAUSE: Choke not opening.

CLUE: Runs irregularly.

POSSIBLE CAUSE: Fuel filter partly clogged; Fuel line pinched; Air leak in fuel system; Fuel pump defective; Stale petrol or wrong fuel; Too much oil in fuel.

CLUE: Won't run, but backfires.

POSSIBLE CAUSE: Terminal caps on wrong plugs; Breaker points maladjusted, pitted, or burned.

● ENGINE LACKS POWER, OVERHEATS

CLUE: Ran well until warm.

POSSIBLE CAUSE: Pre-ignition due to carbon deposits and/or lead-fouled plugs.

CLUE: New prop used.

POSSIBLE CAUSE: Prop pitch too great.

Golden rules for operating your outboard

These rules were supplied to PIM by the mechanical staff of Outboard Marine, outboard distributors, of Sydney. If you have any queries on outboards, or need any help, send a note to the "Practical Planter", c/- PIM.

- (1) Remember that motor, prop, and hull are a team—don't mismatch them when changing one or the other.
- (2) Discard any petrol-and-oil mix that has been around more than a few weeks. Mix a fresh batch.
- (3) Don't mount your motor too high or tilt it up too far.
- (4) Don't be slapdash about the proportions of petrol and oil for your motor.
- (5) Keep an eye on the cooling-water outlet in weedy or debris-filled water.
- (6) Carry extra spark plugs—they are the spare parts you need most often.

CLUE: Answers throttle poorly.

POSSIBLE CAUSE: Mixture too lean; Fuel line pinched; Fuel filter partly clogged; Air leak in fuel system; Fuel pump defective; Stale petrol or wrong fuel; Too much oil in petrol; Plugs fouled or defective; Weak or intermittent spark.

CLUE: No water from exhaust relief outlet.

POSSIBLE CAUSE: Water pump defective; water inlet clogged.

● STARTER WON'T CRANK ENGINE

CLUE: Pull-handle locked.

POSSIBLE CAUSE: Interlock defective.

CLUE: Electric starter inoperative.

POSSIBLE CAUSE: Interlock switch maladjusted; Solenoid circuit open.

CLUE: Solenoid clicks, but starter doesn't operate.

POSSIBLE CAUSE: Battery weak; Loose or corroded connections; Starter burned out.

CLUE: Starter spins.

POSSIBLE CAUSE: Pinion stuck.

MACHINERY PARTS

We manufacture **COMPONENTS** for **AGRICULTURAL MACHINERY**, including:

Slasher Gear Boxes, Pump Gear Boxes, Auger Gear Boxes, Gears and Splines, Axles and Stub Axles, Wheels, Couplings, Pins, Bushes, Threads.

LARGE OR SMALL QUANTITIES.

Send for catalogue to:

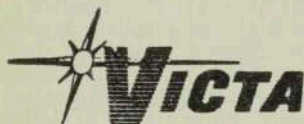
ANDYS ENGINEERS PTY. LTD.

10th Street, Mildura, Vic., Aust.

PRECISION ENGINEERS AND MACHINERY MANUFACTURERS.



*Turn grass
into lawn
easier
with a '67*

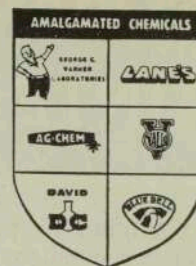


Obtainable from:

SUVA MOTORS LTD., Suva, Lautoka.

ISLANDS PRODUCTS LTD., Port Moresby

NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo,
Mt. Hagen, Goroka.



Expert advice

PLUS

**CHEMICALS
PROVED
IN TROPICAL
AGRICULTURE**

WEEDKILLERS
INSECTICIDES
FUNGICIDES
FERTILIZERS

AVAILABLE FROM:

LANE'S

P.O. BOX 59,
BANKSTOWN,
AUSTRALIA.

P.O. BOX 89,
SUVA, FIJI.
Attn.: A. CATES.

THE CHINA NAVIGATION COMPANY LTD. OF LONDON



m.s. "CHANGSHA" departing Hong Kong

PROVIDES A COMPREHENSIVE PACIFIC ISLANDS SERVICE

- Regular service from Japan DIRECT to Lae and Port Moresby by "Kweilin" and "Chekiang."
- Monthly service from Japan and Hong Kong to New Guinea and Papuan ports. Noumea and Honiara by "Yochow," "Yunnan" & "Ninghai," with regular calls at Santo & Vila, returning to Japan direct.
- Monthly service from Japan and Hong Kong to Fiji DIRECT by "Kwangtung," "Kwangsi," "Norman" and "Nanchang," returning to Japan via New Zealand, Manila, Hong Kong and Shanghai.
- Fortnightly service—Sydney, Brisbane to Port Moresby and Samarai by "Shansi" and "Soochow."
- Monthly service from Melbourne, Sydney and Brisbane DIRECT to Port Moresby, then Manila, Keelung and Hong Kong by "Changsha" and "Taiyuan."
- Monthly service from main Australian ports to Rabaul, Lae and Madang DIRECT, then Hong Kong, Okinawa, Japan by "Woosung," "Wenchow" and "Wanliu."
- Passages available on all sailings except "Wenchow," "Wanliu" and "Woosung."

PAPUA and NEW GUINEA: Steamships Trading Co. Ltd., Port Moresby, Samarai, Lae, Madang, Rabaul.

WEWAK: Burns Philp (New Guinea) Ltd.

KAVIENG: New Guinea Co. Ltd.

NEW CALEDONIA: Etablissements Bal-lande, Rue de L'Alma, Boite Postale 18, Noumea.

B.S.I.P.: British Solomons Trading Co. Ltd., Honiara.

NEW HEBRIDES: Les Comptoirs Francais des Nouvelles-Hebrides, Vila and Santo.

FIJI: Morris Hedstrom Ltd., Suva, Lautoka, etc.

WESTERN SAMOA: Morris Hedstrom Ltd., Apia.

TONGA: Morris Hedstrom Ltd., Nukualofa and Vava'u.

TAHITI: Etablissements Donald, Papeete.

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, Kobe and Nagoya.

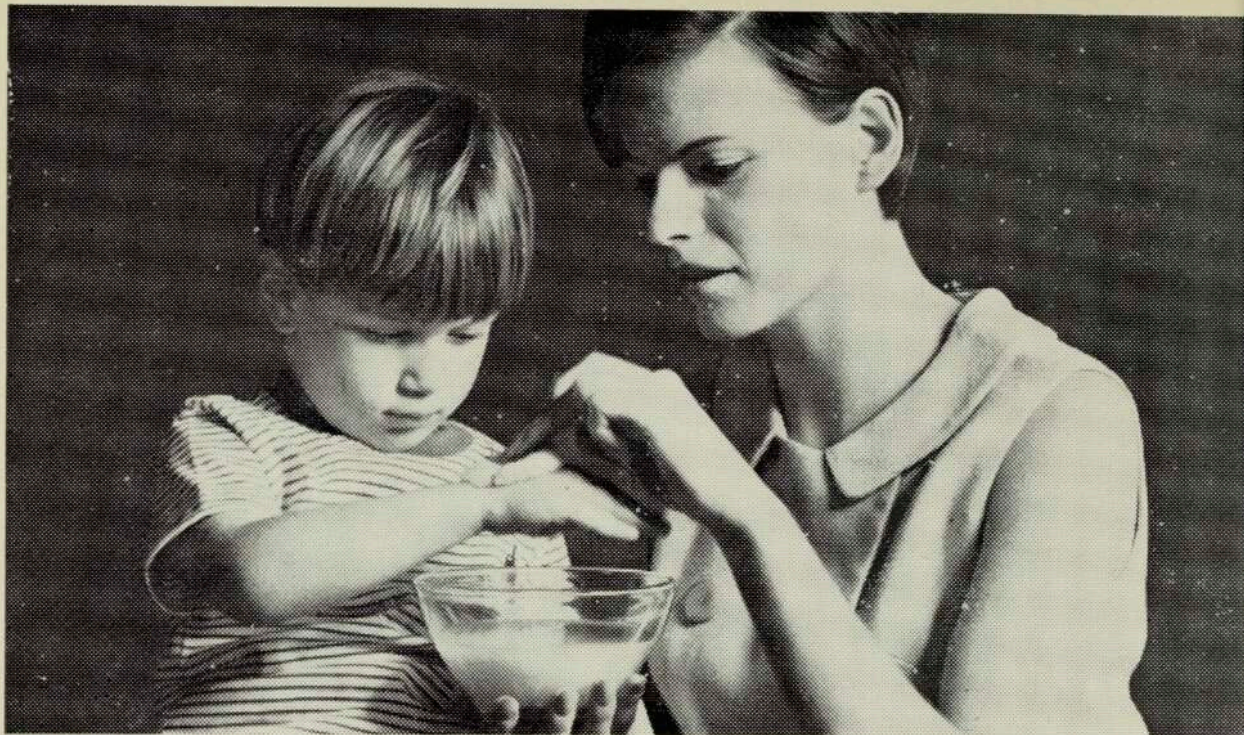
EASTERN MANAGERS: Butterfield & Swire, 9 Connaught Rd., Central, Hong Kong.

General Agents in Australia

SWIRE & YUILL PTY. LTD.,

8 Spring Street, Sydney. 27-4701.

5B2



When first-aid is needed — so is **DETTOL**

When your child gets a cut or scratch you need something that is more effective than a household disinfectant.

You need Dettol.

Dettol guards against the risk of septic infection, penetrates to kill germs and so promote healing. Dettol does not pain or stain — yet is so effective and gentle.

No wonder Dettol is the antiseptic trusted by doctors and nurses and recommended in more than 450 medical text books and papers.

For Trade Enquiries:
Reckitt & Colman Pty. Limited, Wharf Road,
West Ryde, N.S.W. Australia
Cables: Reckitts Sydney



Dettol, the most recommended antiseptic is available in cream as well as liquid form. A RECKITT & COLMAN PRODUCT

HP697A

Wunderlich is doing wonderful things with **ALUMINIUM WINDOWS**



Rooms have a better view!



Double Hung, Picture, Louvre,



Horizontal, Sliding Picture



... all self-mating!

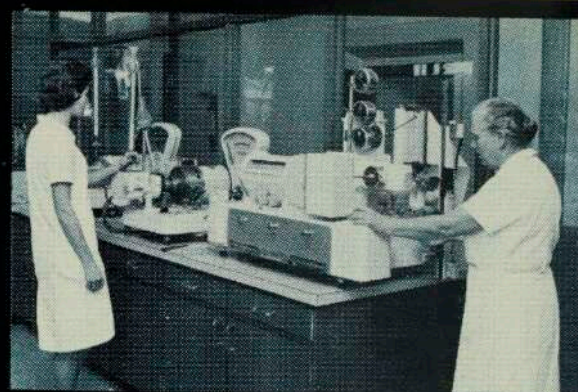
Wunderlich has introduced the widest standard size range ever, to meet all wanted requirements in Aluminium Windows. These windows are now self-mating—are easier to erect—are rattle free—weatherproof—and never need painting!

These are just some of the wonderful things Wunderlich is doing with Aluminium Windows.

Re-building or re-modelling? Then write for free colourful literature—it could be that Wunderlich Windows will do wonderful things for you!

Wunderlich LTD

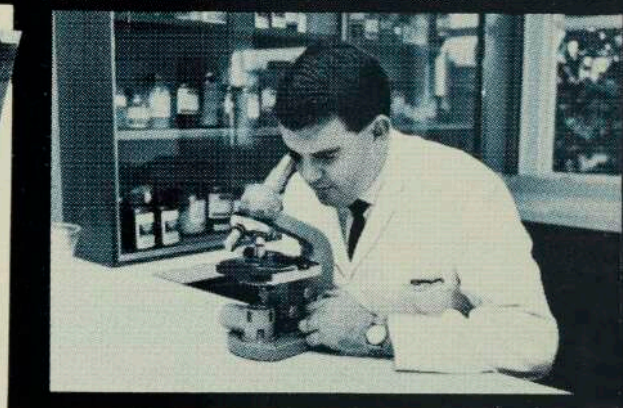
Head Office: 393 Cleveland Street, Redfern, Sydney, N.S.W., Australia. Phone 69-0366.



Flour that's

**MILLED
FRESH**

when called for by
your shipping agent.



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

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

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

Bakers Flour
Sharps
Meals
Cake Flour
Biscuit Flour
Sponge Flour



SUPERB

MUNGO SCOTT PTY. LTD.

Summer Hill, NS.W., Australia

Cable & Telegraphic SUPERB Sydney

RBA9.

When France's control of Wallis Group brought dynastic troubles

By H. E. L. Priday

In 1840, a few years before Rear-Admiral Dupetit-Thouars arrived in Tahiti to arrest British Consul Pritchard and "destroy the last semblance of Tahitian independence", the French Marist missionaries established themselves in Wallis and Futuna, which rapidly became the most priest-ridden isles in the Pacific.

A WRITER in *Stewart's Handbook of the Pacific Islands* (1922 edition), remarked that the native could not do more than was absolutely necessary for his own wants and to pay the calls made on him by the church, adding: "The whole island is under the sway of Roman Catholicism, and the priests indirectly rule in all matters. The French Resident, although the representative of the ruling power, has no police or any other force to maintain order, and all wrong-doing is judged by a council of chiefs who mete out punishment in the form of fines or labour for a given period, except criminal cases, which are held over until the arrival of a French gunboat which transports the parties concerned to New Caledonia, there to undergo trial".

Troublesome Islanders

In the last century the islanders often proved troublesome. HMS *Awam*, when she called at Noumea in 1862, had just exacted payment of 10 tons of coconut oil from Wallis, valued at £600, this being a fine that HMS *Elk* had inflicted on the Wallisians for having plundered a shipwrecked vessel and maltreated the crew. They found that Queen Lavalua had only a few fingers left, for she followed the Tongan custom of cutting off a joint for every near relative who died, as a mark of affection.

Wallis had become a sort of cultural province of Tonga in the fifteenth century, after being conquered by a fleet of Tongan war canoes. Futuna, a hundred miles away, whose fortifications were on higher ground, resisted the invader and so retained a more primitive type of Western Polynesian culture.

Hugh Hastings Romilly visited Wallis in 1880, to arrest an interpreter charged with murder, and

found the islanders "a curious people, but, unfortunately for them, completely under the control of the missionaries".

This did not prevent the young British official from enjoying himself. He found the old Queen Amelia Lavalua great fun and got along famously with her.

Writing to his mother, he said: "I sometimes take the banjo down to the palace, and when I begin to play she tumbles about like a big india-rubber ball, while the maids-of-honour do likewise. There are some priests on the island, who try to instil the principles of religion into the natives: these priests I shock most horribly."

"They say I am a heretic and a devil, and I came in a devil ship, and they forbid the natives to hold any intercourse with me. But I have only to take the banjo into the house and the whole town assembles at once."

REPRIEVE FOR THE CAGOU?

The fate of New Caledonia's national bird, the strange, flightless Cagou with its distinctive bark, is sealed, according to the Noumea paper *Journal Calédonien*.

The paper says the Cagou is disappearing at the rate of 20 per year and in 15 years it will be extinct.

The paper blames destruction of the Cagou on domestic dogs which have gone wild and have taken to the bush. The Cagou's only defence is its speed.

PIM's Noumea correspondent, Fred Dunn, says plans for establishment of a small zoo in Noumea may result in the Cagou being reprieved. (See PIM, Apr. 1966, p. 87).



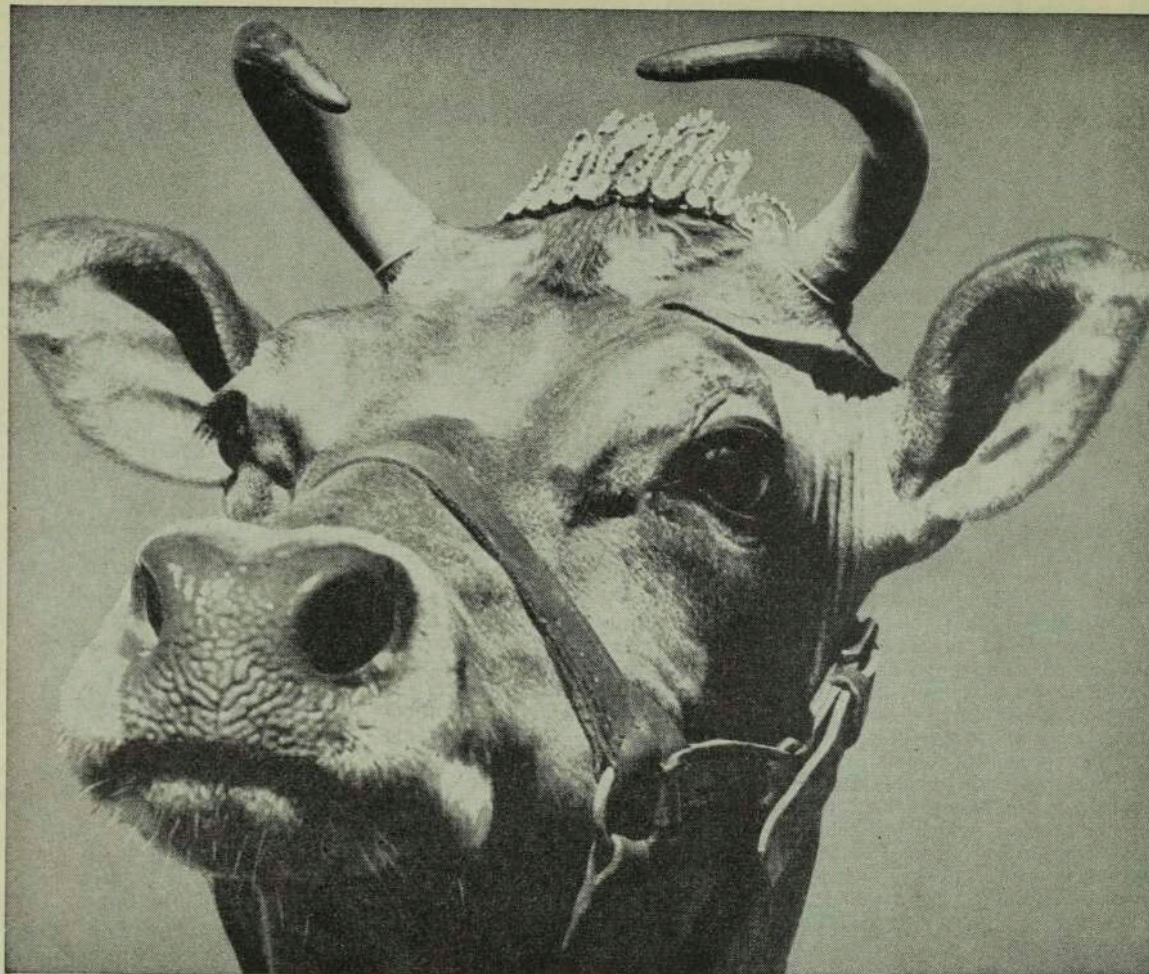
H. H. Romilly, who enjoyed himself among the "curious" Wallis islanders.

"They have got a big house here in which all the women sleep. Last night, after shutting-up time, I crawled off with the banjo, climbed on to the roof, and dropped into the middle of them. I sat there playing half the night, while the ladies performed a frantic hula-hula, or dance."

"The priest turned up quite frantic in the middle of it, almost foaming at the mouth. I put a bland smile on my face, and said, 'Amusez-vous, monsieur, ici point d'etiquette'. This morning, I believe, there is a council of war going on as to what they will do."

Romilly added that at the time the chief musical instrument was a human shin-bone and a kerosene tin. Six years later the French, in the interest of culture, presented Queen Amelia with a harmonium. (In Tahiti about the same time they gave Queen Pomare a barrel-organ).

Trouble-maker on two widely separated occasions was the American trader-blackbird Proctor, who after losing a leg in the Civil War had acquired some property in the Fijis. PIM has already related how, armed with a letter from the Archbishop of New Orleans, he set up trading posts at Wallis and Futuna, and how his arrogance led to Monsignor



In Australia – dairy cows are treated like beauty queens –

that is why Australian Butter and Cheese are famous for goodness, energy and flavour

Selective breeding and scientific feeding of Australia's dairy herds, plus the golden sunshine and rich pastures of an ideal dairying climate make the big difference in the flavour and food value of Australian dairy foods. Australian Butter and Cheese are processed by modern, hygienic equipment and strict controls ensure perfect quality.

Australian BUTTER is full of energy, flavour and vitamin A goodness. It is a health food that only Nature can provide. Australian CHEESE is a concentrated food—full of protein, rich in calcium. It is available in many types, to suit every taste. For energy, goodness and flavour, buy Australian Butter and Cheese.

Trade enquiries to:
Australian Dairy Produce Board,
406 Lonsdale Street, Melbourne,
Victoria, Australia.



They waded through blood to throne

(Continued from p. 93)

ataillon and his congregation seizing s cork leg and holding him communicado until the French eam sloop *Veri* came to take him way. The Marists asserted that he d wanted to make himself king of e group.

But details have not been published of how, years later, after he d made himself widely unpopular th the French in the New Hebrides, octor turned up on Futuna to set a dynastic disturbance.

One day the French transport orff returned to Noumea from that e with a native named Stephano oufou, who had been exiled by e French Resident as a danger to blic security. He was held by the ew Caledonian Governor on the e of Pines, at the request, it was ed, of the two native kings of tina.

Pretender to throne

The story is that Proctor and his erman backers in Samoa wanted win the Futuna copra trade by dermining French and Catholic inence. Proctor set up Laoufou, a ember of one of the royal families, pretender to the throne, and oufou did, in fact, attract to his use a large party of disgruntled anders who were already agin the vernment.

The coup misfired, the Laoufou rty was overcome, and once again e disgruntled American left for a al period of trouble-shooting in e New Hebrides, before eventually oving to Australia.

It was with Queen Amelia, the happy daughter of old kind Lavelua Wallis, that the French in 1886 ned a new treaty. The Governor rived from Noumea on the *Dives* declare a protectorate over the oup, France's reply to British, erman and American activities in e South Pacific.

King-makers busy

Dynastic argument followed Queen elia Lavelua's death in 1895. llowers of one Isaac, or Aisaaka velua, who regarded himself as her vful successor, staged a revolt and rched on the French residency.

Isaac had a genuine claim, his andfather having ruled Wallis for ne years, following the assassinaon of several of his brothers—the niliar story of wading through ood to a throne.

But the French Resident, Mr. de Keroman, was too clever for the revoltees. Taking his stand on what he termed democratic principles, he tried to persuade Isaac that he must not take over the kingship by force, but wait for election by a Council of Ministers.

While he was parleying with Isaac this council, which was under the thumb of the priests, chose as the Queen's successor her own brother Vito. To celebrate this choice, the Marists staged a solemn Te Deum, and finally Isaac gave up his claim to the kingdom.

But king-makers were still busy on Wallis after Proctor quit the scene. Vito was not a great success and Aisaaka succeeded him, but he died in 1906. His cousin Sosefo Yantamakia, a man of about 50, then wore the crown as Sosefo Lavelua.

During a rebellion in 1910 many of his subjects, armed with guns and spears, surrounded his palace and fired several ill-directed shots, but the king was protected by his women-folk and was not hit.

The French Resident sent for a

warship to restore order, and as the *Kersaint* happened to be in Noumea, the Governor sent off her commander with instructions to act firmly. But even before the warship arrived, the populace had deposed Sosefo and nominated his successor. It was with this successor, King Sevelona, that the French three years later arranged for out-and-out annexation.

There were more disturbances on Wallis two years after annexation. The people attacked their new king, overturned his carriage, and left him for dead on a bush track. But he slowly returned to consciousness and crawled back home. The Resident had talks with the missionaries and other whites, after which a serious attempt was made to take away from the natives all firearms and even their native weapons. A huge pile was in fact collected, but a few weeks later the islanders were found to have fabricated for themselves a whole new armory.

There was then a new affray in which three Chinese barely escaped with their lives, and white store-keepers were menaced. One of these, named Glenn, who managed the English store—much of the local trade passed through Fiji—complained to the New Caledonian Governor, alleging that the natives had created the trouble to make the



WORLD'S SMALLEST PLANTATION

At Sohano, Bougainville, they will tell you that the smallest copra plantation in the world is off the tip of Sohano, in Buka Passage. It grows one palm. Here it is, with the tip of Sohano on the right and the Bougainville mainland across Buka Passage on the left. According to the story, there was a pretty good party going on at a plantation on the mainland many years ago, and towards the end of the festivities one of the guests—a government man—decided it was time for him to start his own plantation and get where the money was. He took a sprouting nut, swam the passage to the islet, planted the nut, and returned to the mainland the way he had come, to the cheers of his friends. That's the story, anyhow. Certainly the lone palm seen today is proof of something!—SI.

Your house could be a shining example for years and years —despite mould, tropical sun and rain.

For how many years?

We don't know. A lot depends on how carefully you follow the instructions; what your outside walls are made of, which direction they face.

What we do know is that when we tested "Hi-Gloss" in the tropics, five years of boiling tropical sun, high humidity and tropical down-pours failed to hurt it very much.

We also know, that in temperate zones, "Hi-Gloss" users have been known to get six, seven years between repaints.

On the other hand, we've heard of users in the tropics who had to repaint a "Hi-Gloss" job after about four years.

But you can take our word on one thing—"Hi-Gloss" will outlast any other full gloss exterior enamel, anywhere under the sun. That, with "Hi-Gloss" you'll need to paint (and pay) less often.



BMA.4368.HG

'Threats Of Eternal Punishment'

rice of copra more favourable to them.

Glenn said that there was growing dislike of the whites and that he had offered a crack on the head.

It is worthy of note that at the time Monseigneur Blanc, Vicar-apostolic of Oceania, opposed straight-out annexation, fearing it might mean more power to the Resident of the French Republic, Mr. Victor Brochard. However, the change in the status of the group was to make little real difference to missionary domination.

All the same, Monseigneur Blanc's hesitation is understandable. In *Paris Annales Coloniales* in 1913 published an article by a "Rights of Man" Deputy named Maurice Viollette which claimed that French Oceania had been turned into a unique seminary, and that one would have to go back to the Middle Ages to find anything comparable with the methods of control that obtained here.

He listed "threats of eternal punishment, continual attacks on individual liberty, a succession of work corvees for the natives, and incessant demands for money, and on occasion revolts staged with the issue of rifles and cartridges" as some of the means employed by the French missionaries.

The result, he said, was the complete "abrutissement" of the population, by the Society of Mary, whose commercial transactions, he added, continued to prosper while the natives lost their "joie de vivre".

Recent history

During World War II the American army which had a weather station on Wallis, brought some 200 Wallisians to Noumea. They employed them mostly in timber milling at the Baie des Pirogues in the south, where they worked, I was informed, to the full satisfaction of their employers.

Since the war hundreds more Wallisians have followed to find work or undergo military training in New Caledonia. Many worked on building the Yate dam. A few score did some brilliant sword and other Polynesian dances at the New Caledonian centenary celebrations in 1953, though on that occasion the one or two women dancers present were, much to the chagrin of the crowd, prevented by an over-zealous gendarme from doing a Tahitian-type belly dance.

Pastor Jacob Aroi: Grand Old Man of Nauru

From a Nauru Correspondent

Here is a gentleman of Nauru whose life spans the entire period of the island's modern history. Aroi was born in October, 1888, soon after the Germans had taken possession of Nauru, and he has experienced every event that has been worth chronicling since then.

FROM the Christianising of its people, through changes of masters in two world wars, 50 years in education, to the contemplation of prosperity and opportunity as it exists for his people today, Aroi embodies Nauru's progress.

Meet him pottering sedately along on his NSU and you are not immediately aware he is nearly 78 years. But hear his precise recollection of things that happened at the beginning of the century, and before long you feel perplexed, that the past is here in the present.

Rides Motor Cycle

Pastor Jacob Aroi takes care of himself these days. He occasionally suffers attacks of filaria, which he contracted during World War II, so he tries to keep out of the wet, and away from the mosquitoes. Hence he has bought a little motor car recently (but still rides his NSU if the sky is clear), and always wears long sleeves and trousers.

Under the broad-brimmed hat is a deep-lined brown face that crinkles easily into a smile, but also has a frown that younger generations respect.

Aroi recalls the arrival of Delaporte, the first European missionary, in 1899. He was a German-speaking citizen of the USA.

Aroi attended the mission school when it started in April, 1901, and before the year was out, he was assigned responsibility in the Sunday School at Nibok, his home district.

In 1902 he pledged himself to the new (Christian) way. School was held every day in those days, with Bible stories, singing, arithmetic, history and geography, all in the vernacular.

The young Aroi turned the handle of the Nauru Mission Press when it produced the New Testament in Nauruan in 1906. It had to be sent to Hawaii, the mission's headquarters, to be bound.

When Delaporte went on furlough



Pastor Jacob Aroi

for the whole of 1907 he asked the manager of the Pacific Phosphate Company to give this youth a job.

"He didn't want me to get into mischief," says Aroi. So he was in the office when the first phosphate was shipped, in the Norwegian ship *Fido*.

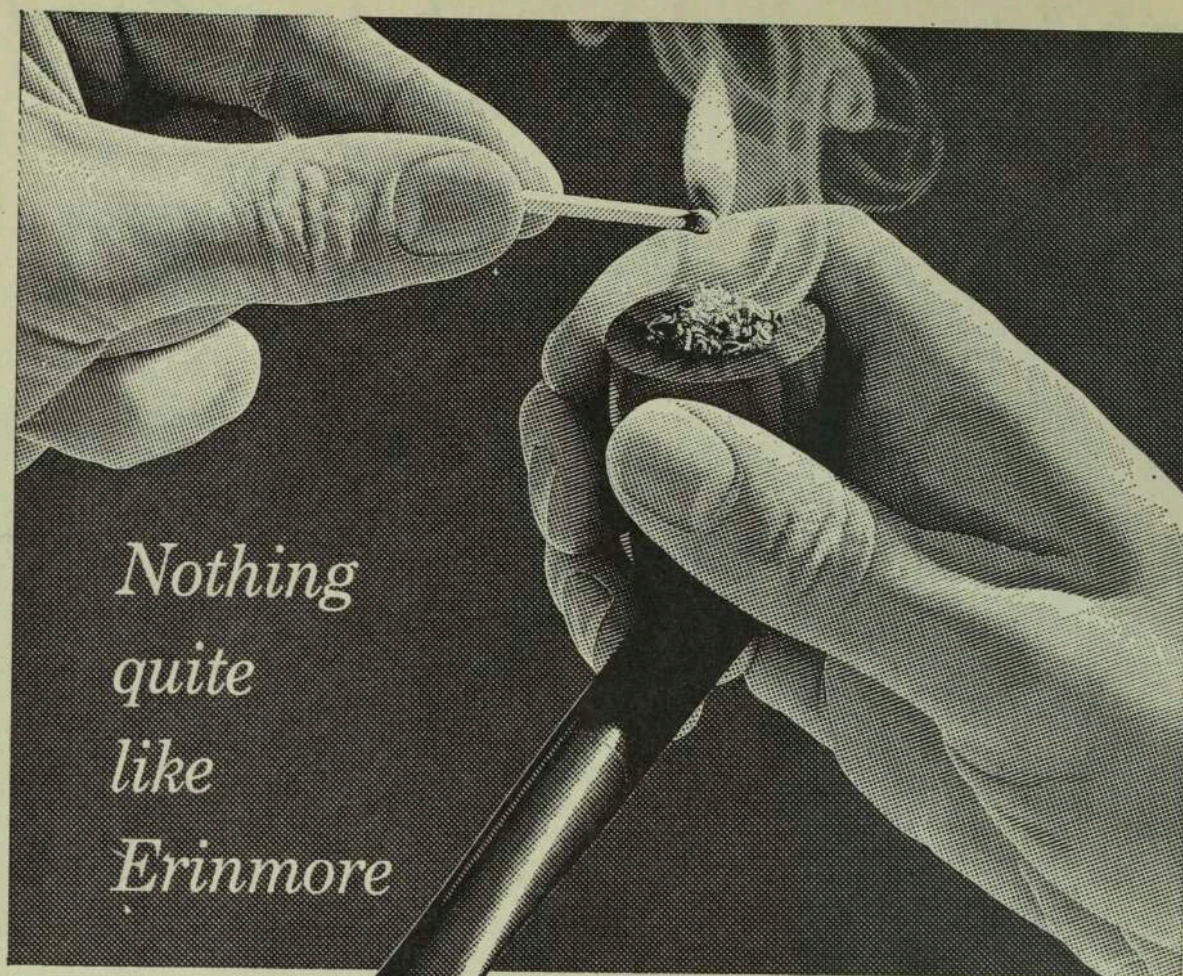
This shipment never reached its destination; the *Fido* went down off the Queensland coast.

As office boy Aroi went on the first recruit voyage of SS *Promise* to Ponape, Truk, Mokil and Pingelap in the Carolines.

In 1910, the year of Aroi's marriage, he was given a trip to Australia aboard the *Inveran*, after the captain had given a personal undertaking to the German Administrator that Aroi would be returned. Aroi visited South Australia and Sydney.

In 1911 he became a teacher in the American mission school. And when Delaporte left in 1915 Aroi was in charge of both the pastoral and educational work at the mission.

The London Missionary Society



*Nothing
quite
like
Erinmore*



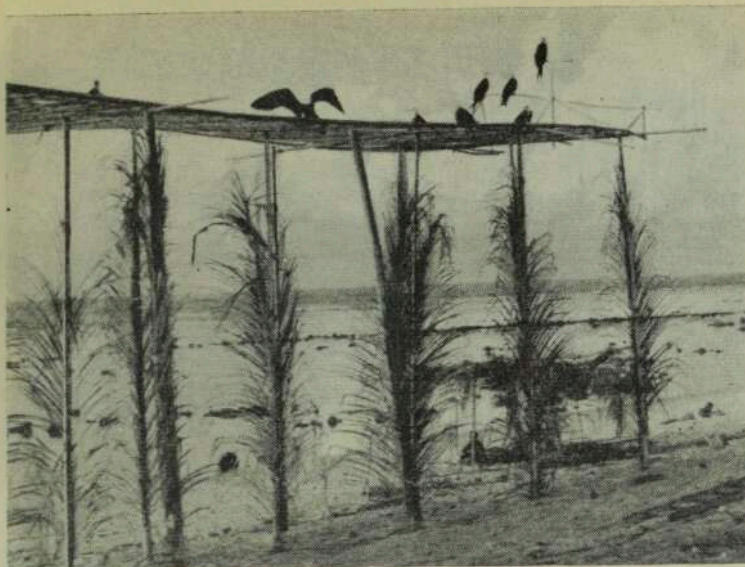
There really is nothing quite like
Erinmore's rich, satisfying flavour.

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



UNUSUAL NAURUAN HOBBY: The keeping of tame frigate birds is a hobby on Nauru. They are tethered on these frames, with the tethered birds acting as decoys for others. The Nauruans catch the wild birds by throwing a weighted card—they can throw it up to 50-75 feet.

assumed responsibility for Protestant missionary work in 1917, but it was not until 1927 that a resident missionary was appointed, and in the meantime Jacob Aroi was leader of the Protestant community on Nauru. He became an Administration teacher when the Administration took over the schools in 1923 and was appointed Senior Teacher in 1928. "Children were helpful and obedient then," he recalls, "and smoking was an adult vice." Circumstances have made the job harder today.

Recalls his German

He recalls a good deal of the German in which he was once fluent, and also some of the early English phrases he taught when the Australians took over in World War I. World War II brought its difficulties. The school day started early, finishing at 10 a.m., "in time for the bombing", as Aroi puts it. Aroi went with the major contingent of Nauruans whom the Japanese moved to Truk. School was started there, the children walking three miles to it, but it was abandoned after Allied bombing. At the end of 1943 the Japanese told Aroi that there were to be no more gatherings of any kind and that even prayer was forbidden. "They were very fearful and superstitious and afraid we would pray for their defeat," Aroi says. Aroi was repatriated to Nauru in 1946 and became superintendent of

Nauruan Education—the position he held until his retirement in 1963. In that year he was awarded the MBE for his services to the people of Nauru.

The former mission boy, and pioneer of so many innovations, rejoices in the development of Nauru, but is saddened by some of the by-products of rapid social change.

One of these, the decline of family life, Aroi attributes to a generation meagrely provided with grand-parents. So many of an older group died during the war, and so many large families since have led to a shortage of the older folk who taught the mores to the young, and usually controlled them.

He is sorry to see the Nauruan language neglected.

"It is the only surviving part of our native culture, but soon it will be so corrupted as to be unrecognisable," he says.

Pastor Aroi served on the Administrator's Nauruan Language Committee before the war, and this committee set out standard spellings and pronunciations. A great deal of work had been done on a dictionary, which was unfortunately lost during the Japanese occupation. Aroi would like to see this work continued.

"Some people say Nauruan should gradually be forgotten, but I think we should take a pride in it, and use it correctly."

Here speaks the man with a warm and quiet pride in Nauru, and a love for its people.

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.



Remploy is known the world over for quality products



Satchels and Brief Cases. Hardwearing inexpensive leathers for millions of people the world over.



Luxurious Divan Sets and Spring Interior Mattresses. Deep, durable comfort.



The spacious Gladstone Bag. One of many fine Remploy Travel Bags.

Remploy also make a wide range of Industrial Protective clothing, and such commercial and household products as Tubular Furniture and Ironing Tables.

They are represented in the South Pacific by:-

DEMKA PTY. LTD.

SHELL HOUSE · 2-12 CARRINGTON ST · SYDNEY · NEW SOUTH WALES · AUSTRALIA

Most of the items in *PIM* of 20 years ago were concerned with picking up the pieces following the war, and were still looking backwards. But one forward-looking report told how representatives of five metropolitan Pacific powers were to meet in Canberra later in the month to discuss establishment of a "regional advisory commission" for the non-self-governing territories. Thus was heralded the birth of the South Pacific Commission.

COMMENTING editorially, *PIM* said there was no indication of where the headquarters of the new body was to be, although there was indication that it could be kept in Canberra. This would be "a grave error". The obvious site was Suva.

Here are other items from that issue of January, 1947.

THERE was the first detailed account of the sinking off the south coast of Papua in 1942 of the M.V. *Mamutu* and the machine-gunning of the survivors by a Japanese submarine.

The tragedy cost the lives of all but one of the *Mamutu's* 81 passengers and crew—most of them mixed race residents of Port Moresby, who were being evacuated to Daru for the duration of the war. Among the dead was well-known Port Moresby clergyman, the Rev. H. Matthews.

FORMER ANGAU chief Major-General B. M. Morris severely criticised the Australian Government policy in New Guinea. He cited the rebuilding of Hanuabada village, Port Moresby, at a cost of £118,000 as "windowdressing" for tourists and an example of the worst aspects of Government policy.

He said that although the Hanuabadans had lost their villages during the war they were evacuated, fed, and received free medical treatment for 3½ years. Many natives were far worse off but received nothing.

He wanted also a P-NG member of Parliament in Canberra with the same powers as the Northern Territory member.

IN Tonga, all but a few of the 1,200 residents of Niuafo'ou were evacuated by the *Matua* following an eruption in September 1946.

Once known as the "garden of Tonga", the island had become less fertile and productive over the years as successive eruptions

Yesterday

covered arable land with lava and ash.

After the last eruption the Tongan Government decided the island was unsafe and to move the people to another island in the group.

IN contrast to its present financial problems, Western Samoa was enjoying unprecedented prosperity.

First grade cocoa beans had risen to a record of between £170 and £180 f.o.b., Apia, and were expected to go even higher.

European plantation owners, many of whom were debt-free for the first time, complained Samoans owning their own plantations would not work for them and the wages of Chinese plantation labourers had quadrupled.

IN the BSIP places names were causing comment, as they are today. A *PIM* reader in the West Indies wrote that Guadalcanal should be spelled Guadalcanar and Kolombangara spelled Kulambangra. "I suppose the Yanks spoiled it," he said.

THE Tongan Government decided to take over the feeding and nursing of patients in the Nukualofa Hospital. Until then patients had arrived at the hospital with their friends and relatives, who fed and nursed them while camping in the hospital grounds.

As patients arrived with up to a dozen attendants, the hospital sometimes had a colony of hundreds of people in its grounds, which rapidly became littered with empty tins and banana leaves.

MR. H. E. MAUDE took over as Resident Commissioner of the Gilbert and Ellice Islands



Three days after the US landing on Tarawa in 1943, Mr. V. Fox-Strangways, the British Resident Commissioner, ran up the British flag. This photograph showing him pointing to the foxhole where he spent the first night is from *PIM's* issue of 20 years ago.

from Mr. V. Fox-Strangways, who was going to Palestine.

CVIL aviation in the Pacific was given further impetus with the handing over of Nadi airfield, Fiji, to the New Zealand Government.

Built by Americans during the war, Nadi had been one of the largest air bases in the Pacific.

THE entry of Pan American Airways into the trans-Pacific service was expected at the end of January together with the granting of passenger rights into the USA to British Commonwealth Pacific Airlines.

Qantas extended its Sydney-New Guinea service from Lae to Rabaul with DC3 aircraft and it was reported that Guinea Airways would not resume its business in Papua-New Guinea.

NOUMEA interests had been given permission to erect a casino there and there was speculation that Noumea would become the Monte Carlo of the South Seas.



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

THE MONTH'S NEW READING



Many problems of New Guinea's boundaries

The days are past when the boundaries of Papua-New Guinea can be considered merely marks on a map. The growing awareness of New Guineans will ensure that the boundaries receive increased attention; and there are, in fact, seeds of disension in some of the boundaries.

PAPUA-NEW GUINEA has four international borders, the most newsworthy in recent times being the one with Indonesian West New Guinea or Irian. But there is a boundary with Queensland in the north, with the British Solomon Islands Protectorate in the south-east and an internal boundary between the Australian territory of Papua and the trust territory of New Guinea.

In *Search for New Guinea's Boundaries*, Dr. Paul W. van de Veur, of the Australian National University, whose research work on the territory's boundaries with Indonesia and Queensland is already well known, examines all the boundaries, details their history and points out possible trouble spots for the future.

Companion volume

Published as a companion volume and compiled by the author, is *Documents and Correspondence on New Guinea's Boundaries*. Although the main work can easily be followed without the need for the companion volume, those people interested in acquiring the valuable information to be found in *Search for New Guinea's Boundaries* will want to have both books, despite the fairly high total price. These books are landmarks of New Guineana, and no pun intended.

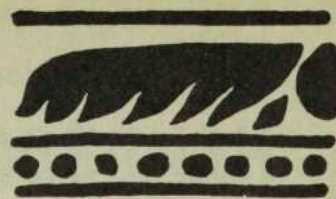
Dr. van de Veur points out that Australia has avoided boundary trouble in the past because of the accidents of history, which have put both difficulties of terrain and good friends astride them. They are thus more apparent than real.

The border between Papua and New Guinea has been a cultural barrier, which might last the distance of Australian stewardship in Papua-New Guinea, but which could cause trouble should New Guinea become

self-governing. The author is particularly concerned at the fact that two electorates for the P-NG House of Assembly straddle the P-NG border; electors on the Papuan side being British subjects, and the others being Australian Protected Persons.

This particular situation will be resolved by 1968, because since work on the book was completed Australia has agreed to P-NG House of Assembly proposals that electorates not cross district boundaries.

Dr. van de Veur sees some unsatisfactory features, too, with the division between Papua-New Guinea and the British Solomon Islands Protectorate, south of Bougainville, which is the result of a deal between Britain and Germany last century. He warns that the future State of P-NG should be aware of the possible attraction that a self-governing Solomons could exercise on populous Bougainville. In the distant past there were suggestions that Bougainville and Buka be merged with the British Solomons. The author cannot find any published material of recent date



about such a merger, but no doubt there is material in British Government files; for some British officials in recent years have been searching for a solution to the Solomons political problem, hoping it might still be found through some arrangement with Bougainville, and perhaps even more populous New Britain. Their approach has been no more than exploratory.

Dr. van de Veur spends the greatest portion of his book in examining the borders of the territory as they touch West New Guinea and Queensland, and it is from these two areas that he undoubtedly expects difficulties to arise.

Queensland border

Papua's boundary with Queensland dates from last century, when the Australian colony feared German interest in New Guinea and roped in as much territory as it could, short of claiming Papua, which Britain would not allow it to do. Queensland thus took in all the offshore islands of Cape York, and all the Torres Strait islands to "within a bow shot of Papua". Thus it became almost impossible to sail from Daru, in Western Papua, to Papua's western border with the Dutch without passing through Queensland borders. These Queensland waters also took in Papuan fishing grounds.

The precautions were misplaced, for Britain eventually took over Papua. Although Papua's first admini-

Peter McIntyre's Pacific

Well-known New Zealand artist Peter McIntyre has come to light with "*Peter McIntyre's Pacific*", an awesome collection of paintings, drawings and commentary produced as a result of a 50,000 mile tour of the Pacific, ranging from Tahiti to Antarctica and Japan to New Guinea.

The proportions of the book match the scope of the tour. Standing nearly 14 in. high, the huge and handsomely produced volume contains 56 full colour reproductions of the artist's paintings and 70 of his black and white sketches—many of them delightful studies of Islands peoples in their more relaxed moments.

The whole is woven together with the artist's pleasant, flowing, commentary and although locals may sometimes find his choice of colour unexpected, the result is a book that should have place of honour in many Islands homes.—RobW.

(PETER MCINTYRE'S PACIFIC. A. H. and A. W. Reed, Sydney, \$A17).

Fifth Edition
HANDBOOK
of
PAPUA
and
NEW GUINEA

is completely revised and enlarged.



It is a reference book for businessmen, travellers, schools, universities and libraries, Government departments, tourists and territory residents. The latest edition contains full details of the structure of the administration including the names of officials, and, of special importance, a summary of the major political developments in the territory.

Each district of Papua and New Guinea is treated separately and in detail, showing main centres, industries, roads, commercial houses, etc. There are clear maps of each district. Other sections deal thoroughly with the history, geography and people of the territory; commerce, trade and banking; law and justice; finance and taxation; primary and secondary industries; communications and transport; land and land policy.

15,000 names

A valuable section of the "Handbook of Papua and New Guinea" is the names, addresses and occupations of more than 15,000 non-native residents of the territory.

Tourist Section

The tourist guide, in line with the territory's fast tourist development, has been revised and enlarged. There is a full range of maps and an attractive full colour cover.

THE HANDBOOK OF PAPUA-NEW GUINEA

Sells for \$A2.00, plus postage, 20c British Commonwealth, 35c elsewhere, \$US2.75 posted.

Order from the publishers, or direct from Islands or Australian booksellers.

Pacific Publications Pty. Ltd.

Technipress House, 29 Alberta Street, Sydney (G.P.O. Box 3408).



strator, Sir William MacGregor, so realised there were seeds of trouble in this border arrangement, and many new proposals for revising the boundary to give a fair share to Papua, these, although approved, were never made legal because the federation of the Australian states intervened. The odd arrangement remains today.

Dr. van de Veur takes a gloomy view of Australia's chances of averting trouble along the border with Indonesia. He gives the history of border incidents, in both Dutch and Indonesian times, and feels actual demarcation is still a long way off.

He points out that when the Indonesians took over in West New Guinea they did not disagree with the border delineation between Holland and Australia—they merely suggested the need for a new survey. The approach immediately relegated the scrap heap all the work already done on the border, and put the Indonesians in the position of being able to query the border's position at any time in the future.

Fly River bulge

The author's special cause for concern is with the southern half of the border, at the Fly River bulge. He discusses the significance of Article V of the convention between Britain and the Netherlands signed at the Hague in 1895, which simply, "Navigation on the Fly River is free for the subjects of both contracting powers excepting regards the carriage of warlike stores and no duty shall be posted on goods conveyed by that river".

What does Article V mean? Does it still apply?

Although questions have been asked both in the P-NG House of Assembly and Federal Parliament in recent years (the position was posed in *PIM* as early as June, 1960) no Australian official source has clarified Article V.

For Dr. van de Veur the meaning of the clause is not open to doubt. Free navigation, he says, was a fairly common clause in international agreements at that time, and Article V was designed to give free navigation on the Fly River at any point, and might even be argued that it could apply to the Fly's affluents, branches and outlets.

One presumes it does not apply to Indonesia, because Article XXV of the Netherlands-Indonesian agreement of 1962 says that all previous agreements may be terminated or adjusted. But who knows for sure?

All-in-all, the facts presented by Dr. van de Veur support the author's

attention that any government which engages in any further dilly-dallying over the West New Guinea border would "be foolhardy indeed". He adds:

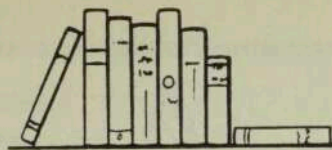
"Rumours always move about in New Guinea. They are now rife in the border zone, and are not being countered by the [Australian] Administration, which has retained an astonishing reluctance to publish the facts."

"In some instances this reticence has been due to its own lack of information, but some is due to an ingrained bureaucratic fear of divulging information, and a paternalistic interpretation of the incapacity of the 'natives' to understand."

"The time has come, however, to approach the various problems associated with the Irian boundary in clear and open fashion, involving as much as possible in the discussions and decisions those people who in the not too distant future will be the inheritors of Australia's accomplishments—and failures."

Good advice, and overdue.—SI.

SEARCH FOR NEW GUINEA'S BOUNDARIES. \$6.30. DOCUMENTS AND CORRESPONDENCE ON NEW GUINEA'S BOUNDARIES. \$3.90. Both published by the Australian National University, Canberra. Distributed by Jacaranda Press Australia, and Thomas C. Lothian in N.Z.



Pacific atlas

Although it has been designed for schools in the Islands, *A Descriptive Atlas of the Pacific Islands*, recently published in New Zealand by A. H. & A. W. Reed, will probably have a larger audience than that. It is the first time that anything of this sort has been attempted.

It covers the main groups of the Pacific as well as Australia and New Zealand, giving a short descriptive account of each group, with relevant statistics.

The atlas was compiled by T. F. Kennedy, who is Inspector of Island Schools in the NZ Education Dept. The 25 pages of black and white maps were drawn by Julius Petro and Lionel Fordyke and cover not only land masses but rainfall and distribution of population, etc. 64 pages; \$2.50.

The long, long trail to Pitcairn with Frank Clune

I have never been quite sure who it is who reads the never-ending stream of books by Australia's genial and indefatigable author Frank Clune.

BUT whoever it is, they apparently think more of them than the book reviewers generally do, and they must buy more of them than any book reviewer could ever believe possible, otherwise Frank would not now have produced his 59th book, which is entitled *Journey to Pitcairn*.

As far as I can make out, the *raison d'être* of Frank's latest book is a journey he made to Pitcairn a couple of years ago.

This apparently inspired him to read up everything he could about the Pitcairners' antecedents, and, as always happens with him, his passion for knowledge led him into all sorts of strange byways, which had only the remotest connection with the subject at hand.

This wouldn't matter, of course, if Frank—generous soul that he is—didn't insist on sharing his irrelevant knowledge with his readers. But he does.

Journey to Pitcairn begins promisingly and sensibly enough with the departure of the *Bounty* from Spithead in 1787 to collect breadfruit for the West Indies.

Digressions

But Frank has only progressed two paragraphs on this tack before he is back in the year 1688 when "William Dampier, the celebrated buccaneer... returned to England full of enthusiasm for the breadfruit".

From there, he jumps forward again to 1769, when Cook visited Tahiti; then there are two more paragraphs about the *Bounty* before Frank again digresses to give a thumbnail sketch of the career of her commander, William Bligh.

So Frank bumbles on like a Monday-night stew—with the voyage of the *Bounty*, the subsequent mutiny and the settlement on Pitcairn providing the main ingredients of his book, and stray facts about all manner of other things being thrown in to add to the flavour.

Chapter II, for example, is all

REPRINT OF EARLY AUSTRALIAN CLASSIC

A NOTABLE aspect of Australian publishing over the last four or five years has been the large number of attractive reprints of long out-of-print books relating to Australia's early history.

Among the latest to appear is Peter Cunningham's "Two Years in New South Wales", which is generally considered to be easily the best account of life and manners in Australia in the 1820's. The volume has been republished by the Royal Australian Historical Society in association with Angus and Robertson.

Cunningham, a Scottish surgeon, first saw Australia in December, 1819, when he arrived in Sydney as surgeon-superintendent of the convict transport "Recovery". He made four other voyages to New South Wales in the same capacity during the next nine years.

Not one of the 600 convicts he superintended on his five voyages died—a notable achievement for his day. The secret of his success was such diversions as dancing, singing, reading and learning to write.

Cunningham travelled widely in New South Wales in the periods between his voyages, and in January, 1825, he took up a land grant at Dalswinton on the Hunter River. He spent most of that year establishing a farm at Dalswinton, and a good deal of the years 1828-30.

Cunningham's book is written in the form of 34 letters, and is believed to have been based either on letters that no longer exist, or on a journal or diary.

If you are a Sydneysider or New South Welshman, you can open it almost anywhere and find some vivid and often amusing comment on the life of 140 years ago that makes an interesting comparison with the life in the same areas today.

(TWO YEARS IN NEW SOUTH WALES. Angus and Robertson. \$7.50.)

**top of
the tree**

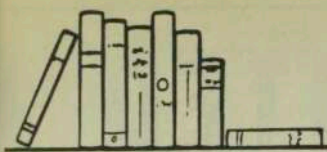
... that's ICI Sporting Ammunition.
Tops for accuracy — tops for reliability —
tops for hard hitting power and
all round peak performance.
There's an ICI cartridge for every shooter,
whether it be ICI shotgun cartridges for
dense, even patterns and economy,
ICI rimfires for hard hitting accuracy and
reliability, ICI centrefire for heavier game,
or ICI slugs and pellets for lots of fun
at low cost.
Get with the top shooters — load up
with the top ammo

**SPORTING
AMMUNITION**

106

JANUARY, 1967 — PACIFIC ISLANDS MONTHLY

AM 578



ay facts—mainly about the history of Tahiti from 1606 (when Quiros, according to Frank, discovered that and) to the *Lady Penrhyn's* visit in 1788. But there is also a paragraph or two about Frank's pilgrimage to Cook's death-place in Hawaii in 1950.

Chapter XI describes Bligh's voyage on the *Providence*, the wreck of the *Atilda* on Mururoa in 1792, and Frank's own voyage to Tahiti in 1856—a subject which leads him to pass in a few choice morsels about his favourite Grimshaw, Bully Hayes, Paul Gauguin, Rupert Brooke, the first LMS missionaries and Robert Louis Stevenson.

After flitting, bobbing and meandering through 194 pages of this sort of thing, you finally find Frank disembarking in Sydney for Auckland on Qantas on the first leg of his journey to Pitcairn. The plane, Frank says, is powered by "four mighty Allison turbo-prop engines, which cruise at four hundred miles an hour".

At last, you think, everything will be plain sailing at a fast clip from now on!

Finally, he makes it

But Frank is not even strapped down in his seat belt before he is giving us a 38-line history of Qantas for those not in the know".

Having got that off his chest, his "ever-broadening girth" does get apped down, a barley sugar is popped into his mouth, and his plane streaks across the Tasman in one literary paragraph.

From NZ he is off to Pitcairn in the Shaw Savill liner. This voyage, apart from conjuring up brief histories of Shaw Savill and the island of Rapa, plus dissertations on the International Date Line, and the discovery of the Bass Isles, is as straightforward as can be.

Frank finally gets ashore at Pitcairn on page 205, and from then until he leaves again on page 239, manages to stick to the subject of Pitcairn Island almost without variation—and to be quite interesting about it, despite some occasionally banal prose.—RL.

JOURNEY TO PITCAIRN. Angus and Robertson. \$4.75.

Those writing (and reading) New Zealanders

As a by-product of the New Zealand educational system there has never been a dearth in that country of people who "wanted to write". And there, as in Australia, in the last 10 years there has been a boom in publication of their work. New Zealanders are published by New Zealand publishers and by others, but perhaps the most amazing thing of all is the numbers in which some of the books are published—and bought.

THE whole of New Zealand has roughly the same population of Sydney. But a NZ book that appeals to Kiwis can sell 50,000—a fact sufficient to turn authors on the other side of the Tasman to nail-biting and green-eyed envy.

The books that do best are seemingly those of simple country life and two published recently are cases in point. One is *Fiordland Muster*, by Rupert Sharpe; and the other, *Over the River*, by Mona Anderson.

Fiordland Muster, in its way, is a small gem, something of an instant-classic I should think. Its author died shortly after the manuscript was complete but he had been a countryman all his life although known to thousands of New Zealanders from his articles in the *Weekly News*. These were compounded of experience, wisdom, caustic wit and sometimes of opinionated stubbornness.

This book, the last of his writing, covered a time when he went mustering in the far south-west of NZ, a region now called Fiordland, a jumble of broken mountains, treacherous rivers, rain, cold and thick bush. It is as remote, untouched and difficult to live with as anything in the primitive Southern Highlands of New Guinea.

Sharpe was with a character named David Gunn who ran a herd of Hereford cattle in this wilderness.

Sharpe's descriptions of the country, the job, the Gunn way of life—all told with dead-pan humour—are delightful. Illustrated: \$2.80.

Mona Anderson's *Over the River*, although it also describes life on a station in the NZ high country, is scarcely a female edition of Rupert Sharpe. Basically it is the story, chatty in style, of how she came to

Background to disease

Richard Fiennes is a veteran of 20 years scientific service in Africa but what he has to say in "Man, Nature and Disease" could equally well apply to many parts of the tropical Pacific. Malaria still claims more lives annually than any other disease and despite modern drugs is still an ever-present possibility in the SW Pacific. Filariasis, likewise, is endemic in Polynesia and other parts of the Pacific. These and parasitic diseases and such great scourges as leprosy and typhus, he discusses at length, shows how they originate in nature and how they are transmitted to animal and human life. Signet Science Library; 85 cents.

write two other books about life at Mt. Algidus, across the Wilberforce River. The books were *A River Rules* and *The Good Logs of Algidus*—the first of which has sold 50,000 copies and the second 20,000. Probably nothing else need be said about Mona Anderson's writing. \$3.75.

Several other recent NZ books are: *New Zealand Gemstones*, by Lyn and Ray Cooper. This is not only a guide for gem and rock hunters in the Dominion but describes how to use them in costume jewellery and other decorative work and as such will be of interest to collectors in other countries as well. With four colour plates. \$3.75.

New Zealand's South Island in Colour and *New Zealand's North Island in Colour* are, as the titles indicate glossy coffee-table books of NZ beauty spots. Photography in both cases is by Kenneth and Jean Bigwood; text for South Island is by Jim Henderson and for North Island by L. J. Wild. Both were printed in Japan and sell at \$4 each.

The Year of the Hornbill, by Hugh Wilson. The author was a NZ University graduate who, in 1963, went to Sarawak for a year under the British Volunteer Service Overseas scheme. His reactions to what he saw were pretty predictable—white men guzzling in clubs, missionaries still with a Victorian outlook—but he had the NZ young man's urge to climb mountains and he and some of his pupils from the Tanjong Lohang Secondary School finally conquered Mt. Kinabalu, 13,455 ft. \$3.75.—JT.

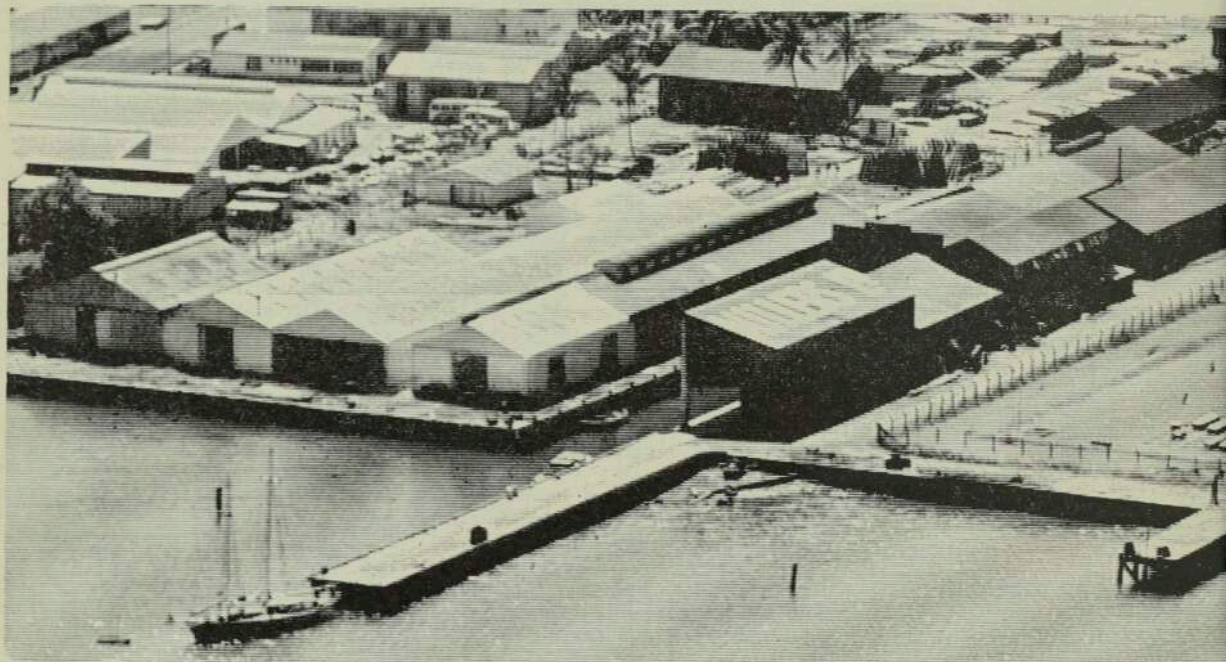
(FIORDLAND MUSTER, published by Hodder & Stoughton; the others by A. H. & A. W. Reed).

MILLERS LIMITED

MARINE & GENERAL ENGINEERS

BOILERMAKERS
BOAT-BUILDERS

FOUNDRYMEN
SHIP-REPAIRERS



VESSELS UP TO 500 TONS GROSS CAN BE FITTED OUT AND OVERHAULED AT OUR **WHARF** AND OUR **SHIPWAY** CAPABLE OF ACCOMMODATING VESSELS UP TO 100 FT. IN LENGTH AND 70 TONS DEADWEIGHT.

**Modern Machinery — Largest Work Shops in Colony
Providing Efficient Service**

MILLERS LIMITED

P.O. BOX 296, SUVA, FIJI

Pacific Shipping And Cruising Yachts

Sixty-five-year-old English yachtsman, Francis Chichester, in December sailed into Sydney Harbour in his 53 ft yacht, *Gipsy Moth IV*, to complete a lone voyage of 13,750 miles from Plymouth, England.

THE veteran yachtsman and pioneer aviator took 107 days to complete the trip—the first half of a 30-day circumnavigation along the routes of the old clipper ships. (*PIM*, Sept., 1966, p. 111).

He had hoped to finish the first leg to Sydney in 100 days but adverse winds and heavy seas in the Bass Strait and unfavourable north-east breezes south of Sydney added seven days to the trip.

The slight, suntanned adventurer left Plymouth on August 27. He reached the Canary Islands off west Africa on September 17, his 65th birthday. Chichester sailed south through the Doldrums and turned east into the "roaring forties" off South Africa on October 20.

During the lengthy dash to Australia his self-steering gear was wrecked on November 15. On December 2 he was sighted in Bass Strait, above Tasmania.

Tough in Bass Strait

Chichester encountered his toughest conditions in the Bass Strait and in his battle up the NSW coast. The north-east breeze freshened to more than 15 knots, a three knot current hit him and his yacht glanced the side of a chartered trawler nearakes Entrance, Victoria.

The Australian Press wrote up his day-by-day experiences and hired helicopters, small planes and trawlers to intercept him before he reached Sydney—a day late for elaborate Sunday celebrations. Hundreds of small boats and yachts had lined Sydney harbour all day. They waited in vain—he and the *Gipsy Moth* slid through the Sydney Heads at 4.45 p.m. the next day.

Nevertheless, he was greeted by dozens of small craft which escorted him up the harbour to an organised news conference at the Royal Sydney Yacht Club.

Standing on land for the first time in three and a half months he said: "My legs are rather wonky. I feel drunken and sore. I feel wizened and dry."

Chichester takes out the lone yachtsman record

A burly policeman helped him up the club's wharf to its billiard-room where he gave a 45-minute report of his trip to a bank of television cameras, microphones and dozens of reporters.

He had sailed non-stop longer and further than any lone yachtsman had ever done before. He failed to reach Sydney on his 100-day target but his feat was amazing. Chichester was to rest in Sydney for about a month. His yacht was to be repaired, its steering gear fixed and fresh supplies bought. (Only a small amount of marine growth was found).

Then he will be off again—14,000 miles homeward bound to Plymouth via Cape Horn and up the eastern coast of South America. It could be a more exhausting ordeal than the one he has just completed.

Mrs. Chichester and his son, Giles, had arrived in Sydney several weeks before him to await his arrival.

Chichester is well-known to *PIM*

In The News This Month

Altair	Loch Lein
Ariadne	Main Sun II
Astrocyte	Mangana
Awahnee	Nankin
Batuna	Nellore
Bodmer	Polyanna
Break-of-Day	Privateer
California	Queen Fredricka
Cape Providence	Rehu Moana
Chusan	Rongomau
Corrigan	Safari Too
Dove	Seeteufel
Eros	Tamure
Frank Rei	The Dove
Gipsy Moth IV	Thumberlina
Himalaya	Tivitivi
Hokusei Maru	Tuaikaepau
Independencia	Ululakeba
Kismet	Vuniwai-ni-Toba
Koyo Maru	Wan Chang
Lahara	Wanderlure II

readers. In 1931 he was the first man to land a plane at Norfolk Island and Lord Howe Island. He flew the second plane solo from England to Australia—in a *Gipsy I Moth*. In 1960 and 1962 he made solo Atlantic crossings in his yacht *Gipsy Moth III*.

On his arrival in Sydney the Lord Howe Island Promotion Committee sent him the following telegram:

"All your plane-repairing friends from your historic 1931 flight send congratulations on your latest record voyage and hope you will revisit the island whilst in Sydney.—Residents of Lord Howe Island."

Gipsy Moth IV was specially designed for his circumnavigation endeavour. The watertight bulkhead is nine feet aft of the stemhead to increase the chances of surviving a collision with an iceberg.

Nevertheless, Chichester told the Press the yacht was the wrong design for the job. He didn't elaborate, despite questioning. His story is "tied up" by London newspaper interests.

STILL TALKING ABOUT ORO BAY WHARF

Members of New Guinea's Northern District Advisory Council are plumping for an early start on a 200-ft long wharf at Oro Bay.

The council chairman, Mr. W. J. Johnston, said the water depth at the berth would be deep enough to allow the "occasional overseas vessel" to come alongside. The council will ask the Assistant Administrator for data about the wharf with a view to it being included in the 1966-67 designs list.

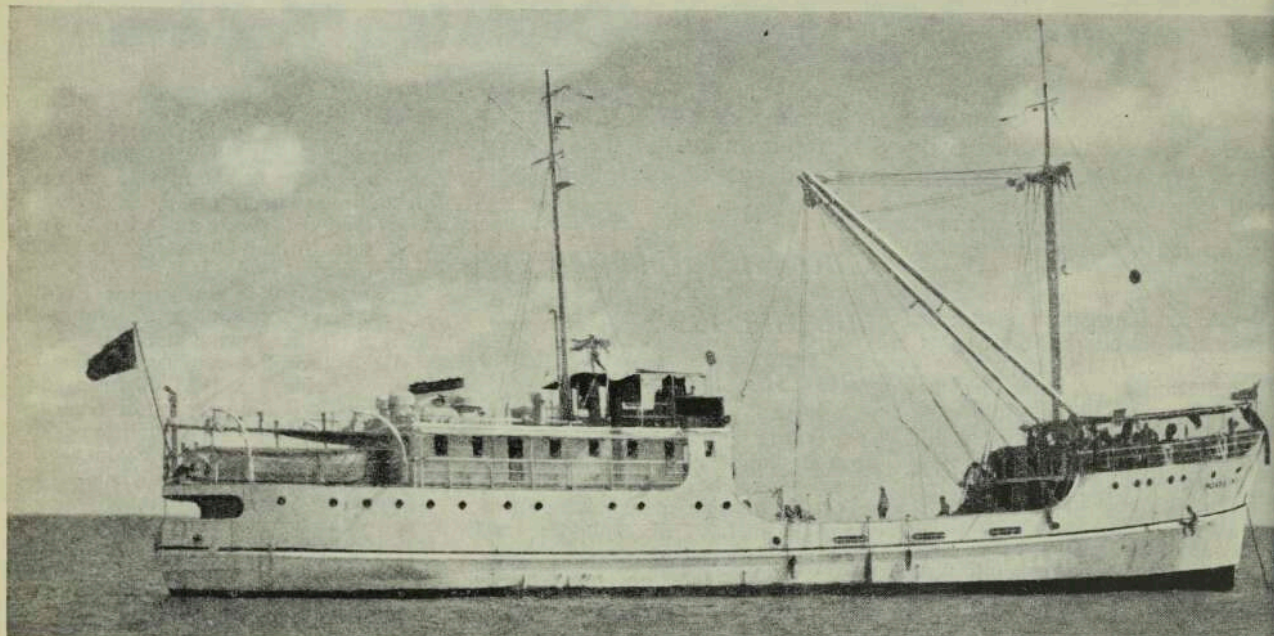
"FLOATING HORSE TROUGH" FOR NEW HEBRIDES

The first concrete-hulled vessel to go into service in the New Hebrides was sailed up from Auckland in November.

The vessel is the 30-ft motor yacht *Break-of-Day*, which was built specially for the Presbyterian mission, and will be based at Lamenu, Epi. She is the third vessel of that name to serve the mission. The first broke up in a hurricane in 1951, and the second was pensioned off recently because of old age.

The new *Break-of-Day* has a

FOR SALE: M.V. "MOANA RAOI"



TWIN SCREW SINGLE DECK STEEL CARGO SHIP WITH RAISED FORECASTLE, CRUISER STERN AND MACHINERY AFT.

Built Cheoy Lee Shipyard, Kowloon, 1957-58 under supervision of surveyors in accordance with the rules and regulations to Lloyd's Register of Shipping. Commissioned Hong Kong, July 10, 1958.

Length OA, 152 ft; BP, 140 ft; M.B., 26 ft; M.D., 14 ft 6 in.
Gross Tonnage, 503.94; Net Tonnage, 232.61.

Light draft, 7 ft 4 in.; displacement, 419.33 tons; loaded (summer), 13 ft 9 in.; displacement, 980 tons; deadweight, 560 tons.

Bale capacity, 19,638 cu. feet; copra stowage: hold, 200 tons; deck, 20; total: 220.

Fresh water capacity, 41 tons; ballast capacity, 100 tons; fuel capacity, 50 tons (light diesel).

Derricks: 1 x 3 ton S.W.L.; 1 x 8 ton S.W.L.

MACHINERY

Main Engines: 2 x 204 Crossley E.R.L.6 2-stroke; Auxiliary: 2 x 15 kw D.C. Crossley 4-stroke, 1 x 22 kw D.C. Deutz 4-stroke air-cooled; pumps: 1 x 50 T.P.H. G.S. Hamworthy, 1 x 10 T.P.H. Drysdale electric, 1 Fresh water service pump; bilge pumps: 3—2 Main Engines, 1 G.S.; filter: 1 Sharples.

Consumption of diesel fuel covering all services and auxiliaries is rated at 1.8 tons per 24 hours loaded ship and approximately 1.5 tons light ship.

Lubricating oil consumption is 12 gallons per 24 hours.

Vessel will be offered for sale immediately after second special annual survey in Suva at about the middle of February, 1967, and can be inspected, by arrangement at Suva, Fiji. However, offers considered prior to survey.

Details believed to be correct but NOT guaranteed.

ACCOMMODATION

Master, 10 Officers/Engineers/Cadets (2 x 1; 4 x 2 cabins); 41 Petty Officers; 6 1st Class Passengers (3 x 2 cabins); 8 2nd Class Passengers (2 x 4 cabins); 22 Crew.

All midship accommodation forced draft punkah-louvre.

Vessel also licensed in G. & E.I.C. to carry 46 deck passengers. 2 x 16 pers. lifeboats (1 motor); 5 x 10 pers. inflatable life rafts; 104 life jackets.

All necessary cutlery, drapery, linen, furnishings, etc.

OTHER DETAILS

80 watt Marconi R/T, W/T all wave; Decca 212 radar; Chernikeeff submerged log; vessel classed +100 A1 by Lloyds. All scantlings and equipment in excess of Lloyds' requirements.

Ship exceptionally well equipped with all spares in addition to Lloyds' long voyage spares.

The hull cathodically protected.

Loaded Service Speed 9 knots.

All enquiries can be made directly to the vendors.

The Manager, THE WHOLESALE SOCIETY, TARAWA, GILBERT & ELLICE ISLANDS COLONY.

Cable Address: "TRADE", Tarawa.

er three-cylinder engine which
s her a maximum speed of six
ts. A Vila wit has nicknamed
ship the "Floating Horse
ugh".

ter skipper is the Rev. Graham
well, who has been in the New
rides for 20 years. He has a
y of two New Hebrideans.

he ship will visit mission stations,
as far north as Santo and as far
h as Tanna.

tr. Howell believes concrete
s may be the answer to the dif-
ficulties of maintenance on the New
rides.

No need to worry about such
gs as teredo worms," he says,
hough you must still use anti-
ging paint."

CONCRETE CRUISER FOR LAE

arry Schollum, of Lae, is build-
a 21-ft cabin cruiser with a
rete hull which, he claims, will
stronger than anything made of
d.

he cruiser will weigh no more
an ordinary boat of similar size,
it won't be very expensive. In
Harry says it will probably
him only about \$100 to build.

e will probably operate the
er with a 40-hp outboard motor.

DING VESSEL DAMAGED AT TANNA

he trading vessel *Corrigan*, be-
ing to Mr. Bob Paul, of Lenakel,
na, was badly damaged recently
n she was swept on to rocks by
ng winds while loading copra on
Kwamera coast, South Tanna.

he managed to return to Lenakel
re she was beached for repairs.

SIDISED NZ-NG SHIPPING VICE TO BE REQUESTED

he New Zealand Trade Com-
ioner in Sydney, Mr. W. F.
n, will ask the New Zealand
ernment to subsidise a regular
ping service to Papua-New
ea to offset his country's fall-
exports and rising imports with
territory.

tr. Quinn paid a ten-day visit
he territory in early November
said exports had fallen from
28,000 in 1962-63, to \$A326,000
1956-66. Imports from 1961-62
risen from \$A47,000 to
25,000 in 1965-66.

ew Zealand's exports to the terri-
are foodstuffs and newsprint
the main import is coffee.

FOR SALE

41 FT. CHARTER FISHING BOAT

Powered by 5 cylinder Gardiner diesel fitted with new Capitol gear box.

Two-way radio, Simrad echo-sounder, toilet, 4 berths and all amenities and safety equipment.

Licensed to carry 20 persons for party fishing.

Craft in excellent condition and will pass any survey.

PRICE: £A8,500

For full details contact: Mr. Gary Wheatley, Mick Simmons Marine,
443 Concord Road, Rhodes, Sydney, Australia.

From Ocean Liner to Outrigger Canoe:

Through Our World Contacts We Can Arrange the Sale or Purchase
of Most Types of Vessels.

- SALVAGE CONTRACTORS
- SHIP AND CARGO SURVEYORS
- NAUTICAL ADVISORS, COMPASS ADJUSTERS
- ADMIRALTY CHART AGENTS
- SHIP, LAUNCH AND YACHT BROKERS
- NAVIGATION TUITION!

We Arrange Delivery of Vessels and Sell NAUTICAL BOOKS,
SEXTANTS, COMPASSES, and LIFESAVING EQUIPMENT.

"Anything to do with Ships and Shipping"

NAVIGATION FOR YACHTSMEN



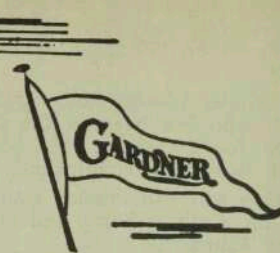
This correspondence course by Captain
G. W. Dunsford, M.I.N. (Master Mariner
—Square Rigged) has been completely
revised. It teaches Ocean and Coastal
navigation. Quick, accurate and simple
methods, an interesting course beauti-
fully bound and complete with chart
instruments, etc. Special Australian
Supplement on local coastal navigation.



TRANS PACIFIC MARINE LTD.

P.O. Box 3269, Auckland, C.1. N.Z.

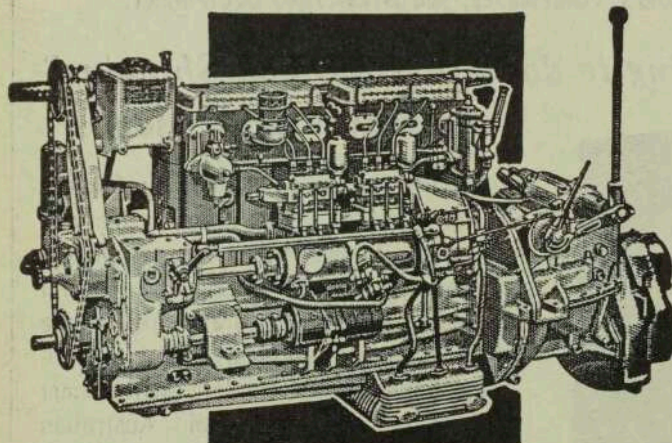
Cables: "PACMARINE" Auckland.



**Seen
at every
port . .**

GARDNER

Economy, reliability and exclusive power-to-weight, power-to-space design of Gardner Marine Diesel Engines puts them in the forefront in ports throughout the world. Below, another Marine Diesel Engine from the Gardner Range.



The Gardner 6LX Marine Propulsion Diesel Engine. 110 B.H.P. at 1,300 R.P.M., 485 lb/ft. torque at 1,100 R.P.M. Fuel consumption .324 pints per B.H.P./HR.

MARINE PROPULSION & MARINE AUXILIARY DIESEL ENGINES

For Immediate Delivery.

A wide range of engines for marine applications. Ratings from 28 to 230 B.H.P.

Choose from:
FIVE LW SERIES Engines
TWO L3B Series Engines
The 6LX Series Engine

Gardner Marine Diesel Engines never grow old—latest designs and operating features can be incorporated in existing engines. Up-dates your old engine to modern design for only a fraction the cost of a new engine. Complete replacement parts always available.

Gardner offers a range of engines virtually custom built for every type of craft—new or old. Full specifications are available from:

Sole Agents for N.S.W., Papua, New Guinea and South West Pacific Islands

**FERRIER & DICKINSON
PTY. LTD.**

Telegrams: "FERREOUS", Sydney
SALES SERVICE SPARE PARTS:
Herbert Street, ARTARMON,
N.S.W., Australia
Telephone: 43-1215

POSTAL ADDRESS:
P.O. Box 21, Artarmon, N.S.W., Australia

AGREEMENT SYSTEM FROM LONDON

Bethell, Gwyn and Co., Ltd., London shipping brokers, will operate the Fiji district service from London under an Agreement system from January 1. From that date shippers in London will ship on net terms, and the 10 per cent. rebate problem will not arise.

EASING OF CONGESTION SIGHT FOR LAE

Shipping interests and Lae businessmen may have to put up with congestion in the sheds for many months to come.

According to the Administration's works manager, Mr. E. Flower, no money has yet been allocated for additional storage space. No definite plans or specifications had been drawn up.

The chairman of the Harbours Board, Captain G. A. Hawley, said money could not become available for the work till the board became autonomous this year.

NOTED P-NG SEAMAN REMEMBERED

Steamships Trading Co. Ltd. has named a new coaster, *Frank Rei*, after an old and respected P-NG seaman, who spent 30 years at sea, working his way up till he became captain of his own ship.

Frank Rei in his day spent much of his time sailing ships in waters completely uncharted.

He retired a few years ago from the service of Steamships, and settled with his family at Elevala.

He went back to the wharf recently to inspect the *Frank Rei*, and try his hand at the wheel.

The *Frank Rei* is a 58 ft steel ship, which can carry 35 tons of cargo at a speed of nine knots. It has special ventilating arrangements in the hold to enable it to carry benzine and aviation fuel below hatches.

Captain Dogoda Hekoi, one of the first graduates from the Nautical Training School, will become permanent master of the *Frank Rei*.

PERUVIANS FOR SOUTH PACIFIC

Independencia, the Peruvian Navy's training ship, sails from Callao on January 2 for a 55-day training cruise of the South Pacific.

The ship will carry 103 naval cadets to commemorate the fourth centenary of Mendana's voyage to the Pacific from Callao.

The *Independencia* hopes to call at Tahiti, January 16; Samoa,

January 23; New Caledonia, February 1; Sydney, January 8; Melbourne, February 15 and Wellington, February 24.

ADMINISTRATION PILE-UP

Four Administration ships involved in a crash in New Guinea's Rabaul Harbour—the *Eros*, the *Mangana*, the *Lahara* and the *Batuna*—caused about \$3,000 damage, an Administration official said in early December. He denied current reports that the damage had been about \$10,000. A full report has gone to Port Moresby but it is unknown whether an inquiry will be held.

BP'S ACQUIRE OLD SUVA FIRM

Burns Philp (SS) Co. Ltd. has acquired a controlling interest in Bish Ltd., ship repairer, which is based close to the slipway in Suva.

Bish Ltd., an old-established firm, was sold by the Bish family some years ago to Mr. Sethi Narain, of the Narain Construction Co. and Narayan Furniture Co. Mr. Narain has had close financial links with Burns Philp for several years.

BARGES AGROUND

A tug towing four steel barges went aground in late November on the New Caledonian barrier reef about two miles from the Amedee lighthouse, which marks the entrance into Noumea.

The tug and barges were coming from Australia for delivery to a New Caledonian mining concern.

"NANKIN" LEAVES THE WESTERN PACIFIC

The cargo liner, *Nankin*, sailed on her last voyage for the Eastern and Australian Steamship Company on November 29 when she left Sydney for her new owners in Hong Kong.

The *Nankin* had served the E. and A. line since 1947 and over the last 20 years was a familiar sight in many Far Eastern ports, in the Western Pacific, and the Tasman. She carried some pretty unusual loads, including RAAF aircraft from Japan to Australia and, in December, 1948, Wirth's Circus from Melbourne to Wellington.

Nankin, together with another E. & A. cargo liner, *Nellore*, are to be replaced in the company's Far East trade by two cargo ships acquired from the P & OSN Co.

BUILD YOUR OWN BOAT

from a J. H. YOUNG Easily Built BOAT PLAN
Craft of all types and sizes. 2/- 12 page
catalogue from:

J. H. YOUNG BOATS LTD.,
P.O. Box 8, Birkenhead, N.Z.

"PIVER"

(the only truly ocean tested
and proved)

TRIMARAN — YACHTS

SAFE — COMFORTABLE — FAST —
UNsinkable

Write for valuable free book on
sailing, handling, amateur building,
loading, rigging, 100 illustrations,
etc., and brochure on designs and
price lists.

(Encl. 75c mailing expenses.)
\$1.50 Airmail.

INTERNATIONAL TRIMARAN INDUSTRIES (AUSTRALASIA)

"Rysdyk House", Pacific Highway,
Gosford, N.S.W.

Sole Builders for S.E. Asia—
Pacific—Australasia

(Covered by International Copyrights
and Patents)

GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

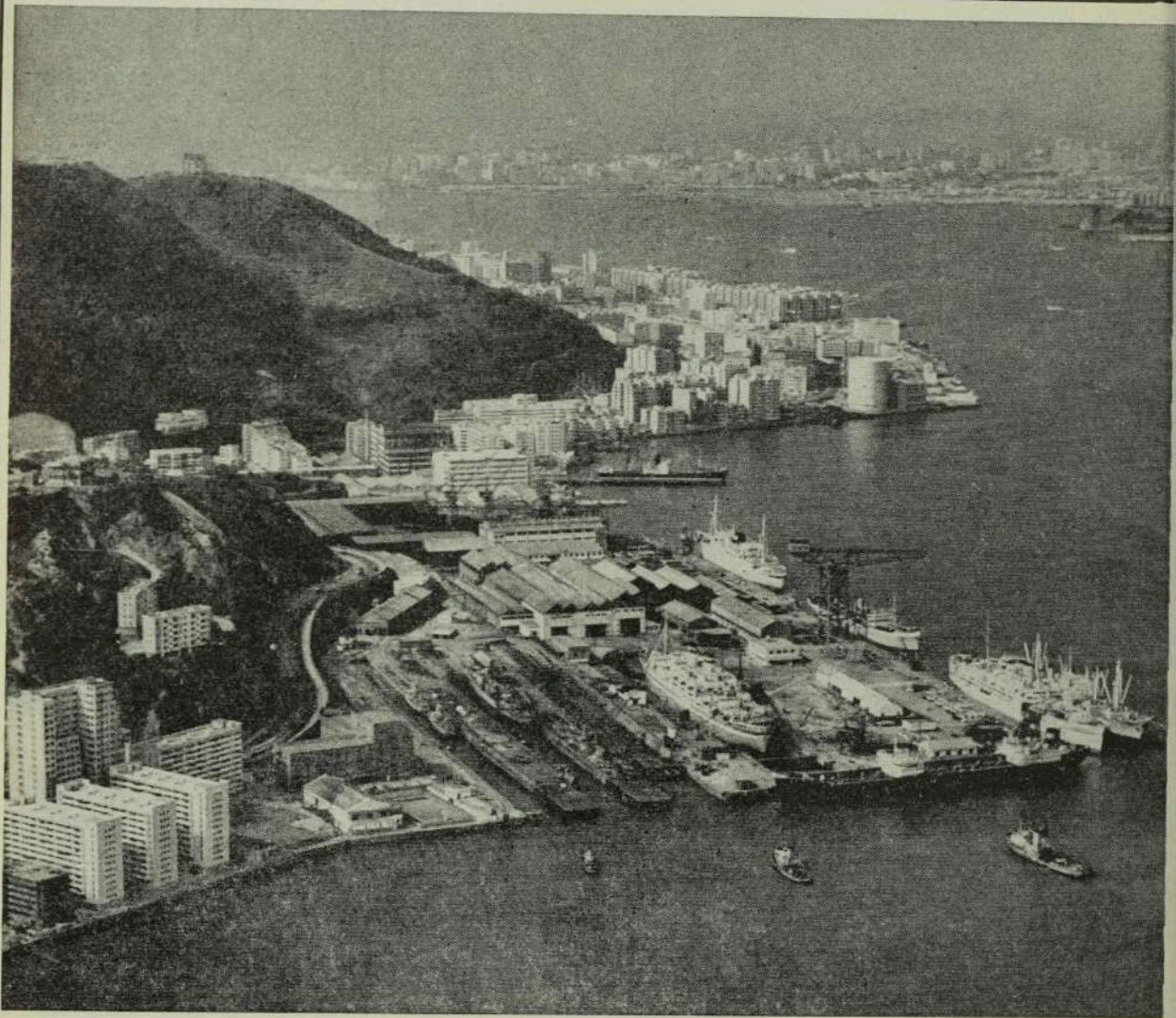
If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical discovery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doctor. 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

TAIKOO DOCKYARD HONG KONG

SHIP AND ENGINE BUILDERS AND REPAIRERS



AUSTRALIA:
SWIRE & YUILL PTY. LTD.
"Swire House", 8 Spring St.,
SYDNEY

Representatives:
NEW GUINEA
BURNS PHILP (NEW
GUINEA) LTD.
PORT MORESBY

NEW ZEALAND:
C. W. F. HAMILTON & CO. LTD.
Lunns Road, Middleton,
CHRISTCHURCH

Enquiries welcome—either direct or through our representatives.

JAPAN'S "FLOATING FISHING UNIVERSITY"

Japan's "floating fishing university," the *Hokusei Maru*, spent a days in Suva in November, on second call there in two years.

The ship, carrying a professor and students from the fishing faculty Hokkaido University, was near the of a 10,000 miles voyage.

The students had finished a four-year oceanographic survey course were rounding off their training a practical instruction.

The *Hokusei Maru* was expected to arrive in Japan about the end of December.

FISHERMEN HAVE NEW LEADER

A new 220-ton cargo ship, the *Uluilakeba*, was launched in Japan in October and will go into service in Fiji for the Lau Provincial Council.

The *Uluilakeba* was expected to arrive in Fiji in December.

She will operate primarily to carry cargo from islands in Lau and Vanua Levu to Suva.

The *Uluilakeba* has an overall length of 113 ft, a breadth of 23 ft and can carry 10 saloon passengers.

She will have a complement of four officers and 10 crew.

PLANTER'S ARREST OF SHIP'S CREW

A Mal Island planter boarded a Japanese fishing ship, the *Koyo Maru*, off this island in the Ninigo Group, P-NG, in November, and placed the captain and the 20-man crew under arrest.

This was disclosed in the Lorengau District Court when the captain, Toshiyuki Murakami, pleaded guilty to a breach of the Immigration Ordinance.

The planter, after making the arrests, radioed Lorengau for help. A Government trawler answered the call and escorted the *Koyo Maru* to Lorengau.

Captain Mutakami said he entered Territorial waters on November 14 through a navigation error. He was fined \$300.

COLLISION IN SUVA HARBOUR

The *Tivitivi*, a 19-ft Fiji cabin cruiser, was badly damaged on the starboard side on November 21 after a collision with the *Vuniwai-ni-Toba*, which belongs to the Fiji Medical Department.

The accident, in the Walu Bay basin, Suva Harbour, occurred when Mr. G. Eyre, part-owner of the *Tivitivi*, was turning his launch.

To stop the *Tivitivi* from sinking, Mr. Eyre ran it on to a concrete ramp.

Mr. Eyre and the other part-owner, Mr. P. Allan, who is Deputy-Mayor of Suva, used the *Tivitivi* to take tourists on trips.

CRAYFISH EXPEDITION TO MINERVA REEF

A 97 ft fishing trawler, *Loch Lein*, captained by David Fifita, former captain of the ill-fated *Tuaikaepau*, whose crew were marooned on Minerva Reef in 1962, is evaluating the possibilities of the crayfish potentiality in Tongan waters—particularly South Minerva Reef.

The trawler was bought by the Loch Lein Syndicate, formed in Auckland. It was built for the North Sea and includes all Navy aids, such as radar and a depth sounder. A refrigeration plant was fitted for 40 tons of frozen cargo and at Nukualofa, 54 Tongans were taken on as crew and divers.

The divers were trained for two weeks in the use of aqualungs and

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



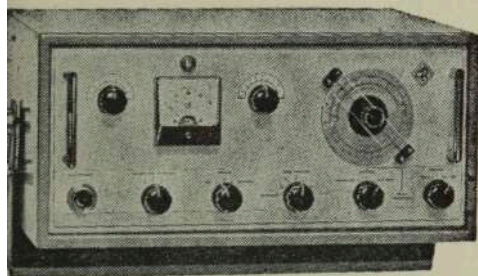
Latest

CRAMMOND — CTR 66 TRANSCEIVER

IT'S all NEW! and features

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

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



For all Marine and Land based services where reliable long distance communication is essential.

Size 13 in. x 17 in. x 8 in., Weight 30 lbs. 12 or 24 Volts DC.

P.M.G. APPROVAL.

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

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

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

CRAMMOND RADIO Mnf. Co. Pty. Ltd.

463 VULTURE STREET, EAST BRISBANE, QUEENSLAND, AUSTRALIA.

ALL ENQUIRIES DIRECT OR SEE YOUR LOCAL CRAMMOND AGENT

BURNS PHILP (New Hebrides) LTD.

REGISTERED Office: VILA, NEW HEBRIDES
Branch office at SANTO

Exporters, Importers and General Merchants

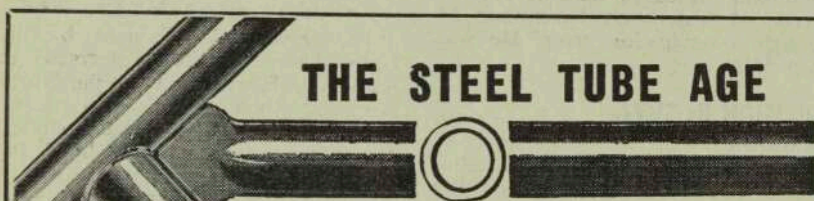
Commission, Shipping and Custom Agents

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

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

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

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



THE 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.

S&L

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

STEWARTS AND LLOYDS

(DISTRIBUTORS) PTY. LIMITED

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

New Guinea: Burns Philp, Steamships Trading, Island Products Ltd.,
New Guinea Co., Rabaul Metal Industries.

Fiji Agent: Burns Philp (S.S.) Co. Ltd., Suva.



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

the *Loch Lein* sailed for So Minerva on November 19.

The deepwater, sheltered lag and wide passages make So Minerva a crayfisherman's paradise. The crays were all taken by hand as clear water made the laying pots impracticable. Unfortunately after three days the refrigerator broke down so the *Loch Lein* turned to Nukualofa.

The *Loch Lein* was to continue crayfish exploration at Minerva in December as there were hopes of making the venture a paying proposition for both the syndicate and Tonga.

MORE CRUISE SHIPS FOR APIA

Apia's deep water wharf has been cleared for visits by P and O liners. This follows an inspection of the facilities by the P and O major superintendent from Sydney, Captain Little. First P and O cruises are expected in 1968, with the *Chusan Himalaya*.

The Chandris Line vessel *Queen Fredricka* is due in Apia on cruises on January 4 and February 11 from Australia, and the Sitmar Line includes Apia in a 1967 cruise.

VAN CAMP BOAT SINKS

Two Chinese fishermen drowned when a fishing boat, working for Van Camp cannery, capsized in heavy seas off the western end of Tutuila, American Samoa, in late November. The capsized vessel was seen by Polynesian Airlines pilot en route to Pago from Apia. The Coast Guard Cutter *Cape Providence* picked up 13 crewmen, and another Chinese fishing boat four more. The vessel, *Main Sun II*, later sank.

AND ANOTHER FISHER ON A PAPUAN REEF

The Formosan fishing vessel *Wan Chang* in December was wrecked on a reef off Dadahai Island, south-east of Sudest Island in the Louisiade Archipelago, Papua.

The captain and 13 crew members were rescued and landed at Misaki Island from a plantation ship, the *Polyanna*.

The *Wan Chang* put into Port Moresby early in December to refuel and take on water.

Reports said that the Formosan vessel was beyond salvage, with only her stern above water.

"BODMER" BACK IN THE COOKS

The 278-ton Cook Islands trading vessel *Bodmer* left Auckland on December 1 for Rarotonga after a period of nearly 10 months on what was supposed to have been a brief survey visit to Auckland.

Cruising Yachts

● **WANDERLURE II**, 114 ft Florida motor ketch, owned by Carl Eleanor Heintz, of San Francisco, left Tahiti on December 1 to rejoin the Heintzs on their second cruise around the world.

The ketch was built for the Heintzs in October, 1965, and carried out extensive trial runs in the West Indies and up the west United States coast. She cruised a month in the Gulf of California and made a record run of nine days across the Pacific to Honolulu. Leaving Honolulu last October, the Heintzs sailed *Wanderlure II* by Fanning Island to Tahiti. Fanning Island they were given a royal welcome by the only two Europeans on the island, Phil Palmer and John Fleetwood.

On this cruise the Heintzs hope to visit many Pacific Islands they missed on their first trip, four years ago. First stop was to be Pago Pago, then Apia and Fiji about December 18. After a month's rest in Fiji, they plan to move north west to the Banks Islands, Santa Cruz, the Solomons, New Britain and on to Madang, about February 20.

They will afterwards head for Japan via the Carolines, the Philippines and Taiwan, and on to Europe and the Mediterranean.

● **TAMURE**, 37 ft New Zealand ketch, reached Durban on November 10 after a westward trip across the South Pacific which included Fiji, New Caledonia, Thursday Island, Darwin, Cocos and Mauritius. The three New Zealanders, MacLennan, Gerry Chaillet and David Hunter, plan to spend three months in Durban to earn some hard cash before sailing off to England and then home to Auckland.

● **SANDEFJORD**, 47 ft South African ketch, sailed home to Durban on November 8 after a 21-month circumnavigation with five men and a girl. They received a tumultuous welcome, with confetti being showered on them in an aircraft. Owners Pat and Mary Cullen are now busy putting together a film of their adventures. The girl on board, Jennifer de Wet, became engaged to a crew member, Mr. Louw. Mr. Louw picked up an engagement ring from a Thursday Island pearl diver on the trip. Jennifer and another crew member,

journalist Tom Maginnis, are thinking of writing a book.

American international hitchhiker, Wally Stright, also a crew member, caught itchy feet on his return to South Africa and didn't know whether to visit the United States or Australia next.

● **REHU MOANA**, 40 ft catamaran (*PIM*, Sept., p. 109) arrived in Durban on November 10 from Darwin on a world tour. Skipper Dr. David Lewis' wife Fiona contracted jaundice in the Cocos and flew ahead to meet him in Durban.

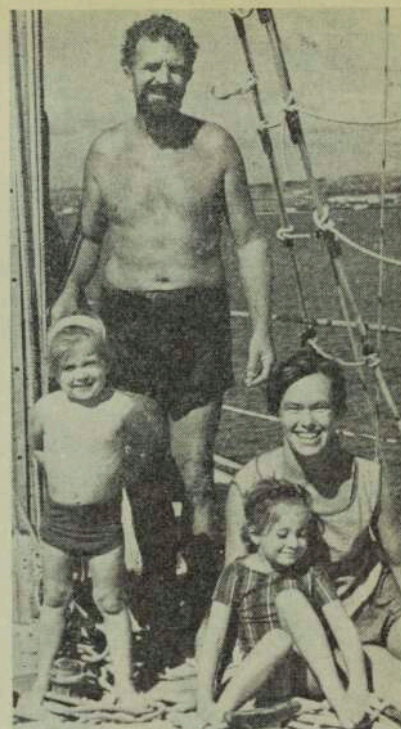
With the couple's daughters, Suzie, 5, and Vickey, 3, who stayed on board, the family will spend Christmas in Durban, before leaving for England via the Cape of Good Hope. Also aboard was Priscilla Cairns, from England. The Lewis' hope eventually to settle in the Pacific but our Durban correspondent doesn't say where.

● **CALIFORNIA**, a barquentine, and the **MACHIAS**, a schooner, arrived at Honiara on November 19 from Honolulu. The University of Hawaii has chartered the yachts, skippered by Larry Briggs and Bill Austin, for scientific work.

They were to return to Honolulu around Christmas.

● **SEETEUFEL**, 32 ft schooner (*PIM*, Oct., p. 111) left Honiara in November to visit the Florida (Gela) Islands, Yandina and Gizo.

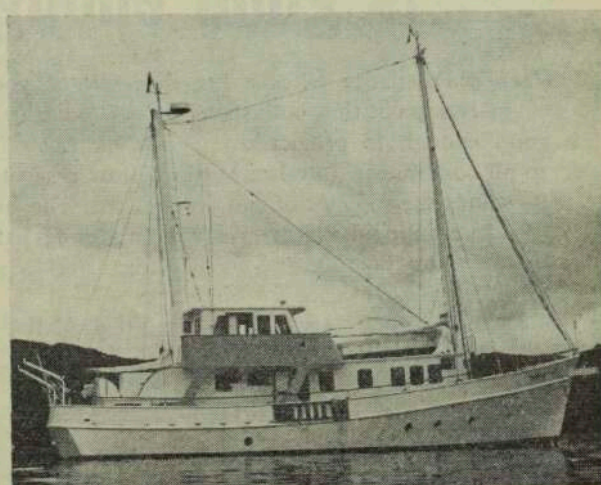
Rolf Ohvak, the German-born captain, couldn't sign on a crew in the Solomons. He hoped to have more luck in New Guinea in December, and after that he will sail where the wind and moods take him.



The crew of the "Rehu Moana", in Durban. *PIM*'s Durban correspondent, Bianca Lavies, was first to greet them—after walking to the yacht over sand banks. Dr. David Lewis with Vickey (left), Suzie and Priscilla Cairns. See story.

● **THUMBERLINA**, 20 ft yacht, arrived at Auckland on December 10, after a 7,000-mile voyage from Vancouver.

The yacht was designed by the owner, Ken Weis, a draughtsman, who says he intends to sail her from port to port "for the rest of his life".

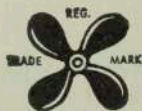


"Wanderlure II" in Papatoai Bay, Moorea, ready to take off on her second leg around the world.



Only Interlux Marine Gloss is good enough for your boat

When maintenance takes a big slice out of your boating pleasure that's the time to change to a marine paint that outlasts all others. Interlux Marine Gloss. Only Interlux Marine Gloss is good enough to protect over 90% of Australian shipping. Craft of all designs and sizes, subject to all conditions. Interlux Marine Gloss is right for your boat. The tougher, more durable gloss withstands the ravages of salt air and sea. The brilliant lustre and beauty of your boat stays for years. So International Paints give you two things: the world's best marine gloss, and more time to spend on the water boating and having fun. Makes sense?



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

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

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

IMP. 5. PIM

● **ARIADNE**, 69 ft ketch from London, reached Nukualofa in October from Rarotonga. Owner-captain, Tom Newland, with a crew of eight, hoped to have *Ariadne* in New Zealand in December for a trial.

The *Ariadne* originally belonged to a Scottish laird, and was then for many years working as one of the Thames sailing boats, taking passengers on outings.

Tom Newland bought the ketch in London and is taking her to New Zealand waters to refit and use as a pleasure craft. The engine broke down in Panama and the rest of the work was being done under sail.

● **SAFARI TOO**, 34 ft Australian ketch, sailed by German Kurt Frost, his English wife Pat, and Mauritian crew member Harry Cain, arrived at Durban on November 12 from Mauritius. They don't know how long they will stay.

Safari Too is on a round-the-world voyage which started in Sydney last July. Harry Cain flew back to Mauritius after arriving at Durban. The Frosts met and married in Johannesburg a few years ago. They moved to Australia and built the ketch, then set out without any sailing experience.

● **DOVE**, 24 ft fibreglass sloop, skippered by 17-year-old seahandler Lee Graham, arrived at Honiara on November 20. Aboard was an extra passenger—a young cat which Graham took aboard at Suva to replace the two lost since he left California in October, 1965. He was taken by his father at Honiara. Next port of call is New Guinea.

● **PRIVATEER**, 36 ft trimaran, carrying a crew of three, is missing on a trip from Sydney to San Francisco. She left Sydney on August 15 and was due in San Francisco on November 15.

On board were Mr. Hedley Nicol, of Cleveland, Brisbane, who designed and built the trimaran, Mr. Gus Edwin, of Manly, Queensland, and Mr. E. Van Bommell, of Victoria. The last message from the trimaran was on August 21, when she was 300 miles off the Australian coast. Nicol had sent an "all-well" message to his wife.

Mrs. Nicol said late in November she was very worried about her husband.

Nicol intended to exhibit *Privateer* at the Long Beach yacht show hoping eventually to break into the US yacht market.

● **KISMET**, ketch, arrived at Suva in November, carrying owner-skipper Sadun Boro, 38, of Turkey, and his German-born wife, Oda, plus Mico, a 16-months-old cat.

They are attempting a world voyage, and plan to stay in Fiji till the hurricane season is over.

They set out from Istanbul in August, 1965, and reached Fiji via the Mediterranean, the Atlantic, the Galapagos, Marquesas, Tahiti and Vavau.

Mr Boro is claimed by Turkish newspapers to be the first Turk ever

to attempt a world voyage in a yacht.

● Mr. J. Walrave, of Bowen, on Queensland's Great Barrier Reef, has reminded us that Bowen has an all-weather boatharbour which could be helpful for cruising yachts seeking shelter and supplies. He said many yachts had called at Bowen recently and had found facilities "beyond their expectations."

● Late runner ahead of the South Pacific hurricane season was the 50 ft sloop *Astrocyte*, which sailed into Nukualofa on December 10. On

PRICKLY HEAT?

relief is swift with

ISOPHYL

(for adults)

OR

EGOZITE

(for infants or young children)

ask your family
chemist!

EGO LABORATORIES PTY. LTD.

5566

what's the difference between

WALPAMUR

and other

**GLOSS
PAINTS?**



WP 295

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



rd were skipper/owner Dr. Chas. Gould and wife, with Mrs. June S and Mac. McLaren crewing far as Fiji, where the *Astrocyte* hole up for the hurricane season. The launching of the *Astrocyte* in Vancouver in 1961 was the end of ten-year dream for Dr. and Mrs. Gould. Backyard built, with the enthusiastic help of neighbours, the *Astrocyte* embodies everything that makes a cruising yacht a home, which in effect it is. The Goulds sold their home and plan a three-four year world cruise. Their so far has taken in many of the smaller islands in the various groups, and they feel they've seen the Pacific still unspoiled by tourism. Upiti was their last port of call before Nukualofa. After Fiji they head for New Zealand and Australia.

● **RONGOMAU**, 50 ft motor ketch, after a five months' cruise around the Fijian outer islands, returned home to Wellington, New Zealand, with an unusual souvenir of the cruise—a shark's tooth. The owner of the ketch, Mr. H. Dimock, of Nelson, NZ, said he picked up "the tooth on a six-day cruise from Suva to Cape Brett. One night we were shocked when *Rongomau* shook from a terrific wind. We continued on to Whangarei where we found five holes in the teakwood. A shark's tooth was firmly embedded in one. It was the most unusual experience of my 40 years of sailing," he said. Mr. Dimock said the worst part of the trip was from Auckland to Wellington, as "Cook Strait lived up to its reputation." The return crew consisted of Mike Miller, navigator, two Fijians, Mr. Dimock, and his niece, Rosaline Radwick, 17. The ketch had sailed from Fiji as a mother ship for the Auckland-Suva Yacht Race.

● **AWAHNEE**, 52 ft ferro-cement ketch, with Dr. Robert Griffith, his wife, Nancy, and son, Reid, aged 12, arrived at Pago Pago on November 10 to end the Griffith's second circumnavigation.

Their first trip was in their wooden *Vahnee* via Suez and Panama Canals; their second was mainly in the ferro-cement *Awahnee*, via Good Hope and the Horn.

They started their second voyage *Awahnee I* in Honolulu in July, 1963. After this vessel was wrecked at Vahanga Atoll (Tuamotus) in January, 1964, they built their present vessel in New Zealand.

In a note to *PIM*, Mrs. Griffith

said the cutter had had a good passage from Callao, Peru to the Marquesas; 25 days for 4,000 miles.

"Every day the miles slipped past pleasantly. We saw porpoises and small whales in the Humboldt," she said.

They sailed via Tahiti, Huahine and Tahaa to Pago.

"We stopped for a couple of days at Suvarrow hoping to find Tom Neale. However, there was no one there, so we finished off the bananas and mangoes we had saved for him, and caught some crayfish and greenfish on the reef," she added.

The Griffiths expected to leave Pago in November via Suvarrow and

Manihiki for their home at Honolulu.

A Chilean, Jaime Lopez, of Santiago, a Swede, Roland Gillstrom and a Tahitian, Tekia Iotefa Teunau, made up the crew.

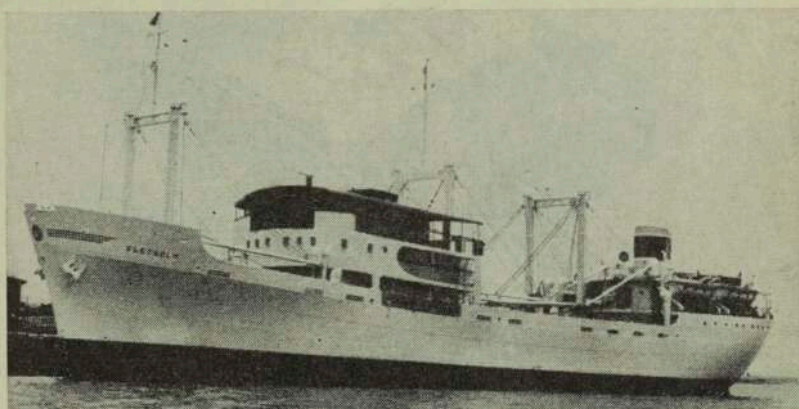
● **ALTAIR**, 50 ft ketch, left Wellington for Sydney in December to start in the Sydney-to-Hobart yacht race on Boxing Day. The year-old ketch will be one of two yachts from Wellington and four from Auckland representing New Zealand in the race. *Altair's* skipper is Grahame Moore, 25, son of the owner, Mr. S. O. Moore. Members of the crew are Jim McMillan, Bruce Champion, Michael Lund and David Larkin.

KARLANDER NEW GUINEA LINE LTD.

MILFORD HAVEN ROAD, LAE, N.G.

TELEPHONE 2381

Regular cargo vessels trading between Australia, Papua, New Guinea and Solomon Islands.



SPECIALISING IN CONTAINER SERVICES

Agents:

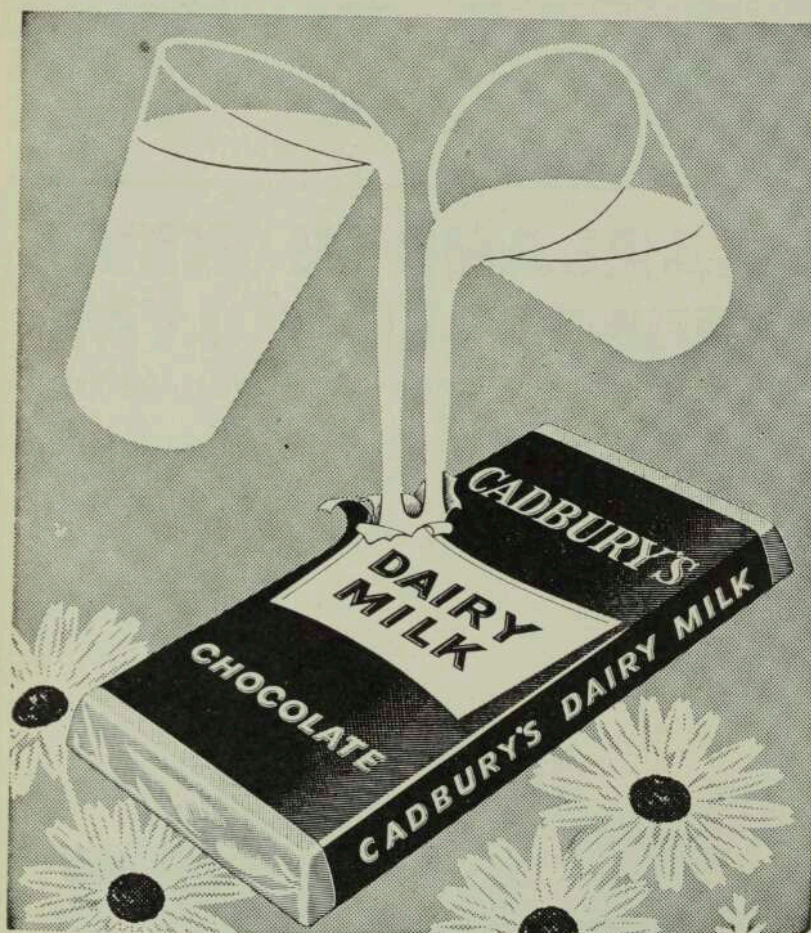
PORT MORESBY—STEAMSHIPS TRADING CO. LTD.
RABAU—RABAU TRADING CO. LTD.
WEWAK—KARLANDER NEW GUINEA LINE LTD.
MADANG—STEAMSHIPS TRADING CO. LTD.
LAKE—N.G.G. TRADING CO. LTD.
HONIARA—E. V. LAWSON LTD.

Managing Agents:

F. H. STEPHENS PTY. LTD.

LINER HOUSE, 13-15 BRIDGE ST., SYDNEY, NEW SOUTH WALES, AUSTRALIA. TELEPHONE — 27-8311

No other chocolate can possibly give you
**THAT CREAMY, CREAMY
 CADBURY TASTE!**



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. *Another good reason for saying*

I want Cadbury's

THE BIGGEST-SELLING BLOCK CHOCOLATE IN AUSTRALIA

MD8/2FC/5

**FOR SALE OR CHARTER
 "ISLANDER II"**

Formerly "Captain Heath", Brisbane, survey Western Australia coast travel Mast and derrick available. Suitable for tuna fishing, trading or factory ship, etc. Wooden vessel 107 ft. 9 in. x 22 ft. 6 in. 180 tons, excellent condition, 330 H.P. Crossley, auxiliary Ruston, accommodate 1

HUNT BROS., 41 Tuscan St., Rossmeys Western Australia. Phone: 69-343

INTER-ISLAND SHIPPING LINE for South-West Pacific Area being established with International connections seeks Agent for overall management or for individual port arrangements. When replying give full particulars of cargo and labour facilities and requirements.

All replies: W. Everson, G.P.O. Box 69 Canberra, A.C.T., Australia.

For an up-to-date coverage of new and current plantation equipment.

1966-67 Edition

"POWER FARMING TECHNICAL ANNUAL"

Price: \$2.50 post free.

Available from: "POWER FARMING", Box 1 G.P.O., Sydney, Aust.

(Advertisement)

**Beautify
 Your Hair**



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

WE ARE BUYING AGENTS

Since
1890

W. S. TAIT & Co. Pty. Ltd.

22 Jamison Street, Sydney, N.S.W.

POSTAL ADDRESS: Box 5315, G.P.O., Sydney.

TELEGRAPHIC ADDRESS: "Success", Sydney.

OR PROMPT, CAREFUL AND
EXPERT ATTENTION TO
REQUIREMENTS OF
MERCHANTS IN
THE PACIFIC

REGARDLESS OF THE
PRODUCT, OR THE
ORIGIN, WE
CAN SUPPLY
OUR
NEEDS.

THE TAIT GROUP

Sole
Distributors
in the
Pacific of:

"FULDA" Tyres
"MYNOR" Cordials
"ROWCO" Scrubcutters
"SEBEL" Steel Furniture
"RIVIERA" Casual Shoes
"MISS MUFFET" Jams
"NOBEL" Intercom Phones
"HOADLEYS" Confectionery
"FAIRWAY" Fibreglass, Lifebuoys,
Rafts, etc.
"PLASTEVIC" Vinyl Antifouling Paint

AND

CANNED FISH	STAINLESS STEEL SINKS
BISCUITS	KEROSENE IRONS
GROCERIES	KEROSENE REFRIGERATORS
DRIED PRAWNS	OREGON TIMBER
STOVES	TOYS
TORCHES	TEXTILES
TOOLS	BLANKETS
EDIBLE OILS	SACKS
PAPER PRODUCTS	CIGARETTES

WE SELL ON WORLD MARKETS
Coffee • Cocoa • Shell • Copra, etc.

SPECIALISTS IN ALL FAR EAST GOODS

W. S. T. (Sales) Pty. Ltd.

22 Jamison Street, Sydney, N.S.W.

POSTAL ADDRESS: Box 5315, G.P.O., Sydney.

TELEGRAPHIC ADDRESS: "Taitco", Sydney.

WE ARE SELLING AGENTS



NEDLLOYD LINES

MANAGERS : NEDERLAND LINE - ROYAL DUTCH MAIL - AMSTERDAM
ROYAL ROTTERDAM LLOYD ROTTERDAM

REGULAR SAILINGS BY FAST, MODERN, CARGO VESSELS
from **CONTINENTAL PORTS** via **PANAMA** to
PAPEETE, APIA, NUKU'ALOFA, SUVA and NOUMEA
from **CONTINENTAL PORTS** and **U.K.** via **SUEZ** to
PORT MORESBY, HONIARA, RABAU, LAE and MADANG

other ports called at subject to sufficient inducement

**heavy-lift facilities—refrigerated space—cargo deep tanks
excellent passenger accommodation**

For further particulars apply to agents

Ets. Donald Tahiti, Papeete.	Nelson & Co. Ltd., Apia.	Burns Philp (South Sea) Co. Ltd., Nuku'alofa.	Agence Maritime Pentecost Noumea.
W. R. Carpenter & Co., Suva.	Wm. Breckwoldt & Co., Honiara.	Burns Philp (New Guinea) Ltd., Port Moresby & Lae.	New Guinea Company Ltd Rabaul & Madang.



BRITISH SOLOMONS TRADING CO. LTD.

P.O. BOX 94, HONIARA. GIZO. AUKI.
GUADALCANAL. WESTERN SOLOMONS. 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:

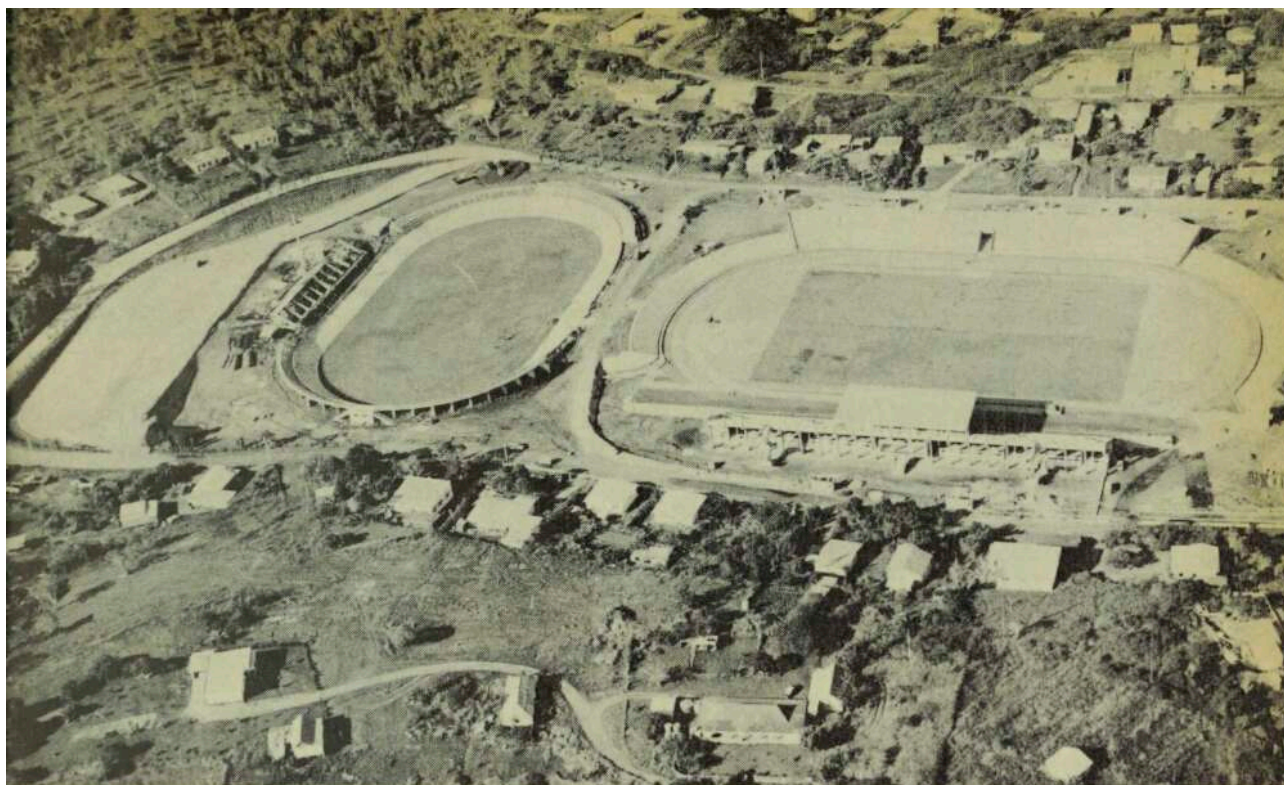
AUSTRALIA: D. A. Gubbay Pty. Ltd., 149 Castlereagh Street, SYDNEY.	JAPAN: Mitsui & Co., P.O. Box 822, TOKYO.	U.S.A.: Burns Philp Company, 311 California Street, SAN FRANCISCO.	UNITED KINGDOM: Morris Hedstrom, Candlewick House, Cannon Street, LONDON.
--	---	--	---

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES FOR:

Qantas	T.A.A.	Ansett-A.N.A.	Fiji Airways	U.T.A.	B.O.A.C.	Alitalia	Lufthansa
--------	--------	---------------	--------------	--------	----------	----------	-----------

AGENTS FOR THE FOLLOWING:

British Motor Corporation Shell Oil Co. Messageries Maritimes British Phosphate Commission Honda Scooters and Motor-cycles Pacific Islands Transport Line Shaw Savill & Albion Co. Ltd. Philips Electrical Co. Royal Inter-ocean Lines Canon Cameras Johnson Outboard Motors B.S.I.P. Copra Board China Navigation Co. Ltd.	Burns Philp & Co. Ltd. Bank Line Ltd. Time and Life International Karlander Line (Gizo) P.O. Orient Line Daiwa Line Holland Australia Line C.S.R. Building Materials Mikimoto Pearls Toshiba Radios, etc. Rolex Watches Noritake China Coseley Prefab. Buildings	Alfred Grant (Real Estate) EMAIL Limited Longines Watches Fordson Tractors McCulloch Chain Saws A.M.P. (Life Insurance) Yorkshire Insurance (Sub-Agents) Weston Electronics Sitmar Line Lloyds Triestino Black & Decker Pty. Ltd. MMM (Aust.) Pty. Ltd.	Hoover Ltd. Hawker De Havilland Fitwear Knitwear Cyclone Products Klinkii Plywood Dewars Whisky Gordons Gin Martell Brandy Tooheys Brewery Long Life Milk Little Ships Boat Finishes Selleys Products Taft Industries Lloyd's of London
---	--	---	--

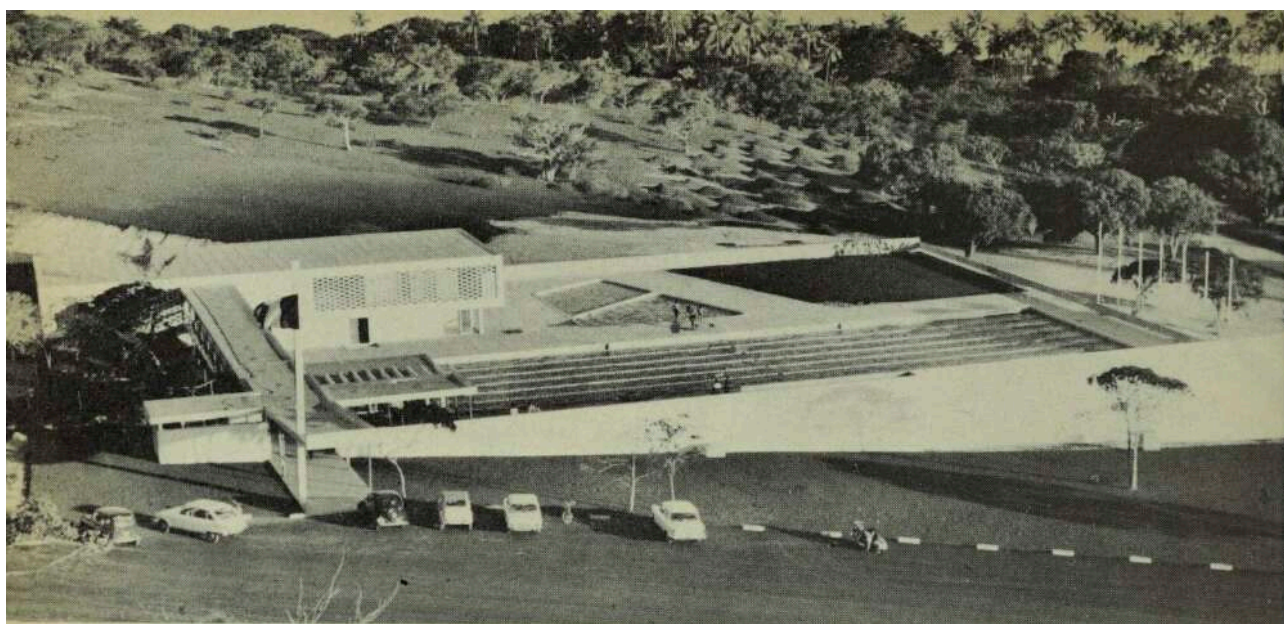


How they staged the Noumea Games

NOT for many years yet is any South Pacific territory likely to match the magnificent facilities which New Caledonia created in Noumea for the second South Pacific Games. And using this splendid locale, the French staged the Games with imagination—even to the extent of supplying 78 attractive New Caledonian girls as a hostess corps, to give directions and answer questions. At right is one of them, Miss Fagot Zoula, daughter of the High Chief of Lifou. At top is the main stadium and cycling track, at Magenta, a Noumea suburb.

(next page, please)





The main stadium and cycling track were completed in 16 months from May, 1964. The stadium has an arena for soccer and rugby, a six-lane running track 400 metres long, and eight lanes in the 140-metre straight. There is also a steeplechase course and all facilities for field events. A control tower provides a comprehensive view of the field. There is standing room for about 16,000 spectators.

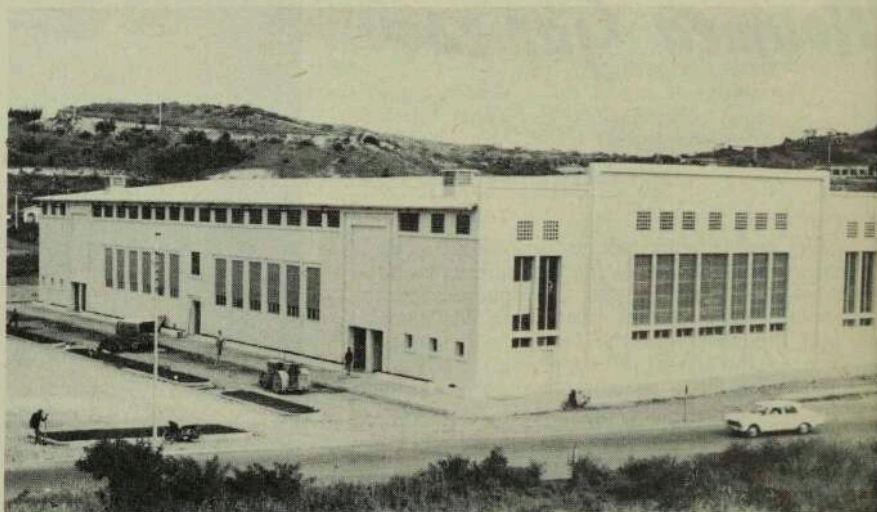
The cycling arena, just behind the main stadium, has a concrete track 333.3 metres in circumference, a football field in the middle, and

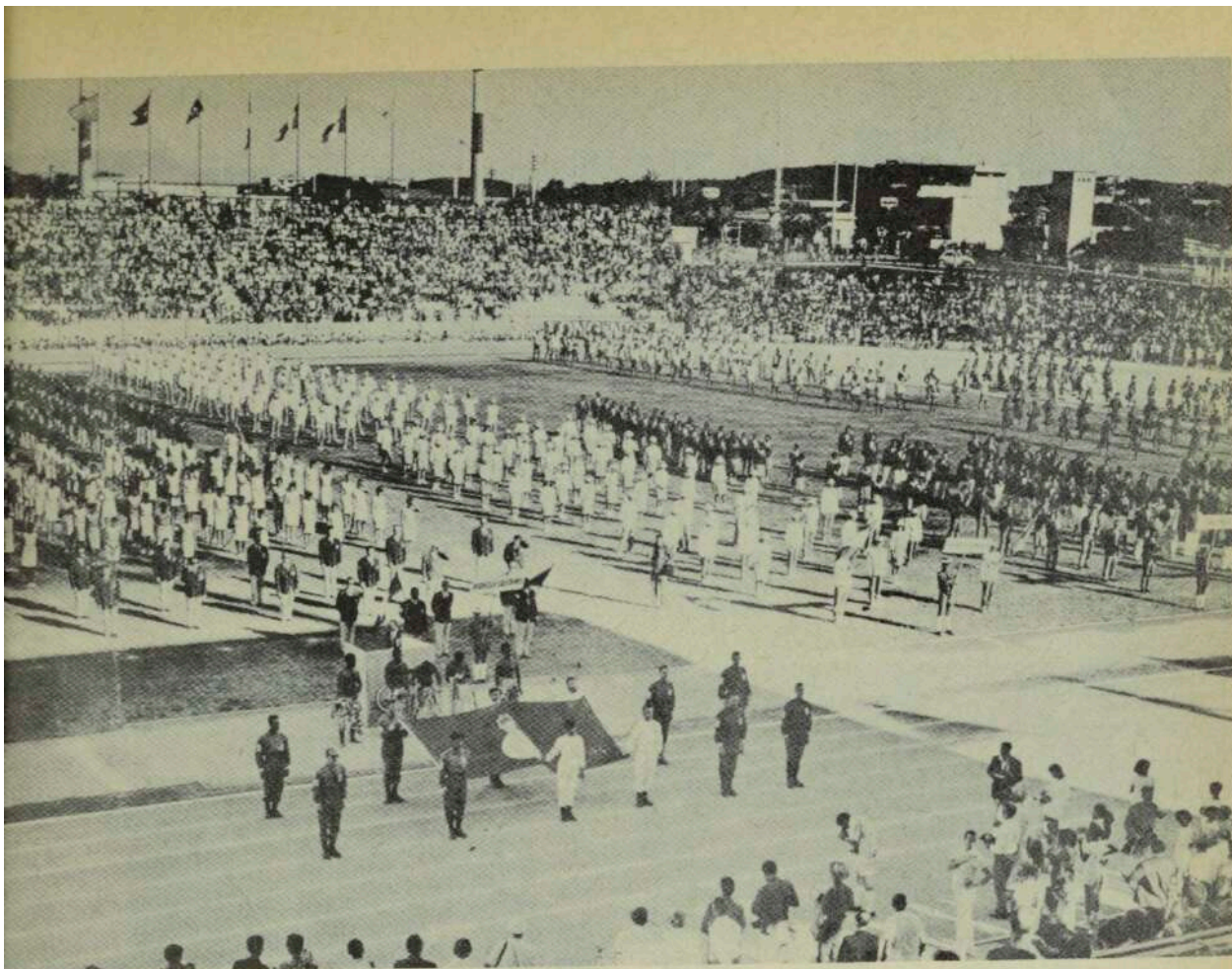
accommodation for several thousand spectators.

The Municipal Olympic Swimming Pool (above) also built specifically for the Games, is near the sea at the far end of Anse Vata Beach. It is an eight-lane pool in which the water is completely renewed every six hours. The stands can accommodate 800 spectators, while the two-storey block of dressing rooms have facilities for more than 1,000 swimmers.

The Salle Omnisports (below) was the venue for the indoor events, such as boxing, weightlifting, basketball.

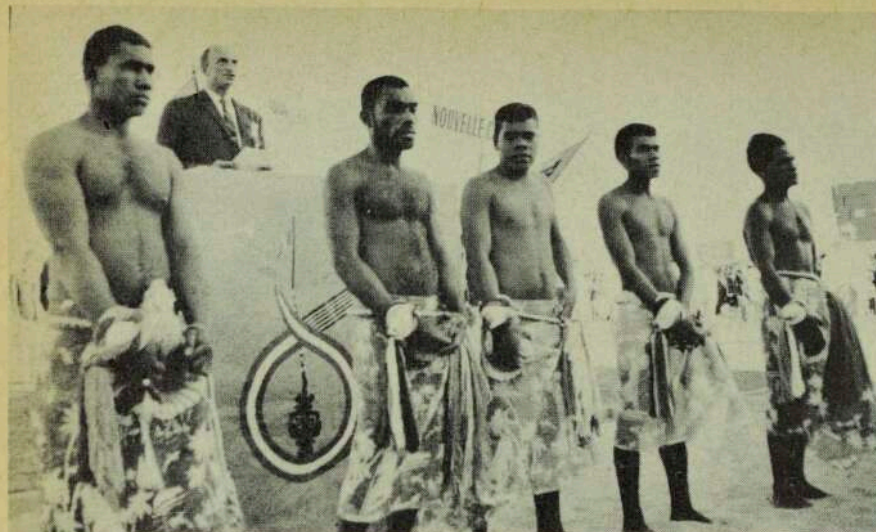
It has a main games area, a separate hall for volley-ball, three practice halls, dormitories for guest teams and stands with a capacity of 1,000 spectators. Noumea in addition to facilities for sports other than the fine new buildings and most of the were used for the Games. It was a gala fortnight in Noumea and the opening day of the Games was a public holiday. A strike of Qan pilots kept away some visitors who had planned to attend the games on occasion. South Pacific Games are held every three years. The first was in Suva in 1963.





This was the scene at the opening of the Games, after the teams had marched into the arena. There were 16,000 people present. In the foreground a guard of honour is carrying the official Games flag, which is flown for the duration of the Games in each territory. Among the interesting uniforms were those of Wallis and Futuna—whose team members wore shirts of tapa (see over the page). The Gilbert and Ellice Islanders wore blue blazers, white lava-lavas and bare feet. About 1,500 New Caledonian school-children gave a physical culture display before the official opening, finally forming the letters NC for New Caledonia. Spectators at right were engrossed in a soccer match between French Polynesia and New Guinea—the Polynesians won 4-3 after an exciting game.





How they staged the Noumea Games

(Continued from the previous page)

A colourful feature of the opening ceremony was the presentation to all team managers of a "cassetete" (headbreaker) by barefoot Loyalty Islands women in gay Mother Hubbards. Seen at right receiving his is John Balfani, of Guam. Below are some of the Wallis and Futuna islanders in their tapa skirts. Five husky New Caledonian conch-shell trumpeters in loincloths (above) where central figures at the opening. Behind them is Mr. Yves Attili, president of the Games Organising Committee.

Photos: Noumea Sports, Journal Caledonien, Fred Dunn, L. Mocellin, Robert Langdon.





travel

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

Loyalty Islanders live their life the old way

By Kathleen Hancock

Life still goes on in the old way in the Loyalty Group, a string of lovely atolls lying out 60 miles east of New Caledonia. The handsome, honest and hard-working Loyalty Islanders are about as attractive a people as you will find anywhere in the South Seas.

THEIR fertile islands are the market garden of New Caledonia and their coasts provide a good part of the fish that finds its way on to the tables of Noumea's discerning gourmets.

Transpac, New Caledonia's inter-island airline, flies Herons to the three main islands—Lifou, Ouvea and Maré—several times a week. There is no accommodation for tourists, but at Fayaoué, on Ouvea, the Arab trader, Yussef, keeps a little inn. The cooking is admirable; the bungalows are simple and clean; the sweep of the far-white beach breathtaking.

The lagoon at Ouvea is one of the most beautiful in the Pacific, and a fabulous hunting ground for shells. And you can sail down the coast in a fishing boat to the atoll of Mouli, across a narrow strait at the tip of Ouvea.

Mouli is a tiny gem of an island, set in a jade and turquoise sea. Its

In the photo above, the author of this article is seen with her husband returning from a coral-collecting expedition in the Loyalties in an outrigger canoe. At right, a Loyalty woman prepares a coconut for lunch.



250 inhabitants are a good-looking racial mixture, springing from the mingling of Melanesian and Polynesian blood after an invasion from the Wallis Group at the beginning of last century.

They are a friendly and hospitable people, and a "bougna" may be held in your honour—a feast of yams, manioc, wild onion and chicken, baked in coconut milk in deep earth ovens. On state occasions a pig is

killed—its meat grilled on pointed sticks over fierce fires of coconut husks.

Mouli's dazzling white beach, with its many-coloured lagoon, is a swimmer's heaven. And its windward coast—half a mile across the island—provides an exciting stretch of wild seas and rocky coves.

Like all the Loyalty Islands, Mouli is a "reserve indigène", protected against the encroachment of the

A paradise 'lost'... that's fast becoming 'found'

If you are a moon-and-sixpence type, ride the white waves across Kovalam Bay the most beautiful surf beach in India's lush southland. Or beach-loaf on soft, white sands at Mahabalipuram amid 7th Century temples carved from solid rock. If you crave excitement, load your camera and head for a Game Sanctuary—like Bandipur. Journey back into the past, explore the awesome temple city of Kanchipuram. Or discover modern India—the Krishnarajasagar Dam project and colourfully lit Brindavan Gardens. Now, catch your

breath and relax luxuriously in romantic Mysore city.

Whatever your idea of a tropical away-from-it-all paradise may be, you'll find it in South India. It begins ideally in Madras, gateway to the South.

May we host your next trip abroad? Be our guest for a few days, a few weeks or make it a complete holiday. AIR-INDIA knows India and we know best how to please you most. Indian hospitality is a tradition. We make it our maxim. Your travel agent will agree. Ask him.

AIR-INDIA

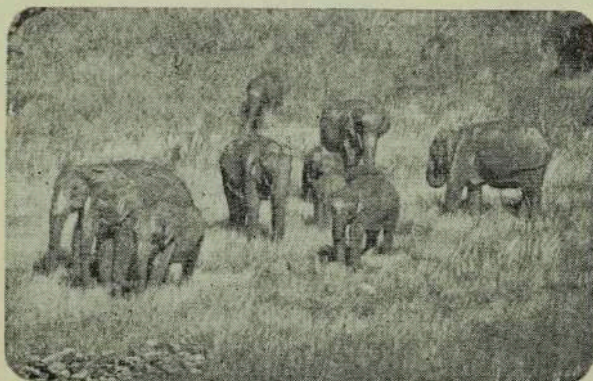


The airline that treats you
like a Maharajah—worldwide

Ask your friendly Travel Agent about tropical South India. Madras, Mahabalipuram, Bangalore, Mysore, Cochin, Trivandrum.



with BOAC and Qantas



Are they camera-shy? Not at the Bandipur Game Sanctuary.
12778



Sentinel of the seas: The Shore Temple at Mahabalipuram.

A180.86.100Sc

travel

civilised world. You must have a permit to go there.

But in spite of this insulation, Pierre Doumai, the "grand chef" of the island, is a forceful and progressive character. He sees that plantations are regularly replanted, imports new and better varieties of yam and sweet potato for his people. He'd like to see a small, bungalow hotel at the far end of Mouli's beach.

On Lifou

There's also limited accommodation in two bungalows on Lifou, biggest of the Loyalties' three main islands. Here, bush walks, limestone caves, underground lakes, vary the pattern. And it's no trouble at all to find a couple of willing Lifou boys to take you out to the reef in a dugout.

In Lifou's villages, time has stood still. The women sit plaiting baskets, weaving mats outside their round, beehive huts, while their men fish in the island's teeming coastal waters. The Loyalties may owe their unchanged simplicity to the fact that they were discovered late. Cook missed them altogether, and so did Entrecasteaux. A British merchant shipper, William Raven, finally sighted and named them—in 1793.

But it wasn't till 1827 that Dumont d'Urville explored the group, and though the islanders were converted to Protestantism by British missionaries in 1840, the Loyalties remained unclaimed until, in 1857, the French realised they had a no-man's land off the New Caledonian coast.

This, understandably, caused a certain amount of unease. A party of soldiers was dispatched from New Caledonia to Lifou, where they were received with something less than enthusiasm by islanders and missionaries alike. After a few skirmishes, the group was claimed for France, and good relations have been the rule ever since.

As yet, these islands are unspoilt by the gimmicks of the present day. The planting of yams, the migrations of fish, the path of the moon—these things mark the calendar.

If a Loyalty man goes to work on the New Caledonian mainland, you may be sure that a few short years will find him back in his island home. And when the time comes for the visitors to end their short stay on one of these enchanting islands, they will feel, as I did, that they could spend a lot longer in the company of these gentle and charming people.

Book Your Travel through N. & R.



We offer a comprehensive travel service covering steamer and air reservations on all principal services for travel anywhere: Pacific Islands, Australia, England, U.S.A., Europe, Canada, South America, South Africa, Japan.

Tour planning, maps and brochures supplied and individual itineraries can be supplied free of charge.

No service fee charged.

Book now through:

Nelson & Robertson Pty. Ltd.

197 Clarence St., Sydney. Phone 29-2871

288 Stanley St., South Brisbane. Phone: 4-3793

Cable: "IVAN", Sydney and Brisbane.

New Guinea Representatives:

RABAU TRADING CO. PTY. LTD., Rabaul, Lae, Madang.

YOUR NEXT LEAVE

Modern up to the minute homes at Palm Beach, Avalon, Newport, Church Point, Mona Vale, etc., available to Island Residents for Holidays. Write for information to:—

J. T. STAPLETON PTY. LTD.

ESTATE AGENTS,

133 PITT STREET, SYDNEY. 25-5305, 25-1737

or any of the Branch Offices located at Mona Vale, Newport, Avalon, Palm Beach.



**Fight Glare Strain
and Eye Strain
with ZEISS UMBRAL**

ZEISS SUNGLASSES

"ZEISS UMBRAL" sunglasses absorb irritating rays (infrared and ultraviolet). They protect and soothe the eyes in conditions of extreme glare strain. Their sherry-like lens tint goes particularly well with sun tan. They do not distort colour values. They increase the visual sharpness of the eyes in glare conditions. Latest style Ladies' and Gents' Frames.

Ask for "ZEISS UMBRAL"
Suncastle Brand



Distributing Agents for CARL ZEISS PTY. LTD., Sydney.

WM. BRECKWOLDT & CO.
RABAU • PORT MORESBY • LAE • MADANG • HONIARA
PROUDS (FIJI) LIMITED
The Triangle, Suva, Fiji

**What a wonderful way to see fascinating, friendly
FIJI !**

All year round you'll find Fiji a wonderful holiday resort, and where better to enjoy it to the fullest than as a special guest of NORTHERN HOTELS! Tariffs are planned to fit your budget—luxury suites, self-contained "Bures" or comfortable rooms—they're yours to choose.

At fabulous KOROLEVU BEACH HOTEL—the resort that made Fiji famous—at the air-conditioned CLUB HOTEL, Suva, or at NANDI, LAUTOKA, TAVUA, BA, RAKI RAKI and SIGATOKA, wherever you travel around Viti Levu, the main island in the Fiji Group, you'll find a warm welcome at a NORTHERN HOTELS hotel. Discuss your tour with your travel agent, he will be happy to make all arrangements, or if you prefer, write to us direct—

NORTHERN HOTELS LTD., BOX 285, SUVA, FIJI

travel

LORD HOWE ISLAND SOON TO FACE TRANSPORT CRISIS

By a Staff Writer

Airlines of NSW, which operated a Sandringham flyboat service from Sydney to Lord Howe Island for more than 20 years, will take the Sandringham out of service in 1970.

WHAT to do about an alternative service, to maintain the island's only air link with the outside world has posed a very big problem for the islanders, for the airline company and the Australian Government which subsidises the current service.

There are no passenger services by sea; cargo vessels make calls, but there is no port at Lord Howe.

There are three proposals to the island, 436 miles north-east of Sydney, with the Australian mainland:

- Fast amphibian planes;
- a 3,500 to 4,000 ft airstrip for Fokker Friendships;
- a 1,000 ft airstrip for short take-off planes.

None of these plans has made much progress.

There are no amphibian planes produced with range enough to fly the route, there is no airstrip on the island and no decision has been made to build one, and lastly no suitable short take-off planes have yet been developed.

Decisive meeting

The Federal Government, the NSW Government and Airlines of NSW will meet early this year to decide whether to build the airstrip.

The Australian Government has been pondering on whether to build it for over eight years. Surveys have been carried out, numerous reports tabled and suggestions made, but nothing has come of them. It would cost up to \$4m., and the Federal Government would have to find most of it.

The proposed airstrip would be right across the best flat land on the island and also take in a wide area of the lagoon, destroying much of

travel

ral and scenic underwater sights. While an airstrip could attract more tourists it could ruin a lot of land and natural beauty of Lord Howe. Most islanders are hopeful the airstrip idea will not eventuate and amphibian planes can continue the service after 1970.

The ideal solution, from the islanders' point of view, would be amphibians. They would not lose land or lagoon and things could continue at their present semi-casual pace—the pace that makes Lord Howe so attractive to visitors.

Late last year, Airlines of NSW showed prototype plans of an amphibian plane developed by Canadair Company, of Canada.

Airlines of NSW rejected the plans because it said the plane was too small; passengers and freight capacity were very much limited compared to Sandringham flying-boats.

Canadair sells amphibian planes to the Canadian Forestry Commission, which uses the planes to take off from Canada's numerous lakes and fight forest fires.

More difficult

It will continue working on an amphibian plane which Airlines of NSW could buy for Lord Howe. But even if it does come up with something, it is unlikely to put it into production until it can get orders for it—and amphibian planes have a restricted market.

The general manager of Airlines of NSW, Captain S. C. Middlemiss, and the secretary of the company, Mr. K. N. Hillyar, visited Lord Howe in November to break the news to the Island Tourist Promotion Committee about the 1970 deadline for flying-boats.

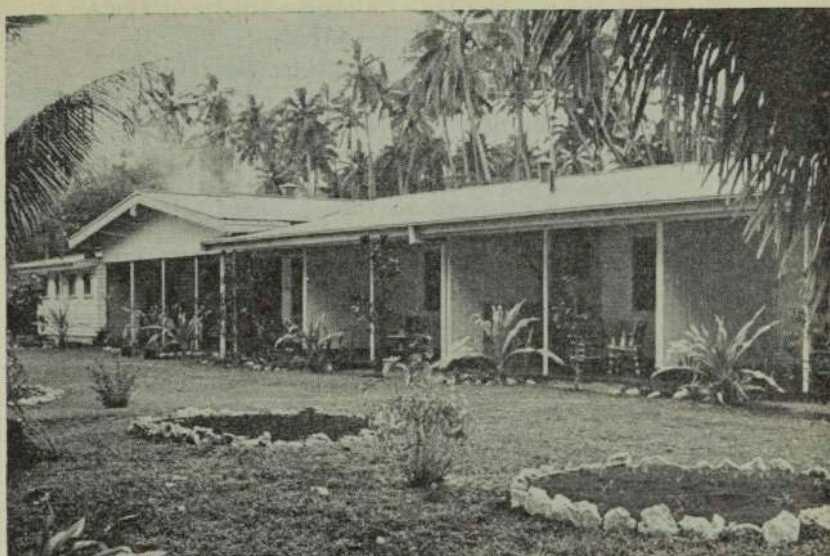
They told the islanders that the service was daily becoming more difficult to operate.

Mr. Hillyar told *PIM* his company made a small profit out of the service. But it was a troublesome service to operate and not worth the profit involved.

The company's two Sandringhams fly out of Rose Bay, Sydney, to the Lord Howe lagoon once a week in the winter and five times a week in the summer.

But over the past few years many high apartment blocks have been built around Rose Bay and residents complain of the noise nuisance from the Sandringhams.

"We cannot fly at the weekends or at night time, except in special



TAVEUNI HAVEN

The recently opened Garden Island Hotel is a haven for travellers to Taveuni, the third largest of the Fiji islands. It is situated next to Burns Philp's new store.

Every characteristic of Fijian scenery is found on Taveuni, which is 26 miles long by seven miles wide. It rises symmetrically on both sides to a backbone ridge, whose highest point, 4,040 ft. Mt. Uluigalau is exactly on the 180th meridian.

A rare flowering plant called Tagimaucia flourishes only on the shores of a lake in Taveuni's mountains. Some of Fiji's largest privately-owned copra plantations are found in the lowlands.

Fiji Airways makes regular flights to the island.

circumstances," said Mr. Hillyar. "When you consider we have to combine our daylight flying hours with the tides at Lord Howe for a flight it's a lot of work."

"The Sandringhams fly a total of about 1,000 flying hours a year, which is 500 hours each, well below the 3,000 hours other commercial planes do in a year."

"We can't replace them or simply use another aircraft in their place."

Mr. Hillyar said Ansett had four Fokker Friendships, which could land on a 3,500 ft runway. Next year they were buying another one. They would be quite happy to take these to Lord Howe if a strip was built.

Long Qantas strike disrupts Pacific services

Hundreds of passengers were stranded in the United States, Europe and Australia when all Qantas jets were grounded from November 25 after the company's 430 pilots went on strike over operational and pay disputes.

THE strike continued through December, and although it ended officially on December 22 it was expected to be at least two weeks before services were back to normal.

Qantas passengers rushed other world airlines for seats, without much luck in most cases. The busy Sydney-London air routes were soon booked out on all planes. By mid-December these routes were fully booked out two weeks ahead. There was a backlog of two weeks of all freight in London and Sydney but Christmas mail was given priority.

The seat shortage reached a climax on December 18 when 30 people slept at Sydney's Mascot airport just on the chance there might be a vacancy on a flight to New Zealand.

Many brought blankets and made makeshift beds in the terminal waiting rooms. Some had seen a dozen New Zealand-bound planes

**ENGLAND—U.S.A.—EUROPE—CANADA—SOUTH AMERICA
SOUTH AFRICA—JAPAN**

Australian International TRAVELCENTRE Pty. Ltd.

will arrange steamer and air reservations on all principal services for travel anywhere.

BOOK NOW FOR 1967 AND 1968

STEAMER — AIR — RAIL — MOTOR COACH — RESERVATIONS COMPLETED

Individual itineraries—a speciality—prepared FREE.

Tour Planning, Maps and Brochures Supplied.

Book Now With

AUSTRALIAN INTERNATIONAL TRAVELCENTRE PTY. LTD.

Carlton Centre, 55-63 Elizabeth Street, Sydney, N.S.W.

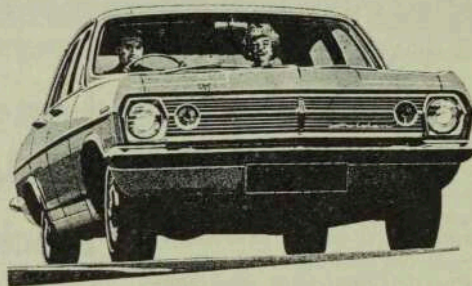
Phone: 25-6875 (six lines)

Cables: 'TRAUAUST'

OFFICIAL PASSENGER BOOKING AGENTS

Holidays in Sydney?

Before you visit Sydney contact us about buying a near-new Holden. We'll have the Holden you want ready when you arrive. When you leave we'll BUY BACK AT A PRE-ARRANGED PRICE. Why not write us now and get full details. You'll find it's cheaper than hiring a car.



SUTTONS MOTORS — HOMEBUSH

112 Parramatta Road, Homebush, N.S.W. Phone: 76-0333

KEEP FOOD and DRINKS COLD and FRESH WITH A . . .

Coleman

"Snowlite" Coolers

Coleman's range of plastic-lined coolers are now available through Robert Gillespie's. Solid Thermo Lock styrene insulation all round keeps food colder . . . longer. The exclusive "Royalite" plastic-base covering prevents rust, scuffing, leaks or stain . . . adds strength and resists dents. Wipes clean instantly. The plastic "Royalite" interior is strong and smooth and has no joins. All coolers are constructed from heavy gauge steel, welded and riveted for extra strength and long-life. Deep tray for dry food storage. Choose from three attractive baked enamel colours: green, patio pink, or aqua. Coolers are available with the Mag-Lock latch or Bail handle. The Mag-Lock latch is a magnetic device which is popular on many modern refrigerators. The Bail handle locks upright in an easy-to-carry position.

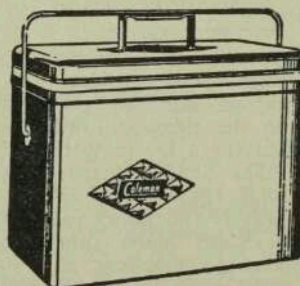
Representatives for the Pacific Islands:

Robert Gillespie Pty. Ltd. Robert Gillespie Pty. Ltd. Pearce & Co., Ltd.

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

Rabaul, Port Moresby,
Lae, Madang

Suva



take off with not a spare seat on of them.

Many tried without success to on a 9 o'clock flight that night. BOAC.

By late December there was three-figure waiting list in Sydney people after seats to London hundreds were trying to reach New Zealand, or cross the Pacific.

Norfolk Island was virtually isolated (see p. 136). Some South Pacific Games athletes and visitors Noumea were hard put to find plane home and dozens of people were delayed several days trying to get in and out of Nadi airport especially from Sydney.

The Australian Federation of Pilots, which began the strike imposed a ban on all extra overseas flights. The Federation lifted the ban on December 19, and the same day the Australian Minister of Civil Aviation, Mr. R. W. Swartz, granted overseas airlines permission to increase up to 24 extra flights in and out of Australia—mainly across the Tasman Sea.

Extra flights

Air NZ immediately organised six trans-Tasman flights with DC8s and Electras. Extra flights between South-East Asia, Britain, Europe and the US were approved for Lufthansa, UTA, KLM and Air India.

Two overseas charter airlines were permitted special freight flights to shift the backlog of freight between Britain and Australia.

Many passengers on UTA flights through Noumea to Los Angeles had to disembark at Noumea because DC8s were booked out from Noumea. All BOAC flights were heavily booked but the airline could not start extra flights because it didn't have the planes. Air India carried a record load of 140 passengers on a Boeing 707 from Sydney into Nadi on December 19 (many children sat on adults' knees).

Canadian Pacific was booked on its Sydney-Vancouver route. Alitalia, which flies twice a week from Rome from Sydney, had a backlog of 150 passengers.

One Sydney man caught in New York finally got home for Christmas by flying to Tokyo, Hong Kong and Singapore, and connecting with an Air India aircraft to Sydney via Perth. He considered himself lucky.

Many others were stranded by the strike and had to spend Christmas away from home.

The 27-day stoppage cost Qantas an estimated \$8m. to \$10m. in foreign exchange and presumably was the first annual loss for the airline in 40 years of operation.

Tongan tourism has its teething troubles

When the little Kingdom of Tonga decided to enter the highly competitive tourist trade in the South Pacific, she was really competing with the "big boys". Australia, New Zealand, Fiji, Hawaii and Tahiti have long been enticing the overseas visitors to their golden shores, with promises of delights to be tasted that only the Pacific can offer, in modern comfort.

THE final completion and opening of Tonga's Dateline Hotel last September was only the first step in enticing the tired tourist to this off-jet-route Pacific Island, and it is only now becoming clear, despite the many warnings over the past 12 months, that an international hotel itself is not the end-all answer to how to make money and influence people in the competitive tourist trade.

The long awaited, and oft-postponed, opening day of the Dateline made it impossible to solidly advertise beforehand, so that bookings, to date, have been a mere trickle. This has been a blessing in disguise, if also financial disappointment, as it not only enabled the completion of the top floor, but it also gave the staff extra time for training and settling

"Dine and dance"

The training has not been the success it was hoped. Staff is laid off during the weekday slack period, and when the busy weekend comes and all staff is flat out, their training is not what it ought to be.

To help the hotel financially over its waiting period, a regular Saturday night "dine and dance" has been organised. It is keenly patronised, but it has shown up a few inadequacies, such as a sorry lack of seating accommodation in the lounge and around the patio dance floor.

It has also proved that one bar in an international hotel is far from sufficient. Each Friday and Saturday night local Europeans and Tongans flock to the hotel to dance to the Tongan bands, enjoy the floor shows and to drink in comfortable, modern surroundings, but if they are going to be able to continue to enjoy these facilities, a second bar and lounge will be a necessity when the hotel is booked out by overseas guests.

The Tongans have been told, and

travel

believe, that this is their hotel. Certainly it has been built with their money, but for a purpose—to attract tourists and make money for the country.

But until the hotel has earned enough to make the extensions possible, the locals are not going to be able to have it both ways, and this will cause some heart burning.

Another problem that has cropped up since September is the incapacity of many people to hold their liquor and still behave in the manner fitting to an international hotel.

Sensible laws

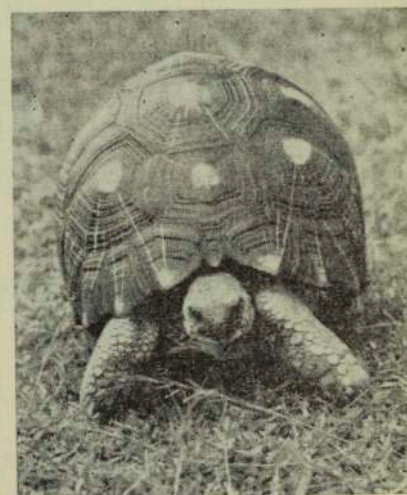
Tonga's liquor laws are very sensible, as anyone may obtain a licence to buy bottled liquor in quantities that depend on, firstly, their financial means, and secondly, their ability to remain sober. But at the hotel anyone may go in and buy drinks, irrespective of whether they have a licence, or even if they have had that licence taken away from them for drunkenness. This problem is receiving attention, but more policing is certainly necessary.

To boost the overseas advertising on Dateline a specially prepared tourist folder is to be sent to hotel representatives in New York, San Francisco and Australia.

TV Channel 7 in Sydney is to visit Nukualofa to film the various tourist attractions, including the hotel facilities and groups of dancing girls. Travel agents in New Zealand and Australia have been sent photos of the hotel and its facilities.

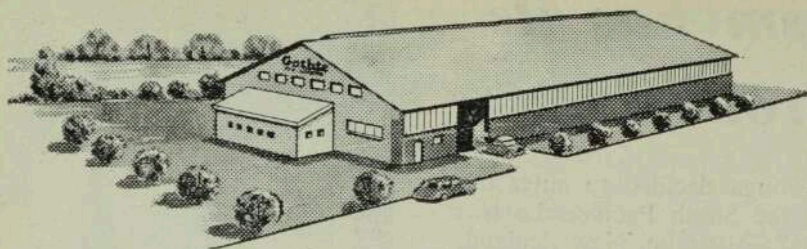
The increase in cruise ships visiting the kingdom—19 ships next year compared with eight last year—should also boost tourism in Tonga.

However, it is still obvious that much more must be done to enter-



NEW TORTOISE: Tuimalila II, a young Madagascar tortoise seen being admired by King Taufa'ahau and Queen Mata'aho, is destined to carry on the tradition established by her predecessor Tuimalila, who, before he died last year, gained much valuable publicity for Tonga. The first Tuimalila was said to have been brought to the kingdom by Captain Cook. Tuimalila II arrived in Tonga late last year and was named by the king on the day Tonga's Dateline Hotel was opened.

tain the tourists in the kingdom, in the way of planned tours, glass-bottomed boats for reef viewing and modern facilities for visiting and enjoying the outlying islands. The powers-that-be will have to get up and go if they want to compete successfully in tourism in the Pacific.—**DOROTHY LAVIN.**



ANNOUNCEMENT!

GOTHIC Commercial
Laundry Machines have
been selected by the New
"YANUCA ISLAND HOTEL",
FIJI, which will be completed
early '67.

For Better After Sales Service
in the South Pacific—Make
Your Choice "**GOTHIC**" for
All Commercial Laundry
Equipment.

Write for Catalogue

Gothic PTY. LTD.

40-48 Antoine St., Rydalmere
N.S.W., Aust.

PHONE: 638. 0545-47

travel

Qantas strike blow to Norfolk tourist trade

The Qantas air service to Norfolk Island came to an abrupt stop when Qantas pilots went on strike on November 25.

IT is the only air link the island has and nearly 150 New Zealand and Australian tourists were left stranded.

Qantas normally operates a DC6B bi-weekly from Sydney to the island and at Norfolk, the plane simply changes its colours to Air New Zealand and continues south to Auckland.

Both countries made hurried arrangements to bring their tourists home. A chartered Ansett-AN DC6B left Sydney on November 26 for Norfolk and returned with 60 agitated Australian tourists. Two days later a Royal New Zealand Air Force Hercules turned up from New Zealand and flew 64 tourists home to Auckland.

Mr. Eric Semple, of the Island Accommodation Houses Association and Mr. Don Reidpath, of the Norfolk Island Chamber of Commerce, flew to Sydney on the Ansett plane in a bid to arrange an alternative air service for Norfolk.

Fruitful trip

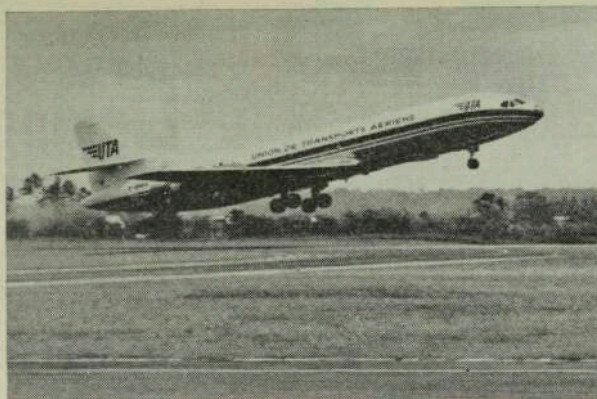
Their trip was fruitful; both Ansett and the Australian domestic airline TAA agreed to operate DC4's bi-weekly from Sydney (once each by Ansett on Tuesdays and TAA, Saturdays). Both airlines have their DC4's heavily chartered at this time of the year but they agreed to fly on to Auckland "as often as possible".

It was certainly better than nothing but the improvised timetable was not completely satisfactory to the islanders. Norfolk Island was set for its biggest-ever tourist season this Christmas and New Year. At least five new blocks of flats and two new hotels had been built, and a new section added to the Paradise Hotel.

Qantas had planned four flights to the island a week from December 16 to January 31. It had scheduled daily flights from December 19 to 26 (with the exception of Christmas

TA CARAVELLE IN SERVICE

a cobra rearing
head on take-off,
UTA Caravelle
based in Noumea,
gone into service
link Noumea with
dney, Auckland
Nadi. The photo-
graph was taken at
Nusori Airport, Fiji,
in December.
photo: Rob Wright.



ay). All its daily flights were
booked out and other flights were
heavily booked.

But under the new arrangement
only five flights to the island from
dney were arranged between
December 19-29. Three were booked
out by December 15 and two were
nearly full. Ansett were scheduled on
December 21 (twice) and 29; TAA
on December 22 and 27.

The two airlines were then given
permission to run 19 special flights
and from the island from
December 20 to February—provided
the Qantas strike continued. A
number of the flights were to continue
to New Zealand.

On top of inconveniencing dozens
of tourists and honeymooners and so
losing vital tourist money, the
Qantas strike upset regular supplies
of foodstuffs. Both Ansett and TAA
moved two rows of seats on their
74's to carry the extra freight.

The Norfolk Island Tourist
Bureau's Sydney agency said about
10 people had been booked to fly
to the island in the daily Christmas
flights, but many wouldn't be able to
go. These would be lost to the island
and they would take their holidays
somewhere else.

The strike could not have come at
a worse time for Norfolk. Tourism
is the backbone of the island.

TWENTY-FIVE per cent. reduc-
tions in fares have been an-
nounced by the Matson Lines on its
o liners, the Monterey and the
Aripo, on their "South Seas
cruises" in 1967.

The twin liners, each carrying 360
passengers, call regularly at Bora
Bora, Tahiti, Rarotonga, Auckland,
dney, Noumea, Suva, Niuafo'ou,
Pago Pago and Honolulu.

PAN AMERICAN AIRWAYS will
increase their trans-Pacific flights
between Australia and the US west

HOTEL TAKES FIRST GUESTS

Norfolk Island's first planned
hotel, the South Pacific, received
its first guests in December
though some parts of the build-
ing were still under construc-
tion.

At present accommodation is
limited to 85 guests, but there
will be room for 300 when the
hotel is completed.

The managing director, Mr.
Trevor Collard, said that the
hotel would be officially opened
in February.

A number of official guests
from the mainland will attend.
It is expected that the Admin-
istrator, Mr. Reg. Marsh, will
also be present.

coast by 50 per cent. from February
2. PanAm flights will rise from four
to six a week in both directions.

PanAm will fly every day except
Wednesday. On Sundays, Tuesdays
and Fridays, the jets will operate
via Nadi and Honolulu; on Mondays
via Pago Pago and Honolulu; and on
Thursdays and Saturdays via Auck-
land and Honolulu.

RABAU may say it with flowers
in an effort to promote tourism
in the area.

Mr. A. Mitty, a member of the
Rabaul Tourist Association, has sug-
gested that Rabaul stage a regular
Frangipani Festival along the lines
of similar festivals in Australia, such
as Sydney's Waratah Festival.

His suggestion could become part
of an overall tourist development
plan for the territory and operate in
conjunction with proposals by Rabaul
members of the Territory's Tourist
Board.

Advertisement

Soften those Forehead Lines



Cherish the smooth serenity of
your forehead by firmly coaxing
a film of vitalizing night cream
into the skin from brow to hair-
line, using the fingers of both
hands in upward movements.
Now, placing the hands on the
centre of the forehead with
fingers interlocked, pull the
fingers apart, so that the Ulan
vitalizing night cream is
smoothed across the forehead
to ease away any vertical lines.

SUN SURF HOLIDAY at SAHARA COURT

New 8-storey luxury home units.
Ocean front. One block from shops.
Large pool. Full service optional.
Covered car park. Elevator. Realistic
Tariffs.

Sahara Court, Surfers Paradise,
Queensland.

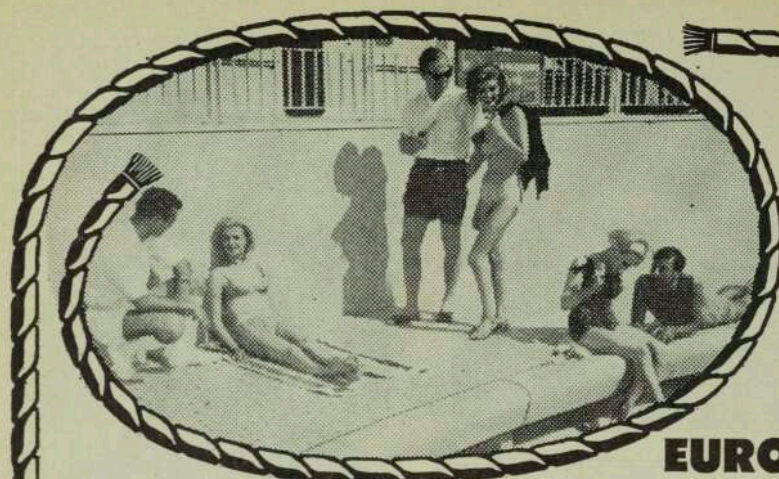
AGENCIES AVAILABLE 10%

Planning a trip to Honiara, Solomon
Islands?

CONTACT BLUMS HOMETEL

Self contained modern flats with
private toilet, shower, refrigerator and
all modern facilities in each room. Low
daily, weekly and monthly rates.

Cable or write: Blum's, Honiara, for
bookings. Tours arranged.



Linking the
**PACIFIC
ISLANDS**
with

**EUROPE, WEST INDIES,
NEW ZEALAND, AUSTRALIA and STH. AFRICA**

One Class liners, Southern Cross (20,000 tons) and Northern Star (24,000 tons) — air-conditioned with the latest in amenities.

Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a

selection of the following ports: Fiji, Rarotonga, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, Wellington, Auckland.

For full particulars apply:—

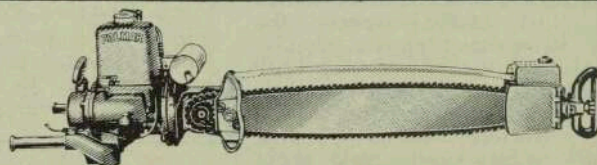
Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil

Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE

Felling, cutting,
parting, carpentering

DOLMAR
solves your problems

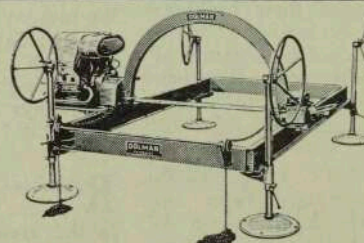


Guide Bar Saw Type CL

Distributors:

Wm. BRECKWOLDT & CO.

Rabaul	— P.O. Box 222
Madang	— P.O. Box 185
Port Moresby	— P.O. Box 409
Lae	— P.O. Box 1
Kieta	— P.O. Box
Honiara	— P.O. Box C5
Apia	— P.O. Box 47
Sydney	— G.P.O. Box 5027



Ripping Saw Type S 150/200 C

DOLMAR

Hamburg/Germany

For big trunks of tropical hard
wood with diameter up to 80"

People

Mr. R. S. Swift in December was appointed Deputy Secretary of the Australian Department of Territories, Canberra, a senior post which has been vacant for some time.

Mr. Swift, 44, is well-known in the islands as First Assistant Secretary of the department, and Senior Australian Commissioner on the SPC. He joined the South Pacific Conference in Lae in 1965.

Mr. Swift was with ANGAU in PNG during the war, and from 1946 to 1952 a member of the New Guinea Production Control Board in Port Moresby and Rabaul.

Mr. Swift will relinquish his duties with the SPC. Tipped to succeed him as commissioner is Mr. John Ballard, of the Department of Territories.

● Governor H. Rex Lee has been awarded the Distinguished Service Medal by the US Department of the Interior for service to American Samoa. Part of the citation for the award—the highest given by the department—reads: "In less than five years, Mr. Lee has raised American Samoa from one of the most depressed and disparaged communities under the American flag to a level of human decency which reflects credit upon the United States."

● Mr. George O. Gray, American Consul at Suva from 1961 to 1965, has accepted a position as consultant with the International Economic Policy Association in Washington, DC. Mr. Gray retired from the foreign service in September, 1965.

● Mr. M. J. Challons, Secretary of the Tongan Government, returned to Nukualofa in December after ending his overseas leave in Europe. While in England he visited the offices of Thomas de la Rue and Co., who are producing the new Tongan decimal currency notes.

● Dr. J. A. L. Matheson, vice-chancellor of Monash University, Victoria, has been appointed chairman of the council of the P-NG Institute of Higher Technical Education, following the death of Sir Robert Watkin.

● A Tucson, Arizona, banker, Mr. Mundy Johnston, will succeed Mr. James Flannery as assistant to Governor, H. Rex Lee, of American Samoa. Mr. and Mrs.

Johnston are expected at Pago Pago about January 15.

As assistant to the Governor, Mr. Johnston will be in charge of all economic development in American Samoa.

● The new Education Officer for Pitcairn Island for the next two years will be Mr. A. A. Reeves, at present assistant master of Arthur Street School, Dunedin, NZ. Experienced in scouting, social work, yachting, carpentry and choral work, Mr. Reeves is expected to leave for the island in February with Mrs. Reeves and their 14-year-old son.

● Mr. A. Sanft has been appointed manager of Tonga's Government radio station, ZCO Nukualofa, for the next three years. He succeeds Mr. Roland Lavin. A New Zealand radio announcer, Mr. Sanft has worked in Wellington and Dunedin. He was to leave Rotorua in December for Tonga with his wife and 13-year-old son, Elliott.

● Associate Professor John R. McCleary will retire as Executive Officer for Social Development to the South Pacific Commission in March this year. The commission has asked for new nominations for the post by January 30.

● Mr. W. C. Dickinson, managing director of Ferrier and Dickinson Pty. Ltd., Sydney, marine engine specialists, has retired from that post but is being retained as technical and sales consultant.

● American Samoa's Territorial Secretary, Mr. Owen E. Aspinall, and Miss Taotafu Lutu, were married on December 24 at the Christian



Married in Sydney recently, and to live in Madang, NG, are Mr. James Soo, of Madang, and Miss Ruby Shek, of Hong Kong.—Photo: C. H. Meen.

Congregational Church, Pago Pago. Miss Lutu has been secretary to Mr. Aspinall since 1963. Daughter of High Chief and Mrs. S. A. Lutu, she took a business refresher at the Honolulu East-West Center in 1964.

● The Rev. H. F. Peak, well-known Presbyterian minister in Vila for several years, left the New Hebrides to return to Australia in early December. Another well-known figure in Vila to "go finish" about the same time was Mr. A. (Freddy) Fowler, Senior Education Officer in the British Service, who has returned to England.

● Mr. Ted Costoloe, who has been with Burns Philp (SS) Co. Ltd.



Married at the Lutheran Church Mt Hagen, NG, recently, were Mr. Victor Bailey and Miss Nancy Kivori. Mr. Bailey comes from Bathurst, NSW, and his bride from Papua. Also in the picture are bestman, Mr. Malcolm Morton, bridesmaid, Miss Robin Vincent and flower girl Christine O'Sullivan.—Photo: P. Watts.

in the Samoas for the past couple of years, moved to a new job with BP's in Vila in December. He was relieving manager in Pago Pago for four months before his transfer, and was in Apia before that.

● A 58-year-old grandmother and widow of a prominent Melbourne surgeon has left the comfort of her fashionable Toorak home to work for a year at an Anglican Mission station in one of New Guinea's primitive Highland areas.

She is Mrs. Gladys Dahlenburg, whose home is in exclusive Boandyne Court, Toorak, Melbourne. She has just begun work at Simbai, which lies at 5,600 ft between the Schrader

and Bismarck Ranges in the Madang district.

The mission made its first baptisms among the primitive pygmy people there only last July.

● Mr. Reid Cowell, in charge of the South Pacific Office, Suva, left Fiji about mid-December for leave on the Isle of Man before going to his new post as assistant to the Registrar of the Australian National University, Canberra. Mr. Cowell went to Fiji in 1942, and later served in other parts of the Pacific.

● Mr. Olaf Ruhen, Sydney author (*Minera Reef*, *Harpoon In My Hand*, etc.) in January will begin a series

of visits to Fiji, New Hebrides, New Caledonia, the Solomons and Papua New Guinea on a special writing project for an American organisation.

● The Resident Commissioner of the GEIC, Mr. V. J. Andersen, will return to the colony in April after spending four months leave with wife and their two children in New Zealand.

● Mr. R. L. Wales, superintendent of Canadian immigration, Hong Kong, is due to visit the GEIC in January to examine the possibilities of Gilbertese and Ellice Islanders with technical skills migrating to Canada.

● The former headmistress of the Adi Cakobau School in Fiji, Miss F. L. Charlton, has arrived in Tarawa, GEIC, to take up appointment at the Elaine Bernice School for Girls. Miss Charlton, one of the best-known educationists in the South Pacific, retired from the Adi Cakobau school recently.

● Mr. R. N. Hamilton, the first Australian Commissioner in Fiji, with Mrs. Hamilton and family, left Fiji on December 5 to return to Australia. Mr. Hamilton is to take a new post in the Department of External Affairs. Mr. Hamilton arrived in Fiji early in 1964.

Mr. R. N. Birch, counsellor at the Australian Embassy in Washington, has been appointed to succeed Mr. Hamilton. He had previously served in New Delhi, Hong Kong, Rangoon, Sukarnapura and Athens. He is 39 and was educated at the Armidale School of New England University College. He is married and has two daughters.

● Mr. F. M. Hewitt has joined the board of Commonwealth-New Guinea Timbers Ltd., Bulolo, in place of Mr. J. W. Austin, who has resigned for health reasons. Mr. A. E. Gazzard has been elected chairman of the board.

Remember the last time You looked at Your Will?



It's a wise precaution to read through your Will at regular intervals.

A neglected Will can lead to bitter disappointment. For instance, the sale of a specific legacy—perhaps a parcel of shares or a block of land—will inevitably deprive someone of his or her interest in the Estate. Regular revision is your only safeguard.

However, if your Will names a private Executor, it also deserves prompt revision; no individual should be held responsible for this vital and awkward task. Play safe and appoint a professional Executor, Burns Philp Trust, instead.

If you would like more facts, just ask for a free, 20-page brochure at the nearest B.P. Branch. The business affairs of Islands clients, however, are the exclusive responsibility of Trust Officers at Head Office. A senior Trust Officer visits Papua-New Guinea every few months. You are invited to write to Burns Philp Trust if you need prompt advice without any obligation.

BURNS PHILP TRUST COMPANY LIMITED

Executor ● Administrator ● Trustee
Attorney ● Agent.

Head Office: 7 Bridge Street, SYDNEY.
Telegrams: "BURNSTRUST", SYDNEY.

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

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

APOLOGY FOR WRONG PHOTO

In reporting in December (p. 140) that Mr. P. L. Molineaux, Chief Justice of Western Samoa since 1960, had been appointed a stipendiary magistrate in Christchurch, NZ, *PIM* inadvertently published a photograph of Senior Samoan Judge Meleisi Folitau, wrongly identifying him as Mr. Molineaux. *PIM* apologises to both men for the error.

Business and Development

Tonga lifts most export restrictions

by Dorothy Lavin in Nukualofa

1966 finished on a healthy note for Tonga, with the kingdom's revenue reserves standing at their highest level since 1961, despite the considerable loss in revenue incurred over the six months mourning period for the Queen.

There has also been a record year for expenditure with large sums of money being channelled into the new Queen Salote Wharf, the coconut replanting scheme and the WHO water environmental sanitation scheme. All projects that in time will help the financial well-being of the kingdom. The new five-year development plan, now under way, will mean further improvements.

As a result of this healthier financial outlook, import restrictions have been lifted from all but a few goods.

Those still under licence include motor vehicles, cycles and mopeds, alcohol, textiles, fresh vegetables and wearing apparel, and quotas for these will be increased 100 per cent. of 1964 import figures against 80 per cent. during 1966. However, exchange control will continue in the meantime.

The refrigerated fishing vessel *Teina* has been operating with great success, providing a much-needed boost to the country's diet with a more plentiful supply of fresh fish, and the year has shown a considerable increase in exports of both coconut products and bananas. And what else to report as 1966 closes?

To commemorate the first anniversary of the death of Queen Salote, a special series of postage stamps has been issued in December. But these consisted of the residue of the South-Pacific and South-East Asia Women's Association Conference

series overblocked with metallic foils. It is expected that a further special issue will be made for the King's coronation in July. The promoters obviously are not missing a trick.

A crying need in the kingdom has been increased education in the technical and agricultural fields. Owing to a grant this year of \$14,000 by technical aid (ASPTAP) Tonga College at Atele has received considerable equipment to improve these fields of education.

Mr. R. A. Johnson has been made available by Australia to supervise the running of the course of technical training, and the Tongan Government is financing the erection of a new block at the college to house metalwork, woodwork and technical drawing, with staff facilities. The PWD has made an excellent effort and the block will be ready when school re-opens in 1967.

A tractor and farm implements have been provided on the agricultural side and two of the Tongan staff have completed a year's training at Gatton College in Queensland for their agricultural teaching diplomas.

In 1967, it is hoped that further aid from Australia will provide more scientific equipment for the planned new science block.

With Tonga's five-year development plan well under way, 1967 should produce further improvements in her financial position, as well as a better standard of living all round.

Decimal currency

Tonga will convert to decimal currency on Monday, April 3.

The new unit of currency will be the pa'anga, equal to one Australian dollar, and it will come in denominations of one-half, one, two, five and ten pa'anga. Each note will carry a photogravure of the late Queen Salote on the front, and a typical Tongan scene on the reverse. All notes will be the same size, with different colours and scenes distinguishing denominations.

Tonga, for the first time, will have its own coinage, in denominations of one pa'anga, fifty seniti, and twenty, ten, five, two and one seniti. They are being minted at the Royal Mint in London, with designs planned by

the Decimal Currency Committee of Nukualofa.

An intensive publicity campaign throughout the kingdom will educate the public in the new currency, but it is expected that it will be some time before the present currency ceases to be legal tender.

Cooks banana industry to extend

ONE of the current plans for increasing Cook Islands exports and reducing the adverse trade balance with New Zealand is the extension of large-scale banana planting to the island of Aitutaki.

The proposed monthly target figure lies between 7,000 and 10,000 cases for the New Zealand market. A soil survey has shown that Aitutaki is suitable for producing good quality bananas. A New Zealand market and a regular shipping service have been assured.

One of the major problems to be faced is that of labour shortage. Up to 10,000 cases of bananas have to be cut and packed within 24 hours to meet a shipment. This operation requires 833 packers alone, each completing 12 cases per day. Aitutaki's present labour force is an estimated 870 men and women. Schoolchildren might have to help on shipping days.

Many banana planters are dissatisfied with current returns, and this applies to other Pacific territories besides the Cook Islands.

This point was raised during the November sessions of the Cook Islands Legislative Assembly, when the "Proposed Banana Replanting Scheme For Aitutaki" was being debated.

Mr. Apenera Short, Minister of Co-operatives, said that the current payment to banana growers was not enough, but that good bananas must first be produced before negotiations for better prices could be resumed.

The Premier, Mr. A. R. Henry, said that the biggest problem was money, but he was satisfied that the scheme would work and would become an economic life-saver for the Cook Islands. The Government had therefore decided to extend large-scale banana planting to Aitutaki.

During his recent visit to New Zealand he had attended a function



Cook Is. visitor

The Cook Islands Premier, Mr. Albert Henry (third from left) visits New Zealand recently for discussions on Islands affairs. He is seen here with (from left) Lady Fergusson, wife of the NZ Governor-General; Mr. H. A. Levastam, Acting Secretary of the NZ Department of Island Territories; Mr. L. J. Davy, High Commissioner of the Cook Islands; Sir Bernard Fergusson; and Mr. M. L. Hegan, Secretary of the Cook Islands Premier's Department.

at the Jaycees' Club in New Plymouth, and the club had donated £5,000 for the development of Cook Islands' harbours and a further £5,000 for the Banana Replanting Scheme.

Mr. William Estall, a member for Aitutaki, said that a compensation plan for the Aitutaki banana planters was needed to protect them against losses in the early stages of the replanting scheme. This was to cover shipments that fell short of the target figure and could not be exported to New Zealand. The planters would be paid from the fund, the fruit sold in Rarotonga, and the proceeds put back into the fund.

Other speakers stated that the people of Aitutaki, and their Island Council, fully supported the replant-

ing scheme, that the first nurseries had already been established and the plants were growing well.

For the scheme to be successful a minimum of 500 acres would have to be planted and the fruit grown under expert management. If the target figures are reached, monthly shipping calls would be made, and improvements to the reef passage and loading area should follow to enable fruit to be loaded in all weather conditions.

The scheme will cost £NZ53,050 to operate. Advances to growers will total £35,750, capital expenditure £10,300, and the establishment of 55 acres of nurseries will cost £7,000.

At 300 cases per acre, between 30 and 50 acres will need to be cut per shipment.

Before the scheme can proceed problems of land ownership and occupational rights will have to be resolved, and the essential acreage will have to be guaranteed. The scheme will require an estimated 800 tons of fertiliser yearly, based on 680 plants per acre and an eventual 550 acres under cultivation.

Ten acres of nurseries will be established this year and 45 acres next year to provide a total production of 382,500 shoots. The first 10 acres are expected to produce 40,000 plants by August, 1967.

The banana industry is also being revived on Rarotonga.

McEachern to stand trial

NEW GUINEA businessman Leonard Francis McEachern, in the Port Moresby District Court on December 12, was committed for trial on 14 charges alleging forging, uttering and falsifying company records.

He was allowed \$2,000 bail on condition he did not leave P-NG.

McEachern was arrested in Port Moresby on December 9 after he had failed to appear at an early court hearing.

McEachern, who lives in Port Moresby, is a former director of Sandy Creek Gold Sluicing Ltd., and Cosmopolitan Hotel Ltd., Rabaul.

The charges are that he forged and uttered a proxy to vote on behalf of Sandy Creek at a general meeting of Cosmopolitan Hotel Ltd., Rabaul, in April, 1964. Twelve other charges allege he forged, uttered and falsified company records in the affairs of the two companies between July, 1963, and October, 1964 while he was manager of the Cosmopolitan Hotel.

Second nickel co. for N. Caledonia

THE French Government has decided to allow a second nickel company to go into business in New Caledonia.

Announcing this in Noumea in December, the French Minister for Overseas Territories, General Billot said that the company would have French, New Caledonian and foreign interests, but the foreign interests would be in the minority.

The company would enable New Caledonia's economic resources to be developed to the maximum; it would give a new start to the economy of the north of the island; and it would provide employment for those in the north who were now out of work.

General Billotte added: "I ask New Caledonians not to be led astray by propaganda which is not always inspired by the general interest of the territory". He did not elaborate.

The decision to allow a second nickel company into the field follows

● Persistent reports some months back that the world's biggest nickel producer, International Nickel Co.

Introducing CORRASCOPE FILMS in Beautiful Colour!

50 ft. (8 mm.)
100 ft. (16 mm.)

200 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.

CYCLONE HITS FIJI BANANA GROWERS

After three years of storms, floods and drought, Fiji's banana industry was just recovering and making progress when the tail-end of a cyclone in December dashed the hopes of many growers on the Rewa River, Waidina River and Lomaivuna. Vulnerable banana trees toppled like ninepins and some plantations were denuded. Others escaped with all trees intact. Workers on this plantation search toppled trunks for mature bunches of fruit which can be packed for immediate shipment to New Zealand.—Photo: Rob Wright.



ration, of Canada, was negotiating begin operations in the country.

● General de Gaulle's statement Noumea in September that the sources of the country were reserved for France alone.

● Years of dissatisfaction among New Caledonians over the operations of the French company, Societe le Nickel, which has had monopolistic control of the territory's nickel industry for the past century.

New Caledonians claim that Societe Nickel is inefficient and that its relations with its employees are appalling. Recently, a dispute between the Societe and union leaders led to a 27-day strike—the longest in the country's history—at the mining centres of Thio, Poro and Kouarou, and almost brought the entire nickel industry to a standstill (*PIM*, Oct., 11 and Nov., p. 143).

Nickel accounts for well over 90 per cent. of New Caledonia's exports.

Copra prices should remain firm

WORLD copra prices looked better in December than they had in the previous month. The month ended up with the Philippine FM market about \$5 better than the average for November.

In Port Moresby on December 21 the chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, said he expected copra prices would remain fairly firm over the next few months.

He added: "It is possible that one of the reasons for the firming in price is the fact that copra supplies to Europe and the US declined sharply during October. Most of the decline is due to Europe but both copra and coconut oil imports into the US also declined sizeably.

"There appears still to be a considerable tonnage of copra and coconut oil stored under Custom bond, much of which is expected to be released in January and this could affect prices at that time.

"There is still a considerable quantity of soyabean, soyabean oil and meal in the US and in Europe and despite reduced production of soyabean and also cottonseed there does not appear to be much change in overall stocks held.

"An interesting angle as far as edible oils and oil seeds are concerned is the fact that livestock numbers, particularly in Eastern Europe, have continued to expand this year and this will no doubt mean a demand for meal, and consequently for oil-seeds generally."

Copper prospector

AN American mining company, the American Smelting Co., has been granted a six-month permit to prospect for copper in the Bainings area of the Gazelle Peninsula, of New Britain.

The company proposes to prospect around an area which was declared a mining reserve by the Administration about four months ago after locals took rock samples to Mr. Roy Ashton, MHA. Mr. Ashton found the samples contained copper.

Japan looks at PNG cocoa

JAPAN may commence regular purchases of large quantities of New Guinea cocoa beans if an investigation now being carried out in New Britain proves that supplies can be maintained.

Representatives of Japan's largest cocoa buying organisation, the Fuji Oil Company of Osaka, began a

tour of cocoa fermentaries in the Gazelle Peninsular of New Britain in early December.

The Fuji company makes cocoa butter, which is the basis of chocolate. The company has already carried out an extensive analysis of cocoa samples from the Gazelle Peninsular and has commented favourably on the results.

Rabaul cocoa agent, Mr. Cyril Holland, said Fuji's managing director and general manager would spend several days in the Gazelle Peninsular studying cocoa blocks and fermentaries.

He said they had expressed particular interest in cocoa fermented by the Tolai cocoa project.

If they were satisfied with what they saw their annual purchases could be substantial, he said.

Oil palm tests for New Guinea

GROWTH rate and yield from oil plants now being cultivated by agricultural officers in 12 pilot plots in different districts of Papua-New Guinea will indicate the extent of future development of the palm as an economic crop in areas other than New Britain, where the industry is now being established.

P-NG Agricultural officers have established six-acre pilot plots in the Bougainville, New Ireland, Morobe, Northern, Central and Gulf districts as well as in New Britain.

Department of Agriculture agronomist, Mr. N. Mendham, said in Port Moresby in December that seed for the plantings had been imported from Malaya.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. \$ equals approximately 8/- Stg., NZ, or W. Samoa; 9/- Fiji; 10/- Tonga; 5.381 Ceylon Rupees; 98 Pac. Frs.; \$US1.125.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's tentative purchase prices for copra delivered main ports are: Hot-Air Dried, \$143 per ton; FMS, \$140 per ton; Smoke-Dried, \$138.98 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices in Suva to Jan. 9 were: First grade, £F46/17/6; second grade, £F41/17/6; third grade, £F34. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £NZ56/12/6 first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji, basis £F100: Buying, \$A221.73; Selling, \$A226. Fiji-London, basis £Stg.100: B. £F112; S. £F110/15/-; NZ-Fiji, basis £NZ100: B. £F111/11/9; S. £F110/4/3.

WESTERN SAMOA.—Through BANK OF WESTERN SAMOA. Australia on W. Samoa basis £WS100: B. \$A246.67; S. £A249.08. W. Samoa-NZ, basis £NZ100: B. £WS99/11/3; S. £WS100/10/-. Fiji-W. Samoa, basis £WS100: B. £F109/17/6; S. £F111. W. Samoa-London, basis £Stg.100: B. £WS100/1/3; S. £WS101/10/-.

NORFOLK IS. AND PAPUA-NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK** (Comptoir National D'Épargne de Paris, Sydney, in Dec. 1966, quoted: Selling, Noumea, 98 Pac. francs to \$ Aust.; Papeete 98 (nom.) Pac. francs to \$ Aust.; 247 Pac. francs to £ Stg., approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Buying 13.82 francs to £Stg.

through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Latest prices, in Nov., were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$106 per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade \$29.36 per ton, Second Grade \$18.16 per ton.

NEW HEBRIDES:—Latest official price on Dec. 9 was approximately \$66 (6,600 Pac. Francs). French price in Dec. was 810 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for next quarter, Jan.-Mar., have been fixed, subject to freight adjustment, at £NZ50/9/- 1st grade, £NZ49/4/- standard grade—both per ton, f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Dec. 14 these were approx. £Stg.201 per ton, Mar.-May, c.i.f., Sydney.

On Dec. 19, Quote No. 1: In store Rabaul, exports quality \$410 per ton, ex-wharf Sydney, \$450. Quote No. 2: Best quality, ex-wharf Sydney, \$420, in store N.G. ports \$377 (for UK, Continent and USA shipments).

W. SAMOA:—Latest prices quoted in Sydney, on Dec. 19 were: Grade 1, £Stg.300, grade 2, £Stg.270 per ton, f.o.b., Apia.

COFFEE.—P.-N.G.: Dec. 19, Quote No. 1, good quality A grade 40c per lb; B grade 38c; C grade 35c. c.i.f., Sydney. Quote No. 2, A grade 43c per lb; Plantation X 39c; Native X 36c, del. Sydney.

Approximate overseas coffee prices were reported on Dec. 19 as:

Kenya AA (g.a.q.) £Stg.213, A £Stg.392, B £Stg.382 (f.a.q.), AA £Stg.376, A £Stg.366, B £Stg.362, per ton, f.o.b., Mombasa; Tanzania (g.a.q.) AA £Stg.382, A £Stg.362, B £Stg.350 (f.a.q.), AA £Stg.356, A £Stg.346, B £Stg.342; Bukoba Robusta £Stg.256 (f.a.q.); Sumatran Robusta (f.a.q.); AP1 Special £Stg.261, AP1 £Stg.250, AP2 £Stg.226, AP10 £Stg.238, per ton, c. and f.; Nigerian Robusta £Stg.245, per ton, c. and f.

PEANUTS.—P.-N.G.: Sydney agents reported Dec. 19, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Dec. 15 was: Jan. shipment 60½ Straits cents per lb, c.i.f. (17.61c Aust.); Prompt shipment 60½ Straits cents per lb (17.43c Aust.); Feb. shipment 62 Straits cents per lb (17.98c Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported on Dec. 19: Prices are: white and yellow label processed, standard packs, \$5.30, green label, \$5.20, c.i.f., Sydney.

RICE (Aust.): Prices, until May, 1967, are—P.-N.G.: Dried brown rice, 112 lb bags, \$121 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 112 lb bags, \$134 per ton, f.o.w. Other Pacific Islands: Polished white or dried brown rice, \$142 per ton, f.o.w.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on Dec. 19 by Sydney independent shell agents were: Sound \$1,650 per ton, D \$1,180, EE \$670, EE \$470 (in store Sydney). Cook Islands: Penrhyn £NZ320 (approx.), f.o.b., Rarotonga.

Stock Market

SYDNEY

	Nov. 18	Dec.
	Seller	Sel
Ball Plantations . . .	U.Q.	
Burns Philp . . .	3.72	
Burns Philp (SS) . . .	b 3.85	
Camalec . . .	b .40	b
Carpenter, W. R. . .	2.25	
Choiseul Plntn. . .	5.40	
C.S.R. Co. . . .	2.85	
Dylup Plantations . .	.54	
Fiji Industries . . .	2.30	
Hackshall's . . .	1.26	
Kerema Rubber . . .	.25	
Koitaki Rubber . . .	1.47	
Lolorua Rubber . . .	.45	
Makurapau Plntn. . .	.43	
Mariboi Rubber . . .	.40	
Plantation Holdings . .	b .33	
Queensland Insurance	4.20	
Rubberlands . . .	.25	
Sogeri Rubber . . .	.62	b
Sthn. Pac. Insurance	b .60	b
Steamships Trading . .	1.04	
Watkins Consolidated	.42	

OIL AND MINING SHARES

	Nov. 18	Dec.
C.R.A. . . .	—	s 5
Emperor . . .	s .46	s
N.G.G. Ltd. . .	s .55	s
Oil Search . . .	s .12	s
Pac. I. Mines . .	s .39	s
Papuan Apin. . .	s .15	s
Placer Dev. . .	s23.40	b26

(Quotations are in Australian Dollars)

\$A2 = £A1.)
 Sydney Stock Exchange share price index for "Ordinaries" on Dec. 16 320.87, on Nov. 18, it was 312.58.

TROCHUS.—Sydney buyers indicate the following quotations to Islands: Dec. 19 — **Papua** — \$160-\$180 per ton; **N.G., B.S.I.** — \$150-\$170 per ton, f.o.b. Islands ports.

GREEN SNAIL SHELL.—Sydney buyers quoted: Dec. 19, No. 1, 1st grade, \$ f.o.b. Islands ports, 2nd grade, no \$240 on wharf, Sydney, No. 2, \$440 (quality), on wharf, Sydney.

CROCODILE SKINS.—On Dec. 19, Sydney buyers quoted for 12 in. and c. first grade quality as follows: **P.-N.G.** \$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (f. water) \$1.80 per in. **B.S.I.** \$2.90 (small scale) del. Sydney.

PAPUAN GUM: \$190 per ton, Sydney; New Guinea graded gum \$185 per ton, f.o.b., New Guinea ports.

BECHE-DE-MER: Chang Sing Loong, Suva, quote F2/- (4 in. to 7 in.) to 1 (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Chang Sing Loong, Suva, offers F4/6 per lb for well-dried of commercial quality. ICEP Pty. Ltd. 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store, Sydney according to quality.

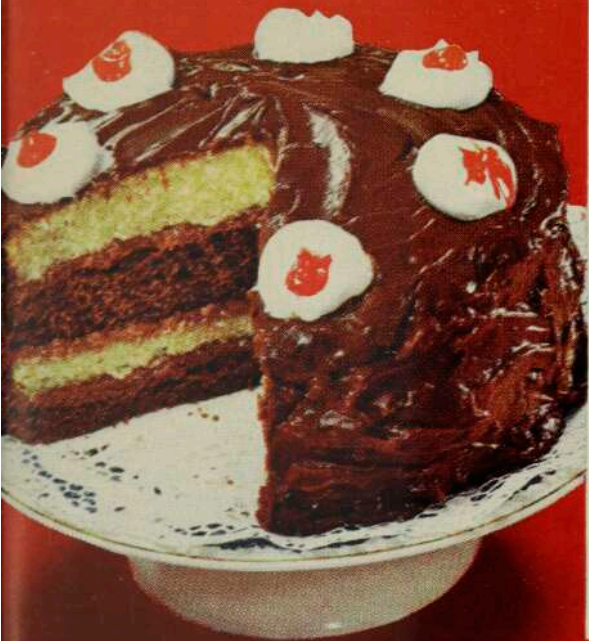
London and US Quotations

COPRA: LONDON, Dec. 16, Philippines in bulk, \$US186 (equal to £Stg.66/11 per long ton, c.i.f., UK/Nth. European ports. Malayan 1½ c.i.f. UK/Nth. European ports. UQ. NEW YORK: Dec. 16, Philippines, c.i.f., Pacific Coast port nom. \$US153. CEYLON: Spot, 1030 Rupees per ton.

COCONUT OIL: LONDON, Ceylon, in bulk, £Stg.99/10/- per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Dec. 15, S 18-7/16d Stg. lb; Dec. shipment 18d lb; Mar. shipment 18-15/16d Stg. lb.

Best results always with



"Mother's Choice" FLOUR

Here's why Mother's Choice
Self Raising Flour should
be your choice

- * It contains a special raising ingredient perfected for the tropics.
- * It has been famous for its quality for over 60 years in Australia.
- * There is a delicious pictured recipe on every pack, which is changed regularly, as well as basic baking recipes.

Buy Mother's Choice Self Raising Flour in 2 lb. packs and tins and 4 lb. polythene jars.



LV255

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

LV257

*Choose your
size from
the*



Electrolux new economy line

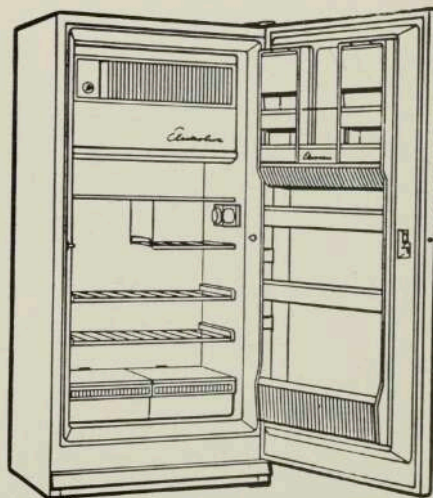
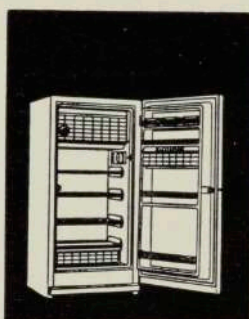
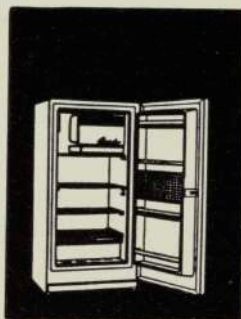
- Full range of models
- Low priced
- Economic to run
- Luxuriously equipped
- Efficient
- Renowned for reliability

NEW COMPRESSOR REFRIGERATORS

For homes with electricity. These elegant models are fitted with extremely economical cooling units which compress electricity costs to the minimum.

KEROSENE REFRIGERATORS

For perfect cooling in non-electrified areas. Electrolux kerosene refrigerators are completely silent and have no moving parts to wear out.



The new Electrolux economy line offers you a full range of refrigerators which caters for everybody—with both compressor models that really economise on electricity and kerosene models. There's a wide range of sizes, all beautifully equipped, with plenty of space for food and large bottles. You'll find exactly what you need—in the size that you want—in the Electrolux new economy line.

Distributed by:

W. R. CARPENTER & CO. LTD.

and their agents,

NEW GUINEA CO. LTD.

RABAU, MADANG, LAE, KAVIENG, KOKOPO.

BURNS PHILP (N.H.) LTD., Vila, Santo

ISLAND PRODUCTS LTD.

PORT MORESBY.

E. V. LAWSON, Honiara

Electrolux

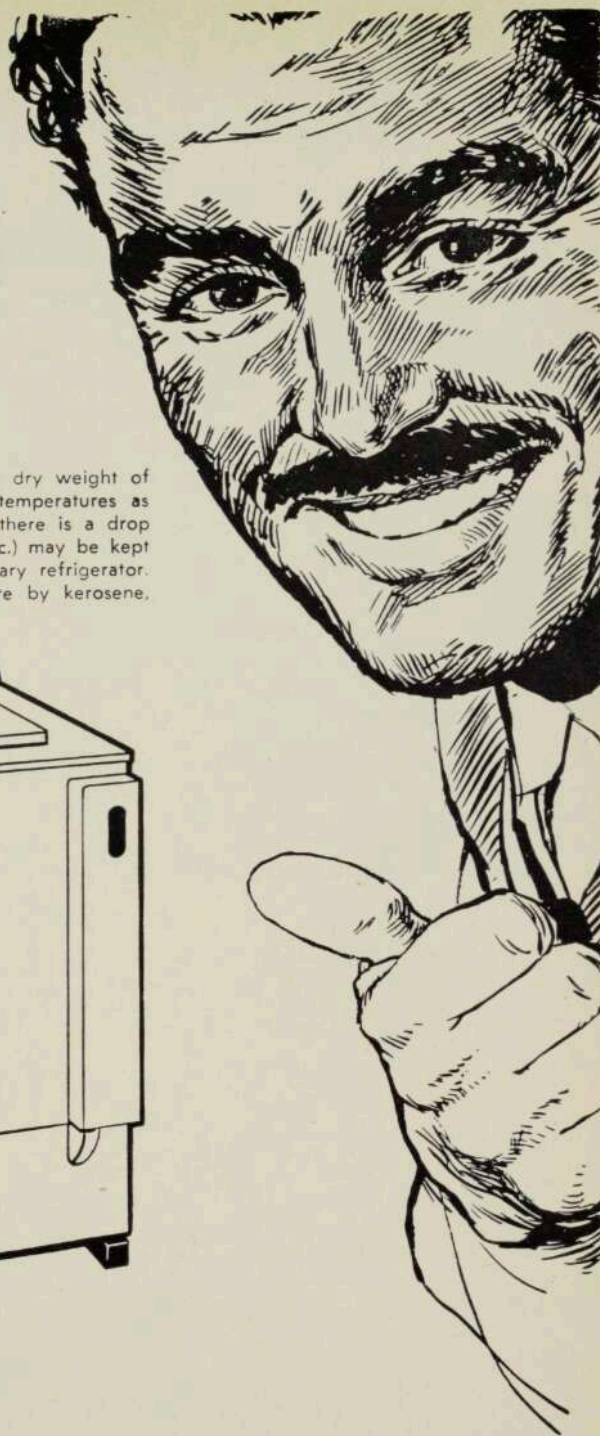
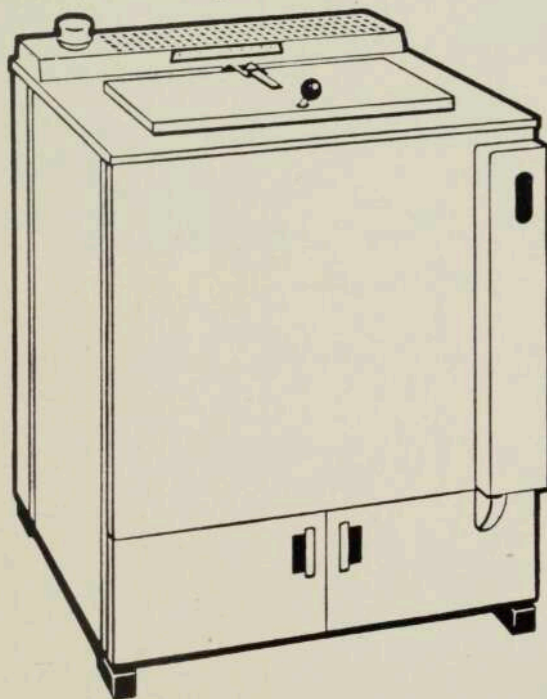
Kerosene

Deep Freezer



Electrolux kerosene-operated deep freezer conserves up to 100 lb. dry weight of 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 several weeks or many times longer in C 80 than in an ordinary refrigerator. No ice or electricity. The Electrolux C 80 operates anywhere by kerosene, economically and with high efficiency.

anywhere
the
tropics . .



NEW GUINEA CO. LTD. ISLAND PRODUCTS LTD.

Rabaul, Madang, Lae, Kavieng,
Kokopo.

BURNS PHILP (N.H.) LTD.,
Vila, Santo.

Port Moresby

E. V. LAWSON LTD
Honiara.



freshen up down south

Lazy, lazy you. Another mountain to be climbed, another fish to be caught, another show to be seen — **and you just sitting there!** Savouring the cool, green comfort of a shady oak — the year-round spring-fresh crispness of New Zealand air.

Yet here's the beauty of a New Zealand holiday! You can tramp the forests of Fiordland — or survey them lazily from a launch. Catch



massive fighting trout in a mountain lake — or feed tame ones at Rotorua. Ride the "wild west" gold trails of Central Otago — or watch a rodeo from a deck chair. And enjoy your holiday, either way, because you stay so cool.

AIR NEW ZEALAND's service, too, is refreshingly different. Its service, comfort, cuisine make the perfect start to a perfect holiday.

Talk New Zealand soon to your travel agent or AIR NEW ZEALAND office.

AIR NEW ZEALAND

In association with QANTAS and B.O.A.C.



ANZ6511

148

JANUARY, 1967 — PACIFIC ISLANDS MONTHLY



Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and Australian ports, with the *Pilar* as ship.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

The CSR Company operates a passenger/cargo service, usually with the *Rona*, departing Sydney every three weeks for Suva and Lautoka.

Details from Colonial Sugar Refining Co. (Aust.) Pty. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the *mate* from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return Sydney via Fiji ports, Auckland and Ranga.

Details from Union Steam Ship Co. of (Aust.) Pty. Ltd., 247 George Street, Sydney (2-528); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel *Australis* maintains a two-monthly passenger-cargo service Sydney via New Zealand and Fiji Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, monthly operate a passenger-cargo service three times yearly with the *Lakemba* sailing at Sydney, Melbourne, Suva, Auckland, Honolulu, Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo services from West Coast, USA (with occasional calls at Tahiti) to Australia via New Zealand, returning via Tarawa, Port and Ellice Islands Colony (including transshipments for Mauritius) and Honolulu to Los Angeles.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila Noumea and Noumea, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, occasional calls are made at Pago Pago and Nukualofa.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317), or travel agents.

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, generally calling at Sydney, Wellington, Rarotonga, Papeete and Fiji (Southern Cross only).

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel *Maasdam* leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Europe-Canada Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports. Bulolo maintains a six-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul.

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Samarai, Rabaul, Kavieng, Lombrum, Wewak, Madang, Lae, Pt. Moresby.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombrum, Lorengau, Rabaul and Bougainville ports.

Moresby maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang, Wewak, and Rabaul.

Montoro sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Alexishafen, Madang, Lae and Pt. Moresby.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation Co. Ltd. vessels *Soochow* and *Shansi* provide a regular fortnightly passenger-cargo service from Sydney to Brisbane, Pt. Moresby, Samarai and Sydney, sailing from Sydney every second Monday.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels *Sletta*, *Slettfjord* and *Sarang* leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta and Honiara (BSIP).

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 13 Bridge Street, Sydney (27-8311).

Austasia Line's passenger/cargo vessel *Makati* runs monthly between Australian ports (turn round at Melbourne) and Papua-New Guinea, calling at Pt. Moresby, Rabaul, Madang and Lae.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessels *Australasia* and *Malaysia* run monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line vessels maintain a regular passenger/cargo service to Port Moresby, Lae, Madang, Rabaul, thence to Taiwan, Hong Kong and Manila; returning to Australia via Madang, Lae and Rabaul.

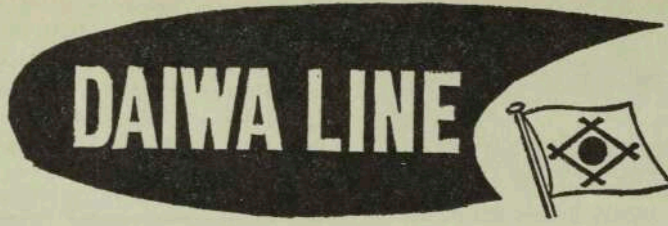
Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels *Woosung*, *Wenchow* and *Wanliu* call monthly at Rabaul, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels *Changsha* and *Taiyuan* provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels *Francis Drake* and *George Anson* maintain monthly passenger-cargo services between



DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAISEN MARU" V11

Dep. JAPAN December 26.	LAUTOKA January 23.
GUAM January 2.	NOUMEA January 26-27.
APIA January 15-16.	*VILA January 31.
PAGO PAGO January 17-18.	SANTO February 1.
SUVA January 21-22.	HONIARA February 4.

* Subject to cargo inducement.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Fiji Maru", V-12, end January, 1967.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE"	TOKYO: "FUNEDAILINE"
------------------	----------------------

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
 APIA: Burns Philp (South Sea) Company, Ltd.
 PAGO PAGO: B. F. Kneubuhl.
 NUKUALOFA: Tonga Shipping Agency.
 SUVA: Banno Oceania Ltd.
 LAUTOKA: Banno Oceania Ltd.
 NOUMEA: Agence Maritime Pentecost.
 SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
 VILA: Burns Philp (New Hebrides) Ltd.
 HONIARA: British Solomons Trading Company Ltd.
 PAPEETE: Etablissements Baldwin.

Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam, Rabaul.

Details from H. C. Sleigh Ltd., York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel *Ellinis* maintains a regular passenger service every month from Sydney via New Zealand, Papeete to Southampton, and return Suez to Sydney.

Details from Chandris Line, 135 R Street, Sydney. Tel. 28-2451.

EUROPE - NEW GUINEA - BSIP, GEIC

Nederland Line Royal Dutch Mail Royal Rotterdam Lloyd operate a service every six weeks from the Continent, London via Suez to Port Moresby, Honiara or Tarawa (alternating each voyage), Rabaul, Lae, Madang, Alexishaven, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels *Marquises*, *Malais*, *Mauriciens* and *Ma* run monthly between France and New Zealand, via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels *Vivarais*, *Vanoise*, *Velay*, *Vent* and *Vosges* run monthly between France and Noumea via Djibouti, India, Ceylon and Australia. From Sydney, vessels to Noumea; return to France via Europe and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service every three weeks from the Continent and via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa, Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal Inter-ocean Ltd, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels *Kwangsi*, *Norman*, *Nanchang* and *Kwungtung* operate a monthly passenger/cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via New Zealand and Far East ports.

FAR EAST - FIJI - NZ - SYDNEY

Royal Inter-ocean Lines operate a monthly passenger-cargo service with *Tjimanuk*, *Tjitarum* and *Tjiliwong* from Hong Kong and Singapore to Fiji, NZ, calling at Suva and Lautoka, returning via the Philippines.

Details from Royal Inter-ocean Ltd, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels *Kwellin* and *Chekiang* maintain a regular monthly passenger/cargo service from Japan direct to Lae and Port Moresby thence Tasmania, Melbourne and Fremantle.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co. Ltd. vessels *Yochow*, *Yunnan* and *Ninghai* maintain

Monthly cargo service from Japan and Hong Kong southwards to Wewak, Rabaul, Lae, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Honiara, Suva, Vila and Noumea returning to Japan direct.

Details from China Navigation Co. Ltd. (Pty.) and Yuill Pty. Ltd., general agents, 8 Spring St., Sydney (27-4701).

PAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Nukualofa, Suva, Lautoka, Noumea, Vila, Suva and Honiara.

NEW ZEALAND - COOK IS.

ZGS 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 office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Tonga and Samoa.

Matua maintains a service every four weeks from Auckland to Suva, Pago Pago, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland). Matua maintains a service every two weeks from Auckland to Lautoka, Ha'apai, Nukualofa, Suva, and return to New Zealand (usually Auckland). Details from Union Steam Ship Co. (NZ), Quay and Commerce Sts., Auckland (Tel.: 49-430).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels Line, Rangitoto and Rangitane, sailing between NZ and UK, via Suva, make a call every two months at Tahiti, northbound and southbound. Details from NZ Shipping Co. Ltd., Commerce Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Akal operates a six-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia and Nukualofa. Details from Burns Philp and Co. Ltd., Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Suva, Rotuma) with MV Aoni. Calls also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Ground in Suva is usually two days, the agents there are Morris Hedstrom.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular intervals out of London, via Suva, for Apia, Suva and Lautoka. Details from Gwyn and Co. Ltd., act as Load-Brokers in London.

K-PANAMA-TAHITI-AUSTRALIA

Redar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney.

Details from agents: H. C. Sleigh, 115 York St., Sydney, Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, and other Pacific Islands.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Sydney, Brisbane, Melbourne, Fiji, Pago Pago, Papeete (occas.) and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - SYDNEY - USA

Matson Line vessels Mariposa and Monterey maintain a regular service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea, and return.

Details from agents: Birt and Company (Pty.) Ltd., 2 Castlereagh Street, Sydney (2-0313).

AIRWAYS TIMETABLES

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HONOLULU - NORTH AMERICA

By QANTAS (with 707's)

Sun.: Dep. Sydney 0900, arr. Brisbane 1015, dep. 1100, arr. Honolulu Sat. 2340, dep. Sun. 0100 for San Francisco, arr. 0740.

Sun.: Dep. San Francisco 1000, arr. Honolulu 1310, dep. 1415, arr. Nadi Mon. 1830, dep. 1900, arr. Brisbane Mon. 2040, dep. 2125 for Sydney, arr. 2235.

SYDNEY - FIJI - HAWAII - USA

By QANTAS (with 707's)

Sat.: Dep. Sydney 0900, arr. Nadi 1450, dep. 1535, arr. Honolulu Wed., Fri. 2340, dep. Thurs., Sat. 0100, arr. San Francisco 0740.

Tues., Thurs., Fri., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1050, arr. San Francisco 1730. (Extends to Vancouver alt. weeks Jan. 13, 27, Feb. 10, 24, etc.).

Mon., Wed., Sat.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1050, arr. San Francisco 1730 (to New York, London).

Mon., Wed., Fri.: From New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi Wed., Fri., Sun. 0415, dep. 0500, arr. Sydney 0715.

Tues., Thurs., Sat., Sun.: Dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi Thurs., Sat., Mon., Tues. 0415, dep. 0500, arr. Sydney 0715. (From Vancouver via San Francisco alt. weeks Jan. 14, 28, Feb. 11, 25, etc.).

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

Sat.: Dep. San Francisco 1000, arr. Honolulu 1310, dep. 1415, arr. Nadi Fri., Sun. 1830, dep. 1915, arr. Sydney 2130.
(International Dateline is crossed between Nadi and Honolulu.)

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Mon.: Dep. Sydney 1000, arr. Auckland 1445, dep. 1545 for Papeete, arr. Sun. 2240*, dep. 2340 for Acapulco, arr. Mon. 1130, dep. 1230 for Mexico City, arr. 1315.
Wed.: Dep. Sydney 2000, arr. Nadi 0150, dep. 0235 for Papeete, arr. Wed. 0850, dep. 2230 for Acapulco, arr. Thurs. 1020, dep. 1120 for Mexico City, arr. 1205 (to Nassau, Bermuda, London).
Tues.: Dep. Mexico City 2210, arr. Acapulco 2300, dep. 2359 for Papeete, arr. Wed. 0410*, dep. 0510 for Auckland, arr. Thurs. 0855, dep. 1000 for Sydney, arr. 1105.
Sat. (from London, Bermuda, Nassau): Dep. Mexico City 2210 for Acapulco, arr. 2300, dep. 2359, arr. Papeete Sun. 0410, dep. 0510 for Nadi, arr. Mon. 0750, dep. 0835 for Sydney, arr. 1050. (Asterisk indicates technical stop only.)

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS
(with 707's)

Tues., Sat.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Sat. 0805, dep. 1000 for Los Angeles, arr. 1655.
Mon.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0230), Honolulu arr. 0835, dep. 1000 for Los Angeles, arr. 1655.
Thurs.: Dep. Sydney 1530 for Auckland (arr. 2010, dep. 2115) for Honolulu arr. Thurs. 0745, dep. 1000 for Los Angeles, arr. 1655.
Sun., Thurs.: Dep. Los Angeles 2100 for Honolulu, Nadi, arr. Tues., Sat. 0545, dep. 0645, and Sydney, arr. 0900.
Sat.: Dep. Los Angeles 2100 for Honolulu, Pago Pago, arr. Sun. 0540, dep. 0640, and Sydney, arr. Mon. 0930.
Tues.: Dep. Los Angeles 2100 for Honolulu,

Auckland, arr. Thurs. 0815, dep. 0900 for Sydney, arr. 1000.

SYDNEY - N. CALEDONIA - FIJI - TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.
Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Sun. 0700 for Nadi (cross Dateline) arr. Mon. 0940, dep. 1025 for Noumea, arr. 1120, dep. 1235 for Sydney, arr. 1430.
Fri.: Dep. Noumea 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Thurs.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Fri. 0700 for Nadi (cross Dateline) arr. Sat. 0940, dep. 1025 for Noumea, arr. 1120.

(NOTE: Flights from Sydney to Noumea and return are operated in association with Qantas)

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES
(with DC8's)

Alt. Fri.: Dep. Sydney 1800, arr. Nadi 2355 Fri., dep. 0040 Sat., cross International Dateline, arr. Honolulu 0850 Fri., dep. 1010 for Vancouver, arr. 1735, dep. Fri. 1900 for Amsterdam.
Mon., Wed., Sat.: From Amsterdam—various times.

Wed. flight: From Amsterdam, arr. Vancouver 1550, dep. 1800, arr. Honolulu 2145, dep. 2245, cross International Dateline, arr. Nadi 0305, dep. 0345 for Sydney, arr. 0600. (Alt. Fri. to Auckland, arr. 0640).

NOTE: Canadian Pacific also operate a weekly non-stop service from Toronto to Honolulu.

Wed.: Dep. Toronto 1625 for Honolulu, arr. 2115 Wed.

Sun.: Dep. Honolulu 1845 for Toronto, arr. 0840 Mon.

NEW ZEALAND - TAHITI - USA BY PAN AMERICAN AIRWAYS

(with 707's)
Thurs. Dep. San Francisco 1400, Honolulu, dep. 1815 for Papeete, 2340.

Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1555.

Sat.: Dep. San Francisco 2200, dep. Angeles 2359 for Papeete, arr. 0615, dep. 0700 for Auckland, Mon. 1050.

Mon.: Dep. Auckland 2359 for Papeete, arr. Mon. 0655, dep. 0800 for Angeles, arr. Mon. 1750 and Francisco, arr. 2005.
dent on time of high tide at Howe Island.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's, DC8's and Electras)

Three times weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

Two services weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Six times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Six times weekly, both ways.

MELBOURNE - WELLINGTON

AIR-NZ (with Electras)

Four times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's), both ways.

BOAC (with 707's)

Twice weekly, both ways

PAN AMERICAN (with 707's)

One service weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's), both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Twice, both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1010, arr. Nadi 1730, dep. 1830, arr. Sydney 2130.
Wed.: Dep. Nadi 0730, arr. Sydney 1030.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Sandringham Flying-boats)

Frequent services from Rose Bay each week. Departure time is dependent on tide.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: Dep. Sydney 1100 for Noumea, arr. 1430, dep. 1545 for Sydney, arr. 1830.

SYDNEY - N. CALEDONIA - FIJI - N. ZEALAND

UTA-FRENCH AIRLINES (with Caravelle)

Tues.: Dep. Noumea 1200 for Sydney, arr. 1420, dep. 1600 for Noumea, arr. 1830.
Wed.: Dep. Noumea 0930 for Auckland,

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

rr. 1320, dep. 1500 for Noumea, arr. 1705.
Dep. Noumea 1435 for Nadi, arr. 1735, dep. Sun. 1025 for Noumea, arr. 1140.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)
Fri.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).
Sat.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Sydney 1035, thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)
Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland. (See "NZ-Pacific Islands").
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

trans Australia Airlines and Ansett-ANA route from Sydney to Lae and return via Electras.

NORTHBOUND

Daily (to Dec. 24, thence daily exc. Tues., Sun.): Dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Pt. Moresby 0600, dep. 0650, arr. Lae 0740.
Ansett-ANA: Daily, exc. Wed., Sat., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200, arr. Pt. Moresby 0605, dep. 0655, arr. Lae 0745.

SOUTHBOUND

Daily (exc. Mon., Wed.): Dep. Lae 0930, arr. Pt. Moresby 1020, dep. 1100, arr. Brisbane 1455, dep. 1530, arr. Sydney 1705.
Ansett-ANA: Daily, exc. Thurs., Sun., dep. Lae 0925, arr. Pt. Moresby 1015, dep. 1055, arr. Brisbane 1450, dep. 1525, arr. Sydney 1700.

NOTE: The Ansett-ANA service from Sydney to Lae and return will operate daily to the above schedule from Jan. 18 to Feb. 13.

QLD. - PAPUA-NEW GUINEA

TAA (with Fokker Friendships)

Mon.: Dep. Townsville 1300, arr. Cairns 1355, dep. 1500, arr. Pt. Moresby 1720.

Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

CAIRNS-PT. MORESBY-CAIRNS

ANSETT-ANA (with Fokker Friendships)

Fri.: Dep. Cairns 1330, arr. Pt. Moresby 1545.

Fri.: Dep. Pt. Moresby 1625, arr. Cairns 1840, dep. 1920, arr. Townsville 2015.

NEW ZEALAND-PACIFIC IS.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Mon., Tues., Thurs., Fri., Sun.: Dep. Auckland 2130, arr. Nadi 0020.

Wed., Sat.: Electra dep. Auckland 1000, arr. Nadi 1355.

Wed., Sat.: Electra dep. Auckland 2030, arr. Nadi 0025.

Tues., Wed., Fri., Sat.: Dep. Nadi 0505, arr. Auckland 0755.

Sun., Thurs.: Electra dep. Nadi 0505, arr. Auckland 0900.

Mon.: Dep. Nadi 0930, arr. Auckland 1220.

Mon., Fri., flights ex-Auckland and Tues., Sat. flights ex-Nadi are operated by BOAC.

Sat., Wed.: Electra dep. Nadi 1500, arr. Auckland 1855.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)

Sun.: Dep. Auckland 2130, arr. Nadi 0020
Mon. Dep. Nadi 0200, cross International Dateline, arr. Pago Pago Sun. 0445.

Sun.: Dep. Pago Pago 0715, cross International Dateline, arr. Nadi Mon. 0815.
Dep. Nadi 0930, arr. Auckland 1220.

NZ - HAWAII - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Sydney 1500, arr. Auckland 1945, dep. Auckland 2100, arr. Honolulu 0720, dep. 0900, arr. Los Angeles 1555.

Wed., Fri.: Dep. Los Angeles 2000, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr. Sydney 1005.

NZ - NEW CALEDONIA

AIR-NZ (with Electras)

Fri.: Dep. Auckland 1315 for Noumea, arr. 1540.

Fri.: Dep. Noumea 1645 for Auckland, arr. 2105.

NZ - NORFOLK IS.

AIR-NZ (by Qantas DC4's) (Charter)

Mon., Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.

Tues., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

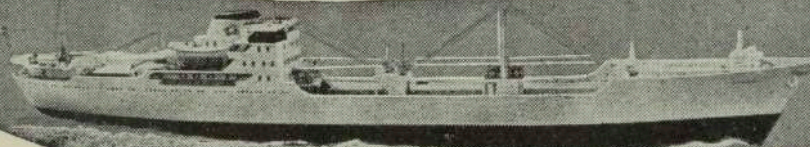
NZ - TAHITI

UTA-FRENCH AIRLINES (with DC8's)

Fri.: Dep. Auckland 1430 for Papeete (cross Dateline) arr. Thurs. 2115.

Thurs.: Dep. Papeete 0900 for Auckland (cross Dateline) arr. Fri. 1230.

AUSTRALIA-WEST PACIFIC LINE



M.V. "SAMOS"

inking

PACIFIC ISLANDS

with the FAR EAST and AUSTRALIA

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone: 61-3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co. Pty. Ltd.

LAND AGENTS: Madang, Lae and Rabaul (New Guinea)—New Guinea Co. Ltd. Port Moresby (Papua)—Island Products Ltd.

FAR EASTERN AGENTS: Japan—Dodwell & Co. Ltd. Hong Kong, Manila and Taipei—Everett Steamships Corporation.

INTER - TERRITORY SERVICES**FIJI - GILBERT & ELLICE ISLANDS**

FIJI AIRWAYS LTD. (with Herons)

Fri.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Sat., dep. Funafuti 0700, Tarawa, arr. 1140.
Sun.: Dep. Tarawa 0630, Funafuti, arr. 1130, dep. 1230, Nadi, arr. 1625, dep. 1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with Herons)

Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0900, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.
Wed., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1205, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC3's)

Tues., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1200. Dep. Nukualofa 1245, arr. Suva 1445, dep. 1600, arr. Nadi 1645.
Details from Fiji Airways Ltd., Victoria Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)

Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0750, cross Dateline, arr. Apia Fri. 1300.
Fri.: Dep. Apia 1350, cross Dateline, arr. Suva Sat. 1700, dep. Sat. 1730, arr. Nadi 1815.

HAWAII - AM. SAMOA - TAHITIBY PAN AMERICAN AIRWAYS
(with 707's)

Tues.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.
Tues.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735.

NEW CALEDONIA - NEW HEBRIDESUTA-FRENCH AIRLINES (with DC4's
and Herons)

Tues.: Dep. Noumea 0900, arr. Vila 1055, dep. Vila 1230, arr. Santo 1345, dep. 1415, arr. Noumea 1655.
Sat.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1225, dep. 1400, arr. Noumea 1555.

NEW CALEDONIA - WALLIS ISLAND

UTA-FRENCH AIRLINES (with DC4's)

Monthly service (second Wednesday)
Wed. (Jan. 11): Dep. Noumea 0800, arr. Wallis 1530.
Monthly service (following Friday)
Fri. (Jan. 13): Dep. Wallis 1000, arr. Noumea 1530.

P-NG - SOLOMONSTAA (with Fokker Friendships
and DC3's)

Alt. Tues.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Jan. 10, 24, etc.).
Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Jan. 11, 25, etc.).
Alt. Tues.: Dep. Lae (Fokker) 0845 for Rabaul, Buka, Munda, Honiara, arr. 1630 (Jan. 3, 17, etc., then weekly to Feb. 14).
Alt. Wed.: Dep. Honiara (Fokker) 0715 for Munda, Buka, Rabaul, Lae, arr. 1235 (Jan. 4, 18, etc., then weekly to Feb. 15).

P-NG - WEST NG

TAA and Garuda Indonesian Airways, using DC3's, run services between Lae and Sukarnapura. Both services are fortnightly.

TAHITI - HONOLULU

UTA-FRENCH AIRLINES (with DC8's)

Sat.: Dep. Papeete 1000, arr. Honolulu 1530, dep. Sat. 1700, arr. Papeete 2230.

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Thurs. 0100, arr. Papeete 0725.
Fri.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Sat. 0100, arr. Papeete 0725.

PAN AMERICAN AIRWAYS (with 707's)

Thurs.: Dep. San Francisco 1400, dep. Honolulu 1815, arr. Papeete 2340.
Fri.: Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1555 Fri.
Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
Mon.: Dep. Papeete 0800, arr. Los Angeles Mon. 1750, arr. San Francisco Mon. 2005.

W. SAMOA - AM. SAMOAPOLYNESIAN AIRLINES LTD.
(with DC3)

Sun.: Dep. Apia 0445, 0515, 1600; Mon. and Wed.: 0800; Tues., Thurs., Fri.: 0800, 1600; Sat.: 1330, 1600.
Sun.: Dep. Pago Pago 0630, 0700, 1715; Mon. and Wed.: 0915; Tues., Thurs., Fri.: 0915, 1715; Sat.: 1445, 1715.

W. SAMOA - TONGAPOLYNESIAN AIRLINES LTD.
(with DC3)

Sun.: Dep. Apia 0815, arr. Tonga Mon. 1130.
Mon.: Dep. Tonga 1230, arr. Apia Sun. 1545.

W. SAMOA - WALLIS ISLAND - FIJI

POLYNESIAN AIRLINES LTD.

Mon., Fri.: Dep. Apia 1015, arr. Nadi 1330 Tues. and Sat.
Wed.: Dep. Apia 1015, arr. Wallis 1100 Thurs., dep. 1130, arr. Nadi 1430 Thurs.
Fri.: Dep. Nadi 0900, arr. Wallis 1210, dep. 1240, arr. Apia 1530 Thurs.
Tues., Sat.: Dep. Nadi 1445, arr. Apia 2015 Mon. and Fri.

INTERNAL SERVICES**FIJI**FIJI AIRWAYS (with Herons, Drovers,
and DC3's)

Suva-Nadi-Suva: Daily.
Suva-Labasa-Suva: Mon., Wed., Thurs., Sun.
Suva-Savusavu-Matei-Suva: Mon.
Suva-Matei-Savusavu-Suva: Sat.
Suva-Labasa-Matei-Labasa-Suva: Tues., Fri.
Suva - Labasa - Savusavu - Labasa - Suva: Sat.
Suva - Savusavu - Labasa - Savusavu - Suva: Wed., Thurs., Sun.
Details from Fiji Airways Ltd., Victoria Parade, Suva.

FRENCH POLYNESIARAI (with DC4 and Bermuda
Flying-boats)

Papeete-Moorea-Papeete: Mon., Tues., Thurs., Sat.

● PIM's shipping and air schedules are correct to of publication.

Papeete - Raiatea - Bora Bora: M
Tues., Wed., Thurs., Fri., Sat., Su
Papeete - Huahine - Raiatea - Bora B
Thurs.

Bora Bora-Raiatea-Papeete: Daily.
Bora Bora - Raiatea - Huahine - Moon
Papeete: Thurs.

Bora Bora-Rangiroa-Papeete: Thurs.

Details from RAI, Quai Bir Hak
Papeete, or any UTA office.

GUAM - US TRUST TERRITORYTRUST TERRITORY AIR SERVICE
(with SA16's and DC4's)

GUAM-MARIANAS

Guam - Saipan - Rota - Guam: M
Wed. (DC4).

Guam - Rota - Saipan - Guam: T
Sat. (DC4).

Guam - Saipan - Guam: Thurs.,
(DC4).

GUAM-CAROLINES

Guam-Yap-Koror: Thurs. (DC4).
Koror-Yap-Guam: Fri. (DC4).

Guam - Yap - Koror - Yap - Guam: S
(DC4).

GUAM-CAROLINES-MARSHALLS

Guam-Truk-Kwajalein: Tues. (DC4).
Kwajalein - Majuro - Kwajalein - Tru
Guam: Wed. (DC4).

Truk - Ponape - Kwajalein: Tues. (SA
Kwajalein - Ponape - Truk: Wed. (SA

NEW CALEDONIA

TRANSPAC (with Heron and/or Arto

Noumea - Mare - Noumea: Mon., Tu
Thurs., Fri.

Noumea - Lifou - Noumea: Mon., Tu
Wed., Fri., Sat.

Noumea - Ouvea - Noumea: Mon., Thu
Sat.

Noumea-Isle of Pines-Noumea: Daily.

Noumea-Thio-Noumea: Daily.

Noumea-Houailou-Noumea: Daily.

Noumea-Poindimie-Noumea: Daily.

Noumea-Hienghene-Noumea: Daily.

Noumea-Kousoua-Noumea: Daily exo
Sun.

Noumea - Kone - Voh - Koumac - Vo
Kone-Noumea: Mon., Wed., Fri., Sat

Noumea - Tontouta - Noumea: Char
only.

NEW HEBRIDES

AIR MELANESIA

(with Drover)

Mon.: Vila - Lamap - Santo - Walaha
Longana - Walaha - Santo - Lamap
Vila.

Tues.: Vila - Tanna - Vila.

Wed.: Vila - Lamap - Santo - Lamap - V
Walaha - Longana - Vila.

Thurs.: Vila - Longana - Walaha - Sant
Walaha - Longana - Vila.

Fri.: Vila - Tanna - Vila - Tanna
Aneityum - Tanna - Vila.

Sat.: Vila - Epi - Vila.

NOTE: Walaha and Longana are
Aoba; Lamap is on Malekula.

Details from Air Melanesia, Vila,
local agents.

PAPUA - NEW GUINEA

Operated by TAA

LAE-RABAU-LAE (Fokker
Friendships and DC3)(exc. Wed.): Lae-Rabaul.
(exc. Mon., Wed.): Rabaul-Lae.**PT. MORESBY-DARU** (Twin Otter)
(Pt. Moresby-Daru - Ballimo - Pt.
Moresby.
Fri.: Pt. Moresby - Daru - Pt.
Moresby.**PT. MORESBY-WEST PAPUA**
(Twin Otter)
(Fri.: Pt. Moresby-Kerema-Baimuru-
Kerema - Pt. Moresby. Reservations
beyond Kerema subject to administra-
tion requirements.**PT. MORESBY-EAST PAPUA**
(Twin Otter)
(Pt. Moresby - Gurney - Misima -
Gurney-Pt. Moresby.
(Pt. Moresby-Gurney*-Pt. Moresby.
Launch connects at Gurney to and
from Samarai on Wed. only.**LAE-MADANG-WEWAK-MANUS-
KAVIENG-RABAU** (DC3)
(Thurs.: Lae - Madang - Wewak -
Manus-Kavieng-Rabaul.
(Rabaul-Kavieng-Manus-Wewak.
(Thurs., Fri.: Lae-Madang-Wewak.
(exc. Mon., Thurs.): Wewak -
Madang-Lae.(Wed., Thurs.: Kavieng-Rabaul.
(Tues., Fri.: Rabaul-Kavieng.**RABAU-NEW IRELAND** (Beechcraft)
Rabaul-Namatani-Rabaul.**CENTRAL HIGHLANDS** (DC3)
(Madang - Baiyer R. - Hagen -
Banz-Minj-Goroka-Lae.
(Lae - Goroka - Minj - Banz -
Mt. Hagen - Baiyer R. - Madang.
(Madang - Wabag - Hagen - Banz -
Minj-Goroka-Lae.(Sat.: Lae-Goroka-Madang-Wewak.
(Lae - Goroka - Minj - Banz -
Hagen-Wabag-Madang.
(Sat.: Mt. Hagen-Goroka-Lae.
(Lae - Goroka - Minj - Banz -
Mt. Hagen-Madang.**PT. MORESBY-POPONDETTA-LAE**
(DC3)
(Pt. Moresby-Kokoda (opt.)-Popon-
detta-Garaina-Lae.
(Lae - Garaina - Popondetta -
Kokoda (opt.)-Pt. Moresby.**PT. MORESBY-BULOLO-LAE** (DC3
and Twin Otter)
(Pt. Moresby-Bulolo-Lae.
(Lae-Bulolo-Pt. Moresby.
(Pt. Moresby-Wau-Bulolo-Lae.
(Lae-Bulolo-Wau-Pt. Moresby.**PT. MORESBY-WAU-BULOLO**
(Twin Otter)
(Pt. Moresby - Wau - Bulolo - Pt.
Moresby.**MADANG-GOROKA-LAE** (DC3)
(Lae - Goroka - Minj - Banz -
Hagen - Baiyer R. - Madang.
(Madang - Baiyer R. - Hagen -
Banz-Minj-Goroka-Lae.**MORESBY-GOROKA-MADANG** (DC3)
(Sun., Tues., Thurs.: Madang-Goroka-
Pt. Moresby-Goroka-Madang.**LAE-RABAU-LAE** (DC3)
(Thurs., Fri., Sat., Sun.: Lae-Rabaul.
(Sat., Sun., Tues., Thurs.: Rabaul-Lae.
(Lae - Finschhafen - Cape
Gloucester - Talasea - Hoskins -
Jacquinot Bay-Rabaul.
(Rabaul - Jacquinot Bay - Hoskins -
Talasea - Kandrian - Cape Gloucester -
Finschhafen-Lae.**RABAU-BUIN-RABAU** (DC3)
(Wed., Fri.: Rabaul - Nissan Is.
(optional Fri. only) Buka-Wakunai-
Kieta - Buin - Kieta - Buka - Nissan
Is. (optional Mon. only) - Rabaul.**RABAU-TALASEA-RABAU** (DC3)(Sat.: Rabaul - Jacquinot Bay - Hoskins -
Talasea.
(Sun.: Talasea-Hoskins-Rabaul.
(Tues.: Rabaul-Hoskins-Talasea.
(Thurs.: Talasea - Hoskins - Jacquinot
Bay-Rabaul.**PAPUAN AIRLINES PTY. LTD.**

(with DC3's and Piaggios)

(Mon.: Dep. (DC3) Pt. Moresby-Popon-
detta-Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-
Aroa (opt.)-Kairuku (opt.)-Bereina-
Woitape - Tapini - Bereina - Kairuku
(opt.)-Aroa (opt.)-Rorona (opt.)-Pt.
Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape (opt.)-Pt. Moresby.(Tues.: (DC3) Pt. Moresby - Popondetta -
Kokoda-Pt. Moresby.
(DC3) Pt. Moresby - Daru - Balimo -
Daru-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney-
Paili (opt.)-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape -
Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)
Aroa (opt.) - Kairuku - Bereina - Pt.
Moresby.
(DC3) Pt. Moresby-Mt. Hagen-Pt.
Moresby.
(DC3) Pt. Moresby - Gurney
(Samarai) - Pt. Moresby.(Wed.: (DC3) Pt. Moresby - Kokoda -
Popondetta-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-
Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt.
Moresby.(Thurs. (Piaggio): Pt. Moresby - Woitape -
Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-
Aroa (opt.) - Kairuku - Bereina -
Kairuku (opt.)-Pt. Moresby.(Alt. Thurs. (Jan. 12, 26, etc.): (DC3)
Pt. Moresby - Popondetta - Wanigela -
Vivigani - Losuia - Popondetta - Pt.
Moresby.(Alt. Thurs. (Jan. 5, 19, etc.): (DC3) Pt.
Moresby - Popondetta - Losuia -
Vivigani-Popondetta-Pt. Moresby.(Fri.: (DC3) Pt. Moresby - Popondetta - Pt.
Moresby.(DC3) Pt. Moresby - Gurney
(Samarai)-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney-
Paili-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa-
Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt.
Moresby.(Sat.: (DC3) Pt. Moresby - Popondetta -
Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape -
Tapini-Pt. Moresby.**ANSETT-MAL** (with DC3's and Piaggios)(Mon.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae-Goroka-Madang.
Goroka-Lae-Bulolo-Pt. Moresby.
Pt. Moresby - Bulolo - Lae - Goroka -
Mt. Hagen-Madang.
Lae-Wewak-Vanimo-Wewak.
Madang-Momote-Kavieng-Rabaul.
Lae-Mt. Hagen.
Mt. Hagen-Banz-Lae.
Mt. Hagen - Wapenamanda - Wabag -
Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Mt. Hagen-Madang.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak-Maprik-Angoram-Wewak.(Tues.: Rabaul-Lae-Rabaul.
Wewak - Madang - Lae - Goroka -
Madang-Wewak.
Rabaul - Kavieng - Momote - Wewak -
Madang-Goroka-Lae.
Madang - Mt. Hagen - Banz - Minj -
Goroka.
Mt. Hagen - Erave - Kagua - Ialibu -
Mt. Hagen.
Mt. Hagen-Lae-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak -
Hayfield-Yangoru-Wewak.
Wewak-Telefomin-Ambunti-Wewak.
Wewak-Angoram-Wewak.
Mt. Hagen - Goroka - Kainantu -
Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.(Wed.: Rabaul-Lae-Rabaul.
Lae-Madang-Wewak.
Madang-Lae.
Lae-Goroka-Madang.
Lae - Goroka - Madang - Wewak -
Momote-Kavieng-Rabaul.**PACIFIC ISLANDS TRANSPORT LINE**

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"Regular Freight and Passenger Services between Pacific
Coast Ports of U.S.A. and Canada
and**TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES****GENERAL STEAMSHIP CORPORATION LTD.**

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.APIA—Burns Philp (South Sea) Company,
Ltd.PAPEETE — Agence Maritime Inter-
nationale Tahiti.PAGO PAGO—G. H. C. Reid & Co.
NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company,
Ltd.LAE/RABAU—Burns Philp (New Guinea)
Ltd.PORT VILA — Comptoirs Francais de
Nouvelles Hebrides.

Survival of Insect Pests is not possible with this powerful safe insecticide

A major advance in insecticide development was recently introduced in Australia with the release of a new insecticide with a tremendously powerful killing action. This insecticide, developed in the laboratories of A.N.I. Research (U.K., U.S.A. and Australia) because of its characteristic strength destroys insects on the pattern of fumigation with amazing speed —yet it does not contain the poisonous chlorinated hydrocarbons such as D.D.T. or B.H.C. and is therefore perfectly safe to spray around the home, near food, children and pets.

Pacific Island homes are annually confronted by the irritating menace of flies and mosquitoes. These annoying insect pests invade the home to present a dangerous threat to the family's good health and clean living habits. It is in the interest of good health to see that homes are effectively proofed against flies this summer.

Threat to Public Health

Flies are known and proven carriers of hepatitis and gastro-enteritis, as well as many other summer illnesses. Government authorities are this year conscious of the serious threat to the health of children and are undertaking measures with restaurants and hotels to eradicate the fly health

problem. In many countries the "safe" Pea-Beu insecticides are recommended by Government bodies as being the only insecticide that can be safely used near food and in areas where food is stored as Pea-Beu contains no poisonous active ingredients to harm the delicate lung and nasal tissue. Powerful Pea-Beu is 50% stronger in its active killing ingredient and kills flies and all household insect pests with amazing rapidity. Supplies of the powerful safe Pea-Beu aerosol insecticide are available at chemists and leading stores.

Pea-Beu is the most powerful aerosol insecticide

A recent survey, which included laboratory testing conclusively

proved that Pea-Beu aerosol insecticide is 50% stronger than any other leading brand. Its high concentration means its use in the home is most economical, even though it costs slightly more. This survey also showed that the majority of people still use the cheap, poisonous sprays. In the interests of greater public safety, care should be exercised in the selection of insecticide. Pea-Beu aerosol was found to contain no poisonous active ingredients and can be guaranteed safe to spray anywhere throughout the home. There is no safer, stronger, quicker killing insecticide than Pea-Beu.

Pea-Beu

Pea-Beu aerosol spray is 50 per cent. stronger than any insecticide.

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.

oroka - Lae - Bulolo - Pt. Moresby - Bulolo-Lae-Goroka-Madang.
 ewak-Lae.
 ewak - Angoram - Maprik - Wewak.
 t. Hagen - Kainantu - Lae - Kainantu-
 oroka-Mt. Hagen.
 t. Hagen-Mendi-Mt. Hagen.
 t. Hagen - Wapenamanda - Wabag -
 Mt. Hagen.
 s.: Rabaul - Kavieng - Momote -
 Wewak-Madang-Goroka-Lae.
 t. Hagen-Mendi-Mt. Hagen.
 ewak - Hayfield - Yangoru - Wewak.
 t. Hagen-Goroka-Mt. Hagen.
 ewak-Aitape-Dagua-Wewak.
 ak-Vanimo-Tadji-Wewak.
 ewak-Angoram-Wewak.
 ewak-Ambunti-Wewak.
 Rabaul-Lae-Rabaul.
 adang-Lae.
 ae - Madang - Wewak - Momote -
 Kavieng-Rabaul.
 oroka - Lae - Bulolo - Pt. Moresby -
 Bulolo-Lae-Goroka.
 ewak - Lae - Goroka - Minj - Banz -
 Mt. Hagen.
 adang - Mt. Hagen - Banz - Minj -
 Goroka-Madang.
 t. Hagen-Pt. Moresby.
 t. Hagen - Erave - Kagua - Ialibu -
 Mt. Hagen.
 t. Hagen-Tari-Mt. Hagen.
 t. Hagen - Lae - Mt. Hagen -
 Wapenamanda - Wabag - Mt. Hagen.
 t. Hagen-Lae.
 ae - Madang - Wewak - Tadji -
 Vanimo-Wewak.
 Rabaul-Kavieng-Rabaul.
 t. Hagen-Mendi-Mt. Hagen.
 t. Hagen-Goroka-Mt. Hagen.
 ewak - Lumi - Nuku - Wewak -
 Hayfield - Yangoru - Wewak -
 Angoram-Wewak.
 Rabaul-Lae-Rabaul.
 ewak-Madang-Lae-Madang.
 Rabaul - Kavieng - Momote - Wewak -
 Madang-Goroka-Lae.
 oroka-Lae-Goroka.
 t. Moresby-Mt. Hagen.
 t. Hagen - Kainantu - Lae - Kainantu-
 Goroka-Mt. Hagen.
 t. Hagen - Mendi - Mt. Hagen.
 t. Hagen-Goroka-Mt. Hagen.

SOLOMON ISLANDS

MEGAPODE AIRWAYS (with Dove)

TE: See P-NG-Solomons timetable under Inter-Territory Services for connecting flights.)

ara-Auki (Malaita)-Honiara: Tues.
 ri.
 ara-Yandina (Russell Is.)-Honiara:
 Thurs. (Fortnightly, Jan. 5, 19, etc.).
 ara - Yandina (Russell Is.) - Sege -
 fundu, and return: Wed. (Fortnightly,
 an. 4, 18, etc.).
 ara-Kira Kira-Honiara: Wed. (Fort-
 nightly, Jan. 11, 25, etc.).
 ara-Munda (New Georgia)-Barakoma
 Vella La Vella)-Munda-Honiara: Fri.
 Fortnightly, Jan. 6, 20, etc.).
 ara - Yandina - Munda - Barakoma -
 fundu-Yandina-Honiara: Mon. and
 very second Fri. (Jan. 6, 20, etc.).
 ara-Avu Avu-Honiara: Thurs. and
 very 4th Sat. (Jan. 28, etc.).
 etails from Megapode Airways, PO
 103, Honiara, BSIP.

Classified Advertisements

Per line, 5/- or 50c Aust.;
 Minimum rate, 4 lines.

WANTED TO BUY

NATIVE ARTIFACTS, shields, masks, figures. Primitive and ceremonial objects. H. M. Lissauer, 17 Burns St., Elwood, Melbourne, Australia.

REAL ESTATE

WANTED TO BUY. Freehold vacant land anywhere, small or large lots. I pay cash. Send full particulars to The Island Specialist: Wallace, Box 61, Ringwood, Vic., Aust.

FOR SALE

BODEN'S BOAT DESIGNS. The well known Naval Architect, Cecil E. Boden, has compiled two excellent Boatbuilding Books for the amateur builder. One is a manual on Boatbuilding, the other a Design Book describing and pricing over one hundred boats to build. These books can be yours for \$A3.00 including postage. 3 Rawson Place, Sydney, N.S.W., Australia.

FLEETS. Fast 26 ft cruiser, twin Volvo Penta inboards-outboards, good accom., radio, sounder, £2,750. 40 ft diesel workboat, built 1965, in survey, radio, sounder, £5,250. 50 ft luxury cruiser, built to highest standards 1960, twin 6-cyl. Gardner diesels, aux. diesel, deep-freeze, auto pilot, radio, sounder, 2 toilets, hot and cold shower, fully found and rigid inspection invited, £20,000. Fleets, Rowe's Bldg., Edward St., Brisbane. Cable: "Fleets, Brisbane".

"SAMOAN SONGS OF LOVE AND DANCING". 33-1/3 LP record containing 14 of the most melodic Samoan songs—recorded in Apia. £2/10/- Samoan currency, post paid. Samoa Records, P.O. Box 139, Apia, Western Samoa.

SHIPBROKERS (AUCKLAND) LIMITED. Sale & Purchase Brokers for Island Passenger and Trading Craft, Tugs, Lighters, and Pleasure Craft. Cables: "Shipsales", Box 1679, Auckland.

PEN FRIENDS

WANTED. Penfriends interested in exchanging stamps. Any Pacific Islands, all letters answered. Mr. J. R. Schubert, P.O. Box 43, Milang, South Australia. Mrs. Ivy Broadbent, Strathalbyn, South Australia. Mrs. Pauline Perry, Milang, South Australia. Miss Karen Perry, Milang, South Australia. Miss Lorna Leverington, Strathalbyn, South Australia. Mr. Barry Turner, No. 13, Tindara Ave., Windsor Gardens, Adelaide, South Australia.

POSITION WANTED

GENT., 27, seeks position or partnership (limited capital) in South Pacific; West. Samoa preferred. Qualified mechanic. C. Fontaine, c/- G.P.O., Sydney, Aust.

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.

HAND MADE FISH NET. Giving nylon size mesh, depth length. Price quote, other goods supplies. Mercantile Co., Box 131, Hong Kong.

NURSERY

LIMBERLOST NURSERIES. Specialising in Dendrobium Orchids—Hibiscus and unusual exotic plants. Free lists posted on inquiry:—Limberlost, P.O. Freshwater, Cairns, N.Q., Australia. Fully illustrated 40 page catalogue. Air Post—75c.

BOOKS, MAGAZINES, ETC.

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: 28-7874.

BOOKS FOR ALL. Let me know your requirements. My terms are the best and you will get prompt and personal service. Highest prices paid for any Pacific literature. Specialist in library supply. Bryan Hood, B.A., Dip. N.Z.L.S., International Bookseller, 29, Corn St., Witney, Oxon, England.

STAMPS & COINS

WANTED TO BUY. Used Stamps of Pacific Islands in any quantity cash by return mail. Petherd's Stamp Depot, Box 221C, G.P.O., Hobart, Tasmania.

STAMPS & COINS purchased at highest prices; Lists available—Aust., N.Z., Fiji & Pacific, Papua-N.G., Australian States. Send 1/- Postal Note. P. Downie, 94 Elizabeth St., Melbourne, Vic.

TOP PRICES PAID FOR ISLAND STAMPS. Current issues, old accumulations (used or unused), covers, collections. Seven Seas Stamps Pty. Ltd., Sterling Street, Dubbo, N.S.W., Aust.

WANTED

COINS OF THE PACIFIC ISLANDS AND THE WORLD.

Send us a detailed list for a prompt offer.

ST. GEORGE COINS, Box 27, Beverly Hills, N.S.W., Australia.

DEATHS OF ISLANDS PEOPLE

Sir Patrick Gordon Taylor

Sir Patrick Gordon Taylor, a contemporary of famed Pacific fliers Sir Charles Kingsford-Smith and Charles Ulm, died in Honolulu on December 16, aged 70. On his death he had been making plans for a new flying-boat cruise service in the Islands, of the type that he operated after World War II.

Sir Gordon, or "PG", was born in Sydney, and served with the Royal Flying Corps in World War I, winning the Military Cross as a result of 40 offensive patrols at low altitude under heavy fire on the Western Front.

Back in Australia he engaged in air photography and stunting, operated as an airline captain with the old ANA and became navigator and pilot with Kingsford-Smith in the *Southern Cross* trans-Tasman flight in 1933. The same year he was navigator and pilot with Ulm in *Faith in Australia*, in the record breaking Australia-UK flight.

In 1934, again with Kingsford-Smith, he was navigator-pilot in a single engine aircraft in the first West-East crossing of the Pacific, from Brisbane to Oakland, California. He established the air base at Canton Island that year.

In 1935 he was awarded the George Cross, highest civilian award for valour, following an unsuccessful trans-Tasman flight of the *Southern Cross* when he climbed out on the wing in flight six times to replenish oil in a failing engine, thus enabling the aircraft to get home.

PG's long pioneer flying-boat flights included the first Indian Ocean crossing in 1939, a mid-Pacific crossing from Mexico to Australia via Clipperton Island in 1944, a South Pacific crossing from Australia to Chile via Easter Island in 1951. After the war he was a constant advocate for a regular air service from Australia, through Mexico to Europe.

PG knew the South Pacific intimately, but his flying-boat cruise service was probably established before its time, for so soon after the war travellers were not interested in the South Pacific. But he saw renewed opportunities not long before his death.

Sir Gordon Taylor was known to a wide audience through the books he wrote of his aviation experiences, several of which were best sellers.

Australia's Minister for Civil

Aviation, Mr. R. W. Swartz, in a tribute in December said that Sir Gordon's courage and pioneering flights had earned him a special place in Australian and world aviation.

Sir Gordon was married twice. His first wife died in 1951.

Mrs. Meering Edith Specer

Mrs. Meering Edith Specer of Lae, New Guinea, died suddenly in late October, while on leave with her husband, Wal, at Caloundra, Queensland.

Mrs. Specer was a popular identity in the territory and had lived in most of the districts. Her ashes were to be scattered privately near Samarai, where the Specers lived just after the war.

Mrs. V. B. Thomas

Mr. Verney Blanche Thomas, one of New Guinea's true pioneer women, died of cancer in Concord Repatriation Hospital, Sydney, on November 29, aged about 77.

Mrs. Thomas lived in the territory for the best part of 47 years, after going there as a young bride in 1919 from her home at Cooktown, north Queensland. She was then Mrs. Henry Cardew. Her husband had been appointed District Officer at Kieta.

In 1921 Mr. Cardew was transferred to Rabaul as Commissioner for Native Affairs and there, at their Namanula home, a son, Richard and then a daughter, Betty (now Mrs. Ken Fisher, of Bulolo) were born.

In 1926 Mrs. Thomas accompanied her husband when he opened the government station at Salamaua, on the New Guinea mainland, following the discovery of gold and a rush over the hazardous mountains from the coast to Wau by miners and traders. She was soon to spend long, arduous days and nights under canvas, among millions of mosquitos, flies and other insects, nursing the sick after they were carried back to the coast broken with blackwater fever, malaria, scrub typhus and other ailments.

The Cardews returned to Rabaul after Salamaua was established as a town. Henry Cardew died in Rabaul in 1935. Soon after his death Mrs. Cardew decided to go back to the mainland and flew into Wau from Salamaua where she met and married surveyor Frank Thomas. At the time he was surveying a track from Wau to Salamaua through the Black Cat and White Cat gaps, a track used by



Sir Gordon Taylor.

some miners in those days but which was to become better known in 1943 when it was used by 4,000 Japanese soldiers in an successful attempt to capture during the Jap advance toward tralia.

Serving with the Australian Division in Malaya in 1942, Th was posted missing, believed ki

The same year Mrs. Thomas her two children were evacuated Australia with other territory wo and children, but in 1947 she back again in Lae, where she to help another territory pio Mrs. Flora Stewart, re-establish hotel business, using the Army AV Barracks.

Mrs. Thomas later took over running of the Administration M at Lae, and later again moveo Rabaul and Bulolo. She went Sydney for hospital treatment October.—JH.

Mr. C. H. V. Hodgess

The death of C. H. V. Hod occurred on November 24 while was in Toowoomba, Qld., on 1 days. He was a planter in the B although his home had been in ney for the last few years.

He was born in Mexico in 1 but was educated in Australia. went to the Solomons for Lever* 1921 but later worked for Fa mead Sugar Co. He started on his own account as a planter trader in 1930.

He served in the AIF in Fra during World War I; and in W War II with AIB in the SW Pac As a guide and adviser to the Am cans he made the initial landing y them in 1942 on Guadalcanal. subsequently was with the BSI Lab Corps as company commander.

received the US Legion of Merit for outstanding services rendered in connection with the Guadalcanal campaign. He is survived by his wife, Mary.

Mr. Charles Lawrie

The death of Mr. Charles Lawrie occurred at the Central Hospital, Papeete, on November 15. He was

Mr. Lawrie went to the British Solomon Islands Protectorate in 1948, when he took up a position as manager of Ilu Farm. Early in 1954 he started his own poultry business at Kukum, and simultaneously worked as a building supervisor for the Industries Ltd. Before going to the Solomons Mr. Lawrie spent 12 years in the New Hebrides and Papua-New Guinea. He leaves a widow, Helen.

Mr. Patrick James Lunney

Mr. Patrick James Lunney, shipwright on the Burns Philp vessel *Bulolo* for the past 15 years, died in Sydney on November 13 after a long illness.

Mr. Lunney was born in England, served in the Royal Navy in World War II and then came to Australia as shipwright in the *Malekula*. In 1951 he transferred to the *Bulolo*, and Captain Brett Hilder, of the *Bulolo*, after his death: "He was worth his weight in gold to the *Bulolo*, attending to the ship day and night. He was a sterling character, much liked and respected by officers and shipmates."

He is survived by his wife, Jean, Springwood, NSW. She is the daughter of Charlie and Kathleen Hall of the Solomon Islands and Papua New Guinea. They ran the Fulakora station of Ysabel Island, BSIP. In 1937 Kathleen took over the *El Rabaul*. Both are now dead. Mr. Lunney was cremated on November 15 and his ashes were scattered from the *Bulolo* in the Coral Sea on December 13.

Mr. J. Chapman

Mr. John Chapman, manager of the Fiji Pastoral Co., Navua, from 1938 to 1945, died in Christchurch, New Zealand, on November 22, 1976.

Mr. Chapman had a great influence in the affairs of the district, where dairying was the chief industry. The Vancouver Sugar Co. ended operations there.

Mr. Chapman married Brita, a daughter of the late Sir Maynard Strom. They had three daughters, one (Mrs. M. L. Bernacchi, whose husband was Resident Commissioner

in the GEIC from 1952 to 1962), Barbara and Elizabeth.

Mr. Richard Frederick Reid

Mr. Richard Frederick Reid, a member of one of the oldest business families in American Samoa, died at Pago Pago in November aged 55.

Mr. Reid was educated in Sydney. After many years work in Pago port administration for the US Navy, Mr. Richard Reid entered the family business after World War II. He was in the United States from 1958 until his return to Pago Pago last year.

Mr. Reid is survived by his wife, Maud, six sons and two daughters.

Mr. James Brown

Mr. James Brown, 27, son of Mr. D. C. Brown, trader and ship-owner of Rarotonga and former Cook Islands Leader of Government Business, was killed in a motor cycle accident on Rarotonga in late November.

The Cook Islands Legislative Assembly adjourned for his funeral on December 1. Hundreds of people attended, including the Premier, Mr. A. R. Henry.

See and Try Them for Yourself!

THE NEW, IMPROVED ANCHOR MILK POWDERS



These new Anchor milk powders in the attractive, NEW containers are now available. Try them and you will agree they are easier, quicker, better!

**NEW ANCHOR FULL CREAM MILK POWDER
and NEW ANCHOR SKIM MILK POWDER**

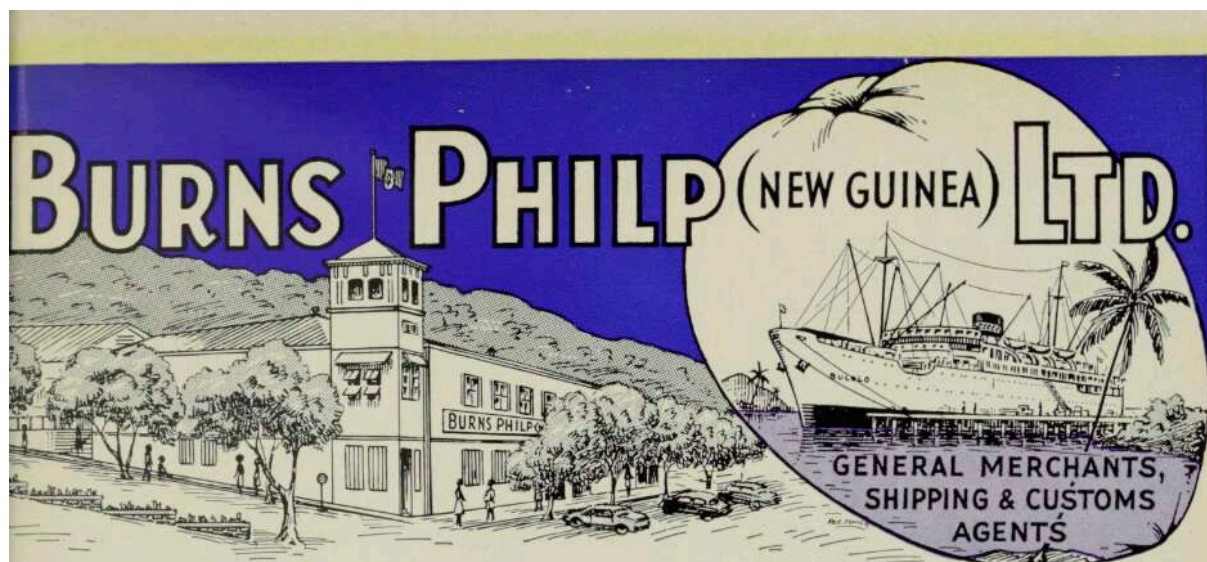
SOLE DISTRIBUTORS AMALGAMATED DAIRIES LTD., AUCKLAND, N.Z.

Zeiss, Carl, Pty. Ltd. . . .

POOR FELLOW, HE FORGOT TO RENEW



Please tick this space if you are a new subscriber ☐



Head Office: Port Moresby, Papua

Cable Address: BURPHIL.

AGENTS FOR:

Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
Lloyds of London
Stewarts & Lloyds Distributors Pty. Ltd.
Shell Company (Pacific Islands) Ltd.

OVERSEAS AGENTS:

Burns Philp & Co. Ltd., all Australian States
Burns Philp & Co. Ltd., London
Burns-Philp Co. of San Francisco Inc.

TRADE INQUIRIES INVITED

SHIPPING AGENTS FOR:

Bank Line Ltd.
Burns Philp & Co. Ltd.
Cogedar Line
Compagnie Des Messageries Maritimes
Crusader Shipping Co. Ltd.
Cunard Steamships Co. Ltd.
Nederland Line Royal Dutch Mail
P. & O. Orient Line
Royal Rotterdam Lloyd
The Indo-China Steam Navigation Co. Ltd.

AIR LINE AGENTS FOR:

Ansett-A.N.A.
Trans-Australia Airlines
Qantas Empire Airways
International Air Transport Representatives

TRAVEL DEPARTMENT:

Consult our experienced personnel
for planning world wide travel.

DISTRIBUTORSHIPS

INCLUDE:

Beresford Pumps
Briggs & Stratton Engines
British Paints
Buckingham & Carnatic Textiles
Canon Cameras
"Cecoco" Machinery
Conditionaire Air Curtain Doors
International Majora Paints
"John" Valves
Joseph Lucas Electrical & C.A.V. Equipment
Land Rovers & Rover Cars
Massey-Ferguson Tractors and Equipment
Mikimoto Pearls
National Radios & Appliances
Noritake Chinaware
Pioneer Chain Saws
Rover Power Mowers
Sunbeam Appliances
Tempair Air Conditioners
Vauxhall Cars & Bedford Trucks

EXPORTERS OF:

Coffee & Cocoa Beans, Peanuts,
Rubber & Trochus Shell.

BRANCHES and SHOPPING

CENTRES:

PAPUA: Port Moresby, Boroko,
Samarai, Popondetta and Daru.
NEW GUINEA: Rabaul, Kokopo,
Kavieng, Lae, Wewak,
Madang, Goroka, Wau,
Bulolo, Kainantu and
Mt. Hagen.



W. R. CARPENTER & CO. LTD.



GENERAL MERCHANTS

For more than 50 years the W. R. Carpenter Group has brought progress and service to the Pacific Islands—as wholesalers and retailers; as buyers of island produce such as copra, coffee and cocoa beans; and by creating industries and facilities which have contributed to the economic development of the area.

The Group is a buyer of merchandise from world markets, and holds many valuable agencies. These include

- ELECTROLUX • NISSAN/DATSUN • DEWARS WHISKY
- FORD • GORDON'S GIN • VICTA MOWERS
- EVINRUDE OUTBOARD MOTORS • CHRYSLER

Associated companies of Group in the Pacific Islands include:

PAPUA/NEW GUINEA
Island Products Limited
New Guinea Company Limited
Coconut Products Limited
Boroko Motors & Transport Pty. Ltd.

FIJI
W. R. Carpenter & Co. (Fiji) Limited
Morris Hedstrom Limited
Island Industries Limited
Suva Motors Limited

W. R. CARPENTER & CO. LTD.

HEAD OFFICE: 68 PITT STREET, SYDNEY, N.S.W., AUSTRALIA

CABLE ADDRESS:
"CAMOHE"

TELEPHONE:
25-5421.

LONDON OFFICE:
116-126 CANNON STREET, E.C.4.