

Vol. 39, No. 11 (Nov. 1, 1968)

Date : 7/17/26, 5:45 AM

<https://nla.gov.au:443/tarkine/nla.obj-327440427>

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.

Pacific Islands Monthly



Registered at G.P.O., Sydney, for transmission by post as a newspaper.

NEWS MAGAZINE OF THE SOUTH PACIFIC

NOVEMBER, 1968

● AUSTRALIA, 40c. ● NEW ZEALAND, 45c. ● FIJI, 3/9 ● FRENCH PACIFIC ISLANDS, 55 FRCS. CFP. ● U.S. PACIFIC TERRITORIES, 70c. ● B.N.G. AND M.V.

Most people fly TAA



**—they've got the best connections
in the Territory and Australia!**

New improved TAA services. From Port Moresby to and from all main centres and through the Highlands — a greater spread of services with better connections throughout the Territory. From Port Moresby, to and from Australia, fly TAA's 'Bird of Paradise' T-Jet service. Contact your Travel Agent or TAA: Port Moresby 2101. Lae 2311. Madang 2478. Rabaul 2567. Goroka 8. Mt. Hagen 4. Wewak 103.

Fly TAA the Friendly Way

TAA



316 748/68

NOVEMBER, 1968 PACIFIC ISLANDS MONTHLY



Model X-V

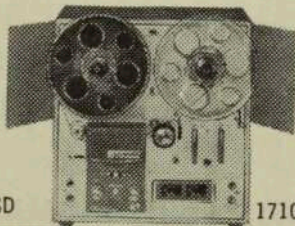
Small-Portable and Just Great!

Life around the house will be much more complete, if you have at least one X-V Stereo. It's a very handy size, with the same capabilities for complete enjoyment, as the permanently positioned larger units.

For your family pleasure or your own relaxation, you can never go wrong when you buy an X-V.

During your shopping excursions, look for this great stereo.





AKAI®

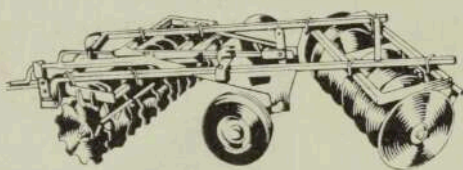
AKAI ELECTRIC CO., LTD.
HIGASHIKOJIYACHO, OHTA-KU, TOKYO, JAPAN

FIJI: Magnecord Australasia Pty., Ltd. 210 Clarence Street, Sydney. N.S.W. **NEW ZEALAND:** G. Glausiuss Coy. 187-189 Hereford Street, Christchurch. **FIJI:** Burns Philp (South Sea) Co., Ltd., Suva. Burns Philp (South Sea) Co., Ltd., Lautoka. **SAMOA:** Burns Philp (South Sea) Co., Ltd., Pago Pago. **AMERICAN SAMOA:** Burns Philp (South Sea) Co., Ltd., Apia. **WESTERN SAMOA:** Burns Philp (South Sea) Co., Ltd., Port Vila. **NEW HEBRIDES:** Burns Philp (South Sea) Co., Ltd., Santo. **NEW CALEDONIE:** Menard Freres Ruas Jean-Jaures et du General Gallieni, Noumea. **SOLOMON ISLAND:** Mendana Enterprises (Solomon Island) Ltd., P.O. Box 12, Honiara. **B.S.I.P. NAURU:** Nauru Co-operative Society. **COOK ISLANDS:** N.T. (varua) Ltd., Rarotonga. **TAHITI:** Ets. Comimpex, P.O. Box 200, Papeete. **PAPUA & NEW GUINEA:** S.O. Svensson (N.G.) Ltd., P.O. Box 508., Port Moresby. **TONGA:** Burns Philp (South Sea) Co., Ltd., Nuku Alofa.

FIJI ISLANDS MONTHLY — NOVEMBER, 1968
1

**when quality counts
you can count on...**

***NAPIER* DISCERS**

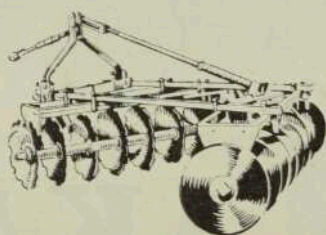


190. A wheeled offset disc implement with parallel lift action. Suitable for all types of tillage work, quick soil conditioning, ploughing, stubble-mulching, etc. 16, 18, 20, 24 and 28-plate models. Hydraulic or manual ratchet control available on all models. Disc gangs can be lifted 6½ in. clear of ground for turning or transporting. Available with either 22 in. or 24 in. discs.

050. An all-purpose disc implement particularly suitable for ploughing, stubble mulching and quick soil conditioning. It has maximum underframe clearance and a solid 2 in. square steel frame designed for endurance under all conditions. 14, 16, 18, 20, 24, 28-disc models, with 22 in. and 24 in. dia. discs spaced 9 in. apart. The 050 can be operated in squadrons of 2.

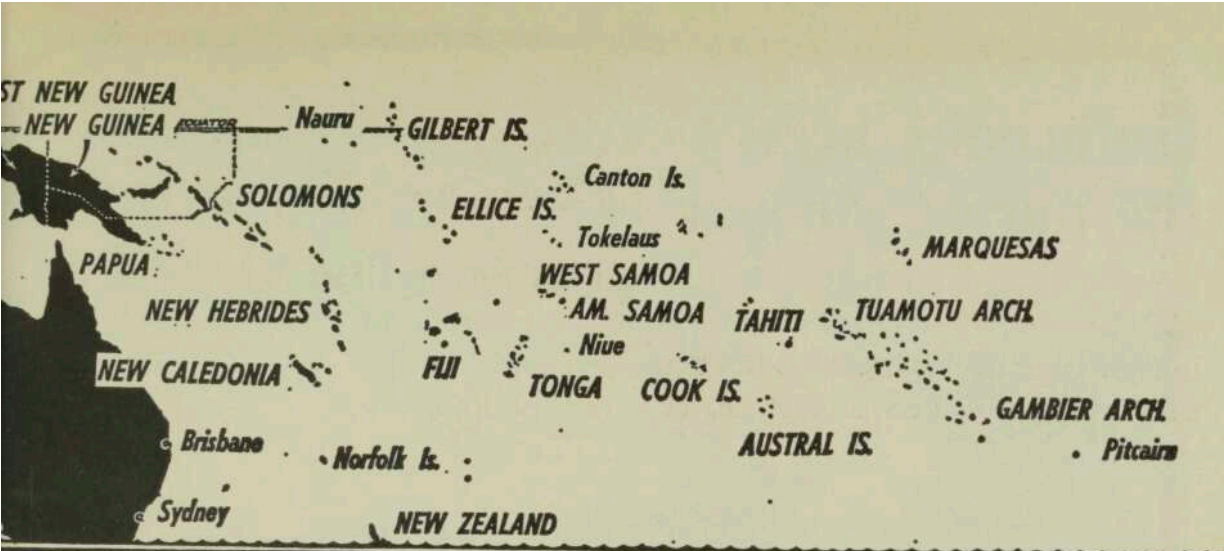


040. This versatile linkage offset disc harrow is available with 12, 14, 16, 18 or 20 discs of 20 in., 22 in., 24 in. diameter and with precision-sealed ball bearings. The overhead gang frames have a high degree of strength and feature ease of adjustment and extra trash clearance.



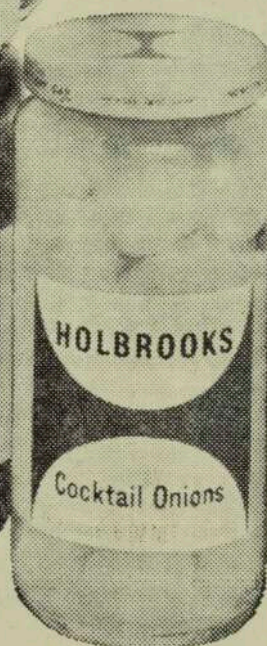
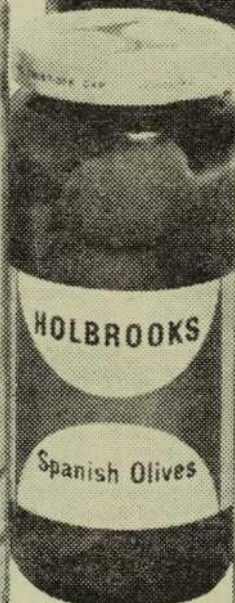
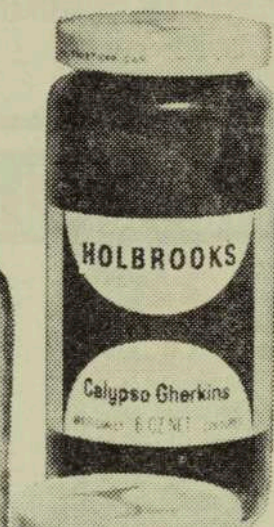
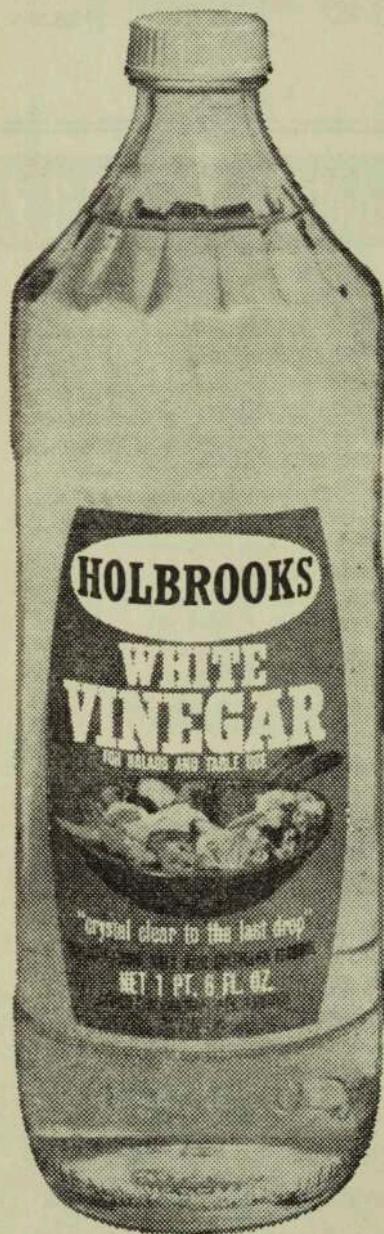
NAPIER BROS. LIMITED—DALBY, QUEENSLAND; ALBURY, N.S.W.

PAPUA AND NEW GUINEA: Boroko Motors Ltd., Port Moresby, Lae, Madang, Rabaul and Mt. Hagen. **FIJI:** Morris Hedstrom, Suva and Lautoka. **TONGA:** Morris Hedstrom Limited, Nukualofa. **MARIANAS ISLANDS:** J. & G. Motor Company, Guam. **RYUKYU ISLANDS:** Coral Isle Motors, Okinawa. **NEW CALEDONIA:** N. Johnston & Cie, Noumea. **NEW HEBRIDES:** Burns Philp (New Hebrides) Ltd., Vila. **SOLOMON ISLANDS:** British Solomons Trading Co. Ltd., Honiara. **WESTERN SAMOA:** American Development Corporation of Western Samoa. **AMERICAN SAMOA:** American Samoa Development Corporation, Pago Pago.

 ST NEW GUINEA NEW GUINEA Nauru GILBERT IS. Canton Is. SOLOMONS ELLICE IS. Tokelaus MARQUESAS PAPUA NEW HEBRIDES WEST SAMOA AM. SAMOA TAHITI TUAMOTU ARCH. NEW CALEDONIA FIJI Niué TONGA COOK IS. GAMBIER ARCH. AUSTRAL IS. Pitcairn Brisbane Norfolk Is. NEW ZEALAND Sydney		39. No. 11, November, 1968 PACIFIC ISLANDS MONTHLY This Issue	
GENERAL re cuts still possible 26 for W. Pacific post 28 meeting report 30 comes of age 31 er's letter 36 to leave NZ? 51 SOAC jets in 1969 53 for sea current 105 line ships to stay 107 Carpenters profit 121 's Fiji Restaurant 153		Big Walu caught 57 Sugar cargo record 107 Reef blasting continues 107 Work for "Taranui" 107 Yacht race—record entries 108 Decimal preparations 121 Trade figures up 124 Rice growing efforts 145	
CAN SAMOA on newsletter 39 urism future 45 got to be impressed 60 Shanel, radio DJ 150 chief's problem 151 itcher on sailing 153		FRENCH POLYNESIA Statue for Pomare V? 37	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		GILBERT and ELLICE ISLANDS Air services next year 55 Shipping future promising 101 Japanese ships next year 103 Ocean Island phosphate talks 116	
PAPUA-NEW GUINEA Breakaway parties 25 Bougainville moves 26 Carpenters buy plantation 26 Moresby's trade union "war" 37 ANGAU picture—who are they? 38 New aircraft arrive 49 Fiji air services opposed 51 Bibliography released 97 Papua's \$4 million timber deal 121 P. L. James dies in Brisbane 159		LORD HOWE ISLAND Site found for airstrip 39	
ISLANDS tensions ease 27 agreement 27 of "Tui Lau" loss 29 en" inquiry 29 new traffic scheme 38 guinea air services 51		NAURU Football pools—the details 32	
ARTMENTS: Up Front with the Editor, 19; Tropicalities, 37; Travel, 41; To Point with Percy Chatterton, 34; Letters, 57; Magazine Section, 85; erday, 93; Book Reviews, 95; From the Islands Press, 115; Shipping, 101; sing Yachts, 108; People, 116; Commerce, 121; Produce Page, 125; ping, Airways Schedules, 127; Practical Planter, 143; Deaths of Islands People, 159; Index to Advertisers, 134.		NEW CALEDONIA Nickel exports 122 Record trade hampered 124	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		NEW HEBRIDES New novel by Thea Astley 97 Tonga to build Vila wharf? 103	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		NORFOLK ISLAND New petrol plant operating 107 Fryer industry approved 123	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		SOLOMON ISLANDS New aircraft next year 49 Rice grown in 1934 57 Boatbuilding school's future 103 Filei, master of Southern Cross 116	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		TONGA Miss Nukualofa marries 26 Vavau airstrip wrong place? 55 Wharf work in Vila? 103 Captain Filmer—a profile 105 Daniel Tufui in London 116 Oil has potential 122	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		US TRUST TERRITORY Small ship travel suggested 53 Self rule possible 59 Bob Halvorsen retires 116	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		WESTERN SAMOA Letters of Harry Moors 85	
ISLANDS ing of Aitutaki airstrip 51 to Penrhyn 89 Chambers dies 159 Sema dies 159		WEST IRIAN Peter Hastings' report 69	

Holbrooks brew the purest vinegar

Every drop crystal-clear to make the most delicious dressings and mayonnaise. Holbrooks use only the purest ingredients in their vinegar. Holbrooks is the brand you can trust whenever you cook. It is clearer to the last drop.



Holbrooks spark off the party

Three ways to nibble merrily through a party . . . Holbrooks olives, gherkins and onions. Or, toss them through a salad . . . serve as side dishes . . . or enjoy them just for themselves. Holbrooks pick only the tenderest, choicest olives, gherkins and onions for bottling, maintaining a superb quality you can rely on always.

For trade enquiries:
Reckitt & Colman Pty. Ltd.
Wharf Road, West Ryde,
N.S.W., Australia.
Cables: Reckitts, Sydney.

A RECKITT & COLMAN PRODUCT

HB152



**These fine Kraft
foods from Australia
bring you health
and flavour!**

Delicious Raspberry Conserve for hot scones. VEGEMITE* to add flavour and nourishment to your breakfast toast. Tasty Cream Cheese Spread for snacks and savouries. The pick of rich cheese. Kraft makes all these and more to help build strong, healthy bodies. Always look for nourishing Kraft foods from Australia. They're nature's finest.



for good food and good food ideas

*Trade Mark

KR573B

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.
TAVEUNI.

Samoa:

APIA.
PAGO PAGO.

Tonga:

NUKUALOFA.
HAAPAI.
VAVUA.

NORFOLK ISLAND.
NIUE ISLAND.

AGENTS FOR:

QUEENSLAND INSURANCE CO. LTD.
BURNS PHILP TRUSTEE 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
- DUNLOP PRODUCTS
- EPIGLASS PRODUCTS
- FERGUSON TRACTORS
- HELENA RUBENSTEIN
- HITACHI ELECTRONICS
- HOLDEN VEHICLES
- JOHNSON'S WAXES
- ROLEX WATCHES
- REVLON COSMETICS
- PENTAX CAMERAS
- SUNBEAM APPLIANCES

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES for

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

ASSOCIATED COMPANIES

BURNS PHILP (NEW HEBRIDES) LTD.
AUTOMOTIVE SUPPLIES CO. LTD.
CORRIE & CO. LTD. • WROUGHT IRON AND STEEL
CONSTRUCTION CO. LTD. • BISH LTD.

SPECIALISED SERVICES

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

REGISTERED OFFICE: SUVA, FIJI

Code Address: "BURNSOUTH"



Happiness is a healthy baby growing on Heinz, the only Peak-Nutrition process Baby Food

Only Heinz has the Peak-Nutrition cooking process. We developed it. And we hold the patent. That's why Heinz gives your baby more to grow on than other baby foods. More essential nourishment for a healthy body. More flavour. More vitamins B¹-B². Is anything but Heinz good enough for **your** baby, in these first vital years?

Heinz
Peak-Nutrition process
Baby Food
gives your baby
more to grow on
... than other baby foods





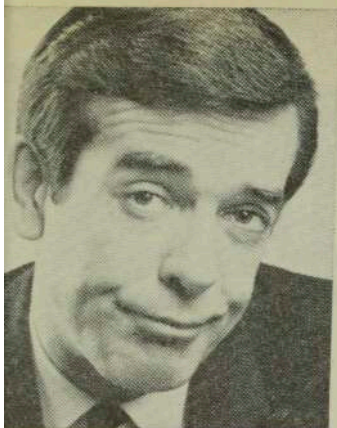
Men of tomorrow need Weet-Bix today

(that goes for all the family, too)

Every minute they're awake, they're on the go. Where do they get the energy? From the honest-to-goodness, natural foods they eat. Foods like Weet-Bix at breakfast time. Every golden Weet-Bix flake is a whole wheat grain, mellowed by the sun and loaded with the energy that growing youngsters need. Pour on icy cold milk. Top with fruit. Breakfast's ready — a breakfast that helps to build men of tomorrow.



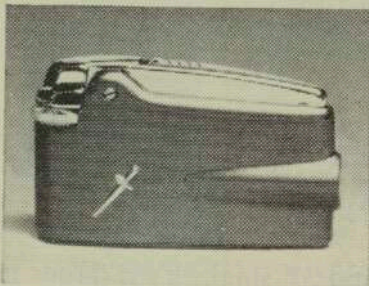
W2



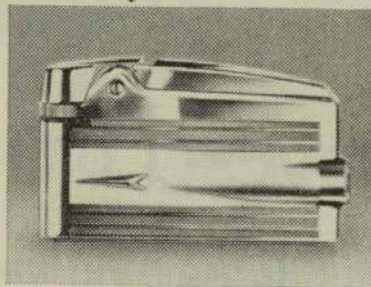
I've got one lighter made out of two
Victorian pennies.
It's never worked.
I've got another that I bought as a
holiday souvenir. That went for a week.
I've got three other jobs that only
need a new little ratchet thingummy.
I've got a lighter with a wick like a
pyjama cord that lights in a gale and
nowhere else.
Lighters?
I've got a drawer full of them.
And a sore thumb.

Somebody please give me a Ronson

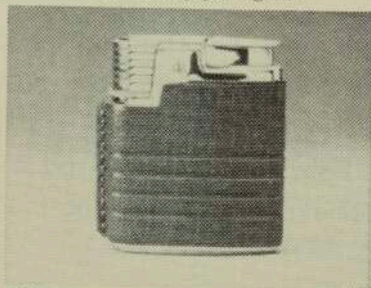
One of these will do nicely



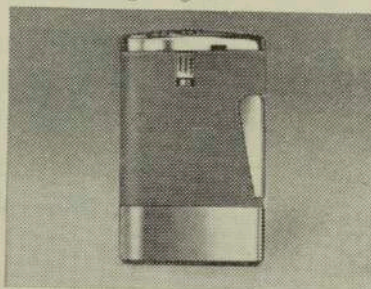
Premier top-selling gas lighter



Adonis slim gas lighter



Windmaster gas lighter



Comet gas lighter

To givers of Ronson gas lighters. A filling lasts for
months. Re-fuelling lasts 5 seconds. The lighter—with
its adjustable flame—could easily last forever.

RONSON



Toyota trucks and wagons

The chassis is made of special steel. It's a girder type, lighter and stronger than most.

The big Toyota diesel has strengthened cylinder block and crankshaft with water jets and Bosch type injection. Proving itself in all conditions and conditions.

An extra comfortable cab, smaller turning radius, special safety features. They're something special — the tougher trucks from Toyota.



TOYOTA MOTOR



They just don't come tougher

rigid frame and straight line propeller shaft stand up longer over any rough road or speed. The husky six-cylinder 145 BHP engine stands the toughest test.

More room inside. The floor is completely flat, no bulge.

More safety, more convenience. You can raise and lower the rear window and adjust the driver's seat.

Enough for real family use — the Toyota Land Cruiser, Station Wagon.

It's one of the top auto makers in the world, exporting to over 100 countries.

Parts of the world it's known — they don't come tougher than Toyota.

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

PACIFIC ISLANDS MONTHLY — NOVEMBER, 1968

Everything Remploy makes has one thing in common-quality



Luxurious Divan Sets and Spring Interior Mattresses. Deep, durable comfort.

Remploy also make a wide range of Industrial protective clothing, and such commercial and household products as Domestic Furniture, School Satchels, Brief Cases, Shopping Bags, Ironing Tables.

Remploy are represented in the South Pacific by

DEMKA PTY. LTD

Shell House, 2-12 Carrington Street,
Sydney, New South Wales, Australia



The spacious Gladstone Bag. One of many fine Remploy Travel Bags.



Easy armchair—
one item in our
range of
Metal Furniture.



Remember the 'good old days'?

Those were the days when spring-wound phonographs were still too expensive for the average family and when stereo referred to a kind of 3-D picture you looked at. Those were the days of the scratchy and wide-grooved 78 records, noisy and undersized speakers, whistle and beat filled AM broadcasts. They were the days when people who took their music seriously attended live perfor-

mances to hear it.

Recording and transmitting techniques have come a long way since then. So has home stereo equipment like this powerful all-Sansui system. The 5000 AM/FM Multiplex Stereo Tuner Amplifier incorporates the latest IC and FET circuitry for 180 watts in power a bandwidth from 15 to 30,000Hz and a distortion factor that never exceeds 0.8%. Matching components include the SP-2000 4-way 6-speaker system with a frequency response

range from 30 to 20,000Hz and 70 watts handling capacity, the SR-4040BC 2-speed manual turntable and the SS-2 stereo headphone set.

With these components, it is now possible to reproduce sound faithfully and without distortion beyond the limit of human hearing. You can now hear lifelike performances without leaving the comfort of your living room.

Does anyone still long for the "good old days"?

Sansui

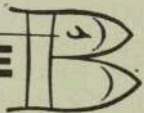


Fiji: PRABHU BROTHERS P.O. Box 183, Nadi, Fiji Islands / SERVONNAT Rue des Poilus, Tahitiens Papeete, Tahiti Tel. 03-29
SANSUI ELECTRIC CO., LTD. 14-1 2-chome, Izumi, Suginami-ku, Tokyo Japan



**Easiest, most economical way we know
to switch to a high-performance twin**

PIPER

twin COMANCHE 

Ideal for New Guinea flying conditions with high performance, twin-engine reliability, providing you with fast, economical transport and good load-carrying capacity. The twin Comanche B tops 205 m.p.h., cruises comfortably at 194 m.p.h. at 75% power with over seven hours endurance, even with a full useful load of over 1,390 lbs.—100 Imp. gallon

fuel capacity, passengers and baggage. It features low-drag, Tiger-Shark nacelles, housing two world-proven, 160 h.p. Lycoming 10-320-B engines with superior Bendix fuel injection.

The Piper Twin Comanche is relaxing to fly—luxurious to fly in, with superb seating, air-conditioning and double sound-proofing for whisper-quiet comfort.



PIPER

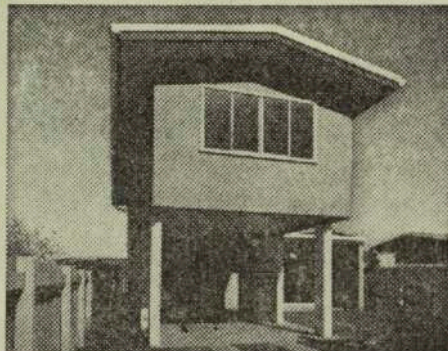
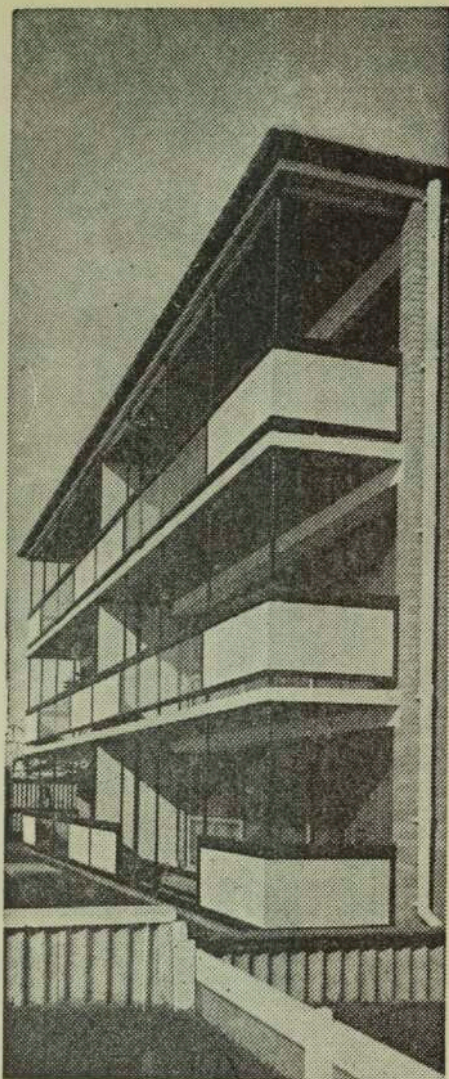
**ANSETT GENERAL AVIATION PTY. LTD.,
BANKSTOWN AIRPORT, N.S.W.**

For New Guinea Enquiries Contact

SOUTH PACIFIC AERO CLUBS, Port Moresby.

PHONE: 5510—Colin Woodward. Also at Lae and Rabaul.





Wunderlich materials— set modern design trends

The trend today is for modern design—low-cost maintenance-free building materials. The answer lies with asbestos-cement manufactured and supplied by Wunderlich Limited. The vast range of asbestos-cement products includes flat sheets for walls and ceilings—profile sheets for

carports, gable ends, feature walls and garages—and corrugated sheets for roofing, walling and fencing.

Construction of economical flats, home units and residences demands modern design trends—in asbestos-cement—by Wunderlich Limited.

Write for free, informative literature on asbestos-cement building products.

Wunderlich Limited

Head Office: 393 Cleveland Street,
Redfern, 2016, Australia.
Telephone 69 0366.

Wunderlich

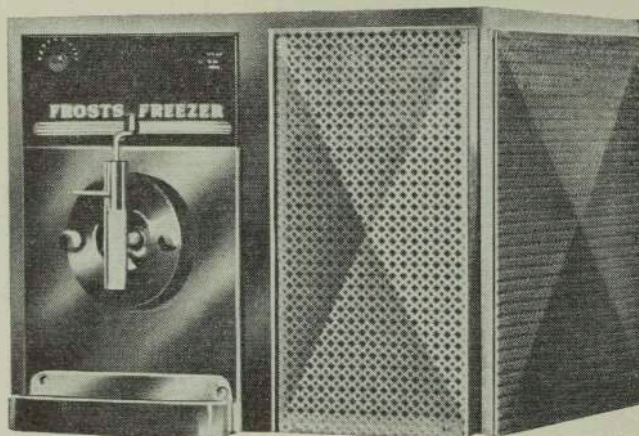
ASBESTOS-CEMENT PRODUCTS

AVAILABLE FROM AUTHORISED DISTRIBUTORS



**In this can is Dairy Frost mix.
It needs no storage refrigeration!
No mixing. [Fresh milk]**

**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!

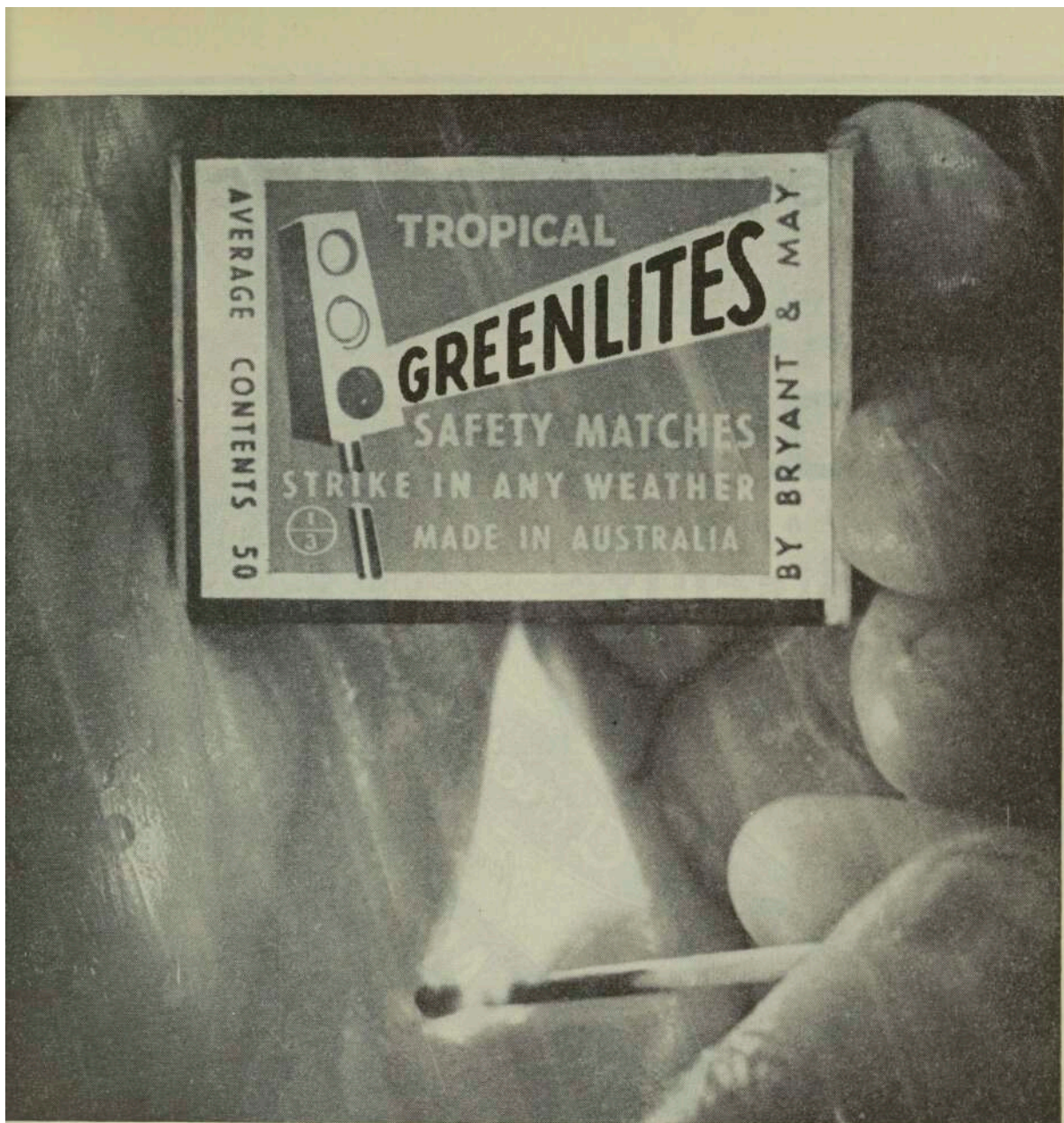
Thick shakes earn big money.
With this Dairy Frost combination, they've
never been easier to make.
Everything's done. The mix is super-pasteurised.
Rich and creamy.
No storage refrigeration needed! No mixing.
No preparation. Nothing to be added.
It's packed in $\frac{3}{4}$ gallon cans.
It stays pure 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.

Rental \$3.00 per week in New Guinea
and New Britain only. Elsewhere
machines to be purchased for \$1200.00.

Dairy Frost

13 South Street, Rydalmere, N.S.W. 2116 Phone 638.0401.

78.040.



**Greenlites are the only matches
in the world that light when wet ...**

they're made for your part of the world

Greenlites are tropical matches, waterproof. Ask for them.
Made in Australia by Bryant & May.

Triple-wrapped packets



Arnott's
F A M O U S
Biscuits



... for extra energy

There is no Substitute for Quality



UP FRONT

with the editor

When, one day, there is no further need for those small roneoed newsletters now put out by the Administrations of many of our smaller island territories, *PIM's* "From the Islands Press" section will lose much of its flavour.

THESE newsletters take the place of newspapers in the smaller territories which have no newspapers of their own, although sometimes supplement existing newspapers and give the Establishment its own news.

The best fun is to be had from these news-sheets which have the old publishing field to themselves. They are usually crammed with all sorts of public announcements, small advertisements, letters and local trivia which are the true stuff of the South Seas ("Lost: A male dog, white with a brown spot near the tail, has been missing from Miss Morning Glories Freddie's home in Lakepa since last Monday", reports *Tohi Tala Niue*, "how else would you know about Freddie's colourful Christian dog?").

What's not there

The newsletters are often revealingly noteworthy too for the material which is *not* in them, and certainly for the awareness of missing items which sets off the critics of the governmental mini-press.

The report from Pago Pago on the criticism of Pago's official *News Bulletin*, mentioned in this issue, is a recent example. Some Samoan translators have complained that the publication carefully sifts the news for content, and "if the content suits the main people then it is printed, if not then the public is not subjected to this particular news".

Personally I'm not aghast, as some of the Samoan legislators appear to be at this "un-American suppression of the news".

How come the South Seas Administration (or any other) which doesn't

select only the news it wants known and omit the rest. Obviously it can't fit all the local news into its news-sheet, and once it starts the process of selection it will select the items which it thinks might help its aims, or certainly omit those items which don't help its aims.

Even an independent-minded editor of a government publication will be overruled at times by departmental officers who are less enlightened but carry more rank. It's the price you pay for the service you get, and since the service is free, this is fair enough.

The editors, too, have to lump it, although I don't imagine any one of them would believe for a moment he was producing an independent newspaper. There *are* ways he can fight back, as Walter Hambuechen, editor of the government-operated, roneoed daily *Cook Islands News* showed recently, when he objected to office censorship on a story he was running about the French A-bomb on nearby Mururoa. He was told his story was against government policy, so next day he paid for an advertisement in his own paper to explain the censorship and his own stand in the matter. That's the true stuff of the South Seas!

On your toes

I can appreciate the complaints of private enterprise editors about the continued existence of a separate government news-sheet in their area, if they confine their objections to the loss of newspaper revenue represented by the news-sheet's policy of free public advertisements. But a government news-sheet, with all its shortcomings, can still help keep the independents on their toes, and also provide them with editorial ammuni-

PACIFIC ISLANDS MONTHLY

Established 1930: 39th
Year of Publication.

OWNED AND PUBLISHED BY

PACIFIC PUBLICATIONS PTY. LTD.,

29 ALBERTA ST., SYDNEY, N.S.W., 2000.

Postal Address: G.P.O. BOX 3408, SYDNEY, N.S.W., 2001.

Telegraphic Address: PACPUB, Sydney.

TELEPHONES: 61-9197, 61-7101, 61-4369.

Chief Executives:

Managing Director: R. W. Robson.

General Manager: Selwyn Hughes.

BOOK PUBLISHING DIVISION

Editor: Judy Tudor.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.

BRANCH OFFICES

Melbourne: Newspaper House, 247 Collins St., Victoria, 3000. Tel.: 63-7053.

Fiji: Pacific Publications (Fiji) Ltd., Fiji Times Building, 20 Gordon Street, Suva. Tel.: 25601. Fiji Times Office, Vidilo Street, LAUTOKA. Tel.: 60-422.

Papua-New Guinea: Pacific Publications (N.G.) Pty. Ltd. Representatives: PORT MORESBY, P.O. Box 16; LAE, P.O. Box 227; RABAU, Mr. Steve Simpson, P.O. Box 154 (Tel.: 2547).

REPRESENTATIVES

Queensland: Advertising—Beale Media Services, 45 Wickham Terrace, Brisbane. Tel.: 2-3188.

New Zealand: General.—J. D. Whitcombe, C.P.O. Box 2229, Queen Street, Auckland. Tel.: 76056. Advertising.—John Bayldon, P.O. Box 366, Auckland. Tel.: 23-651.

United States: Mrs. A. L. Craib, 782 Neilson Street, Berkeley, California, 94707.

United Kingdom: S. R. Warman, Park House, 22 Park Street, Croydon, CR9 3NP. Tel.: 01-6884177.

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

AGENTS

All main trading firms and stores in the Pacific Islands.

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

SUBSCRIPTION RATES:

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

Australia (incl. Lord Howe Is., and Thursday Is.): \$4.50 Aust.; Papua-New Guinea, Norfolk Is., Nauru, B.S.I., G. & E. Group, Tonga and New Hebrides: \$4.00 Aust.; New Zealand: \$5.25 NZ; Cook Is., Niue and Western Samoa: \$4.00 (local currency); Fiji £2/5/- (local currency); American Samoa and U.S. Pacific Territories: \$8.00 (local currency); French Pacific Territories—New Caledonia, Tahiti, etc.: 660 French Pacific francs; United States of America: \$9.00 U.S.; United Kingdom and elsewhere: £2/15/- Stg.

Airmail postage to USA, UK and elsewhere is additional.

Lockwood

OFFERS YOU



No. 225B Padlock



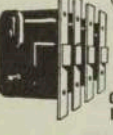
No. 234 Padlock



No. 245 Padlock



No. 201 Nightlatch



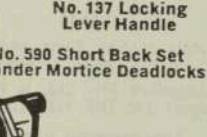
No. 203 Deadbolt



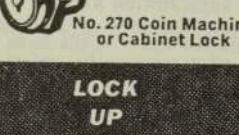
No. 570 Series Cylinder Mortice Locks & Latches



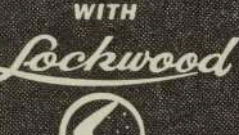
No. 400 Door Closer



No. 402 Door Closer



No. 137 Locking Lever Handle



No. 590 Short Back Set Cylinder Mortice Deadlocks



No. 270 Coin Machine or Cabinet Lock

a full range of hardware

INCLUDING

locks for every purpose!

No. 225B Padlock
Safe, inexpensive 5-disc tumbler padlock. Solid die-cast case. Brass shackle. 900 key changes.

No. 211 Streamlatch
Solid brass cylinder and bolt. Over 78,000 different key patterns. Many popular durable finishes.

No. 234 Padlock
5-pin tumbler mechanism. 78,000 key changes. Solid extruded brass case, steel shackle.

No. 245 Padlock
For heavy duty, top security. 5 pick-proof tumblers. 78,000 key changes. Solid extruded brass case. Shackle locks both sides.

No. 570 Series Cylinder Mortice Locks and Latches
All moving parts are of solid brass, precisely machined and finished to give a lifetime of service.

No. 201 Nightlatch
Solid brass bolt works on a double spring action. 78,000 key changes.

No. 400 Door Closer
Pneumatic action. Specially designed for use on medium internal doors up to 70 lbs. weight. "Hold-open" checking device holds door open at any desired angle.

No. 402 Door Closer
Fast, positive pneumatic action. Powerful internal spring. Easy to regulate closing speed. Exclusive "hold-open" feature.

No. 203 Deadbolt
Ideal for back doors. 78,000 key changes.

No. 590 Short Back Set Cylinder Mortice Deadlocks
For hinged or sliding metal or wooden doors.

No. 137 Locking Lever Handle
5-disc tumbler mechanism. Locks or unlocks with a 90° turn of key. Actuating mechanism also engages or disengages with a 90° turn of lever handle when the assembly is unlocked by the key.

No. 270 Coin Machine or Cabinet Lock
5-disc tumbler mechanism. 960 key changes. Adaptable to a wide variety of applications and functions.

LOCK UP WITH

Lockwood



Manufactured in Australia by

Ogden Industries

PTY. LIMITED
Edward Street, Huntingdale
Victoria, Australia

OUR COVER

The street scene is in Noumea, French New Caledonia, where the mini-buses in blue and with roll-down blinds on all windows are among the most popular means of transport. And where the Mother Hubbard dress, as worn by the two local ladies in the foreground, is still popular female attire. Noumea is the headquarters of the South Pacific Commission which held an important Pacific-wide conference in October. What happened at the conference is discussed in this issue. The Noumea scene was photographed by Bruce Adams.

tion with which to thump Establishment from time to time.

Fifteen years ago, in New Guinea, the professional thorn in my side was Kate Vellacott-Jones, the Administration's PRO, who was dedicated to digging out good news stories for her own releases that was rarely safe to seek her help in contacting government sources. In case she put two and two together and scooped you on your own race bulletins.

And in Fiji 10 years ago, when I was doing a short stint as editor of *The Fiji Times*, my particular problem was a pair of first-rate reporters masquerading as Government PRO's, called Jack Hackett and George Rawnsley. May their quills never run dry, but their task was to produce daily government handouts for the newspapers and a weekly summary of the news for radio broadcast on Friday night.

Extraordinary how many important government releases were made on Fridays, so that first news of the would be contained in the PR bulletin—thus scooping the newspaper. The coincidence never ceased to amaze even Jack and George—so they maintained during the inevitable post-mortems at the local bar, which at that period constituted the Club Hotel in its entirety. In the anxiety to compete, our ulcers must not have benefited, but Fiji's newspaper readers probably did.

—Stuart Ind



London New York

BY APPOINTMENT TO
HER MAJESTY THE QUEEN
SUPPLIERS OF SMOKERS REQUISITES
ALFRED DUNHILL LIMITED

The House of Dunhill,
the most distinguished
tobacco house
in the world
takes pride in presenting
Dunhill King Size
Filter Cigarettes.

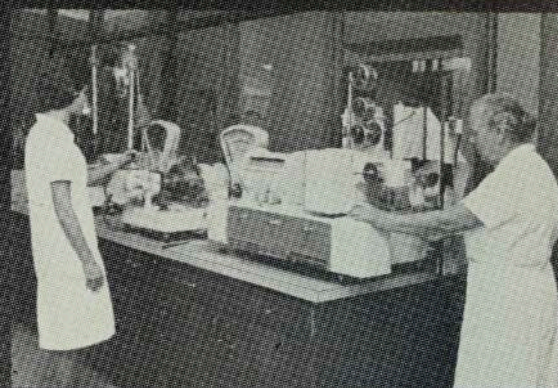
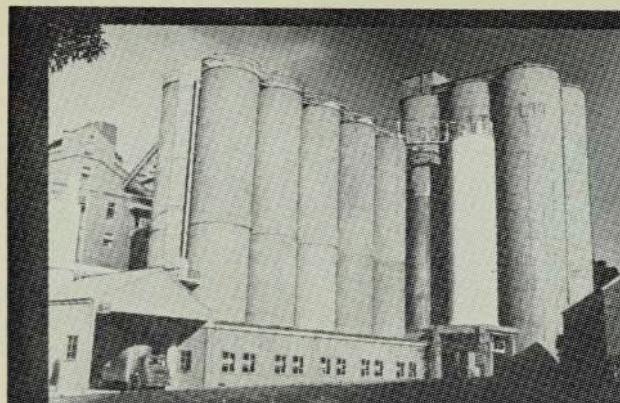
dunhill
LONDON PARIS NEW YORK

The most distinguished tobacco house in the world.

PACIFIC ISLANDS MONTHLY — NOVEMBER, 1968

NP29

21



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



MUNGO SCOTT PTY. LTD.

SUPERB

Summer Hill, NS.W., Australia

Cable & Telegraphic SUPERB Sydney

RBA

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

Gillespie's



ANCHOR FLOUR

**MAINTOP HIGH PROTEIN
BISCUIT FLOURS AND WHEATMEALS**

Gillespie flours are milled from selected high quality Australian wheats and are entoleted for purity. Their consistent high quality has made them the best-known, most asked-for, brands of flour in the Islands.

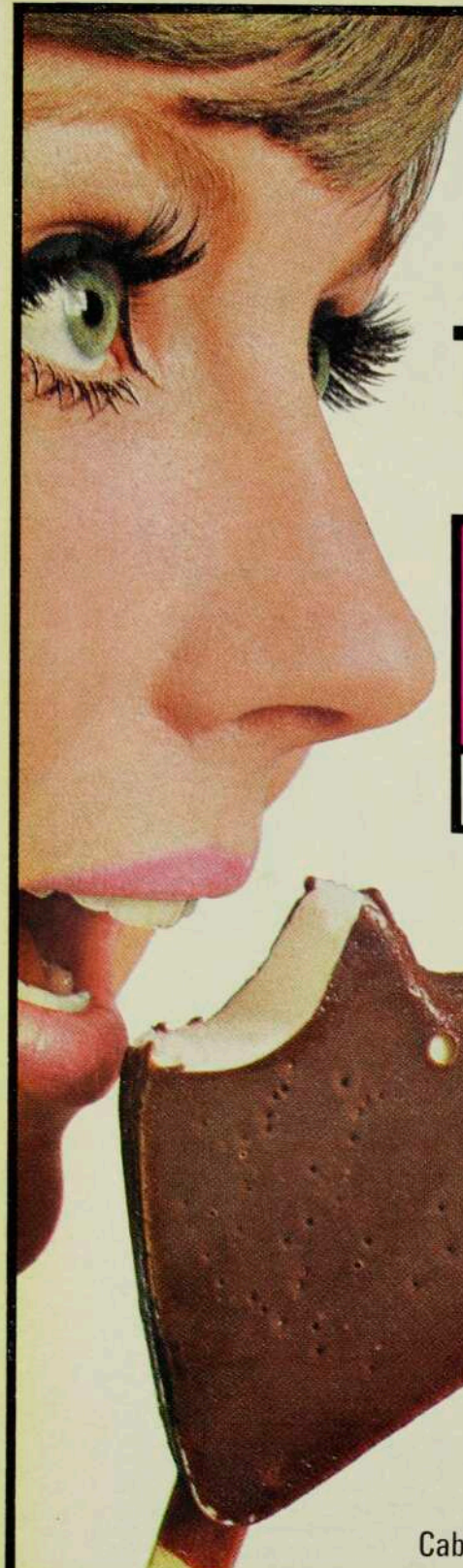
(Entoletion is a special purification process which reduces the risk of insect infection.)

GILLESPIE BROS. PTY. LTD.

HEAD OFFICE:
52 Union St., Pyrmont, Sydney, N.S.W.
(G.P.O. Box 2518, Sydney, 2001).
Phone: 68-4931

CABLE ADDRESS:
"GILLESPIE",
Sydney and Brisbane

BRISBANE OFFICE:
Albion, Brisbane, Queensland
(P.O. Box 8 Albion Brisbane, 4010.
Phone: 6-1121



THE GREAT TASTE IN ICE CREAM!

GAYTIME: Crunchy, choc-coated Streets delights in assorted lovely flavours.

VIENNA CHOCOLATE: rich chocolate freeze topped with Streets choc-chip ice cream.

PADDLE POP: the children's joy, in Streets rich chocolate strawberry, vanilla and banana.

VANILLA ICE CREAM IN 1/2-GALLON CANS: Rich, creamy Streets Ice Cream for all your desserts. It couldn't be creamier! Stores well in your fridge.

SWISS DAIRY ROLL: one of Streets best-loved ice cream desserts. Rich, creamy ice cream rolled up in fluffy sponge cake, spread with raspberry. Delicious!

HEART: Delicious, choc-coated Streets ice cream — it couldn't be creamier! Try one today!

Trade enquiries to Streets Ice Cream Pty. Ltd.
Box 13 P.O. Arncliffe N.S.W. 2205 Australia.
Cables 'Streets' Sydney, Australia or through your agent.

SVI

Pompous platitudes about "one nation" won't stop breakaway movements

From a Port Moresby correspondent

Close on the heels of the move for a referendum on Bougainville's future comes the formation of the "Melanesian Independence Front" at Rabaul. But whereas the Bougainville move, which asked for a referendum on whether Bougainville should stay with New Guinea, join the Solomons, or become independent, was made by Bougainville men in Port Moresby, and, to some extent at any rate, took Bougainville itself by surprise, the Melanesian Independence Front originated in Rabaul and appears to have taken Port Moresby by surprise.

The surprise is, of course, only relative, as talk of this kind has been going on sporadically for years both in Bougainville and New Britain. It is surprising is that it should so suddenly have become articulate.

Both Don Barrett and Matthias Liman, who should know their ground as well as anyone, seem to be a bit at a loss.

They feel that there may be a convergence between the abortive efforts of some Europeans to form the "Cultural Reform Party" at the end of the last House of Assembly elections and the present move, and wonder to what extent this also may be European-inspired.

Perhaps the most surprising feature of the formation of the "Front" is its association with it as chairman. It is difficult to see how he can square this role with his many territory-wide interests, such as his chairmanship of the P-NG Joint Board.

That, of course, is his problem. However, this dichotomy, like that of Paul Lapun's simultaneous proposal of the Bougainville referendum and a bill to establish a commonwealth for the territory, suggests that there is muddled thinking going on.

Front's platform

The front's platform is forthright enough: separate independence for the NG Islands (New Britain, New Guinea, Bougainville and Manus), a parliament based at Rabaul, membership of the British Commonwealth and the UN.

Currently the NG Islands contain the seventh of the territory's people and are responsible for over one-third of its exports.

So far there has been little interest and less enthusiasm for the proposal among NG Islanders in Port Moresby. Their number, by the way, is considerable.

Administration attitude and the

Administrator's Executive Council to these expressions of separatism has been one of prim disapproval, and the A.E.C. has announced its intention of seeking a debate on the subject in the house, which meets on November 18.

Support unknown

Fair enough. But attitudes of prim disapproval and emotional rhetoric are not going to get us far. In Bougainville this week a conference of local government councils discussed the earlier proposal for a Bougainville referendum, and there was a majority against it.

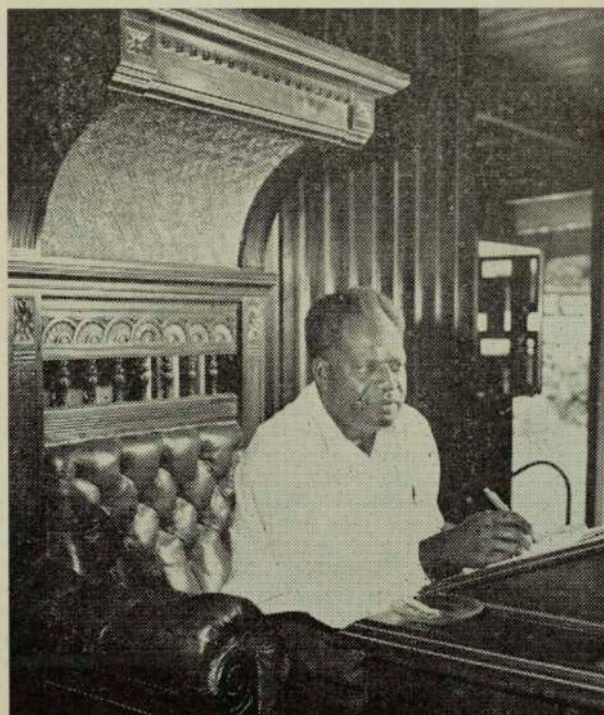
But there seems to have been a sizeable and certainly a vocal minority in favour of it. Just how

much support there is in the Islands generally, or in New Britain in particular, for the new proposals of the front is at present anybody's guess.

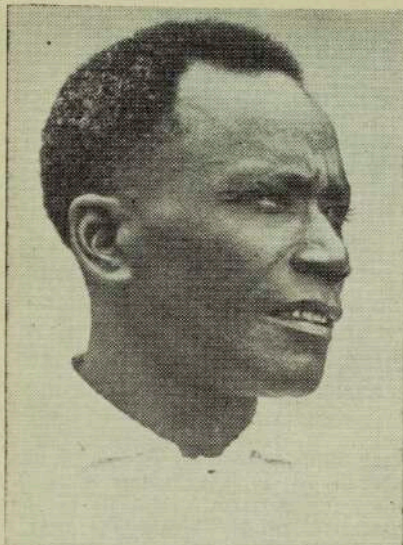
A hard look at the present administrative and governmental set-up seems to be called for.

How do we go about commending national unity to the people? Do we need to delegate more responsibility and more power of decision-making to regional, district and local government levels?

Do we need to create governmental agencies between the local government level and the national level of the House of Assembly, just as we already have district and regional headquarters in the field of administration? Should the present rather wishy-washy district advisory councils be



Vin To Baining, MBE.
Territory-wide interests, and now chairman of an "independence front".



Paul Lapun, espousing the Bougainville movement.

replaced by elected district councils with some real authority?

What to do?

Should there be regional councils with some power of subsidiary law making within the national legislative framework?

And, touchiest question of all but one that must be faced, is there any real hope of containing separatist tendencies with a national legislature in which one region, by virtue of its high density population, is in a position of permanent political dominance?

If the debate envisaged for the November meeting of the House of Assembly faces up to questions such as these, much good may come out of it. But a smoke-screen of pious and pompous platitudes will do us no good at all.

As Don Barrett has recently said, there is a need for more than lip-service to the concept of a Papua-New Guinea nation.

● Although the South Pacific's seven international carriers failed to agree on any fare cuts at a recent meeting of the International Air Transport Association at Cannes, France, Mr. R. L. Frederick, Pacific vice-president, American Airlines, told *PIM* in October that more airline competition in the area would soon bring down fares. He added that American Airlines had lodged an objection to the tentative approval for Eastern Airlines to fly the South Pacific next year, and that his company was still hopeful that it would get a permit to fly trans-Pacific.

THERE'S A 'RIGHT OF SELF-DETERMINATION'

By LEO HANNETT, a Bougainvillian in Port Moresby

Proposals for a referendum to enable the people on Bougainville to decide if they want to remain with Papua-New Guinea, become independent or join up with the British Solomon Islands Protectorate, will be discussed in the November meeting of the P-N-G House of Assembly—and it is apparent there will be a lot of opposition to the proposal from all sides of the House.

Opposition will certainly come from the government, which is well aware of its responsibility to work for unity of the whole territory—as well as being aware of the benefits that will flow from the rich copper deposits on Bougainville.

Plenty of people have been voicing their opinions since the moves were introduced into the Assembly last meeting, but the Administration is trying to play it cool. At a forum held in late September at the University of Papua-New Guinea, called to discuss the referendum proposal, the Administration refused an invitation to send a speaker.

It seems to me the Administration is using the period before the debate in November to divide the Bougainvillians. But this won't help. It will rebound once the leaders of Bougainville, together with the majority of the educated, thinking Bougainvillians who are behind this move, make a concerted effort to win their people.

I was one of the people who called for this referendum. The moves began on September 8, when two members for the Bougainville Open Electorate, Paul Lapun and Donatus Mola, had a meeting with a group of 25 Bougainvillians staying in Port Moresby. The group was composed mainly of students and men working with the Administration. We passed a motion which resulted in the application which will be discussed in November.

The main reason we called for a referendum was to get the people of Bougainville to think seriously of their future. It is commonly feared



Pretty Mrs. Miss

Miss Nukualofa 1968 (above) is now Miss Tupou. Soon after arriving back from a prize trip to Fiji in late September Miss Nukualofa, 24-year-old Saane Tupou married Tonga's new Assistant Crown Solicitor, Tevita Tupou, 27. The couple have known each other for six years. Meanwhile, due to a mix-up in donations, Miss Siosi'ana 'Uheina Tonga, now been declared winner of the fundraising section of the Miss Nukualofa Contest, replacing Miss Fale Siliva.

by Bougainville people that the island will always be a hard-working slave girl to feed fat Mrs. Territory. This is of secondary importance. The fundamental reason for the call for a referendum was the belief in the right of self-determination.

Bougainvillians should have chance to think about their conviction that they are a different people, a well-knitted group who should therefore be on their own.

Their tie with Papua-New Guinea was due to an accidental act of history—to a bungling act of the alien powers, Germany and England in a settlement of their dispute over Samoa in 1898.

The meeting very favourably considered union with the British Solomons, to whom Bougainvillians are more akin racially, and for many Bougainvillians in Buin and Sio there are even affinity ties.

It seems to us that the feeling of close relationship and desire for union between the Solomons people and the Bougainvillians is mutual.

Calmer approach to Fiji's political problems

From a Suva correspondent

An easing of tension and a calmer approach to Fiji's political problems came in October, although meetings held by the Fijian Association—the Fijian political arm of the Alliance Party—continued to give rise to anti-Federation Party statements.

It was hoped that the Chief Minister, Ratu K. K. T. Mara, who is also president of the association, would make a statement relating to Association activities. However, journalists interviewing him following his return from the South Pacific Commission Conference were asked to refrain from political questions. Up until the end of October, Ratu Mara had not been persuaded to comment on the subject. The Chief Minister may have felt, like many others do, that "no talk is good talk" at the moment—at least if tempers have cooled sufficiently. The animosity arising from Fijian Association—Federation Party clashes has subsided.

Appeals to government

It was urged that incidents of racial friction resulting from the September election results came from several sources. Thirty-eight employees of a Suva engineering company appealed to government authorities and the Press to cut down on the "unfounded and unnecessary amount of publicity shedding light on the obvious friction that exists between the two party opponents". This publicity, they said, "extols more rather than mollifies the situation."

They urged that incidents of racial friction be placed in a proper perspective and recognised as being a common social problem of today rather than the direct result of political and racial friction.

It couldn't be denied however, that cases of stone-throwing and rioting reached a disturbing peak in October. During one two-week period, Western Division police received reports of 60 cases of deliberate stoning of cars, taxis and buses and 33 cases of stoning of houses and shops. In several cases, defendants claimed their reasons for stoning were political. One said he stoned a car because he was not in agree-

ment with Federation Party policy. Another said he was disturbed by the result of the elections.

Magistrates voiced their concern over the increased violence and hooliganism, emphasising the court's neutrality in matters of political and racial consideration. Social problem or not, it was obvious that the political climate had become an excuse for some to give vent to feelings of tension and resentment.

Europeans had no cause for complacency either, since Fijian Association meetings showed that the Fijian people had discovered a new deter-

SUGAR — SWEET AND SOUR

Fiji will export less sugar at prices over double current world prices as a result of a new international sugar agreement. The agreement, restricts all sugar exports, but offers exporters prices of about £Stg.37 a ton, compared with recent £stg.16 a ton prices.

The colony's future production will be limited to about 336,000 tons, which include 145,000 tons to the free world market, 140,000 tons to Britain (under the Commonwealth Sugar Agreement), 36,000 tons to the US and 15,000 tons for home consumption. Welcomed by Fiji's only exporter, CSR, the news may be harder to take for farmers—Indian and Fijian—who can produce over 336,000 tons of sugar under good weather conditions.

mination to play a much larger role in the governing of things.

At a meeting at Labasa, a resolution was passed stating that Legislative Council membership should be restricted to people of Fijian descent

A competition was held in Suva to find the best illuminated house and the best illuminated business premises on the night of October 21 — which is the Hindu "Diwali", or Festival of Lights. Pictured is Mrs. S. P. Maharaj, of Suva, carrying a bowl of lighted "deeyas" (candles), fruit and flowers.

— Photo: Ambika Prasad.



through either the maternal or paternal side.

"This is in keeping with the rules of the Indian Parliament, where persons other than Indians are not eligible for membership," the resolution stated.

"Using the same principle the Fiji Legislature should be open only to persons who have a trace of Fijian blood."

The meeting decided that big businesses like South Pacific Sugar Mills, Carpenters, Burns Philp, Morris Hedstrom, Millers, the insurance companies and banks and town councils, township boards and the government should strike a racial balance between Indians and Fijians, department by department—"even if by so doing the standard of efficiency suffers slightly".

Other resolutions approved were:

- Indians who had lived for seven years or more in Fiji should not be issued with a Fiji passport. Their right to reside by virtue of being resident for seven years should be "unilaterally abrogated" and they should be given six months to leave Fiji. Those of this category in employment in the government and commerce should be dismissed and their positions filled by Fijians.

Deportation

- Those not descended from indentured labourers should have their names removed from the electoral role so that they may not be an elector or a candidate in national or local elections.

- Those descended from indentured labourers should be kept under surveillance—if it is established that their activities "are not consistent with the general desire for good neighbourliness and good race relations, they should be given six months' notice to leave Fiji".

- Legislation should be introduced to limit Indian families to three children. Deportation within six months would be the penalty for failure to comply with this.

At the Fijian Association's meeting at Tavuki, on the island of Kadavu, it was stated that Fijians of Kadavu did not want officials or even members of the Federation Party to set foot there.

The meeting also repeated earlier demands for the deportation of the Federation Party leader, Mr. A. D. Patel, repeal of the Agricultural Landlord and Tenant Ordinance, abolition of the two seats proposed for Indians on the Native Land Trust Board, no renewal of Indian leases

and no common roll until the Fijians were ready for it. It opposed immediate independence, but supported internal self-government.

The Federation Party was quick to challenge the legality of the deportation demands, stating that deportees would be the responsibility of the United Kingdom Government—which would have to defend such action in the United Nations.

Furthermore, it stated, India would be under no obligation to take back any of the British Indians who had gone aboard and who were no longer citizens of "Free India".

A high official in the government agreed with the illegality of deportation. "These demands absolutely cannot be implemented—they carry no legality whatsoever," he said. "You cannot deport people en masse like that—you can't even deport one person without very good reason, certainly not for political beliefs.

"All these resolutions do is express the very strong feelings of a certain section of the Fijian community."

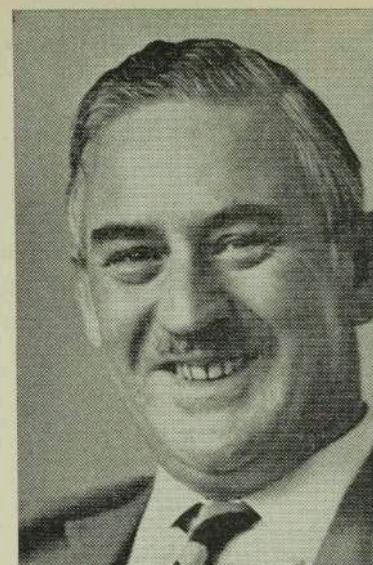
The Suva branch of the General Electors' Association passed a unanimous resolution at its annual meeting in Suva on October 22, opposing any reduction in General Electors' seats in the Legislative Council.

This following a speech by Mr. Charles Stinson, the Minister for Communications, Works and Tourism, who said that last year ministers had agreed in principle to consider reducing their representation—and that the time to accept such a reduction would be when discussions were held in London on further changes to the constitution.

Mr. Stinson said the decision had been reached at a time when ministers considered that racial understanding of politics in Fiji was improving. It was reached before the walk-out of the Opposition at the Legislative Council, before the introduction of policies of boycott and non-co-operation with representatives of other races and before the launching of a "vicious campaign based on racial and class hatred and personal abuse of opponents".

"I have been disturbed by these events and by the results of the by-elections. They have caused me to change my mind," Mr. Stinson said.

It still remains for the Federation Party to reveal its intentions regarding the next session of the Legislative Council. The first sitting is expected to be held on November 22, when the Minister for Finance, Mr. H. P. Ritchie, will present his Budget report.



Latest photo of Mr. Michael Gass.

GASS TO TAKE UP WESTERN PACIFIC POST IN DECEMBER

From a Hong Kong correspondent

The new High Commissioner for the Western Pacific, Michael Irving Gass, expects to be on his way to take up his appointment toward the end of December. Mr. Gass, who will succeed Sir Robert Foster, is presently Acting Governor of Hong Kong while Sir David Trench is on leave in England.

Mr. Gass, who is a former Chief Secretary to the Western Pacific High Commission, will be sadly missed in Hong Kong, where he did valuable work as Acting Governor during the Communist disturbances of last summer. In fact, many Hong Kong organisations do not want to see him go, and already there is speculation that he might become Governor of Hong Kong when Sir David Trench completes his present term in 1969.

Asked to comment on this possibility, Mr. Gass joked that he had nothing to do with him since he did not appoint Governors. Presumably, he replied, "Personally I think there is not the slightest possibility at all."

Mr. Gass acted as High Commissioner several times during

as Chief Secretary of the Western Pacific High Commission in 1958 to 1965.

During this time he was closely associated with Sir David, who was Commissioner from 1960 to 1963.

Mr. Gass will leave Hong Kong when Trench returns from leave on November 16.

Born in April, 1916, Michael Gass was educated at King's School, London, and Christ Church Oxford. He was appointed Chief Secretary to the Western Pacific High Commission (VPHC) in July, 1958, and became Hong Kong's Colonial Secretary in November, 1965. He began his career with the Colonial Service in 1939, as Administrative Officer in the Gold Coast, now Ghana, where he was appointed Assistant District Commissioner. He saw military service with the Gold Coast Regiment in East Africa, and Burma, and was mentioned in dispatches. After the war he resumed his Gold Coast career as District Commissioner, and was promoted Senior Assistant Secretary, 1951, Assistant Regional Officer, 1953, and Permanent Secretary and Regional Officer, 1957.

His next move was to the Western Pacific. The Hong Kong newspapers lined his new appointment with questions, "Will he be our next Governor?" Mr. Gass, who certainly was knighted following his appointment, will lose money to take on the job. He has a great interest in the Pacific and was popular in the colonies.

Robert Foster, whom he succeeded, is to become Governor of

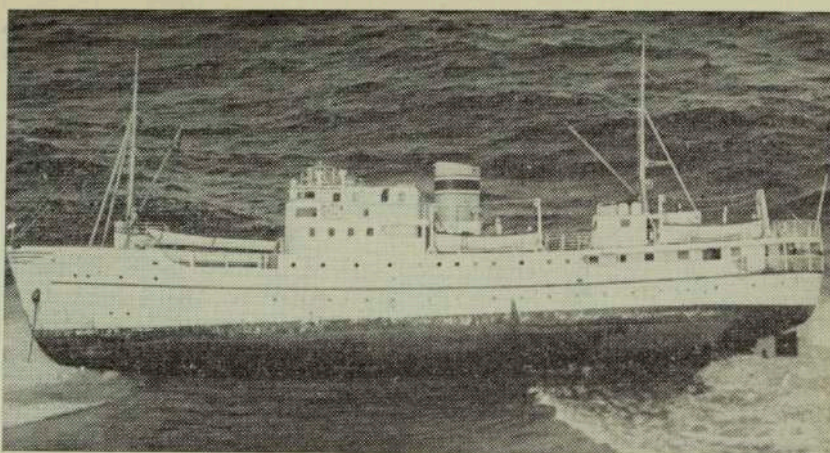
A formal marine court of inquiry at Suva in October found the master of the MV *Wallisien* grossly negligent in his handling of the ship shortly before it grounded on Tukumotu Reef, Yacata Island, on May 8, last year.

The court found that Captain W. Lamberty was incompetent, might not generally be competent, and liable to particular aspects of navigation and handling of the ship between her departure from Suva and the grounding.

The court recommended that he be severely censured.

When she grounded, the *Wallisien* (1,200 tons) was about 18 miles south of Suva, dead reckoning or intended destination, the court said.

Incompetent steering by one or more helmsmen was probably a contributing cause of the grounding, the court found.



Shortly after Rob Wright took this picture of the "Tui Lau" on the reef she began to break up and became a total loss.

TUI LAU LOSS SHOCKS FIJI

From Sue Wendt, in Suva

Shock and consternation were the local reactions when the *Tui Lau* was abandoned as a total loss after the 800-ton tourist carrier was grounded on a reef near Totoya Island, 120 miles south-east of Suva, about 11 p.m. on October 25.

Two attempts to pull her off the reef by the guided missile destroyer HMS *Fife* failed.

The anti-aircraft frigate HMS *Puma* stood by while 42 passengers, including about seven children, and 37 crew were winched to safety by the Wessex helicopter off the *Fife*.

Tui Lau had grounded forward on the reef and then slewed around into rough seas and began to break up. She was heading from Kabara to Suva.

The three overseas passengers were an American widow Mrs. Elizabeth Museum of Los Angeles, and two Wellington businessmen Vern Edwards and his brother-in-law, Alan Ramsey.

No casualties

There were no casualties and all on board were calm.

Conditions were described as unpleasant and nasty for boats.

Passengers later praised the calmness of the crew, especially *Tui Lau's* hostess, Lulu Leiser of Lomaloma. She constantly moved among first class and other passengers to keep them calm.

Without the help of *Fife's* rescue operations would have been far more perilous and Fiji's Governor, Derek Jakeway went aboard *Fife* later to thank the ship's company for the

rescue by speaking over *Fife's* internal television service.

Last off *Tui Lau* was Commander Jerome Benson, executive officer of *Fife*, who directed uplift operations of passengers and crew from *Tui Lau's* deck.

Captain Don Wendt was *Tui Lau's* master.

The loss of *Tui Lau* is a severe blow to both commercial and tourist development and demoralising for the Fijian people.

She was bought earlier this year by a group of Fiji provinces, the Marine Co-operative Association, and cost over £F100,000 to put into service (*PIM*, Aug., p. 47).

Mr. C. D. Aidney, a director of her managing agents, Williams and Gosling, said *Tui Lau's* loss was "a moral tragedy for the Fijian people".

"The Fijians had such an affection for the ship which they regarded as their own," he said.

A replacement?

He said a replacement must be obtained and it was not the end of the association.

Insurance cover is expected to recoup some of loss but not all.

Salvage chances seemed extremely slight but attempts were made by the *Ululakeba* to recover passenger luggage.

There was blood and thunder about more power for the Islanders

From KATHLEEN HANCOCK, in Noumea

Beetles and burgeoning populations loomed large on the horizon at the 8th South Pacific Conference held here in October. For 10 days, delegates from Islands territories serviced by the South Pacific Commission aired their views on subjects that ranged from rhinoceros beetle control to mental health. And they also approved or cut items in the works programme and budget submitted to them by the commission.

Delegates arrived from islands as distant as Guam and Tahiti, the Solomons and the Gilberts. The problems that face them in their home territories are equally diverse. Some are as old as the Pacific itself, but most of them have been aggravated by contact with Western civilisation.

Fiji's Chief Minister, Ratu K. K. T. Mara, chaired the conference, and it was clear from the outset that he had no intention of being a mere figurehead.

In his opening address he said, "While I shall certainly do my best to be a fair and impartial chairman, I do not propose to be a silent one. In fact, Ratu Mara will be in a much more favourable position to catch the chairman's eye!"

More say

He suggested that delegates should have a more direct say in the projects proposed for their benefit. And he put forward the idea that delegates to the South Pacific Conference should be elected representatives of their peoples, rather than appointed, as they are now. This would help to ensure that conference decisions would be carried out in the territories.

It was soon clear that the chairman was frustrated—to put it mildly—by the relationship of the Islands' delegates to the six commissioners, who sat at the top of the conference room, looking rather like a group of schoolmasters in charge of a study group.

It's not beyond the realms of possibility that ancient Pacific rivalries could have entered into this attitude. Western Samoa, in the person of that formidable old party, Afoafouvale Misimoa, sits with the commissioners

of the five Western Powers administering South Pacific territories.

By right of her complete independence, Western Samoa was elected to the "Commissioners' Club" some years ago. And however gratifying it may be to other Pacific territories to have one of their own occupying a commissioner's seat, old jealousies die hard.

When Ratu Mara stated bitterly that under the present rules Fiji was less equal than some who participated there, it could be that he had Western Samoa in mind.

As for the commissioners themselves, probably they did not feel like schoolmasters so much as prisoners in the dock, under strong verbal attack from the bar. The UK Senior Commissioner, Mr. F. D. Webber, proposed that next year the commissioners be distributed among the delegates.

The chairman referred in his opening address to the "extension and strengthening of the conference in the operation of the South Pacific Commission." He thanked the metropolitan powers for "their readiness, not only to accept this new concept, but to actively co-operate in making it work."

Irked

But later in the week he said that although he didn't think the commissioners intentionally tried to muzzle him by asking him to become chairman, he was irked by the idea that the commission could impose its decisions on the delegates.

"It seems," he said, "that the delegates have come of age, but not the Commission."

There was also a good deal of blood and thunder from the floor



Ratu Mara—no mere figurehead.

of more power for delegates. Tor who sends a delegate, but has vote because of her British adv on defence, complained that decision of the conference lacked finality.

"Why," asked Inoke Faletau, the decisions of the conference as recommendations to the commissioners? What right has session (of commissioners) to decide what the conference puts forward?

He went on to make the point that the South Pacific Commission was not recognised by the UN as an entity. And so there would always be delays in getting assistance from the international agencies for commission projects that require monetary or specialist help.

But in the end, the conference delegates ended with far more in affairs than some of them apparently expected.

At this 1968 meeting there seemed to be signs of a more independent attitude on the part of the French Pacific territories. Last year, delegates from New Caledonia, French Polynesia, and Wallis sat obediently to put forward their whispered views of their advisers to approve the pronouncements of their commissioner. This year there were healthy signs of an intention to stand on their own feet.

Mr. Nettle, the French Commissioner, for some reason strongly opposed the extension of the rhinoceros beetle research project by the United Nations Development Programme help. This attitude to a research project that is literally a matter of life and death to some islands puzzled the conference, met with a barrage of criticism. Mr. Nettle was roundly defeated

French Polynesia's Jean Bambridge said that though his islands didn't suffer from infestation, they would like to share the problems of other territories and make a contribution at the cost of the project.

A new feeling of sympathy towards the Commissioner for France finally emerged. This could have arisen from Mr. Nettle's acceptance of the view of independent thinking from the French Pacific delegates. Or it could have come from a wider realisation of the totally different relationship between France and her overseas territories, in contrast to the close bonds that tie the US, Great Britain, Australia and New Zealand to theirs.

Citizens of French territories are not men, represented in the French Government in Paris. And so it's impossible for the French Commissioner to give a snap decision on matters affecting their welfare. The French Government, as their elected representative, has the final say.

It was interesting to hear Ratu Mara, in spite of earlier criticism of France's blocking tactics, compliment Mr. Nettle on making a great impression in agreeing to a conference discussion on the future of the South Pacific Commission. And I think there was any tongue-in-cheek about his sentiments.

Coafouvale Misimoa at one point went out of his way to congratulate the French Commissioner for sticking to his guns. And Mr. O. P. Bates, speaking for New Zealand, at the point that relations between the territories were not the same.

It seemed obvious that here he referred to the often difficult position Mr. Nettle found himself in. The Commissioner for France has been set up into something of a conferebogy-man over the years, partly because of his insistence on precision and accuracy in the area of finance, mostly because he is often forced to stonewalling tactics by France's relationship with her Pacific territories.

The imminent upgrading of Nauru to a delegate to commissioner will give a new look to the group of "men" at the top of the conference room. When the membership of this newly independent Pacific is confirmed (in about three years), the commission won't be so heavily weighted in favour of the metropolitan powers. The delay in Nauru's entry was merely technical, arising from the need for the French to consult with Paris.

President DeRoburt, though not

(Continued on p. 135)

AND NOW THE SPC'S CRISIS IS OVER

By STUART INDER

It's been 21 years, and the South Pacific Commission has come of age. It reached adulthood during the Eighth South Pacific Conference in Noumea in October. Nobody should underestimate the significance of what has happened there.

That meeting has spelled the end of the "exclusive club" charge that was first levelled at the commissioners by Ratu Mara, of Fiji, in 1965. It is a victory for the Islanders in their sustained assault on the remnants of the SPC's metropolitan paternalism.

It means the way is finally clear for the SPC to become a genuine, useful forum for the exchange of opinions by the Islanders themselves, and for the Islanders to take a real part in making the policy that may help satisfy some of their wants.

Among the important improvements to have come out of this Noumea conference are an understanding that Islands delegates are old enough now to be able to draw up an agenda and discuss what they want at their own conference; and that their recommendations on the SPC budget and works programme should be accepted by the commissioners.

Proof of the pudding

The proof of the pudding was in the eating. The commissioners, at their 31st session, held concurrently with the conference, ratified changes in the conference rules to give affect to the delegates' opinions, and approved the budget and works programme in four hours, compared with four days last year.

(The budget was for a total of \$A983,892—\$885,000 of it from the financial contributions of the six participating governments, which have agreed to increase their contributions by 10 per cent, this year.)

The SPC has not yet acceded to Islands requests that the territories themselves be allowed to make financial contributions to help them become more responsible; or that delegates be elected by their territories rather than be nominated.

But these are matters that can be

discussed next year when the Ninth South Pacific Conference is expected to set up a review committee "to assess the results of the recent changes in the conference and the commission and consider what further changes might appear desirable".

Ratu Mara would have liked to have seen the review conference established immediately, but one at a time is good fishing, and he has no reason to be dissatisfied at the size of this year's catch. Next year it looks like Mr. Albert Henry, of the Cooks, will be in the conference chair, and the work of softening up what's left of the opposition should continue apace.

They've grown up

Certainly with Nauru, and presumably Tonga (soon to get full independence) sitting at the commissioner's table at next year's conference, the days of dominance by metropolitan commissioners will have passed—and this is what the Islanders have been fighting.

Paternalism once was acceptable, but today, as Ratu Mara has said, the territories have grown up.

If the metropolitan powers had continued to insist on being overlords, listening with only half an ear to Islanders droning away on a largely irrelevant agenda drawn up by somebody else 12 months ahead, the SPC would have been wrecked.

For their recognition of the facts of life in the Pacific today's commissioners and their governments deserve credit.

Certainly there is still some way to go, some technical problems to be overcome, before the SPC will become geared to the new pace. But its crisis is over, and that is a very handsome birthday gift for its 21st year.

More than coupons in Nauruan pools scheme

By KEN McGREGOR

No Pacific Islands territory has held more magic for overseas businessmen over the last 12 months than tiny Nauru. Since it became an independent republic on January 31 this year, the phosphate-rich nine square-mile island has attracted more potential investors than any other South Pacific island in the last 10 years.

Nauru offered no taxes. It was an ideal strategic base between South-East Asia and Australasia for business projects aimed at markets which could be counted in the hundreds of millions of customers. And, of course, Nauru needed to start diversifying for the time when its phosphate will run out.

So they came. Hoteliers from the US and Britain, several international airlines, financiers, casino operators from the US and Europe, builders from Australia and fish cannerymen from Japan and Nationalist China. Even the French had a quiet look.

Even the French

Some "swotted up" on every conceivable fact about the island before jumping aboard chartered aircraft for Nauru. Others just went willy-nilly.

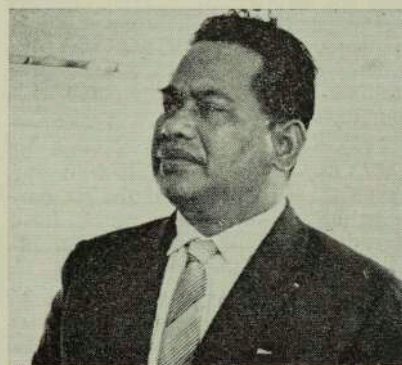
Nauru listened, pondered and rejected scheme after scheme. It lost count of the propositions to put up a pub, and it couldn't recall how many tips it received on how to invest its phosphate royalties.

The republic took a tough stand on all proposals. Businessmen wanted

a foot in Nauru but the price asked by Nauru was too high.

Then, in September, the thaw came. A big deal was clinched to give Nauru two lucrative projects which will not cost one Nauruan cent.

As reported in *PIM*, October issue, p. 26, the Sporting Pools Bill was passed by the Nauruan Parliament to give an Australian-owned,



Nauru's President Hammer DeRoburt. Nauru gave Pacific Sporting Pools permission to set up a football pools operation.

● Pacific Sporting Pools intends to use DC6 aircraft weekly on Nauru's strip (left, back of the picture) to build a hotel at Anabare Bay, outside the picture at right. Nauru's strip is used to handle chartered DC4's of Australia and now can take DC6's and H5748's. Fiji Airways will increase its fortnightly services to weekly calls early next year, but Nauru presently has temporary landing rights only. Micronesia Airways will start to operate to Nauru from Majuro.

Nauru-registered company, Pacific Sporting Pools Ltd., a 10-year "exclusive licence" to run a mass football pools operation.

The promoters expect that upwards of one million football coupons a week will be filled in by Australians and New Zealanders and processed by Nauruan headquarters. The promoters expect to take a share of the estimated \$35,000 a week which goes to British pools from Australia.

\$2m hotel

The extraordinary part of the parliamentary bill concerns what went with the football pools. The promoters of the company agreed to form four subsidiary companies to build a luxury hotel costing upwards of \$2 million at Anabare Bay, Nauru, and hoped to operate weekly free services with chartered aircraft on their own airline, between Nauru and Australia. All at the company's cost.

Pacific Sporting Pools will pay the Nauruan Government \$25,000 for the whole project by June 30 next.

r. This is expected to be the
ial payment to the Nauruans.

What is the company and who
the men behind it?

The two principals of the company
Mr. H. G. Pearce and Colonel
M. Mayberry.

Earlier this year the pair operated
of a tiny down-town Sydney
ce. They had no staff; an attrac-
downstairs receptionist con-
ally took messages because most
es both were out—commuting to
ernment contacts in Canberra or
bourne. Mr. Pearce made several
rwind trips to Norfolk and
erally acted as spokesman.

About August, they got a new
ress. A suite in an expensive
k in Sydney's business heart. A
ty receptionist of their own.
rate offices, a manager, big
rs over the wide glass doors:
entral Pacific Airlines", "Central
fic Hotels".

here is talk of hiring public
s consultants in the New
r. Conferences with international
nes to charter DC6 aircraft, rush
s to Melbourne and Sydney
ort to confer with President
mer DeRoburt.

flurry to get first equipment
y on the *Triaster* in October.
y visits to top Australian
artment of Civil Aviation people
correspondence with Reserve
c and Postal officials.

auru's football pools are on their

Good contacts

51, Mr. Pearce is a former
ral politician of long-standing
more recently a lobbyist,
ling government liaison work for
Australian companies. He
ously has very good government
acts and remains convinced that
Nauru project will not fail.

53, Colonel Mayberry is very
the former company director
Army type. He will put his
Mr. Pearce's ideas into practice,
working behind the spotlights,
some technical and other details.
cific Sporting Pools Limited's
building team and supplies
ed at Nauru in October and
work on the first stage of
otel and pools complex. Com-
on date for this stage is April
xt year and it will include 34
oms, lounges, dining-room, bar
pools offices, estimated to cost
000.

swimming pool will later be
for Nauruans as well as hotel
s.

the company has not yet gained

approval from Australia's Depart-
ment of Civil Aviation to operate
air services between Nauru and Aus-
tralia to carry the hundreds of
thousands of football coupons. It is
here there could be trouble if other
carriers protest that the company is
trying to set up a passenger service
in competition with established air-
lines.

There is little doubt the company
wants the aircraft only to get its
coupons delivered. But the attitude
of Nauru is different. It wants its
own passenger-carrying airline one
day.

Mr. Pearce said that Central
Pacific Airlines was formed
"specifically for the carriage of mail
and freight, generated by the football
pool operation".

Do its best

"No existing or planned air
facilities can cope with the deadline
or volume," he said. "It is proposed,
therefore, that CPA provide suitable
aircraft and operate as a carrier
between Nauru and Australia.

"Under the agreement with Nauru,
the company will use its best
endeavours to make the airline avail-
able for the carriage of passengers
between Nauru and Australia as re-
quired by the republic from time to
time."



Colonel W. M. Mayberry, who is backing
Mr. Pearce in moves to get football pools,
air freight and hotel operation going on
Nauru by April next year. He put in
several months duty on Bougainville
during World War II, and afterwards
joined the boards of several Australian
companies, including insurance groups.



Mr. H. G. Pearce, a director of Pacific
Sporting Pools, "takes five" on a recent
visit to Nauru. Born in Queensland, Mr.
Pearce has spent a good deal of time in
Great Britain watching English football
pools operations. Now he is confident
they can be equally successfully operated
from the Central Pacific. He has also had
hotel experience—in 1962-63 he spent
several months on Norfolk Island getting
one of the island's major hotels started.

Mr. Pearce said DC6 or DC6B
aircraft were suitable and the com-
pany intended to charter two of these
aircraft from overseas when it
obtained permission to land in Aus-
tralia.

He said services would be weekly,
Nauru-Sydney, on Fridays and
Saturdays. The DC6's were capable
of doing this run non-stop with
limited loads.

Few busier offices

By early November there were few
busier Sydney offices than the luxury-
suite headquarters of Messrs. Pearce
and Mayberry. Both remained con-
fident that the Nauruan venture will
go over smoothly and they said
\$120,000 in funds from Australia-
wide shareholders had been sub-
scribed by then to get things moving
in Anabare Bay.

All in all, phosphate may not be
the only thing which puts Nauru on
the map for the outside world in
future. Millions of tiny coupons may
do it.

In Niugini, as elsewhere, people don't always matter very much

When following news of events in various parts of the world one finds oneself asking, "Do people matter any more?" Even in our little world of Papua-New Guinea the question sometimes obtrudes itself.

PORT MORESBY is overlooked by two BPs—Burns Philp and Burns Peak. The former calls for no explanation. The latter is an 800 ft hill which looks down on its shoreward side on Konedobu, Government House and Hanuabada Village. On the inland side it looks down on what I can remember as a quiet, grassy valley to which, when I lived at Hanuabada in those far-off days before the war, we used sometimes to repair—climbing over a saddle in the hills—for picnics, scout and guide outings and such-like.

Now that once grassy valley is crossed by a bitumen highway, and is full of the little concrete-brick boxes which comprise the low-covenant suburb of Hohola. A substantial proportion of the hundreds of Papuan and New Guinean public servants who work in the Administration's headquarters at Konedobu live there.

Years of talk

For years we here in Port Moresby have been talking about the Burns Peak road, a road which would cross or cut through the saddle south of Burns Peak and give a direct link between Hohola and Konedobu, cutting the road distance between these two places from over five miles (by the route the buses follow) to under two miles.

We have differed among ourselves as to whether this road could follow the existing contours or whether it would involve extensive excavation; we may have held varying opinions as to how soon we would get it; but we have all assumed that this was something we ought to have as soon as possible.

Now the experts have flabbergasted us by telling us that we don't really need it at all.

Why have they come to this unexpected conclusion? I think that it's because they have been watching the wheels go round instead of watching the faces of the people who use the wheels.

Hohola's public servants have to be out of their little boxes by 7 a.m.



TO THE POINT

WITH
PERCY
CHATTER

at the latest if they are to be in time for work in Konedobu at 8 a.m. The timetable rating for the bus journey of 5½ miles is three-quarters of an hour, but in the rush hour it may well take substantially more than that, especially since, at each of the numerous stops, the driver-conductor has to dispense tickets before he moves on.

As a matter of fact, many of the lower paid of these workers have to give away the bus journey towards the end of the fortnightly pay period, when funds are running low, and foot-slog it over the hills to Konedobu. They may well arrive at work sooner, though sweatier, than their more affluent colleagues who travel by bus.

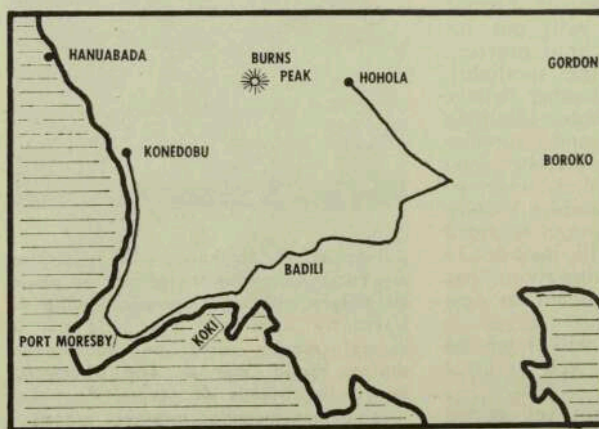
Of course, it isn't only the Niuginians who live in Hohola who would benefit from the Burns Peak road, though their gain would be the most spectacular. Overseas public servants living in the high-covenant suburb of Boroko would also find

the new route quicker and more convenient, as would the people of the races who are rapidly filling up the new suburb of Gordon; while those whose job is in Port Moresby Town would benefit by the drawing off the Konedobu traffic.

But the men who watch the wheels go round and feed traffic flow into computers say we don't need it. Don't people matter any more?

A FEW weeks ago an astonishing scene was witnessed at Port Moresby's Taurama Hospital. A police riot squad, complete with shields, helmets, truncheons, pistols, shields and dogs confronted a group of grief-stricken villagers who were objecting to an autopsy being carried out on the body of a fellow villager who had collapsed and died suddenly after an all-night party.

The intractable factor in such a situation is that both sides are right—from their respective points



At present the road from Hohola to Konedobu (shown) is 5½ miles long. The proposed road via Burns Peak would cut the distance to 1½ miles. But will anybody build it?

w. The villagers (they come from village which expanding urbanisation is threatening to swallow up but which is essentially still a bush village) said, "This is our flesh and blood; we claim the right to mourn and bury him according to our own customs". The doctors and the coroner said, "We don't know why the man died and it is our duty to find out".

Barrier of truncheons

But there were people available who could have found a less drastic solution than the riot squad if they had been given the chance. Ministers of the United Church, of which most of the villagers are adherents, might have helped if they had been called in.

When there was the District Commissioner, a man from District Police who, following a deputation of villagers to the Administrator, called in 48 hours after the situation first developed! He persuaded the deputation to accept an autopsy and accompanied them to the hospital, only to find the autopsy had already taken place willy-nilly behind a barrier of truncheons, pistols, shields and dogs.

Was this confrontation necessary? What did it achieve?

Some of the dead man's relatives, including his widow, came to talk to him after it was all over. They had known me since they were children and talked freely. They had been, and indeed still were, stirred and resentful.

They may well have appeared gentle and dangerous to timid or inexperienced Europeans. But I didn't get the impression that they had seriously contemplated violence. They hoped to persuade, perhaps to surprise, the doctors to forgo the autopsy. I doubt whether they had seriously contemplated breaking into the morgue and snatching the body.

Not even if they had! Moresby's Central Police Station at Boroko is less than a mile from the hospital. The event of the situation becoming, at a single police officer on the spot with a walkie-talkie radio, have brought a riot squad on the scene in two minutes. Why the histrionics?

Well, the doctors got their own way. Presumably they found out why the man died. Possibly they made a small addition to the sum total of scientific knowledge. Certainly they added yet another group of people to those (for this kind of event has occurred before, though not dramatically) who have made their minds never to allow them-



A riot squad, such as the one above (plus dogs), recently confronted a group of grief-stricken Niugini villagers who were objecting to an autopsy being carried out on the body of a fellow villager at Port Moresby's Taurama Hospital. The autopsy was carried out, of course, but a handful of Niuginians were, and probably still are, resentful.

Photo: Bruce Adams.

selves to be taken to hospital, however ill they may be.

When I talked with them, I found that what stuck in their throats most was the dogs. "Are we pigs or wallabies", they asked, "that they have to bring out their dogs to us?"

Surely the proper use of police dogs is to track down suspected criminals or escapees. Their value in confronting mob violence is dubious; I understand that even those tough characters, the American police, are coming round to this view. And anyway, this was not a violent mob. Not in fact, nor probably in intention.

Don't people matter any more? Don't their feelings matter? Doesn't their grief matter?

SUDA KOGA is 10. He comes from the Goilala, a mountainous stretch of country less than 100 miles from Port Moresby, but still very primitive.

Recently police in Moresby rounded up a number of vagrants. Without visible means of support they were living with and on relatives employed about the town. As usual, some of them were from Goilala, and of these a dozen or so were young enough to be dealt with by the Children's Court rather than the District Court.

Suda was the youngest. Eileen

Tom, middle-aged welfare assistant from Hula, on the Papuan coast, was there as a sort of prisoners' friend. The magistrate told them that they would have to go back home and if they hadn't the price of an air fare they would have to walk back. What else could he tell them?

Glummer and glummer

"If they're going to walk, I'm going to walk with them," said Eileen Tom. And she did.

I saw them off. Suda was a merry little chap, but he got glummer and glummer as the time drew nearer for him to board the truck which was to take them to the road-head at the Vanapa River, some 20 miles out of Moresby, from where they would start their long trek into the hills. What is he going back to?

The Goilala sub-district has a steeply mountainous terrain and a sparse population (as compared with those in the Highlands proper) scattered in small hamlets over a large area.

The first contacts its people had with the outside world were when they were visited by missionaries of the Order of the Sacred Heart over half a century ago, and not long after they made their first acquaint-

World's most hair-raising airstrip

ance with government officers. They did not receive either with enthusiasm, and they have not been given much cause to become enthusiastic since. Goilala became and has remained Papua's Cinderella.

Goilala has no road link with the coast, and of its two airstrips one, Tapini, is probably one of the world's most hair-raising strips—a sloping shelf on the edge of a gorge, on which planes land uphill, and from which they take off again by rushing off the end of the strip and becoming air-borne over the gorge.

English potatoes and other cool climate vegetables grow well on these mountains, but transporting them to Port Moresby and marketing them at a competitive price is the problem.

Papuan Air Transport's new "Skyvan" planes, when they arrive, may make the problem a bit easier to solve, but the only real solution is a road link to meet the Brown River road, which now reaches from Moresby past the Brown to the Vanapa River, currently being bridged. This road is planned to continue through flat country to Bereina, in the fertile Mekeo plain.

A road from the Goilala mountains to link up with it would be quite a project, and the experts say that as compared with similar projects in other parts of the territory it isn't worth it.

In the meantime there is only one Administration primary school in the whole of the Goilala (population

30,000). There are a number of mission primary schools, but, according to Louis Mona, Goilala's MHA, only one of them covers the full primary curriculum. So of course there is no high school in Goilala, and so far appeals for a vocational school have fallen on deaf ears. Even these schools, apparently, only cater for a primary-top intake, so for Goilala they are out.

Goilala men, harried by their local government councils to pay tax, flock into Moresby to take jobs as unskilled labourers, and quite often get involved in crime; while small boys head for town in the forlorn hope of being able to wriggle their way into an urban school and so get their feet on to an educational ladder which will go somewhere and not turn out to be a variant of the Indian rope trick.

No wonder young Suda Koga looked glum as he headed for home. What's in it for him? Frustration and boredom in his village? A job on one of Moresby's garbage trucks? Or a cell in Boumana Gaol?

A few weeks ago a small boy in New Guinea, just about the same age as Suda, was bitten by a death adder. A radio and aviation network swung into action in an attempt, unfortunately unsuccessful, to save the lad's life. The economics of the exercise were not considered. And quite right too.

But does a 10-year-old have to be bitten by a death adder before he



Suda Koga, 10, and Eileen Tom.

is treated as a human being : not as a potential unit of manpower.

Don't people matter if they in an area of low economic potent Doesn't Suda Koga matter? Eil Tom thinks he does.

Letter from the Publisher

We're going to need your help

Next year, *Pacific Islands Monthly* will be in its 40th year. As life-spans of magazines go these days, that's getting on a bit. At the same time, the Pacific Islands territories which we have served for two generations are changing more rapidly than ever before and we need extra information on our growing readership, if we are to continue to plan *PIM* intelligently.

In the December issue, therefore, we will conduct a reader-survey. You will be asked to tick off some answers on a simple form and return it to us. It will be quite

painless and, to make it more entertaining, there will be prizes of \$20 each for the first three letters opened on a certain date. You will get the full details of this next month.

Some people may dismiss coupon-filling and lucky number prizes as a gimmick or kid stuff, not to be taken seriously. We suspect that some of our long-time and most discerning readers are in this category.

We want the opinion of this type of reader and therefore assure you that we are quite serious. The few minutes that you spare in

ticking off answers will be of inestimable value to us. May we count on your help?

As for the money prizes: Most people should find something to do with \$20 that they get for nothing, but if they cannot, their pet charity would be delighted to have it.

Next month, then, we will be seeking your indulgence and your active participation in our first reader-survey.

JUDY TUDOR,
Publisher,
Pacific Publications Pty. Ltd.

Tropicalities

The beginnings of trade unionism in Papua-New Guinea took the form of the establishment of "Workers' Associations" catering for workers in all occupations. Such associations were formed in several of the main towns, and in one or two cases on a district basis, and have functioned with varying measures of success.

Outstanding has been the Rabaul Association, which, under its able and energetic president, Thomas ToBun, has successfully negotiated with the Employers' Federation a whole series of awards for various groups of workers, including awards for skilled tradesmen. Rather less successful has been the Port Moresby Workers' Association, which, once the lead, seems to have drifted into doldrums.

Along it has been recognised that these all-inclusive Workers' Associations could only be regarded as a stage on the way to craft unions, and during the last few years moves have been made in several parts of the territory in this direction, notably in the timber industry and among others.

Port Moresby Workers' Association's president, Oala Oala-Rarua, on the other hand, has advocated a craft association with specialist departments within its structure. His attempts to get this concept off the ground have not, however, met with success.

Overtones

Port Moresby the issue has now become one of political and personal overtones. It began when Gavera Rea, one of the four co-chairmen of Pangu, made it known that he was helping Port Moresby's wharfies to organise themselves into a union of their own — the Central District Workers' Association. Shortly after, it transpired that Pangu's secretary, Albert Maori Kiki, was helping workers in the building industry to form and secure registration for a "Central District Building Workers' Union".

These moves were clearly a threat to the Port Moresby Workers' Association's already crumbling foundation, and president Oala Oala-Rarua reacted vigorously, claiming that the

There's a trade union war in Port Moresby

formation of these unions was a Pangu Pati move to get the workers on-side politically.

To get the full flavour of this dispute it is necessary to remember that Oala Oala-Rarua was one of the founders of Pangu Pati, and subsequently resigned from it (or was tossed out of it—we never quite learned which) after a disagreement over some rather brash statements he had made on independence during a visit to Sydney.

Messrs. Kiki and Rea denied that they were grinding a political axe, claimed that they had been asked by the workers concerned to help them form unions, and asserted that the Port Moresby Workers' Association was no longer effective, if indeed it could be said to exist.

Mr. Oala-Rarua retorted that the Workers' Association had more than 400 members and was campaigning for more.

"It's a pity to see the Port Moresby Workers' Association going down the drain," riposted Albert Maori Kiki smoothly.

Messrs. Kiki and Rea went on to challenge Mr. Oala-Rarua to lodge an objection, under the Industrial Organisations Ordinance, to the registration of the Building Workers' Union, a move which would expose him to cross-examination on the real state of his Workers' Association.

There the matter stands at present.

Perhaps the day of the general "Workers' Association" is nearly over. One can feel sympathy for Oala Oala-Rarua, who has pioneered Papua-New Guinea trade unionism; but it does look as if his star as a trade



Oala Oala-Rarua.

union leader may be setting. Maybe he won't mind all that much; as Assistant Ministerial Member for Treasury he has plenty of new interests and opportunities.

Just to what extent there may be political motives behind the two Pangu men's incursion into trade unionism is anybody's guess. But, as a *South Pacific Post* editorial has pointed out, even if Pangu Pati has ideas for using unions to increase its mass support, this is a perfectly legitimate political tactic which it is entitled to employ.

Tahiti's political monument

ALTHOUGH Tahiti already has more historical monuments than most of the other South Pacific islands put together, it seems that these days, with about 25,000 tourists visiting the island annually, and looking for things to see, it can never have quite enough.

The monuments put up in the past year or two to Samuel Wallis, Tahiti's first European visitor, and to Bougainville, the French explorer, have been valuable additions to such tourist sights as the Gauguin museum, and the Cook and Duff memorials at Point Venus.

Now there is a proposal to put up a statue to Tahiti's last king, King Pomare V, who ceded Tahiti and its dependencies to France in 1880.

However, when the question of the Pomare V memorial was considered in October by one of the committees of French Polynesia's Territorial Assembly, the member charged with supplying facts about the project

was not enthusiastic—apparently for political reasons.

"If a monument is to be erected to King Pomare V," he said, "then the French Government should entirely foot the bill.

"However, if Tahiti wants to put up a monument to one of its sovereigns, then it should choose Queen Pomare IV, who reigned for nearly half a century and who presided over the destiny of the country in particularly grave circumstances . . ."

We gather from these remarks that Tahiti's pro self-government politicians see nothing to be proud about in Pomare V, the "giveaway king".

On the other hand, they would be pleased to honour the king's mother, Pomare IV, who reigned from 1827 to 1877, and who refused to submit to French authority for nearly three years after France declared her country a protectorate in the early 1840's.

Is the passing of the *bure* far off?

PICTURE FIJI: Sunny islands and atolls, slender palms and gentle seas . . . and instead of the traditional thatched *bures*, hundreds of little boxes. Maybe thousands.

Fiji's landscape might be ditted with flat-roofed, box-like dwellings, prototypes of a £200 house designed by the Medical Department as a suggested substitute for *bures* and for housing farmers on development schemes.

The low-cost house, with an area of 320 square feet and containing a living area, kitchen and washroom (with shower and water-seal latrine), can be put up on a do-it-yourself basis. A Medical Department spokes-



NAMES PLEASE. We know who some of those former members of the New Guinea Volunteer Rifles are, but we have drawn a blank with others. At a recent re-union the NGVR-ANGAU Association in Australia the above picture was produced by Fred Still and after a lot of discussion this caption was worked out: Back row (left to right)—Albert Pawley, Fred Halford, Les Kissick, Fred Still, (Unknown), (Unknown), and Fred Blakey (or Dick Ashwell). Front row (left to right)—Doug Clark (probably), Hardacre, Reg Plumb, Tom Zoffman and Alan Dunwoodie. Can anybody fill the gaps? The photograph was taken in Wau about 1942. Secretary of the NGVR-ANGAU Association is Bill Tuckey, 1 Bellevue Drive, Carlingford, NSW, who can supply extra copies of the photo.

man estimated that it would take about a fortnight for one man to build it.

Sad as the passing of the picturesque *bure* might seem to anyone who doesn't have to live in one, the introduction of a practical, hygienic, inexpensive substitute became necessary in Fiji with the rising costs of *bure*-building. A few years ago, you could have a decent *bure* built for around £50-£60. Now, certainly in areas close to towns, it will cost £150 or more—if you can get the materials.

As the Medical Department fellow said:

"The substitute mightn't look very

beautiful—but it's more sensible than the working Fijian. Even if he builds a *bure* for £150, it would need repairing after three years. And the expectation of a *bure* is only about 10 years all told.

"The low-cost house would last a family man at least until his children were grown up and able to afford homes of their own."

The day when the village-street *bure*, atmospheric but not really comfortable, is little more than a museum piece, may be fast approaching.

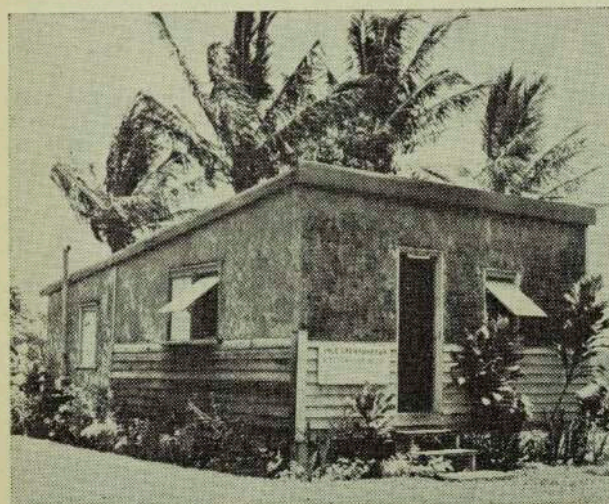
Run for your life!

ANY pretence of low-gear living is far from the hectic pace maddening crowds and such, has I Suva forever. On the roads, anywhere.

With the introduction in October of the city's new traffic scheme Suva's drivers, possessed of a suicidal disregard for life, have achieved new heights of enthusiastic recklessness.

The scheme introduces a new traffic flow along Stinson Parade and a new bridge across Nubukalou Creek and a system of one-way streets. Those one-way streets do it! Drive intent upon reaching some obscure destination in the fastest time through caution to the winds. Pedestrians are invisible, or they're regarded as prime targets in the game of human skittles . . .

Confusion reigned during the first few days of the new scheme's introduction. Cars were parked in



The "Vale Sau Rawarawa" (very low cost house) in the picture is partly cement and partly rough-treated timber. At commercial prices in Suva, either or both materials could be used, with the total cost only £200.

opping areas, particularly at intersections. There were still traffic signs to be erected, others to be taken down. People complained that it took them longer now to get from one point to another. Drivers negotiated roundabouts, only to find themselves facing a fearsome stream of oncoming one-way vehicles. More than one policeman, watching safely from the sidelines, appeared to find the situation amusing—or ludicrous.

Within the first few days, a bus skidded happily into the side of a parked taxi in the centre of town; a car engine careered into a car and stopped at the busiest intersection (the policeman in charge of the fire-engine was praised for his quick-thinking: he threw hose and beaters at a passing taxi and rushed on to fight the fire).

Perhaps it's only the comparatively small number of vehicles packed into a relatively small city area that makes American Samoa's traffic seem so frantically hellish. The buses, frequently proceeding at a terrifying pace, do nothing to help. Neither do the children, who appear unexpectedly from footpaths, playing games in the roadway and seem to have heard the "Look first, then the Left" jingle.

Local pedestrians can only agree with the sentiments of Ratu Edward Tobau, who said recently that Fiji is proceeding at too fast a pace. The words referred to the colony's progress in general, but they really seem to have particular application to traffic.

irstrip for Lord Howe is nearer

THEY'VE finally decided on what appears to be a satisfactory site for Lord Howe Island's first airstrip—and the thing that remains to be done now is to convince the NSW Commonwealth Governments that money should be spent on building it.

The Australian Department of Civil Aviation says the strip can be built for \$900,000, and would run 4,000 feet from the top of the bank at Blinky Beach to a spot in the lagoon off Sydney Point, 20 yards offshore.

There would be a strip of bitumen in the centre 100 yards wide, the rest would be grassed. Four roads would have to be moved to make way for the airstrip.

Lord Howe, 300 miles east of the Australian coast, is a popular tourist resort for Australians, who at present get there by flying-boat. But flying-boats won't last for ever, thus the necessity for the air investigation.

THEY WANT TO BAN A. SAMOA'S NEWS BULLETIN

From GLEN WRIGHT, in Pago Pago

A charge of deliberate censorship of news has been levelled at the United States Government Information Office here by Samoan legislators. The accusation was contained in a statement signed by the Speaker of the Legislative Assembly and the Leader of the Senate of American Samoa.

The Office of Samoan Information, among other things, publishes a daily news bulletin that is widely disseminated.

"The news, of whatever nature, that is given to the *News Bulletin*, is carefully sifted for content," reads the critical statement. "If the content suits certain people, then they are printed; if not, then the public is not subjected to this particular news."

"The legislature of American Samoa desires to go on record at this time as having the desire to give all the news to the people."

"Suppression of the news is not an American tradition and an American Samoan legislature will follow American tradition. The legislature hereby calls on the *News Bulletin* and anyone having to do with the publication of this government news medium and especially on Governor Owen S. Aspinall, to join in this great American tradition of freedom of the Press in all its connotations."

Activities of the US Information Office here have been criticised for some time by the publishers of nearby Western Samoa's two weekly newspapers. *The Samoa Times* and the *Apia Advertiser*, both edited by New Zealanders, argue that its publication of a free-distribution daily bulletin is unfair competition that hampers their efforts to grow and prosper.

Peter Creevey, editor of the *Times*, says that his protests have elicited the answer that when one of the local papers becomes a daily, the US government will quit publishing the *News Bulletin*. Creevey protests that this is absurd: the Samoan papers cannot get enough circulation to do

that so long as the *Bulletin* competes.

"While an enormous amount of money is spent by the US on the Office of Samoan Information to produce government news, the local independent newspapers are asked to replace the *Daily Bulletin*; but they are stymied by its give-away policy, its cheap production methods, and free inclusion of public notices which would normally provide revenue for non-subsidised free enterprise," says Creevey.

The *Times*, owned by a consortium of Samoan investors, was started in 1962 and has grown phenomenally during the past two years of Creevey's tenure. It has a weekly paid circulation of 7,500 in both American and Western Samoa. Its 16 tabloid pages are fat with advertising, 70 to 78 in recent issues. Nine of its 16 pages are in English.

The *Advertiser*, 12 smaller tabloid pages per issue, also bi-lingual, is only two-years-old. Despite its front page assertion in every edition that it was "the largest selling newspaper circulated in Western Samoa", it gave up trying to compete for paid circulation with the *Times*, as of its September 4 edition, and became a free circulation shopping news of 2,000 copies, fortnightly instead of weekly. It is owned and edited by R. F. Rankin.

It will continue

Nevertheless, the *News Bulletin* will continue. Several members of the legislature had moved to ban it, but chief of the Office of Samoan Information, Ed Engledow, argued effectively before the lawmakers for its retention.

He asserted that the services now provided by the *Bulletin* could not be carried out by any other medium. If there was a sufficiently good newspaper around he would be happy to lower the *Bulletin's* colours, he said.

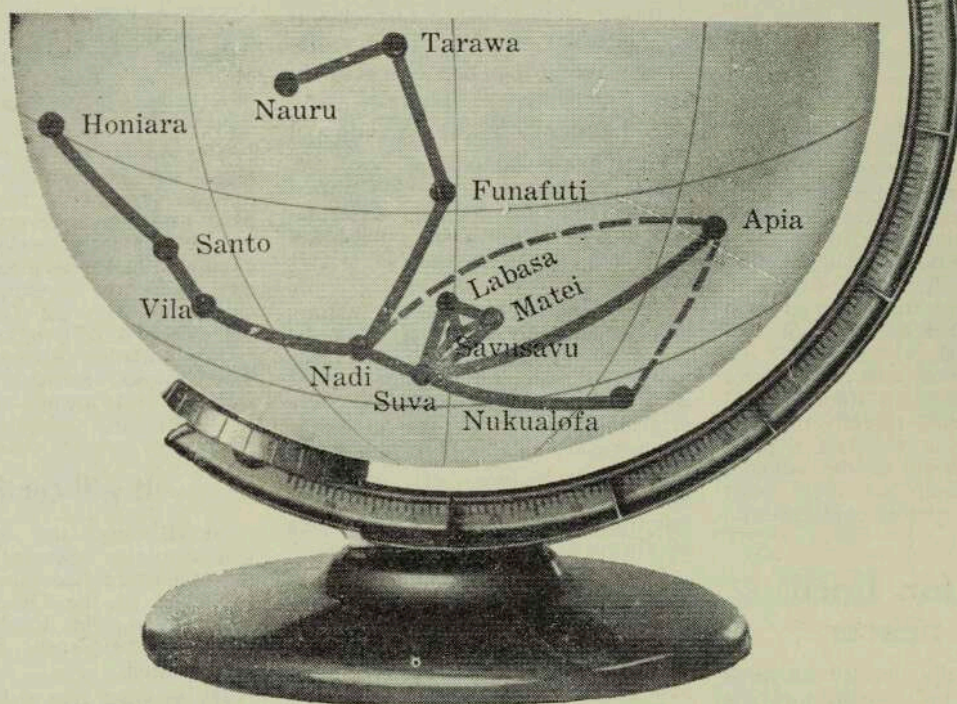
As a result of Engledow's testimony, the legislature voted \$76,000 subsidy for support of the Office of Samoan Information in 1970.

Engledow is talking through his hat when he says that the local Press cannot cope.

Hundreds of Americans do not subscribe to the local newspapers because they get the *Bulletin* free. With the income thus lost the local Press could afford to install wire news service, upgrade editorial staffs.

All news items could easily be included in the news columns and propaganda run in Letters to the Editor departments or as signed opinion articles.

Call around the south pacific more often !!



Now—three flights a fortnight to HONIARA

Fiji Airways has increased its flights between Fiji, the New Hebrides and the Solomons. Three flights a fortnight, in each direction, means you can call around the islands more often. Fiji Airways jet-prop HS748 leaves Fiji for Honiara every Thursday, and alternate Sundays.* The smooth, fast and efficient service of Fiji Airways HS748 Jet Prop is now available for more travellers who demand speed and comfort.

The increased service makes it easier than ever to link up with international trans-Pacific flights.

* Oct. 13 and 27, Nov. 10 and 24, etc.

Victoria Parade, Suva

Offices at Nadi Airport and throughout the South West Pacific.

SEE YOUR TRAVEL AGENT OR FIJI AIRWAYS



General Sales Agents for BOAC and QANTAS in East Fiji and Tonga.



travel

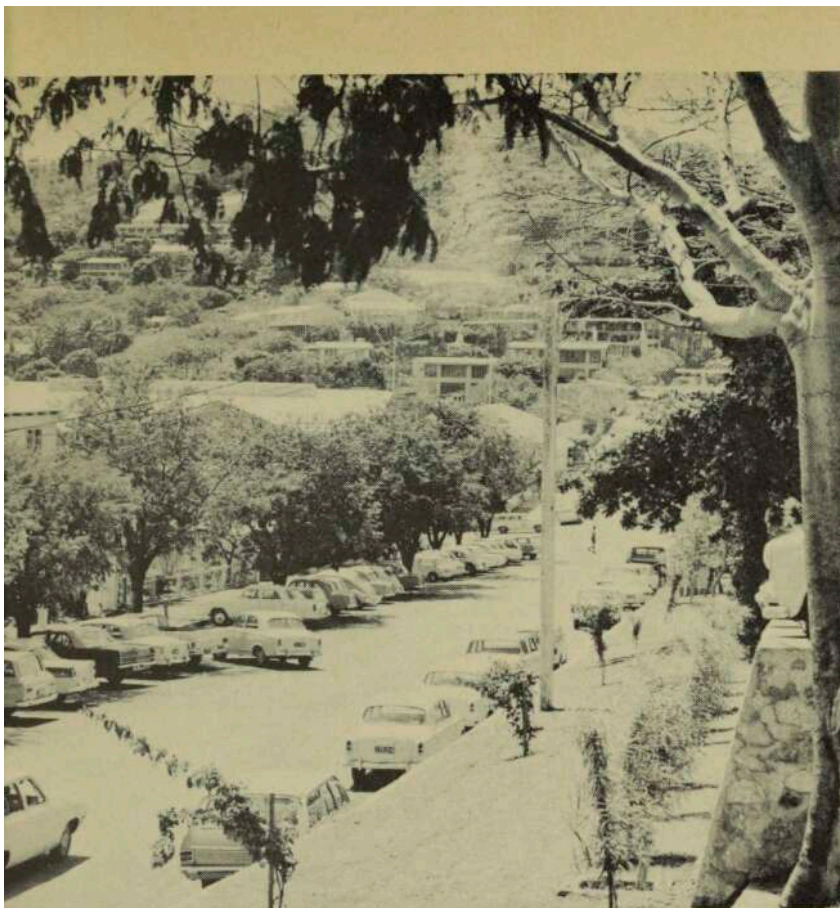
A REGULAR PIM DEPARTMENT
REPORTING NEWS OF SOUTH
SEAS TOURISM AND TRAVEL
FROM THE INSIDE

Crossroads of New Guinea

PORT MORESBY bids fair to become in its own right an aerial crossroads of the Pacific. More aircraft will put their noses down at Jackson's Airport as travellers take advantage of new Pacific traffic patterns, which now make it possible for them to get in and out of New Guinea from Manila and Hong Kong in the north, from the south via Sydney, and from the east via the Solomons and Fiji. In October, for instance, Qantas 707 jets increased their services from Sydney to Hong Kong via Port Moresby to two a week, both ways. There is plenty to look at for all these new travellers to the big Australian territory, population two million, as the pictures overleaf show.

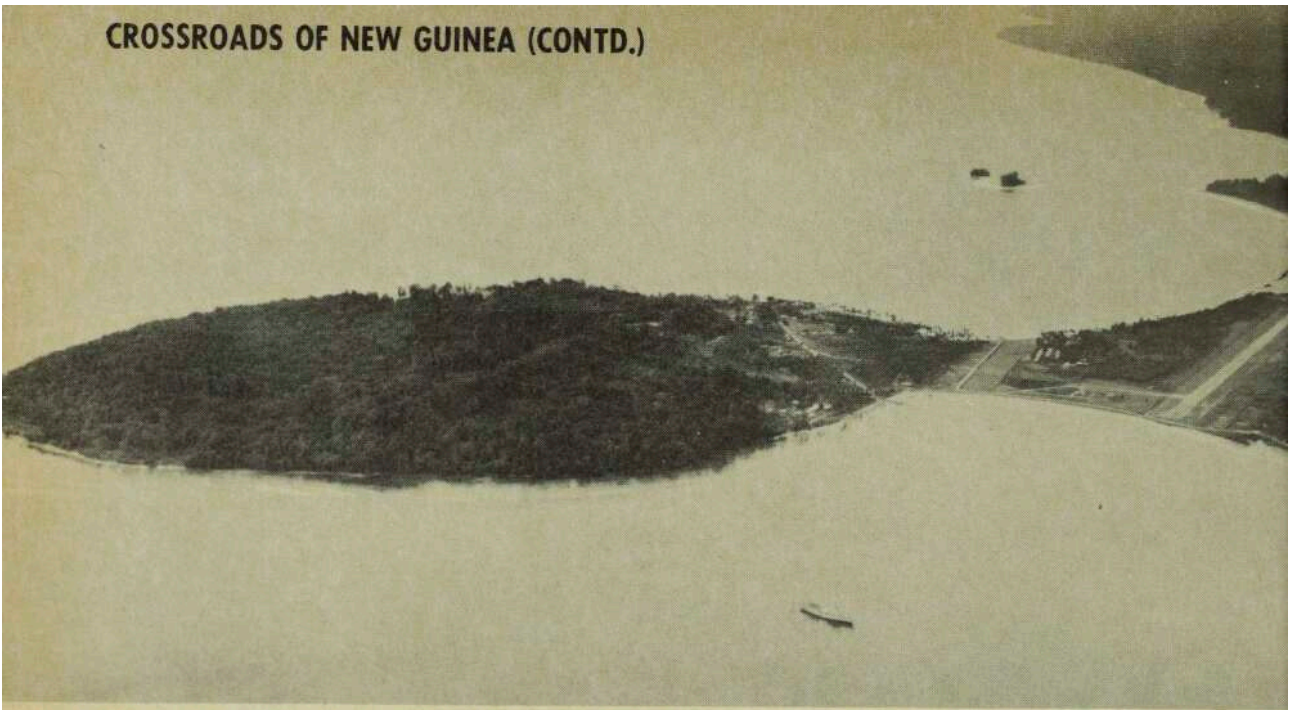


Local life is colourful, and styles of dress can be depended upon to differ widely. That's part of the territory's charm. It's shell that is being worn at right.

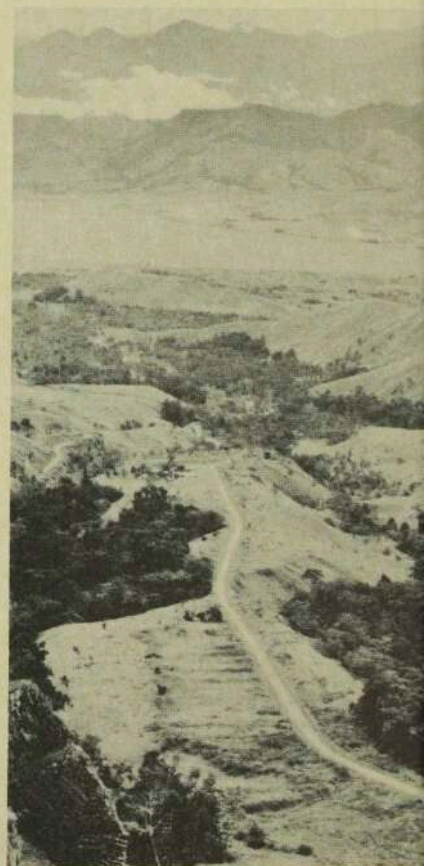
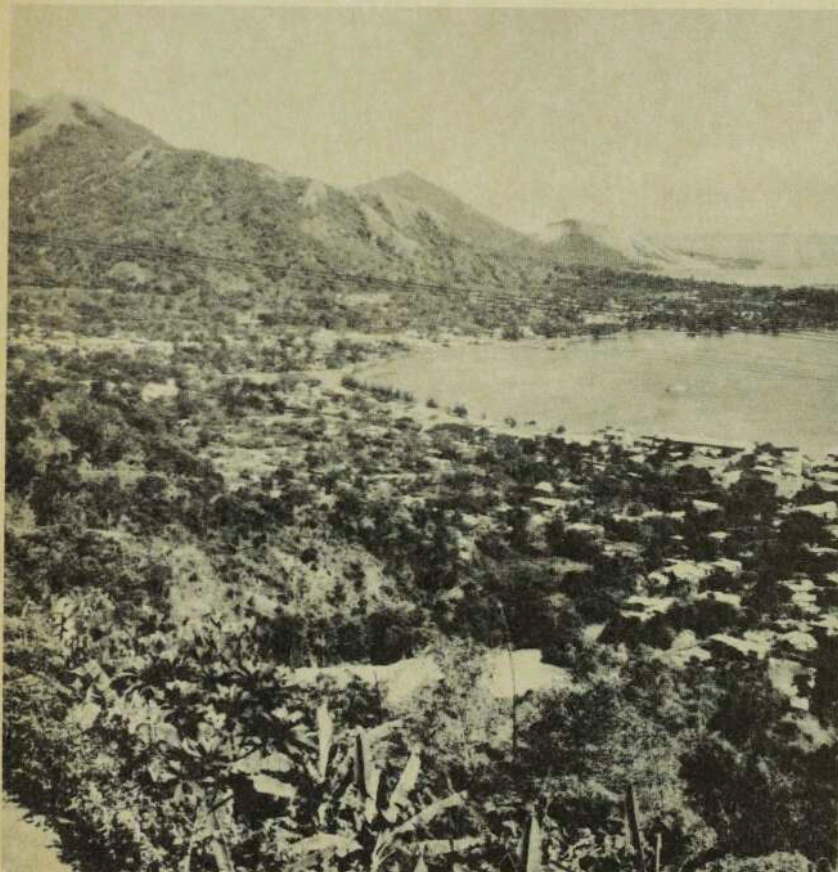


Papua-New Guinea's main towns have their differences too. At top is hilly Port Moresby by the Coral Sea, and below, flat Lae, spreading around its airstrip on the shores of the Huon Gulf. Above right are pig jaws and a human skull near an outpost at Telefomin, in the Sepik. Telefomin can be reached by air.

CROSSROADS OF NEW GUINEA (CONTD.)

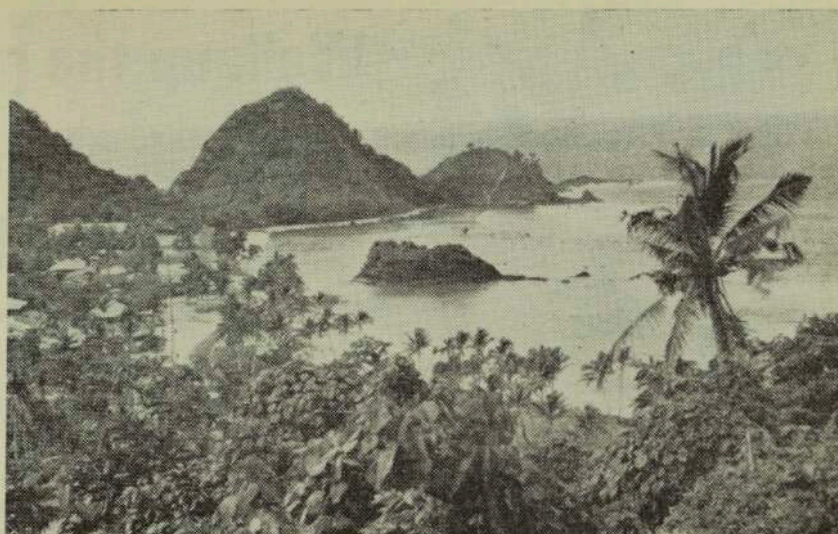


From west to east. Top, the harbour at Vanimo, near the Indonesian border. Below, the volcano ringed harbour of Rabaul, main town on New Britain. At right is part of the road to the Highlands as it climbs up from the Markham Valley.



TRAVEL UNCONSCIOUS AMERICAN SAMOA HAS BIGGER PLANS

By KEN MCGREGOR



Cricket, American Samoan style, is today so far away from the cricket that early missionaries brought to the Samoans it just doesn't matter, and lovers of real cricket will have to make allowances when they visit American Samoa. But it will be worthwhile to watch a game, if only for the sheer fascination of it.

Samoans have vastly changed British cricket rules and procedures to transform the game into Islands cricket. But they also bet quite heavily on a game. A loss can mean one village is \$US300 out-of-pocket!

Recently I watched a vigorous game of Samoan cricket played a few miles from Pago. Faleniu and Pavaiai villages combined to beat Taputimu village by an innings and two runs.

The whole game had a musical quality with Samoans clapping all the time, dancing and singing. Samoan men were apt to miss most of the wildly-tossed balls, but when connected the result was often a boundary—with the ball ending up a long way away, in a nearby lagoon, or past a nearby busy

The teams had 25 men, or boys, each for batting, and at least 10 for this number for fielding. The bowls were delivered alternately from each end of the pitch by dozens of villagers not in the game, collected on the sidelines to listen to loud Polynesian songs.

At least 50 fielders of varying heights spread out up to 200 yards from the sand-pitch, the eyes

of the bowling team were on two Samoans near the pitch, each armed with a whistle.

All fielders slow-clapped until a batsman was caught, or bowled out. Then silence.

Victory dance

Suddenly the Samoans with whistles began blowing them loudly. These two started a short vigorous victory dance which every fielder immediately copied. With the whistle bursts being the only sounds for about two minutes, the dance worked up to a climax when everyone jumped in the air with a cry of glee.

Meanwhile, the next batsman had arrived, supported by an exuberant song from the sidelines. And the extraordinary game went on.

At the finish, Faleniu and Pavaiai villagers collected \$US25 from the luckless Taputimu villagers.

Samoan cricket is one of the treats in store for visitors to American Samoa. The territory's main (but small) island of Tutuila has a great deal to offer tourists during a two or three-day stay.

American Samoa is serviced almost daily by Pan American jets out of

● If you're looking for spectacular South Seas scenery, you'll find it on the main island of American Samoa, Tutuila.

New Caledonia, Australia, New Zealand, Hawaii or the US, and it boasts one of the most attractive and modern resorts in the Pacific Islands—Pago Pago's 101-room, fully airconditioned Intercontinental Hotel.

During my stay at the Intercontinental in early September, the hotel's manager, Mr. Rudy Ritcher, told me the hotel had begun making good profits since early this year. Since it opened in late 1965 the hotel has chalked up considerable losses and this is the first year it has entered the black.

Mr. Ritcher said the hotel had maintained a 75 per cent. room occupancy this year and several times had been full, with more visitors, particularly Americans, making three- or four-day stopovers in American Samoa before heading northwards to Tahiti or Hawaii or southwards to Australia or New Zealand.

Intercontinental's current high room occupancy is the best argument for a \$2.2 million, 114-room extension to the hotel, which the American Samoan Government hopes the US will pay for.

Most of the new rooms, each of which, like the present rooms, would have a bathroom, are planned for the Pago Pago side of the hotel,



Walk up the gangway on Nov. 29th and save **25%** IN FARES

SAILING FROM RABAU ON A
THREE-WEEK CRUISE TO

HONG KONG

VIA

JAPAN and TAIWAN
AT OFF-SEASON FARES

FORGET

the bumper-to-bumper traffic and the hectic holiday crowds . . let a turquoise sea and an azure sky welcome you aboard an elegant white yacht, the well-known

TJILUWAH

SAIL IN A SOPHISTICATED YACHT-LIKE SHIP

Delightful company all about you. And thoughtful service. The off-season reduction applies to all fares and every cabin, First Class or Tourist, are 'outside' with your own private view of the sea. Glamour and no clamour . . Intimate bars . . delightful dining-rooms and gorgeous food. Every inch of the ship is air-conditioned. You can sun yourself on sports decks . . talk to new-found friends on the wide verandahs . . sparkle and splash in the swimming pool. And adventure gaily on shore. Could be a wonderful leave, couldn't it? Sign up now for fun!

In port, our fully air-conditioned ship is your hotel, saving holiday costs. So pack up and go! To enjoy the snow sport country in Japan . . the golden shrines . . the glittering Ginza . . and remember the Japanese hold exquisitely colourful festivals all the year round, at the drop of a cherry blossom. In Hong Kong everything's in season except the prices; they're lower, and currency devaluation makes them spectacularly small. You can come home like a walking Christmas-tree, laden with Eastern treasures from every port. For details of onward travel to Europe, or return to Rabaul, contact your Travel Agent.

PORTS OF CALL

TJILUWAH departs Rabaul 29th November, calls at Yokkaichi, Nagoya, Tokyo, Yokohama, Kobe, Keelung (Taiwan), and fabulous HONG KONG.

FARES:

One way Rabaul/Japan from \$348 First Class, \$194 Tourist Class.
One way Rabaul/Hong Kong from \$392 First Class, \$244 Tourist Class.

Other fares on application.

Sail the sophisticated way with

ROYAL INTEROCEAN LINES

Ask your Travel Agent for the fascinating details or

Australian Head Office: ROYAL INTEROCEAN LINES, 261 George Street, Sydney, N.S.W. 2000

More hotel rooms soon

ar an oil dock area. They would larger than the present rooms. Regular diners at the hotel told e that since Mr. Ritcher arrived rlier this year to take up a one-ar contract job to manage the tel for Intercontinental Hotels (a n American Airways subsidiary) vice had greatly improved.

Big improvement

"Before, we had to wait up to minutes before we were asked at we wanted," one American said. Iso, the food has improved." Americans said the hotel's prices food compared well with prices Tokyo and Hawaii hotels. Some, wever, commented that the general el service was not as good as over-s hotels.

The hotel is overstaffed because hink Samoans as hotel employees not yet as productive as some el employees elsewhere," a Cali-nian said.

About 120 Samoans are employed the hotel as waitresses, waiters, tenders, cleaners, cooks, pool ndants, gardeners and service ids.

The ideal number of employees id be about 100, but Samoans not yet trained to the extent of rseas hotel employees and can't expected to work as well," Mr. cher told me.

I stay on the hotel grounds as ch as possible to try to keep constant touch with all our depart-ts. In this way I am getting to w the Samoans better and find- I can help them more."

ome Australians and New landers will find that on top of asic tariff of from \$US15 to \$25 for a room without meals, es generally are high. But they about the same as in French ynesia and New Caledonia—and e hotels in Fiji can be dearer.

Spectacular scenery

n unanswered question crops up the hotel's current profitability: t returns can the 1,200 Samoan eholders, who contributed 350,000 to its original cost, ect? The undisclosed losses up to year may prevent dividends for e time yet, but a statement from hotel's nominal owner, the erican Samoan Development Cor-ation, to put these Samoans in picture would be well-received lly. Somebody should do it. fter travelling Tutuila's major



**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



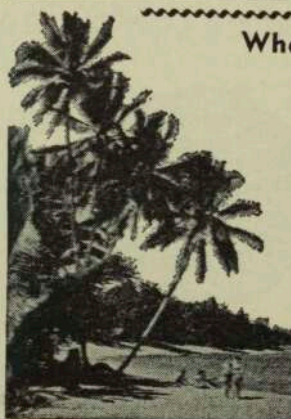
Distributing Agents for CARL ZEISS PTY. LTD., Sydney.

BRECKWOLDT & CO. PTY. LIMITED

RABAU • SYDNEY • KIETA • WEWAK • FORT MORESBY
• LAE • MADANG • HONIARA

PROUDS (FIJI) LIMITED

The Triangle, Suva, Fiji



What a wonderful way to see
fascinating, friendly

FIJI?

At fabulous KOROLEVU BEACH HOTEL—the resort that made Fiji famous—at the air-conditioned CLUB HOTEL, SUVA, or at NANDI, LAUTOKA, YAVUA, BA 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

Australian agents: Shaul International, 7th Floor,
291 George St., Sydney, N.S.W. Telephone: 29-2701.

When you're thinking of Europe, it helps to think big.

Here's big.

Here's the world's most experienced airline with more flights to more places than ever.

For instance, now we can take you to Honolulu and the west coast of the U.S. mainland any day of the week. And then zoom you over our fast polar route nonstop to London and on to Paris.

Or, if you've the time, we'll take you from California nonstop to New York. And then on to Europe. With stopovers, of course, at no extra fare. Prefer our Oriental way? Then come with us via Sydney

to Hong Kong, and on to places like Bangkok, New Delhi, Tehran and Beirut on your way to Europe. And save the U.S.A. for last.

A Pan Am® travel agent can give you the details. And the President's Hospitality Card that will get you discounts in the U.S.A. of 10% to 50%. However you go to Europe with us, you can go clear round the whole big world. With the airline that's been thinking bigger longer. With one ticket, one airline, one standard of flying: the very best there is.

Pan Am makes the going great



World's most
experienced airline.

NADI: NADI AIRPORT, 72-100 SUVA: 38 THOMSON STREET, 25-657

PAN AM

Tourist future looks very good'

Western and eastern roads and its newly-developed road across the high part of the island to Fagasa Bay, it is obvious that one of American Samoa's greatest tourist assets is its spectacular scenery.

Smooth, sealed roads, often curling within yards of bright beaches, and the impact of the jagged mountain ranges that surround you Pago, are tourist-getters.

But if the visitors are looking for changed islanders in traditional native huts then they would be better off almost anywhere else in the South Seas. On Tutuila the new terraced houses have almost replaced traditional falea.

Although there is the anxiety to encourage tourists, some visitors don't always find themselves properly loved when they get there. There can be an irritating attitude of it's good-enough.

Short measure!

With three others I took a Outapu Tour with Samoa Tours and Travel Agency, a Samoan-run operator. We each paid \$US6 for the tour in a late model Ford van to the western side of the island. Time of the tour was advertised in a Samoa Tour handout as two hours and the charge: "\$US5 per person".

Our Samoan driver-guide stopped only once, for five minutes, near a village. Although he reeled off the names of villages as we passed them, the guide didn't tell us anything about the places we saw, despite my questions from us.

We were back at base in an hour and a half, where we found the active girl who had sold us the tour had gone home and her replacement, equally attractive, was unwilling to explain why the tour was half as long as advertised, at extra cost.

Three new hotels?

Last year, 10,000 people stayed more than a day in American Samoa. They stayed an average of three to five-and-a-half days and spent a total of \$US2 million. This year 100,000 visitors are expected, and they will spend at least \$US400,000 more. The territory's two major tour operators are Samoa Tours and Samoa Tours, owned by the American Samoa Islands firm, N. F. Abuhl, Inc.

There is talk of at least three new hotels to be built on Tutuila. The proposals from two American air-

A Britten-Norman Islander aircraft off the Australian coast. They'll shortly be seen in New Guinea. See story at right.



lines, Continental and Eastern, depend upon their obtaining flying rights into the territory and the final government go-ahead has not been given for a locally-financed hotel, to be built near Tafuna airport.

Governor Aspinall's attitude remains that a profitable future for Intercontinental Hotel must be assured before other hotels go up, and he is unlikely to allow additional hotel construction before he is convinced the hotel's 1,200 Samoan shareholders will not suffer as a result of hotel competition.

Generally, American Samoa's tourist future looks very good. More hotels certainly will be built, a golf course is proposed behind Pago Pago, and Tafuna airport is likely to become even a busier stopover for trans-Pacific jets in the near future. A model Samoan village and a modern restaurant are planned on reclaimed land areas in Pago Pago Bay.

What needs attention is the service out of Pago to Apia, Western Samoa, and some of the onward connections from there. I heard many complaints in Pago about the unreliable air connections between Tafuna and Apia, operated by Polynesian Airlines. One man was furious at having been delayed a fortnight in Tonga because Polynesian flights from Apia did not arrive; it cost him \$100 and upset his entire Pacific travel itinerary, he said. The thing to do is to check and double check, and even then not work to a tight schedule.

● See "American Samoa: In Many Ways You've Got to be Impressed", p. 60.

MORE AIRCRAFT FOR P-NG AND SOLOMONS

Britten-Norman Islander aircraft, recommended earlier this year for service in Tonga and the GEIC (PIM, Mar., p. 45), have been sold to two New Guinea air firms for service in NG and the Solomons.

Mr. H. P. Hunt, of H. M. Hunt Motors Pty. Ltd., of Sydney, told PIM that four of the 10-seater £Stg.30,000 British planes were sold to Macair, operator of Solomon Islands Airways and NG charter activities, and Aerial Tours of Port Moresby, a charter operator in Western Papua and the Sepik.

He said Aerial Tours' two aircraft were to be delivered in Port Moresby in October, and that Macair's would be delivered in February and March, 1969.

Aerial Tours had agreed to buy four more Islanders, Mr. Hunt said. The whole deal is worth nearly \$500,000.

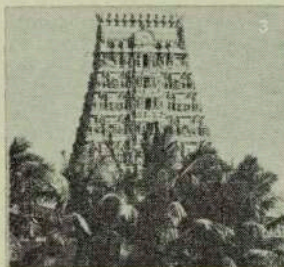
Option lapsed

Mr. Hunt said several other parties in the Pacific Islands were interested in buying the Islanders and some held options to buy the planes. Fiji Airways Ltd. had previously held an option to buy two, but one of these options had lapsed, and the other option ended in December.

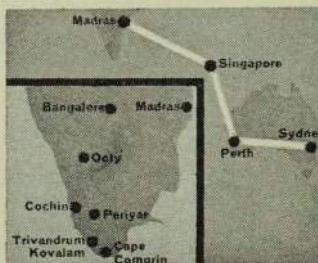
H. M. Hunt Motors is Australian

South India

Palm-fringed tropical beaches, quiet waterways, luxury hotels.



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



It doesn't happen quickly. You discover South India piece by precious piece. Your gateway is the great city of **MADRAS** with its bustling bazaars and fascinating beach temples at **MAHABALIPURAM**. From here you cross South India to **TRIVANDRUM**, a tropical city of infinite charm. Relax on palm-fringed beaches at **KOVALAM** lapped by the warm waters of the Arabian Sea. Live in a Maharajah's beach palace. From **TRIVANDRUM** a side trip to the famous **PERIYAR GAME SANCTUARY**, or a short car ride to the breathtaking beauty of the three ocean coastline at **CAPE COMORIN**, India's southernmost point. At **COCHIN** on the west coast, board a powered canoe and explore the labyrinth of canals that weave and wind between tree-lined villages. For **COCHIN** is the Venice of India. Then a plane-hop via **COIMBATORE** for a scenic drive high into the hills to **OOTY**. A spectacular climb through lush forests to this hill station resort nestled 7,000 feet above the prolific green of India's garden southland. Inland to **BANGALORE**, commercial heart of the South. Thriving. Wealthy. Exquisitely beautiful. And then a decision. Whether to head North to the romantic Lake Palace at Udaipur and the majestic Taj Mahal at Agra, to press on to Europe, or to head back home rich in knowledge and laden with treasures. Or whether to dwell forever in the bosom of India. The incredible South.

Fly there soon. See your travel agent and make it easy.

AIR-INDIA



The airline that treats you like a Maharajah — worldwide.

with BOAC and Gantas

Suva Office: Victoria Parade, Suva. (Tel. 25 561 and 25 646) **Nadi Office:** Terminal Building, Nadi Airport. (Tel. 72 344 and 72 552)

18577

A252.86.100Sc

South Pacific selling agent for Islanders and the company hopes have 25 in service in this area late 1969. The first Islander began operations for a Queensland company February this year.

Aerial Tours is run by NG businessman Mr. Dennis Douglas, who currently operates with a variety of aircraft.

Macair plans to have its Islanders facing its Baron and Dove aircraft internal services in the Solomons June next year.

The Islanders can take off on short strips of well under 1,000 ft, flights of up to 810 miles at speeds up to 168 mph. They carry nine engines and a pilot. They offer a choice of two engines—coming or Rolls-Royce Continental. Macair plans to use them in Tonga where the GEIC have been made, but Airways would like to use them as bids for internal air services in these territories are successful (see p. 55).

FIJIAN AIRWAYS' plans to extend its Solomons Islands services to Moresby by February, 1969, meeting stiff opposition from Australian Airlines. TAA currently operates weekly services Rabaul and Lae to Honiara on Fokker Friendships, and it feels if Fiji Airways begins to operate on Honiara-Moresby non-stop it would lose over 50 per cent. of passengers and freight because business in or out of the Solomons comes from Moresby.

Fiji's Minister for Communications, Works and Tourism, Mr. Les Stinson, recently told PIM Fiji Airways hopes to begin flying to New Guinea soon after its 748 aircraft arrives late this year. The airline also hopes to extend services to Noumea, New Caledonia.

Mr. Stinson said there was a "commonwealth spirit" on the board of the airline since two new members—Tonga and the Western Pacific Commission—had joined (PIM, p. 43).

He returned to Fiji in October on a trip to the US and Britain, where he discussed Fiji Airways' plans with the British Board of Civil Aviation and BOAC, a partner in the airline.

Mr. Stinson examined several replacement aircraft for Fiji Airways' fleet of ageing Heron aircraft but he said no decisions had yet been made as to which planes to buy.

AFTER 18 years, Canadian Pacific Airlines' fortnightly jet services

to New Zealand, from Vancouver via Hawaii and Fiji, look like ending by mid-1969. The Canadian Government has received 12 months' notice from the New Zealand Government of the termination of the two governmental reciprocal air service agreement.

Canada is expected to confer with NZ over this action, which stems mainly from the \$300,000-odd revenue Canada is taking out of the NZ economy by flying people and freight from NZ.

Air NZ has never taken up reciprocal rights to fly to Canada and

all NZ-Canadian air business has gone Canada's way.

A spokesman for CPA in Sydney told PIM that NZ's move would not affect the new Canada-Australia weekly flights, which were due to start on November 1.

AITUTAKI airstrip is to be upgraded as a temporary replacement for the strip at Rarotonga, which is to be rebuilt as a jet airstrip by 1971. Work on Aitutaki was to begin in September so that it will be ready by next March, when the present Rarotonga strip will be closed.

Australian Holidays . . .

Next time you are in Sydney for your leave let

C. V. HOLLAND'S USED CARS OF ROCKDALE

solve your transport problems

We have an extensive range of at least 150 models to choose from, all thoroughly prepared and warranted vehicles which we will guarantee to buy back at the termination of your holidays.

For further information please contact:

Jack Swift, Used Car Manager.

C. V. HOLLAND PTY. LTD.

Authorised General Motors Dealers

601 Princes Highway, Rockdale, SYDNEY, 2216.

Phone: 59-3711

**if it's a
better
Rum
you're
wanting
say**



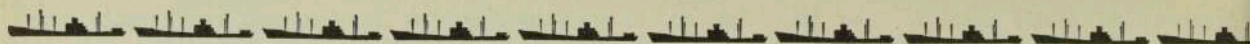
Frigate

it's blended

Overproof, underproof,
in quarts, pints & 5 oz. flasks.

BLENDING AND BOTTLED BY JOHN WALKER AND SONS LTD.





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, SUVA, LAUTOKA, NOUMEA and NEW
ZEALAND.

other ports called at subject to sufficient inducement

heavy-lift facilities—refrigerated space—cargo deeptanks

For further particulars apply to agents

Ets. Donald Tahiti,
Papeete.

O. F. Nelson & Co. Ltd.,
Apia.

Burns Philp (South Sea) Co. Ltd.,
Nuku'alofa.

Agence Maritime Pentecost,
Noumea.

Carpenter's Fiji Ltd.,
Suva.

Wm. Breckwoldt & Co. (B.S.I.P.)
Pty. Limited.

Burns Philp (New Guinea) Ltd.,
Port Moresby & Lae.

New Guinea Company Ltd.,
Rabaul & Madang.



HOTEL TANOA FIJI

**Air-conditioned luxury only
minutes from Nadi
International Airport.**

Coming to or passing through Fiji,
your first stop should be the Tanoa.
Superb hilltop location. 24-hour meal
and room service. Fresh water swim-
ming pool. All the comforts of a
modern international hotel . . . music
nightly. Fijian entertainment every
Saturday night.

HOTEL TANOA NADI, FIJI

P.O. Box 211, Nadi Airport.
Cables: TANOA, Fiji. Telex: FJ 1160.

Holidays in Sydney?

Before you visit Syd-
ney 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 de-
tails. You'll find it's
cheaper than hiring
a car.



SUTTONS MOTORS — HOMEBUSH

112 Parramatta Road, Homebush, N.S.W. Phone: 76-0333

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.

RAMBLER'S GUIDE TO NORFOLK ISLAND

\$1.00 at bookstalls or from

PACIFIC PUBLICATIONS PTY. LTD., Box 3408, G.P.O., Sydney,
N.S.W., 2000

(plus 15c postage).

GO BY ISLANDS TRADER FOR THE DEAL HOLIDAY

There are four ways of seeing the Islands—by air, by cruise liner, by Islands trader or by private yacht. Travellers who have the time—and the sealegs—can do a trip by Islands trader to see that this is the best method of seeing the *Real* Islands.

They argue that the traders have Islands crew, they stop at many small ports where liners or jets can't—and, above all, they are cheap! For example, round trips out of Sydney on the *Tulagi* to Norfolk Island, the New Hebrides and the Solomons, or on the *Niuvakai* to Samoa, both Samoas and Tonga, cost about \$10 per day, all meals included.

These enthusiasts will be undoubtedly taking a close interest in the new shipping services in the Trust Territory, which began on September 1, operated by the Micronesian InterOcean Line Inc. (PIM, Sept., p. 103).

Fascinating

The Marshalls, Carolines and Marianas remain the least-visited lands in the Pacific, and they boast the really fascinating landfalls, such as Koror, Yap, Ponape, Majuro, Saipan and Truk.

Mr. Erik Murer, the Norwegian-Australasian representative for MILI, told PIM in October that his company hoped to boost tourism in conjunction with Air Micronesia by offering part ship/part plane passages to travellers.

We have about 10 ships of under 1000 tons each," he said. "They call freighters and they operate from the US West Coast to the territory or from Japan to the territory or merely inside Micronesia.

MILI won't be competing against the new airline for passengers, but hope to work out package tours that part of a tour of Micronesia done by aircraft and part is done by boat."

Mr. Murer said travellers could go to Saipan or Guam from Japan, then the US and then pick up a freighter for three or four stops at the atolls before catching

planes out of Micronesia.

Others could take round trips by freighter from San Francisco or Osaka, Japan.

Mr. Murer said Marine Chartering Co., Inc., of San Francisco, the parent company of MILI, was a small shipping company by international standards. Its ships were small enough to make its 10-year Micronesian contract economical.

MILI would not receive a government subsidy but it was expected the company would carry most government cargo as well as general goods and building material cargoes and Micronesian copra exports to Japan and the US.

BOAC, which operates three trans-Pacific flights a week via Fiji and Hawaii with Boeing 707 jets, will introduce rear-engined VC-10 jets on this run in October next year.

The VC-10's, a great success for the airline on the high-density Atlantic runs, are expected to win BOAC a bigger slice of the South Pacific travel cake. The VC-10's are similar to the 707's but their basic weight is more.

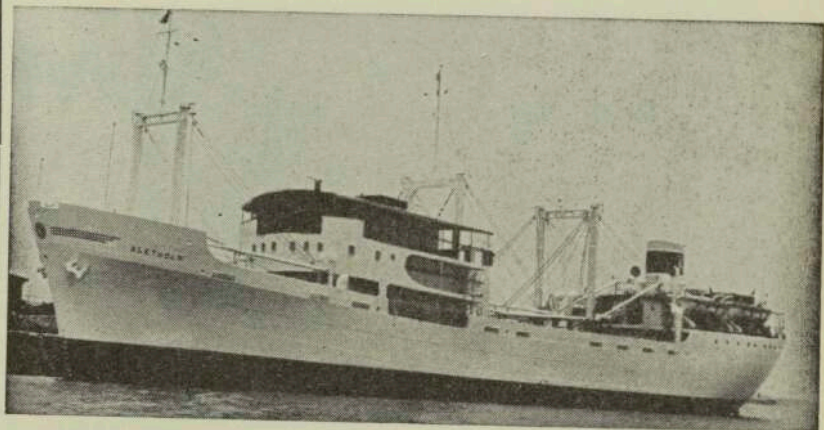
BOAC will also change its west coast US stopover from San Francisco to Los Angeles—a move which will interest Air New Zealand, which chose Los Angeles in preference to San Francisco when they began their trans-Pacific services.

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

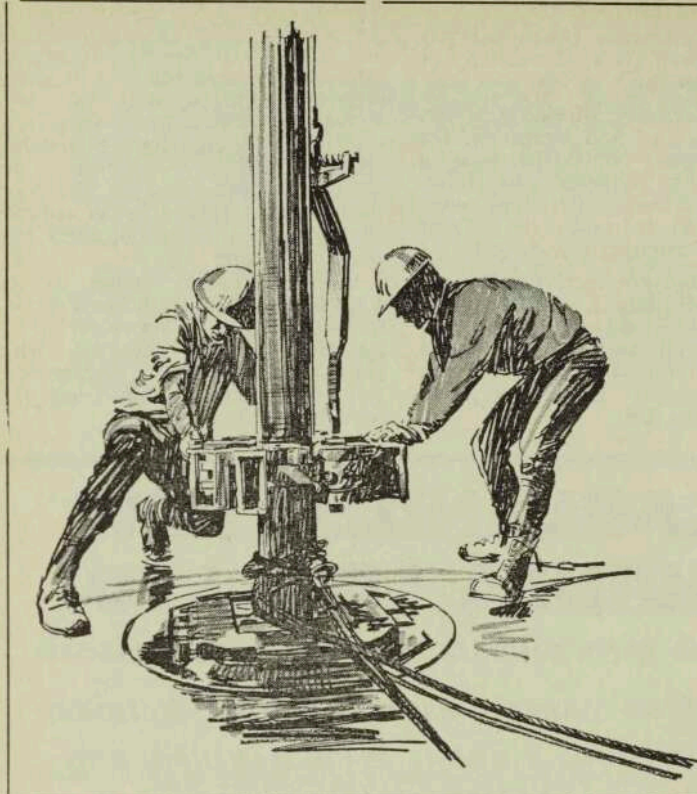
Agents:

PORT MORESBY—STEAMSHIPS TRADING CO. LTD.
SAMARAI—STEAMSHIPS TRADING CO. LTD.
RABAU—RABAU TRADING CO. LTD.
WEWAK—BRECKWOLDT & CO. (N.G.) PTY. LIMITED
KIETA—BRECKWOLDT & CO. (N.G.) PTY. LIMITED
MADANG—B. J. BACK PTY. LTD.
LAKE—N.G.G. TRADING CO. LTD.
HONIARA—E. V. LAWSON LTD.

Managing Agents:

F. H. STEPHENS PTY. LTD.

5 Macquarie Place, Sydney, N.S.W., 2000, Australia. Telephone: 27-8311.
MELBOURNE—F. H. Stephens (Vic.) Pty. Ltd., off 544 Flinders St., Melbourne, 3000, Australia
BRISBANE—F. H. Stephens Pty. Ltd., 30 Albert St., Brisbane, 4000, Australia



INFORMATION IS NOT LIKE OIL

Searching for oil is sometimes chancy—you may strike it, or you may not. Information is not like oil, however. It is there, waiting for you.

You can get the information you require about Australia through the Commonwealth Trading Bank of Australia.

With a network of over 1,000 branches covering every part of Australia, the Commonwealth Trading Bank can provide up-to-the-minute, accurate information on Australia's economic structure, its markets, raw materials, primary and secondary industries, trade and investment opportunities.

To tap this wealth of information write to the Chief Manager, International Division, Commonwealth Trading Bank, Box 2719, G.P.O., Sydney, N.S.W., Australia, 2001.

COMMONWEALTH TRADING BANK
of Australia



When you're off
to London to see
your married
sister again after
seventeen years,
it's nice to go
with someone
you know.

QANTAS
is someone you know

QANTAS, with AIR INDIA, AIR NEW ZEALAND, BOAC, MSA and S.A.A.

8Q5.46.8

Decisions yet to come on GEIC and Tongan airlines

By a staff writer

Tonga now looks like being beaten by the Gilbert and Ellice Islands in the race to get their internal air services going. But who will operate the service still remains a big question.

Applications will close later this year for proposals to run the GEIC's services, and three companies—Fiji Airways Ltd., Air Pacific Ltd. and Solomon Islands Airways—are all expected to apply.

The British aircraft manufacturer, Hawker de Havilland, has minority interests in two of these firms and their proposals are expected to suggest using de Havilland Beechcraft aircraft.

Fiji Airways will propose using their own Heron aircraft to operate initially, or Norman-Brittenanders. Herons look the best bet because of their ready availability.

The GEIC has three strips—Nukunono, Funafuti and Abemama—which could take light aircraft and work has already started on a fourth strip—Tabiteuea.

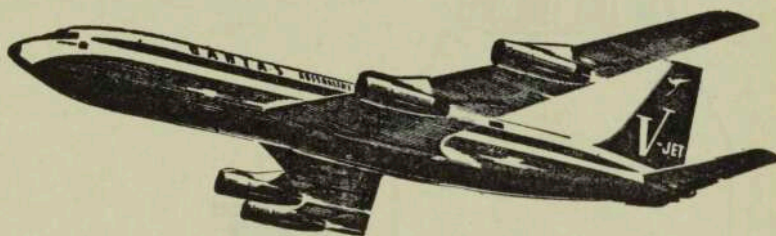
Tonga's position with available airports is poor. Its Fuaamotu strip on Nukunono, which connects the kingdom with Fiji Airways and Polynesian Airlines regional services to the east and Western Samoa, is the only strip passed by aviation authorities as suitable for aircraft operations.

The newly-constructed strip on Nukunono, on which Air Pacific aircraft have been landing lately, fully-laden Tongan officials as a demonstration that the strip is safe, still has not been approved for commercial flights and it is even possible Nukunono may have to provide another strip site.

Several months ago, the Tongan government announced that it had accepted "in principle" a proposal that Air Pacific provide an internal service, using Vavau and a proposed strip on Haapai. The government has had nothing to say about it since, although neither has it repudiated the announcement.

Nevertheless, both Tonga and the Western Pacific High Commission are now each bought 10,000 £F1 shares in Fiji Airways and have seats on the board, and thus it would be surprising if Fiji Airways won the contract for the Tonga's internal service after all.

TRAVEL



LET US BOOK YOU

**ANYWHERE
ANY WAY
ANY TIME**

FOR ALL TRAVEL ARRANGEMENTS

Contact Mr. Walker or Miss Pope

NELSON & ROBERTSON TRAVEL SERVICE

197 CLARENCE STREET,
SYDNEY, N.S.W. 2000

Phone: 29-2871.

Cables: "IVAN", Sydney.

New Guinea Representatives:

RABAU TRADING CO. PTY. LIMITED

MADANG, LAE, RABAU.

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, 2000. 25-5305, 25-1737

or any of the Branch Offices located at Mona Vale, Newport, Avalon, Palm Beach.



The advertisement features two bottles of Harpic Toilet Cleanser. The bottle on the left is labeled 'ECONOMY SIZE' and contains 1 LB. 8 OZ. NET. The bottle on the right is labeled 'FAMILY SIZE' and contains 1 LB. NET. Both bottles are white with black caps and feature the Harpic logo and the words 'TOILET CLEANSER' and 'perfumed'. The central text reads: 'THE PERFUMED TOILET CLEANSER gives you a clean sparkling toilet'. Below this, it states 'KILLS GERMS', 'SAFEGUARDS YOUR FAMILY', and 'SAFE WITH SEPTIC TANKS'. At the bottom, it mentions 'A RECKITT & COLMAN PRODUCT' and provides contact information for trade enquiries: 'Reckitt & Colman Pty. Ltd., Wharf Road, West Ryde, N.S.W., Australia. Cables: Reckitts, Sydney.'

Harpic
TOILET CLEANSER
perfumed

THE PERFUMED TOILET CLEANSER
gives you a
clean sparkling
toilet

KILLS GERMS
SAFEGUARDS YOUR FAMILY
SAFE WITH SEPTIC TANKS

A RECKITT & COLMAN PRODUCT
For trade enquiries:
Reckitt & Colman Pty. Ltd.,
Wharf Road, West Ryde, N.S.W.,
Australia.
Cables: Reckitts, Sydney.

ECONOMY SIZE
Safe with septic tanks
1 LB. 8 OZ. NET

FAMILY SIZE
Safe with septic tanks
1 LB. NET

RC56

The Editors Mailbag

EARLY RICE GROWING

Sir,—I have just seen the June issue of *PIM* with the note that rice cultivation in the British Solomon Islands began in 1937, the venture ending in a total failure.

However, several years before the appointment of Johns to the Protectorate, rice had been grown on a small scale at Ugi Island. I have a photograph of a field of hill or dry rice grown on that island about 1934 by the Melanesian Mission.

It is interesting to read that the first lot of rice grown post-war on Guadalcanal gave poor yields, though being of an unsuitable type, the Americans grew very satisfactory rice, as I saw for myself in 1945. Further, an expert from New Zealand by the name of Ojala has given hints by the Fiji Department of Agriculture on the best varieties suitable for the Solomons; these would probably have been in 1944. It is certainly very encouraging to know that it is already possible to look forward to the Protectorate being self-supporting in rice.

Yours sincerely,

R. A. LEVER

Freemantle,
England

EXPLANATION FOR HAZE

Sir,—I would like to comment on your September article titled "Well, it's the Bomb", referring to the "mysterious haze" over Fiji in August. There is nothing mysterious about this smoke haze which generally occurs every winter season which originates from the volcanoes of Ambrym Is., Lopevi Is., Tanna Is. in the New Hebrides.

The craters of the volcanoes on these islands are continuously active at least the extent of pushing out large quantities of smoke into the atmosphere. This smoke normally disperses fairly rapidly, though in the New Hebrides area itself a noticeable haze exists at all times.

During the winter months of a year a temperature inversion normally occurs somewhere between 100 to 9,000 ft altitude and covers the SW Pacific area. The effect of this inversion is to contain any dust, smoke, salt spray, etc., in the air below and to prevent these particles from dispersing into the atmosphere above. If sufficient quantities of these impurities are present we get the phenomena of "haze" or "smog".

Additionally during these same winter months the general wind pattern in this area tends to winds at times quite fresh and persistent blowing from west to east.

The effect of this is, of course, to contain the large quantities of smoke from the New Hebrides volcanoes in that area below the inversion layer and to blow this smoke from the New Hebrides towards Fiji to the east.

As an example, the following conditions were observed on September 15 and 16 during the course of a flight from Fiji to New Hebrides to Honiara and return. A marked inversion was apparent with a cloud layer at 8,000 ft. Above, the sky was completely clear, while below 8,000 ft a thick smoke haze occurred. Over Ambrym Island a cloud generated by the heat of the volcano towered to 20,000 ft with thick brown smoke rising to the inversion layer. West of the New Hebrides only slight haze was noticeable, but eastwards all the way to Fiji and beyond the smoke haze was contained below the inversion layer.

I trust that the above explanation will assist in clearing the "fog" which seems to surround the reasons for this normal yearly phenomena.

A. G. SHEARER

Suva, Fiji

● Many thanks to Captain Shearer, of Fiji Airways, for this enlightenment. Presumably, though, the smog that troubled the Gulf of Papua about the same time, and which was also discussed in our story, came from another source?

"FASCINATING" CRUISE

Sir,—We left Sydney for P-NG earlier this year on our yacht *Astrocyte* with Ray Moon, of Sydney, and Yvonne Hackett, of Melbourne, as crew.

We visited Rossel Island, Misima, Samarai, Fergusson, Urasi, Kiriwina, Lae, Madang, Wewak, Angoram on the Sepik, and Vanimo.

This was roughly the route taken by *La Belle Sole* last year and we feel that the north coast of P-NG is a fascinating and rewarding cruising ground.

From Vanimo our next ports of call were Biak and Sorong in West Irian, then Ambon and Bali in Indonesia.

The weather there was decidedly

Fishing made easy

Was the big walu which leapt out of the sea in Fiji's Somo-somo Strait recently and accommodatingly stranded itself on a hatch cover of the *MV Tui Lau*, a gift from Dakuwaqa, the shark god? Or was it simply escaping from the jaws of a hungry shark?

No one knows, but the obliging walu—somewhere between 30 and 40 lb—was subsequently featured on the menu.

Its leap into the *Tui Lau* was emulated by a big ogo a few seconds later, but the ogo was luckier. It managed to throw itself back into the sea. When the fish themselves are proving to be so co-operative, where's the challenge for big game enthusiasts?

equatorial and oily calms, light winds and heavy squalls made it necessary to use the engine for long periods. However fuel is available at all the ports mentioned.

Contrary to the predictions of friends and acquaintances, the Indonesia port officials and people of West Irian treated us with courtesy and hospitality and were most helpful.

Only in Ambon were we disconcerted. While the skipper was ashore three naval policemen, bristling with guns, came aboard and proceeded to demand cigarettes, food, a watch, radio and even the cat!

We had been forewarned of this and advised to give in. However, our decided "No's" to all demands except cigarettes caused only sour looks and no strife, and after an hour of conversation, we emerged with three smiling new pen pals!

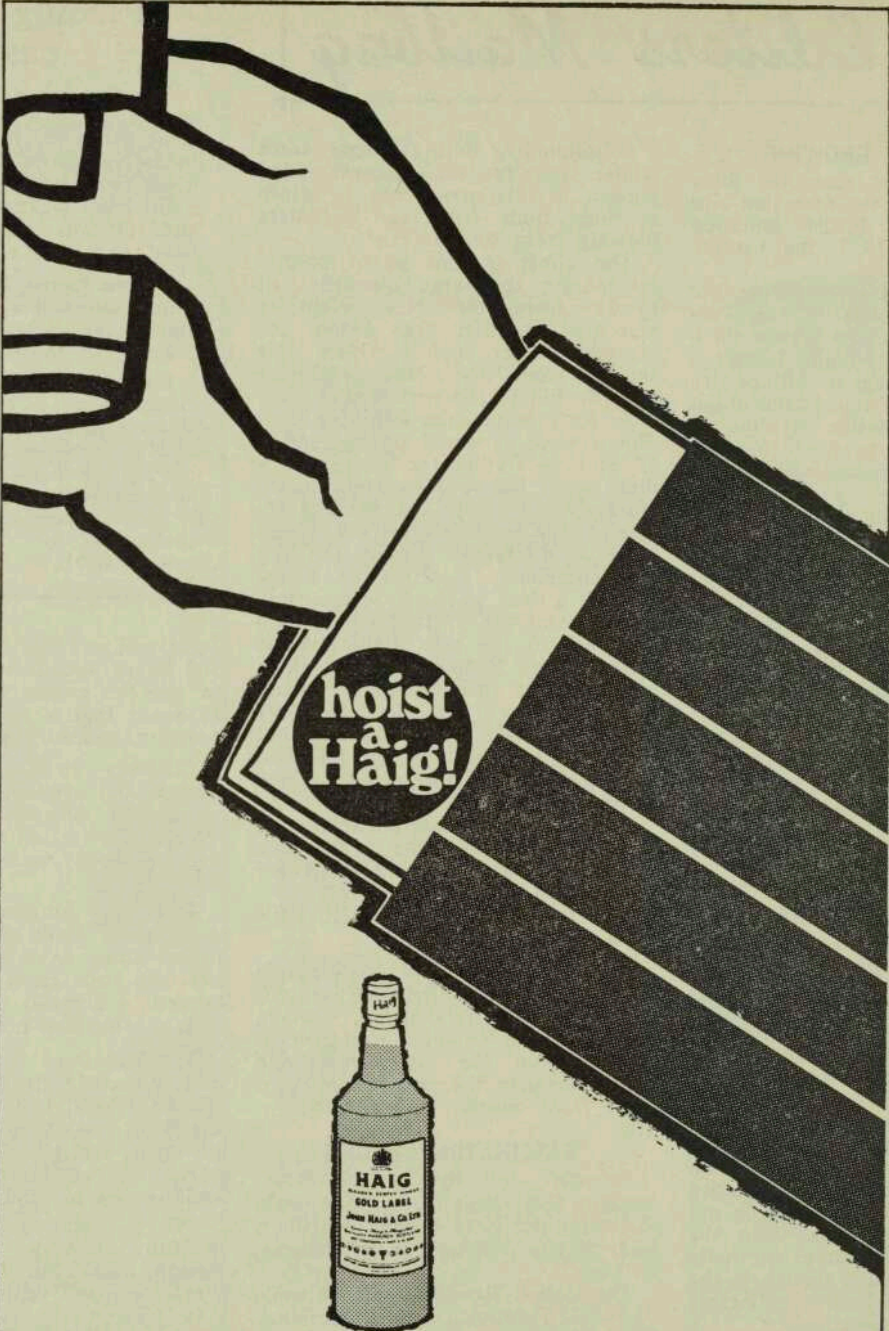
We sail shortly for Durban, regretfully leaving behind us the "green isles" but look forward to *PIM* for many years to come.

RUTH GOULD.

On board the
Astrocyte.

LOTTERIES FOR FIJI?

Sir,—I have resided in Fiji for over 61 years, and have lived in many areas of the main island of Viti Levu. It is most disheartening and distressing to see in all parts of Fiji the number of children who have no schooling whatsoever, on



**hoist
a
Haig!**

HAIG
SCOTCH WHISKY
GOLD LABEL
James Haig & Co Ltd
DUNDEE

**raise your
standard of scotch**

HAIG SCOTCH WHISKY

1 HA/83

LETTERS

account of their parents underprivileged status.

Lately I have met many young Indian and Fijian boys who, when asked them what school they went to, invariably replied, "Me never go school". Goodness knows how many thousands are in a similar state.

All private schools charge quite large quarterly sums for admission, quite beyond the means of many families. Many small boys take up work selling newspapers, others roam about shining shoes of the tourists, and others carry parcels for tourists when the ships are in.

What kind of a society are we going to have when these children grow up?

The roads around the island, even in the environs of Suva, are still of the gravel and grade variety—dusty, dirty and shocking to drive on. Great Britain's first thought in all the colonies she governed was TRADE, and her last thought was roads.

The Americans in contrast make the tarred roads (such as those in Hawaii) wherever they go.

The Australian States and New Zealand, Ireland, Malta, have state lotteries, which have greatly bolstered their economies, and their governments are able to provide free (and compulsory) schools, and large sums are spent on hospitals and public works.

If a vote were taken in Fiji I know that an overwhelming number could vote for the establishment of a state lottery. After all, it is only human nature to have the occasional "lutter".

A few months ago a questionnaire was given to several civic bodies regarding the establishment of a state lottery, and for reasons quite understandable they turned it down. A few moralists and church leaders could have felt duty bound to oppose any such action, and would have censured those voting for it.

Fiji asked the Australian Government for a £F3 million loan a little while ago, and were turned down very smartly. The Australian economy is greatly helped by the aid they do with Fiji, but that did not soften their hearts. The Australian Government will help all the East Asian countries, such as Indonesia, but the Pacific Islands near their doors are quietly ignored.

H. S. FADDY

Suva, Fiji.

MICRONESIA CAPABLE OF SELF-RULE: NORWOOD

Micronesia's 92,000 islanders are now capable of governing themselves, but because they have no major industry they are far from being economically self sufficient. This is the thinking of the territory's High Commissioner for the past three years, Mr. William R. Norwood, who told a *PIM* staff writer in Sydney in October that Micronesia's biggest problem remained economic development.

Mr. Norwood said Micronesians had made good political progress since their two-house Congress had started nearly four years ago. And he believed that if a referendum on the political future of the territory were to be held this year "a conservative 70 per cent." of Micronesians would vote for "some form" of a continuing relationship with the US.

The question was, when should such a referendum be held? "I also think almost 90 per cent. of the educated islanders of the Marianas would favour affiliation with Guam, which is already US-owned territory", he said. "Guam's prosperity and its similar ethnic and cultural ties appeal to these islanders."

"I personally feel that the improved travel developments among our islands, particularly with our new air services and our coming shipping changes, will improve contact and help to mould Micronesia into more of a nation than a group of scattered islands."

"Hopefully, then, Micronesians may come to think of themselves as part of a distinct race and stick together rather than some split up and go to Guam and the rest eventually become independent."

Nationhood

"Congress has already, and is continuing to, contribute to this feeling of nationhood."

Mr. Norwood, who is a former journalist and public relations consultant, said the biggest industry on the horizon for Micronesia was tourism. Improved air services had begun this year and the new airline operator, Continental Airlines, was committed to build six hotels.

Work on two—at Truk and Palau—was expected to start by the end of this year.

Mr. Norwood said he welcomed the current Fiji Airways proposal to fly its HS748 prop-jet from Nauru to Majuro, Marshall Islands, and to establish a link with the South

Pacific. He understood Air Micronesia would also fly this run.

"Tourism could be a big future employer of Micronesians, not just as bell-hops and tour guides, but as employees in the other industries like dry-cleaning, bakeries and stores which follow tourist developments."

Developments delayed

He said US tariffs—which were payable on goods produced in Micronesia—were delaying developments in two possible other major industries—fishing and handicrafts.

"I realise Micronesians, like American Samoans, won't go fishing for weeks on end away from their homes. But I am sure technological breakthroughs will come which will eliminate the need for fishermen to do this."

"Currently we have at least one big fish cannery which has operations in Pago Pago wanting to set up a cannery here. But all our exports to the US would have to pay tariffs while in American Samoa canners don't have to pay these tariffs because the fish is produced in a US-owned territory."

"The same applies to handicrafts—we have US manufacturers willing to invest only if they can get around the tariffs which don't make big operations economic. However, I remain hopeful the tariffs can be waived and these two industries can get going."

Mr. Norwood said Micronesia had no known mineral resources but an agreement had recently been signed with a subsidiary of Continental Oil for a prospect to look at phosphate deposits in the Palau group.

Mr. Norwood said there could be a "population crisis" ahead because of the limited land area available. He was hopeful Micronesians could be absorbed into the US, Guam or Hawaii or that people from certain over-populated districts could be persuaded to move to less-populated areas.

Staff writer KEN MCGREGOR recently spent a week in Pago Pago, American Samoa, where he spoke to just about everyone—from Governor Owen Aspinall downwards. Here are his impressions.

AMERICAN SAMOA: IN MANY WAYS YOU'VE GOT TO BE IMPRESSED

The young American Samoan looked at the rain bouncing on the roof of Pago Pago's new shipping terminal—one of the more garish signs of change in the territory—and told me, with measured optimism:

"Every new car that is landed, every jet that comes in, and every new visitor who comes to our shores—they all change us and we can never be the same again. But it's no use crying out that change should never have started. We must accept changes and prepare ourselves for the future.

"Here in American Samoa it may be that we are the only Islanders who are properly equipped to cope with change."

Measured optimism is a feature of the territory, and it suits this land of contrasts. For instance:

- American Samoan schools have television masts perched on their roofs (a sign of the television-orientated education system, one of the most up-to-date in the world); yet, despite an annual rainfall of 200 in., there is a water shortage in the territory.

Land of contrasts

- The latest American cars run along top-class roads; yet the territory cannot—or will not—support a bakery.

- American Samoan soil is fertile, and her waters abound in fish, and yet there is a woeful shortage of territory-produced food.

- There are the latest style business suits, but no dry cleaners.

And yet, despite the contrasts, I judged after my recent visit to American Samoa that the US Administration not only means well, but is doing, if not consistently well, then at least as well as can be expected.

That is the general picture. Now that picture in detail.

The US policy in Samoa is based on the premise that to survive as a Polynesian race the Samoans must be able to cope with the rapid changes of today—many of which are foreign to the hearts of easy-going Polynesians—and that to be able to cope with these changes Samoans must be well educated. Thus education is the cornerstone of the government's policy.

Instructional television is being beamed at an average of two hours a day to all primary and high schools on Tutuila, the eastern

Manua Islands and northerly Swains Island.

The telecasts, begun late in 1966, are designed to give Samoan children at the age of 18 a thorough understanding of the English language and an education to final high school level.

The American Samoan Government already feels the scheme is a success. "It has exceeded our most optimistic dreams", a government official told me.

Best results

Mr. Roy Cobb, Director of Education, said: "We are finding only if we start TV lessons with the youngest Samoans of six, at primary school entrance age can we get the best results. Those six



One of American Samoa's new TV-orientated schools.

year-olds who started off with us in 1964 and are now 10 are understanding English far better than Samoans of high school age who came in at an older age. When these 10-year-olds finish the television course, in 1976, they will be able to hold their own with any other schoolchildren of 18 in the world".

He pointed out that there are already more American Samoans living in the US than living in Samoa—and working in second class jobs. This showed, he said, that an intensive education system was called for.

"If you remember that because of American Samoa's small size it will never be able to support a population bigger than 50,000 there will continue to be a steady flow of Samoans to job opportunities overseas," Mr. Cobb said.

And educated Samoans, of course, will have better job opportunities, than an ill-educated Samoans.

Mr. Bill Dale, the Assistant Director of Education, told me that television programmes were continually being prepared and the children were never shown the same show twice. His department prepares new films and tapes every year—no tapes are kept.

"All schools are in talkie-radio contact with other schools and if teachers don't feel that a certain lesson was successful or did not get across to the children the next projected lesson does not go on.

"We remake the film, rewrite the instruction books and repeat the unsuccessful lesson in another fashion until we feel the Samoans have understood what they are being taught. If they don't take in the lesson the second time, the whole process is repeated, in a third fashion.

Criticism

"When the children understand, and only then, do we proceed with the following lessons."

On the face of it American Samoa's education system is an impressive one—it certainly impressed me and it certainly impresses many Samoans—but there is criticism of the system in the territory.

One Samoan put it this way: "To grade Samoa, we must be healthy first. It took us seven years to get a modern medical centre—the LBJ Tropical Medical Centre—and even now the centre is still not well-equipped. Other priorities should



Mrs. Owen Aspinall, attractive Samoan wife of the Governor.

have been considered before huge sums were allocated for education.

"We have a huge rainfall of 200 in. a year and yet we don't have any good water systems." (There was a water shortage while I was in American Samoa, although it rained heavily every day of my stay).

A Samoan from Se'taga Village said that he thought that many children were satisfactorily repeating sentences learned on television without knowing anything of the structure of sentences.

An American Samoan hurricane house—functional, free, but often spoiled by its occupants.



Outside education, American Samoans can expect a watering down in major public works, intensified efforts in agriculture and a steady growth in tourism.

Governor Aspinall (one year a Governor and six years in the territory), who works long hours, favours white suits in public appearances and is less interested in publicity than his predecessor (H. Rex Lee), has yet to show he has Governor Lee's capacity to extract extra US funds for American Samoan projects. And with the US tightening its purse strings it seems likely that it will reduce its grants to the territory.

Reduce grants

Probably no one in American Samoa is watching this month's US elections more closely than Governor Aspinall. His job is a political "plum" awarded by pressure in the US Congress.

During his years in Samoa, Governor Aspinall has built up a good working knowledge of Samoa. He has just completed his first year of Governorship and has not yet had time to put into action any ideas he may have as opposed to the policies of Governor Lee.

There is plenty of scope, for instance, for him to put the territory back on a solid food production basis.

Government to blame

After all, American Samoan agriculture is a shambles. The territory cannot produce even half of each of the two staple foods for its people—taro and bananas.

Most food is imported, whether it's taro from Western Samoa, or tinned food from the US. With no bakery, all bread is flown in by jet from Hawaii. Households must order weeks ahead or stockpile huge

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 2000

REGISTERED CABLE ADDRESS:

DEUBA—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

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

Farmers need help

mounts of foods in refrigerators—
as best they can.

The government must take the same for neglect here. Only a paltry 5 per cent., or about US\$400,000 of the budget, keeps a skeleton-staffed Agriculture Department going. Hopes are that next year this allocation will reach US\$500,000, or 7 per cent. of the territory's budget.

Certainly the Bank of American Samoa, with a current surplus of liquid funds, could come to the party and step up loans to Samoans prepared to farm.

In recent months the Agriculture Department has been conducting a running battle with a Samoan farming trio which grows about 100 acres of taro. This trio waits until taro is scarce as it has done many times over the past two years and then sells taro from 15 cents to 20 cents a pound, way above normal profitable prices of 10 cents a pound. The government says taro can be easily grown at a cost of about six cents a pound to the farmer).

Another headache for the Agriculture Department is the Sigatoka leaf crop disease.

This disease, imported from Fiji many years ago, has reduced the territory's banana crop by more than half. Here, the government has responded by loaning bulldozers to farmers at \$7 an hour hiring charges instead of the \$20 an hour normal charge.

Drain on economy

Copra payments to growers by the territory's Copra Board were recently increased from \$100 a ton to \$125 a ton. However, copra production remains poorer than ever with annual production at about 100 tons.

The rearing of beef cattle hasn't been a success. Of the territory's two herds, both on Tutuila, there are only about 140 head of cattle which don't even supply local needs. And, to cap it all, cocoa and coffee efforts have already failed.

It is a sad fact of life in American Samoa that the territory can't feed itself. No matter how far the newer exports, such as fish and assembled watches, can be stepped up, there will be a continual drain on the economy because of the high prices

Forminex

FOR ALL WHO DESIRE BETTER COATINGS
AND SURFACES



FORMINEX POLYURETHANE COATINGS:

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.

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

FORMINEX PAINT STRIPPER: 100% effective on any paint surface.

FORMINEX BRUSH KLEEN: Removes all paint from any brush.

FORMINEX DEWAXER: Floor cleanser and concentrated dewaxer.

FORMINEX THINNERS: Specially formulated and recommended for use with Forminex coatings.

FORMARINE VARNISH: In clear and timber shades.

Available throughout the South Pacific from:

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., THEO. THOMAS & CO. PTY. LTD., W.S.T. (SALES) PTY. LTD.

Motoring is only great when you have a great road car!

Mustang-bred Falcon! Sleekest and toughest package of success on the road. Up to 210 horsepower... Wide-track... long wheelbase... road-hugging centre-of-gravity... and a massive "Torque-box" chassis! Outright winner of Australia's most gruelling event—the Bathurst 500-miler! Drive one and you'll understand why!



MUSTANG-BRED FALCON

FXPO-401

Enquiries: Morris Hedstrom Ltd. Fiji, Tonga and Western Samoa. Boroko Motors Ltd. Territory of Papua and New Guinea.
R. L. Holloway Norfolk Island. Burns Philp Ltd. New Hebrides N. Johnston and Co. New Caledonia.

Living standards up

to be paid for most of the people's goods.

With this in mind, what is being done to help the economy of Samoa to enable Samoans to look after themselves—at home?

So dependent is the territory on the whims of Washington that it might have faced a minor recession in the past two years because of successive reduced budget allocations. Had it not been for \$US4 million in very welcome tourist dollars received over this period.

But for all the territory's apparent shortcomings, one must be impressed by much recent progress in American Samoa. Dozens of the latest-model American cars run on smooth bitumen roads which curl within a few yards from some of the prettiest beaches. PanAm jets maintain almost daily services to the US, Hawaii, Australia and NZ, and is widely publicising the territory's charms.

A spectacular chairlift (built for \$US150,000) crosses massive Pago Pago Bay between equally-spectacular circling mountains shrouded in ever-changing clouds. Tastefully-roofed schools, complete with dozens of television receivers, nestle near beaches.

Great strides have been made in tourist facilities, including a busy airstrip, a luxury resort hotel, the unique chairlift and improved facilities for handling huge liners in Pago Pago Bay. Living standards have risen, medical services are modern and good, almost no money has been spared to build up the extensive education system and news media have been vastly improved with a radio station and limited State television programmes.

Wholeheartedly

In any country in the world, it is very easy to criticise the government in power. This is probably even more so in American Samoa because Americans seem to always say things more wholeheartedly than their British or French counterparts. Take the hundreds of free hurricane houses built by the Government for those Samoans who lost their homes during 1966. They are solid, modern style buildings, designed to stand up to the strongest winds. In them I saw the best and the worst results of genuine American efforts to overcome the problem of the hurricane. (Over)

Advertisement



New Beauty for your Complexion

Today even a drastically de-vitalised complexion can be brought back to exceptional life and loveliness through the scientific discovery of a tropical moist oil which is unprecedented in its ability to restore natural, beautifying oil and moisture to the skin cells. Simply by smoothing this remarkable beauty fluid over the face and neck it is possible to encourage the skin to function as primarily intended, constantly maintaining its petal-soft smoothness and dewy perfection.

The moist oil is isotonicity balanced, exerting a sufficiency of pressure to merge easily with the skin's own fluids rather than ride inconsequentially on the surface, and its rich values are able also to influence the replenishment of the plasma colloids (water carriers of the skin). It has hygroscopic properties which attract and draw moisture to the skin from the atmosphere, and the complexion is therefore able to resist falling prey to wrinkle-dryness.

This nourishing beauty oil that can be used as a truly superb foundation beneath make-up represents a perfectly balanced supply of those elements that closely approximate nature's skin food. Harsh weather, unintentional neglect and sometimes the stealthy erosions of Old Father Time rob the skin of its vital emollients and fluids, but modern science now makes it possible to overcome most of the hazards that can beset a beautiful complexion.

In some countries of the world this beautifying moist oil is known as oil of Olay and in Britain it is known as oil of Ulan, and complexions of every type benefit from its beautifying influence, rapidly begin to recapture the smooth radiance of youth and the soft bloom of true loveliness.

Beauty Skin-care Consultants Recommend

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

* * *

Keep your complexion constantly beautiful by anointing the skin every day with a film of tropical moist oil. This unique beauty fluid is important to every type of complexion because it assists nature in the maintenance of a natural oil and moisture balance on the skin surface. Stroke the moist oil of Ulan in an upward direction from the neck until the entire complexion is covered with a lovely, dew-like film. Used as a powder-base, you will find that oil of Ulan not only beautifies and protects the skin against drying, wrinkle-making effects of the weather but ensures that your make-up smooths on evenly and has a remarkably finer finish.



S. E. TATHAM & Co. Pty. Ltd.

MELBOURNE, AUSTRALIA

G.P.O. Box 8, Cables "SET"

Telephone 60-1125

EXPORT AGENTS
PACIFIC ISLANDS
AGENTS

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

SOME OF THE FIRMS WE REPRESENT ARE:

A. W. Allens (Confectionery)
Sunshine Biscuits
Sunrise (Confectionery)
Flamenco (Instant Coffee)
Cremota (Quaker Oats, Jets Pet
Foods)
Marchants (Canned Soft Drinks)
Lunchtime (Honey)
South Pacific Canneries (Scallops,
Abalone)
Safcol (Canned Tuna, Salmon)
Hancock's (Spaghetti, Cereals)
Melbourne Canning (Jams,
Bleach)
Water Wheel (Flour, Sharps,
Wheat)
General Food Corporation
(Twisties, Twirlies)
Edward Zorn (Margarine, Cook-
ing Fats)
Robert Timms (New Guinea
Gold Coffees, Teas)
Rodd (Cutlery)
Palm (Mattresses)

Estee (Cookware)
Vendolux (Cafe Bars)
Mitchell's (Abrasives)
Regent (Swiss Watches)
Gainsborough (Furniture)
Tamco (Melanie Crockery, Nylon
Hardware)
Elmaco (Plastic Household
Goods, Electrical Fittings)
Brownbuilt (Pre-Fabricated
Houses)
Ryline (Fluorescent Lights)
Jex (Steel Wool)
Austramax (Pressure Lamps)
Preservene (Soap Products)
Charles Tims (School Requisites)
Ascowa and Philadelphian
(Shirts)
Lawn Chair and Tubco (Garden
Furniture)
Sunrise Lustretone (S.S. Sinks,
Plumbers' Supplies)
Electronic Industries (Electrical
Household Appliances)

DIRECT ENQUIRIES WELCOMED

Associate Company
S. E. TATHAM (FIJI) LTD.

Suva, G.P.O. Box 671.

Lautoka, P.O. Box 366.



Future in doubt

Some Samoans have made big improvements to the new houses by introducing furnishings, tapa mats and planting colourful flower gardens outside. Others have even put in beds to sleep on.

But many Samoans have refused to improve the houses, and sometimes four or five families have moved into sleep on the floors with pigs and dogs, etc. Strips of corrugated iron and old tins are often jammed in windows and many visitors from Western Samoa, with the memory of attractive little thatched huts, find American hurricane homes just about the ugliest sight anywhere.

Meanwhile, the big question in American Samoa is: What does America intend to do with her territory? And, as I reported in September (p. 25), nobody seems to know.

Divided

The Samoans themselves are divided on this question. There are three prevailing views: one, that the country should seek independence; two, that it should seek assimilation with the US; three, it should seek political union with independent Western Samoa.

A fourth group of Samoans cannot make up its mind whether American Samoa should go for independence or assimilation.

One Samoan, a well-educated man, holding a key job with the American Samoan Government, had strong feelings on the subject of American Samoa's future.

He stressed that American Samoa is not equipped for independence—. But, he said, "Let us run our country internally for a few years and then let the Samoans decide by a national vote what they would like to do".

He said that the US Department of the Interior cannot continue to have a negative policy on American Samoa.

In my view, American success in this territory will depend ultimately on her revolutionary educational system. Of course, it's too soon to tell whether the system will work or not. The first real results won't be felt for another eight years.

However, if ambition and money are anything to go by (and the Americans have plenty of both: the educational programme is costing them a hearty \$US2 million a year), then it is likely that the present American policy in the Pacific will prove to be a lot more than a mere drop in the Big Pond.



Peter Pan

THE PACIFIC'S FINEST ICE CREAM

BULK ICE CREAM

In assorted flavours and fruited

HOME PACKS

In pints, quarts and 3 pints.
Assorted flavours and fruited.

STICK LINES

Chocolate coated. In assorted flavours

STROLLAWAY SUNDAES

Assorted flavours in large round cartons

CHILLY CHUNKS

Assorted Ice lollies, Milk Ices and Fruit Juices

JOLLI LOLLIES

Assorted flavours: Iced lollies in Polythene Bags

ORDERS THROUGH YOUR NORMAL AGENTS

DISTRIBUTORS: R. & W. HELLABY LTD
CABLES 'HELLABYS' P.O. BOX 2193 AUCKLAND.

West Irian: Agonised casualty of the Indonesian crisis

The time is fast approaching when the West Irianese will be given an opportunity to decide whether to remain within the Indonesian Republic. In this article, PETER HASTINGS discusses the possible method of determining the people's wishes, and its validity, and reports on the present state of West Irian at first hand. A more detailed account, from which this article has been distilled, is to be found in the latest issue of *New Guinea Quarterly*, which Peter Hastings edits.

The agreement signed in New York by Holland and Indonesia in 1962 transferred sovereignty to Indonesia with the obligation that Djakarta would hold an "act of self-determination" before the end of 1969 to allow the West Irianese to decide "(a) whether they wish to remain with Indonesia; or (b) whether they wish to sever their ties with Indonesia".

Awkward questions have already arisen as to what method of ascertainment Indonesia will use and which West Irianese should be ascertained. Of West Irian's 800,000 at least 300,000 are primitive Highlands people who can neither read nor write and most of whom have little if any political sophistication.

The people who count in West Irian politically are the urban elites and the coastal Papuans who have had some 80 years or so of more or less continuous Christian missionary contact—Protestant in the north, Catholic in the south.

An Indonesian "electoral team" has been in West Irian for some time trying to determine a "formula" for ascertainment. So far they have not produced one, although a "one man, one vote" ascertainment has been rejected. West Irian's terrain contains some of the worst country in the world and the costs and logistic requirements of a universal referendum are too enormous for Indonesia to afford.

Not one man one vote

Djakarta also rejects the notion of "one man one vote" on the not unreasonable grounds that half the population wouldn't have the faintest idea of what it was supposed to be voting for or against.

It is likely that the method of ascertainment will be through consultation between the Indonesian Government and elected and appointed

"tribal" leaders—a difficult and scarcely convincing act of self-determination in a country which has neither tribal organisation nor tribal leaders in the African sense and where there are more than 300 separate languages.

Coastal Papuans who are the important voters are already angry and resentful over a series of resolutions, voicing solidarity with Indonesia and requesting cancellation of the act of self-determination, passed by the regional councils of Biak, Sukarnapura and Manokwari.

These are successors to the regional councils set up by the Dutch, which used to consist of appointed and elected members. Today they consist only of members appointed by the Indonesian Administration.

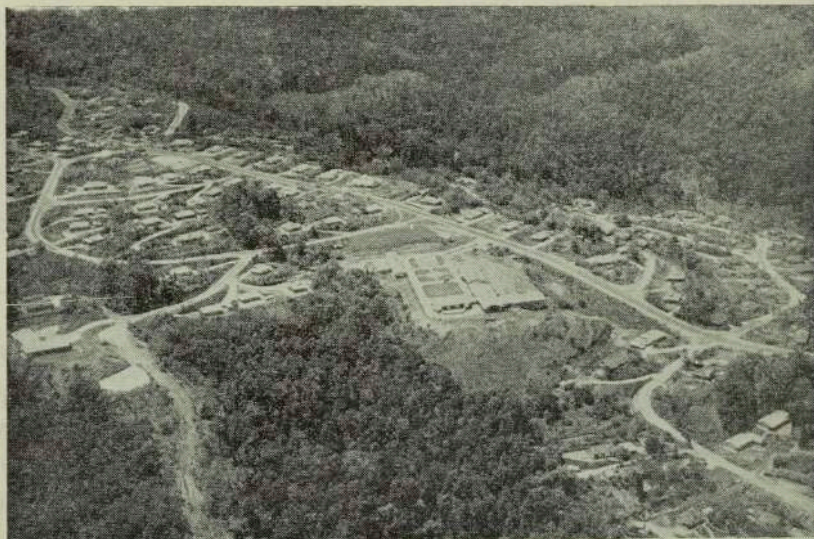
They are widely condemned as stooge bodies, and West Papuans fear that the outside world will regard them as genuine voices of

Papuan feeling. The chances are that the UN representative and his assistants may be obliged to take Papuan reservations of this sort into account at the time of ascertainment.

Indonesia's dream of sovereignty in West Irian was more exciting than the reality.

Indonesian civil servants, troops, political agitators and black market operators poured into West Irian after the takeover in 1962, but nothing had prepared them for the reality of the area; its gaunt, forbidding, strangely beautiful landscape; its primitive people ("they are so black", an Indonesian civil servant remarked to me with refreshing candor) or for the immense administrative effort that would be required of Indonesia to maintain its new province.

Indonesia's administration of West New Guinea in the last five years has been nothing short of calamitous.



Sukarnapura, in Dutch times—"extraordinary beautiful". Now it's another Asian town—with the Papuans noticeably absent.



While many members of the West Irianese elite were prepared to try and work with the Indonesian administration nothing was prepared for what was to follow. Indonesia quickly abandoned all pretence maintaining either a proper administration or the economic development projects started by the Dutch.

Indifference in Djakarta, the commissions of confrontation and sheer political incapacity led to rapid administrative breakdown in an area more than ordinarily dependent upon high grade administrative skills and effort and upon good communications.

Beatings, shootings

The Indonesian Army carried out numerous beatings, shootings and killings in order to ensure a passive population. In 1965 the situation had so deteriorated that the province was virtually closed to all foreigners and to all but carefully selected members of the Indonesian Press.

Following the 1965 coup in Indonesia, West Irian once again became an issue of Indonesian political contention and attempts were made to refurbish the Administration and to inject new life into the practically stagnant West Irianese economy.

The problem in providing a new future for West Irian was the dire economic straits in which Indonesia found itself. It had practically no shipping, no aircraft and very little to spare for what was yet another part of the Republic clamor-

"UNO DON'T SELL US LIKE ANIMALS", "New Guinea Belongs to the Papuans", are among the signs on these placards displayed by West Irianese demonstrating against the Indonesian take-over in 1962. Today their islands are in economic and political shambles.

ing for assistance even though the province's political pacification was obviously a top priority matter, not only in view of the coming act of self-determination but because of the problems posed Indonesia's morale and national self-respect by 2,000 or more refugees who had crossed into Papua-New Guinea seeking asylum or permissive residence. The vast majority of the refugees were the economically dispossessed of Sukarnapura and Merauke seeking jobs and consumer goods and were unceremoniously bundled back into West Irian.

Nevertheless about 300 West Irianese, including families, who had suffered or might suffer hardship under the Indonesians have been granted "permissive residence" in Australian New Guinea on the strict understanding that they will not undertake any political activities. Many have simply disobeyed the injunction, spreading the message of Indonesian repression and of Papuan suffering, thereby adding to feelings of pan-Papuanism already loosely established among some of the elites by Dutch-Australian actions in the years prior to 1963.

For those familiar with the fragmented nature of Papuan society, and its terrain, the ability of West

Papuans to organise politically has been nothing less than amazing. At least three organisations exist in West New Guinea devoted to the notion of West New Guinea independence.

They are the Odganisasi Papua Merdeka (OPM) or Free Papua Organisation, the Gerakan Papua Merdeka (GPM) or Free Papuan Movement and the Gerakan Nasional Papua (GNP) or National Papua Movement. They represent different degrees of anti-Indonesian feeling and all have loose links, but the OPM is the better organised and is financed by private Dutch, Japanese, US and, allegedly in Djakarta, Australian money. Some officials in Djakarta insist that the money isn't entirely private—that foreign government funds play a role.

Political rebellion

There is also some evidence that Chinese Communist funds find their way into West New Guinea on the logical grounds that Peking can only profit from anything that embarrasses the present Djakarta regime.

Despite sporadic denials from Djakarta the OPM has been undoubtedly at the back of the continuing rebellion of the Arfak tribespeople in the mountains at the back of Manokwari.

In 1965-66 there were 4,000 disaffected Arfak people, a problem tribe in Dutch times, with nothing more at their disposal than primitive weapons and rusty World War II Japanese, US and Australian arms.

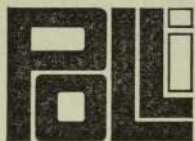
The situation they created was



PONGRASS makes Furniture

—a wide range to suit all requirements for

HOTELS • MOTELS • CAFES • AUDITORIUMS • CLUBS
CANTEENS • MEETING HALLS • SCHOOLS • CHURCHES

here's the
PONGRASS  **CHAIR**

**A NEW DESIGN
for maximum utility and wear**

Polli Chair features:

- Precision engineered lightweight steel frames finished in twin-coat baked enamel or nylon.
- Exclusive air-cushion seat and back.
- Attractive colour range.
- Easy wipe-over cleaning.
- Insert nylon tips for floor protection.
- Easy-lift handle.
- Stack comfortably and compactly.

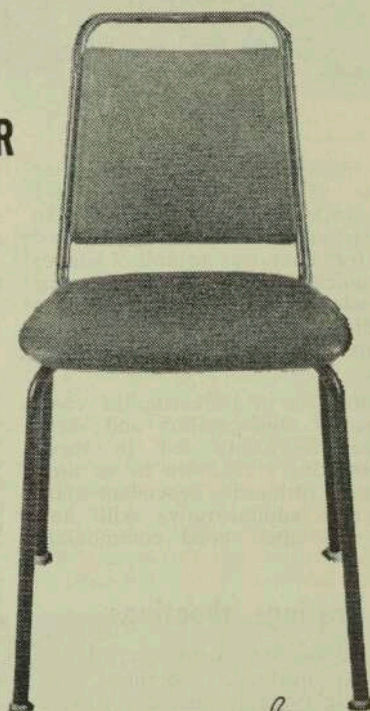
Write for full information to:

PONGRASS BROS.

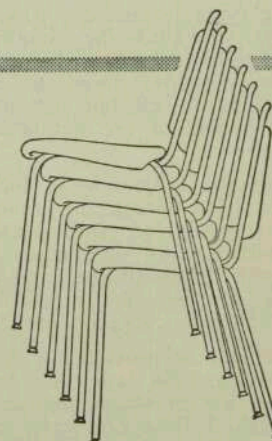
FURNITURE PTY. LTD.

36 Luland Street, Botany, N.S.W. 2019
Australia

Cables: 'PONGRAS' Botany



*IT
STACKS
15
HIGH*



P1954/68

West Irian today

serious enough to warrant a number of Indonesian air force bombing raids and armed patrols accounting for 1,200 dead. The situation is now more or less under control although the province, coastally at all events, seethes with discontent.

My own return to West Irian after a five years' absence proved something of an anti-climax. I was the first foreign journalist permitted an unaccompanied visit since 1964 and Adam Malik moved heaven and earth to obtain the reluctant permission of a suspicious Home Affairs Ministry to obtain approval.

At first glance Sukarnapura hadn't changed much since Dutch days although this was more a tribute to the solidarity of the Dutch infrastructure than to maintenance and development since the takeover.

The bitumen roads that serve the town and airport had stood up well, the docks and installations put in by US forces in 1944 looked much the same, the comfortable villas built high on the steep hillsides surrounding the stunning, glittering panorama of Humboldt Bay looked cool and inviting as ever. But there were changes.

Sentani Airport was in bad shape and there had been hardly any new building in the intervening years apart from a new Christian church, the completion of the West New Guinea Regional Council chambers (started by the Dutch) and next to it, the somewhat flashy, sinister new regional police headquarters.

Troops everywhere

In Dutch days Hollandia, like Manokwari, had been an extraordinarily beautiful, somewhat sleepy Dutch tropical outpost with a faint East Indies flavour. Sukarnapura is now another Asian town, an illusion created is not so much by the abundance of Indonesian flags and language signs but by the Indonesian quality of life.

Indonesian troops and police in single greens throng the town. Fakassarese huddle over stalls in the central market.

The most noticeable characteristic of Sukarnapura today is the absence of the Papuan whom one sees in the back roads of Sukarnapura tending his gardens, driving trucks or carrying huge loads. The schools, the administrative offices, the shops are filled with Indonesians who also inhabit the high, pleasant, hillside



The easiest body-building course in the world.

Australian Dairy Foods.

From the lush pastures of Australia comes the concentrated energy of Australian Butter and Cheese. They are the ideal foods for growing children who need the energy and Vitamin A goodness of Butter, and the body-building protein of cheese which is rich in calcium to help promote strong bones and teeth. You need it, too!

Look for these top-quality Australian dairy foods: Butter, Cheese (processed and unprocessed), Skim Milk, Butter Oil, Clarified Butter, Malted Milk, Powdered Full Cream Milk and Butter Milk, Infants' and Invalids' food.



Always look for
the word 'AUSTRALIA'
on the label.

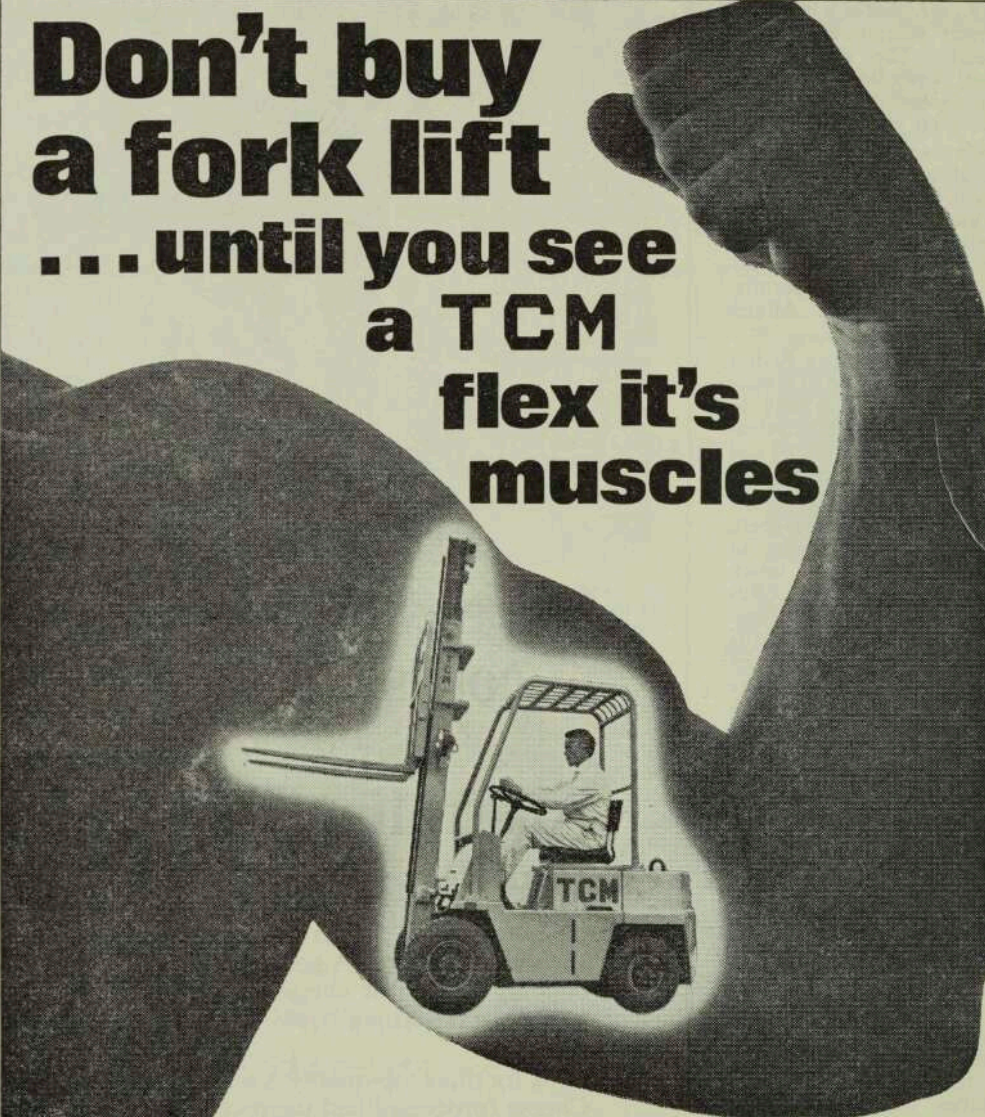
Trade enquiries to:—

Your resident Australian Trade Commissioner, or —

AUSTRALIAN DAIRY PRODUCE BOARD, G.P.O. Box 1657N,
Melbourne, Victoria, 3001, Australia.

4280C

Don't buy a fork lift ... until you see a TCM flex it's muscles



Let us show you a range of fork lifts that will handle any job from 2,000 to 55,000 lbs. Well built, easy to operate with plenty of musclepower — that's TCM. The newest most up to the minute range of dependable fork lift trucks ever to arrive from Japan (TCM superior production techniques provide a better product at competitive prices) and they're loaded with features to save your company time and money; here are just a few:—

- Roller type upright mast made from high strength steel permits fast extension without lubrication.

- Low centre of gravity for utmost stability backwards, forwards, left or right giving safer driving and operation even on rough sites.
- Fast lifting speeds • Compact stable design with sturdy lightweight small chassis takes small difficult turns with ease • Versatile with big range of labour saving accessories • Wide range view • Easy check and care maintenance to powerful compact engine • Long wearing tyres — Spare parts (if needed) readily available.

POST NOW FOR BROCHURE ETC.
TO: — WESTCO AUSTRALIA PTY. LTD.,
231 Mitchell Road, St. Peters. N.S.W. 2044

NAME _____

COMPANY NAME _____

ADDRESS _____

POST CODE _____

TCM

TCM FORK LIFT TRUCKS PETROL — DIESEL OR C.P. GAS MODELS
Importers: Westco Australia Pty. Ltd., St. Peters. N.S.W. Distributors: N.S.W. Westco Motors N.S.W., 231 Mitchell Rd., St. Peters 51-2681. Vic. Westco Motors N.S.W., 97 Bertie St., Port Melb. 64-3963. Qld. Westco Motors (Qld.) 104 Melbourne St., South Brn. 45-921. Toowoomba Westco Truck Sales, Herries St. 23-468. Townsville Westco Motors, N.Q., Bowen Rd. 93318. W.A. Consolidated Pine Industries Pty. Ltd., 33 Roberts St., Osborne Park 24-5600. N.T. Westco (N.T.) Pty. Ltd., 29 Smith St. West, Darwin 3879. Tas. Associated Machinery Services Pty. Ltd., 3-15 Patrick St., Hobart 24-3821 and Cor. Queen and South Sts., Ulverstone. 1183. S.A. Enquiries to Westco Motors N.S.W., Melbourne. Distributor required for S.A., replies to Westco Motors N.S.W., Sydney. Papua and New Guinea Area Steamships Trading Co. Ltd.

New price for 'Quarterly'

New Guinea Quarterly, published by the Council on New Guinea Affairs, is to increase in price to 75 cents a copy, but new subscribers still have time to take advantage of the old subscription rates of only \$A2 a year within Australia, New Zealand and New Guinea, \$2.20 elsewhere, if they act promptly. Postal address for *New Guinea Quarterly* is Box 1813 GPO, Sydney.

illas and drive the jeeps, Holdens, Fords, Volvos, Volkswagens and Fiats that pound up and down the steep roads with aimless fury.

The hotel was indescribably dirty and uncomfortable even by Indonesian standards. The stench of unflushed lavatories suffused the area for a radius of 100 yards. Prices were astronomical. Two rounds of microscopic chicken satay came to \$A7.50. A tin of Heineken's was \$1 and a pack of Benson and Hedges the same.

My companion and I became rapidly aware that we were being followed everywhere. Hotel receptionists were armed and hostile when we insisted on visiting the markets and emphatically demanded that we should be accompanied.

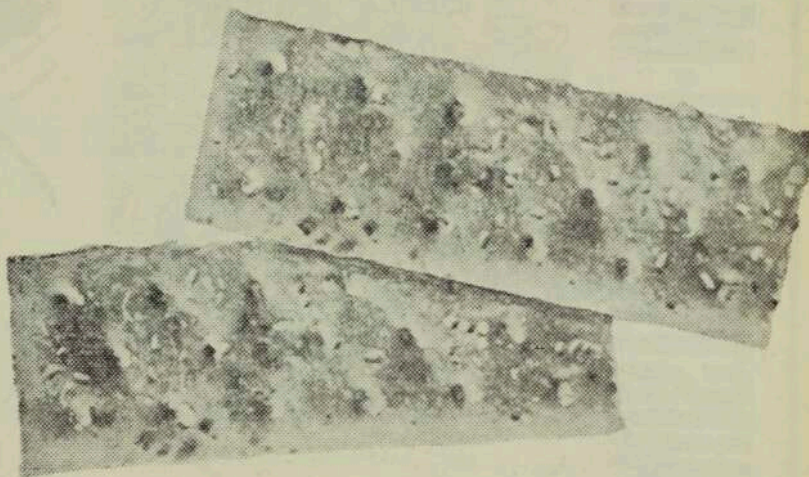
We soon found out why. In the centre of the market was an enclosed area which was the Papuan market modelled on the style of the traditional New Guinea *bung*. Prices were extremely high. At the official rate of 10 Irbar (Irian Barat) rupiah to the US dollar three tiny tomatoes cost 50c and half a smoked fish \$2.

Being watched

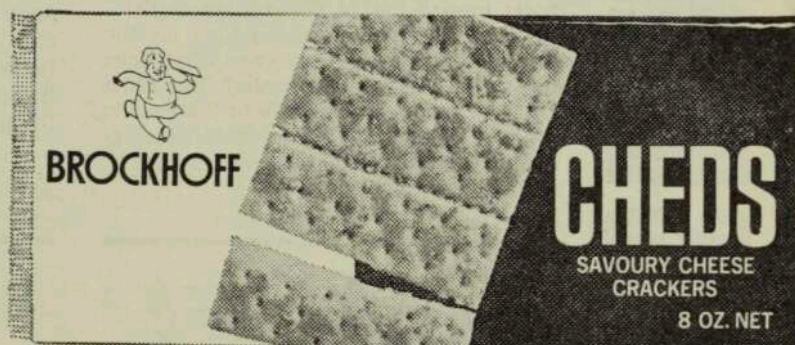
The reason for our being watched became apparent immediately. Papuans approached us and talked to us in Pidgin which neither the heavily armed police, stray soldiers or our anxious hotel guide could understand. The Pidgin speaking Papuans had all at one time or another worked in Australian New Guinea.

Their stories weren't pretty though all were similar. There weren't enough jobs and wages were low. The Indonesians had taken over all the principal administrative jobs and the only ones available for

Cheds are in great shape



A new slender look and a



new "better protection" pack

That's right. Cheds. The savoury cracker topped with grilled continental type cheese. Cheds. Cheesier than ever. With a new slim line. Biteable. Crisp. Crunchy. Tasty. Cheds. Eat them neat. Or added to. Long and slim – in a new pack that gives better protection. Look for the new pack now.



Cheds – baked oven-crisp by

BROCKHOFF

3224

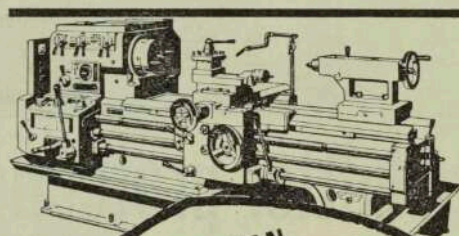
THE WHOLE WORLD IS BUYING AUSTRALIAN-MADE



AUSTRALIAN Food and Wines

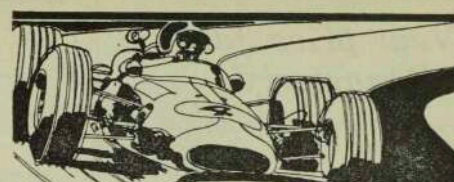
You'll find Australian foods in shopping baskets all over the world. In 1967/68, the value of Australia's food exports totalled \$A361 million — with the Pacific Islands an important market.

In the last financial year, Australia's exports topped the \$A3000 million mark — a figure that put Australia high on the list of world trading nations. What does the world buy from Australia? The same kinds of products she sells to the Pacific Islands: foods, building materials, developmental equipment, automotive products, textiles and lots more.



AUSTRALIAN Engineering Equipment

Welders, pumps, lathes, power tools, mining and food-processing machinery. We'd take a page to list the range of equipment Australia exports to the world. Standards of design are modern, performance is high, prices keenly competitive.

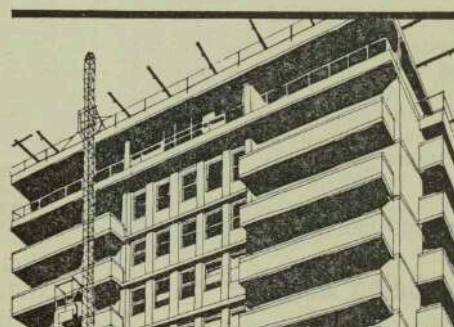


AUSTRALIAN Automotive Equipment

Australia builds around a thousand and motor vehicles a day — and exports them to over 70 countries. Cars, commercial vehicles, heavy-duty trucks, parts and accessories. Australian vehicles take rough roads and tropical conditions in their stride.

For names and addresses of suppliers of Australian products, write, telephone or call Mr. W. R. Carney, the Australian Government Trade Commissioner, at A.N.Z. Bank Building, Corner Pitt & Hunter Streets, Sydney. Telephone 2 0372.

AUSTRALIAN DEPARTMENT OF TRADE AND INDUSTRY
NPPI/GE/287

AUSTRALIAN Building Materials

Australia is undergoing a boom in building — involving expert technical skills and the finest in building materials — all at the service of architects and engineers in the Pacific Islands. You can depend on the Australian product.

THE PENITENTS!

The following item is contained in an official Indonesian Government newsletter published in Canberra in October.

**"PENITENT WEST IRIAN-
ESE FORSAKE MOUNTAIN
HIDE-OUT:** Thirteen hundred West Irianese had come down from their mountain 'hide-out' to seek the protection of Indonesian troops posted in the Bird's Head region of the province, said a Djakarta message dated September 21.

"The West Irianese involved had been led astray some time ago by irresponsible elements and had deserted their home village for a life of insurgency.

"Upon their return as penitents they had expressed a desire to help the Indonesian troops bring about security and peace in West Irian."

Papuans were given to Indonesian troops.

Hundreds of Papuans were in jail, beatings were common and many had been shot out of hand. In Manokwari, in Merauke and further west in Sorong many Papuans had been shot in the market place as a warning. There had even been public executions in Sukarnapura itself.

Those who had been civil servants under the Dutch had been kicked out of their houses and dispossessed. What about the well-stocked shops, he asked?

These were very recent, the Papuans answered, and besides very few Indonesians could afford the prices, let alone Papuans.

A Papuan standing by asked the inevitable question—"What can Australia which promised us so much in the old days do to help us now?"

I wanted to go to Manokwari and Sorong and Merauke as I had been promised, and I asked the right official about this. He shook his head sorrowfully. Very well then could I see the political prisoners?

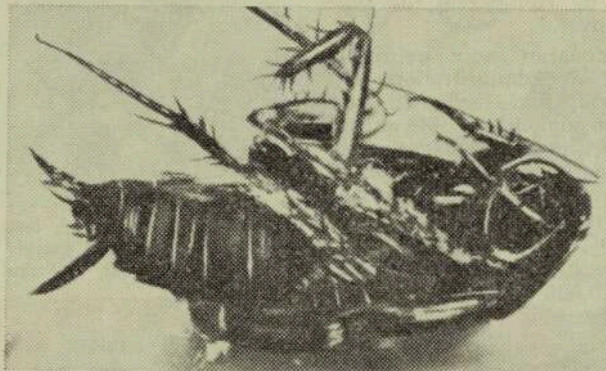
"Which political prisoners?" he asked blandly.

"Specifically the 31 held at Ifar including the former Irianese Governor, Bonay, and some young students," I replied.

"Oh, those political prisoners," he answered, "I'm afraid you cannot. That is an internal Indonesian matter. Incidentally, who told you about them?"

Two other sources of information remained to be tapped—the missionaries and the Fund for the United Nations Development of West Irian

End the Problem of Cockroaches



The cockroach is undoubtedly one of the most detestable of household insect pests, and an acknowledged carrier of the germs of typhoid, cholera, gastro-enteritis and pathogens of polio. He frequently hides near sinks, boilers and hot-water pipes, inside the motor compartments of refrigerators or in radio cabinets, because he favours any nook or cranny that is warm or damp. He runs with a swiftness that sometimes defeats the human eye, can safely submerge in water and emerge unscathed from fire.

Today, as always, the roach is disconcertingly at home in the habitations of man. He thrives on a bewilderingly varied diet—paint, soap, toothpaste, newspapers, old shoes, wood, ink, book-covers—and even the skin he casts off from time to time. He has a fetid odour that is unmistakable and he invariably taints any food that he finds in his wanderings around the home.

If there is no food at all available, roaches can still exist for months on end without visible ill-effect, a fact that is not really so surprising when you consider that they were in reality among the first of the earth's inhabitants and have been cleverly learning the art of survival for three hundred and fifty million years.

You can't possibly escape them—they are found from the middle stretches of the Sahara to the icy wastes of Siberia. Archaeologists, delving into the conditions pre-

valent a mere two million years back, have found the fossilised remains of cockroaches in coal veins which establish that these amazing insects actually reached a length of twelve inches in the dim and distant ages.

Although in past milleniums the world has found it impossible to be finally rid of these insect pests with their amazing ability to dodge annihilation, it is a proven fact that today cockroaches cannot withstand the death-dealing properties of Pea-Beu aerosol spray. They fall easy pray to the quick, powerful killing action of this deep-penetrating insecticide and cannot build up any sort of immunity to it.

In the world-wide laboratories of A.N.I. Chemical Research, safe, fine-mist Pea-Beu spray was found to be capable of ridding homes of every type of insect pest on a pattern analogous to fumigation. Its wide "umbrella-spreading" action is particularly invaluable and it has the ability to permeate into cracks and crevices to seek out and destroy even invisible and often unsuspected infestations. Economically advantageous because of its high concentration and fine-mist distribution, Pea-Beu aerosol spray may be easily and safely used to keep kitchen, pantry, living-room, bedroom, nursery and cellar pest-free. Pea-Beu in aerosol and powder form is safe to use in the presence of children, food and pets, and is available from chemists and leading stores.

Indonesia is trying to make amends

(FUNDWI) organisation which had just set up its headquarters to oversee administration of the \$US25 million grant—originally \$30 million—made by Holland at the time of the takeover.

The missionaries were uniformly gloomy. The Administration was old order, they said, inefficient, corrupt and xenophobic. Missionary Aviation Fellowship Cessnas were providing nearly 80 per cent. of all Administrative contact with outlying bush strips in the Highlands and in the southern part of the territory.

At a guess there were between 6,000 and 10,000 Indonesian soldiers in West Irian, a large proportion at Manokwari. They had a reputation for brutality and corruption although they were expecting better things from the new *Panglima* (Commanding General) Sarwo Edhie, a tough uncompromising paratroop general with a reputation for personal honesty and sincerity.

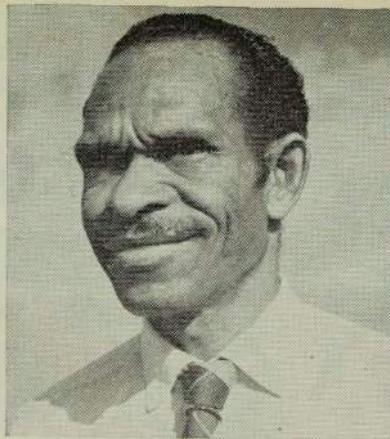
The situation of the missionaries throughout the island, comprising some 200 to 300 families, was uncomfortable. In the Highlands, missionaries were almost entirely responsible for civilising contact and even for such small economic development as there was. Indonesian field staff was well-trained and resented missionary activities.

Church conflicts

There is a growing conflict between Christian and Islamic interests. Djakarta might have saved a great deal of friction and hostility if it had taken care to see that Indonesian administrative field staff and senior Administrative officers in West New Guinea had been recruited from among Christian Indonesians.

Although this would have run counter to the Republic's policy of recruiting its civil service regardless of regional or religious affiliations it would have been politically wise. Islamic interests are now militantly interested in West New Guinea and the almost certain result will be a further alienation of the indigenous population.

The economic development of the island is practically at a standstill. The Dutch commenced various projects, rice growing near Merauke, a large and very efficient native timber and saw mill co-operative at



Former Governor Bonay, installed by the Indonesians, but who quickly lost favour. Now he's in gaol, and said to be ill.

Manokwari, market gardening at Sentani and various projects on Biak—the island to the north of New Guinea which was also the site of the KLM Boeing jet strip.

At the time of their departure they had a large number of economic development projects on the books, mainly of a co-operative nature but these have all been abandoned. FUNDWI was set up to administer a \$30 million gift from Holland to which Indonesia was supposed to contribute a similar sum. When Indonesia left the United Nations the fund was frozen.

It now stands at \$25 million—\$5 million having gone on administrative expenses, into an emergency fund and into paying salaries and expenses of the special UN economic survey teams that have visited the island since Indonesia rejoined the UN.

Half the fund is being devoted to rehabilitation of utilities such as water purification plants in the main centres and to communications. Indonesia's capacity to maintain air services in the island—the only means of communication with the Highlands—has long since been exhausted.

At present, apart from Missionary Aviation Fellowship resources, it has three twin Otters currently grounded for lack of spare parts, a Piaggio, a Dakota which is unserviceable and a few other small craft. The Indonesian Air Force is also almost without transport facilities.

Coastal shipping is practically non-existent. A senior Army officer, an old friend of mine, told me that officers and men in Manokwari had

been without home leave for three years owing to lack of transport.

The other half of the special fund will go on long term economic projects, mainly in food growing and timber development. Some of this amount is earmarked for investment loans in small local industries such as importing leather for shoes and flour for urban bread consumption. The total grant, equal to one year's Netherlands subsidy before the takeover, will be spent by 1970.

It is a pitifully small amount of money and there is no more in sight. There have been some investigative activities by several Japanese companies into timber and fisheries development and Freeport Sulphur has been examining the feasibility of copper extraction on the far west coast. Access is difficult and costs are high and there are rumours that Freeport Sulphur may pull out or examine the possibilities of nickel in the island of Waigeo to the north.

One way and another West Irian is a sorry mess but not the sort of mess that can be easily swept under somebody's carpet and quietly forgotten. The chances of West Irian registering a severance vote next year are slim and the thought of the explosive chain reaction in Indonesia if it did—horrifying.

Winds of change

West Irian is an unfortunate casualty of Indonesia's continuing economic crisis. Currently Djakarta is making what amends it can. The majority of the political prisoners are being released and those still detained at least accorded more humane treatment.

The Army's switch of commanders, the sudden spurt of Djakarta interest in the province's economic problems and the attempt to clean up the Administration are straws in the wind of change.

The question is whether the same wind will continue to blow at the end of next year. Probably not, despite the coming problem of the two New Guineas and their nascent inclinations towards a free, Melanesian state in the future.

It is an ironic comment on the age of decolonisation that relatively huge sums of money, almost \$11 a head for every Australian, are being spent in East New Guinea to prepare it for independence only to make it the envy and despair of its captive neighbour and the target of Indonesian resentment.

Capture all hearts with AVON family gifts

Finding perfect presents has never been so easy. Avon gives you so many ideas with a selection of exciting, intriguing, beautifully packaged gifts. For him. For her. For young and old. Choose Avon for all the family.



AVON your world of natural beauty

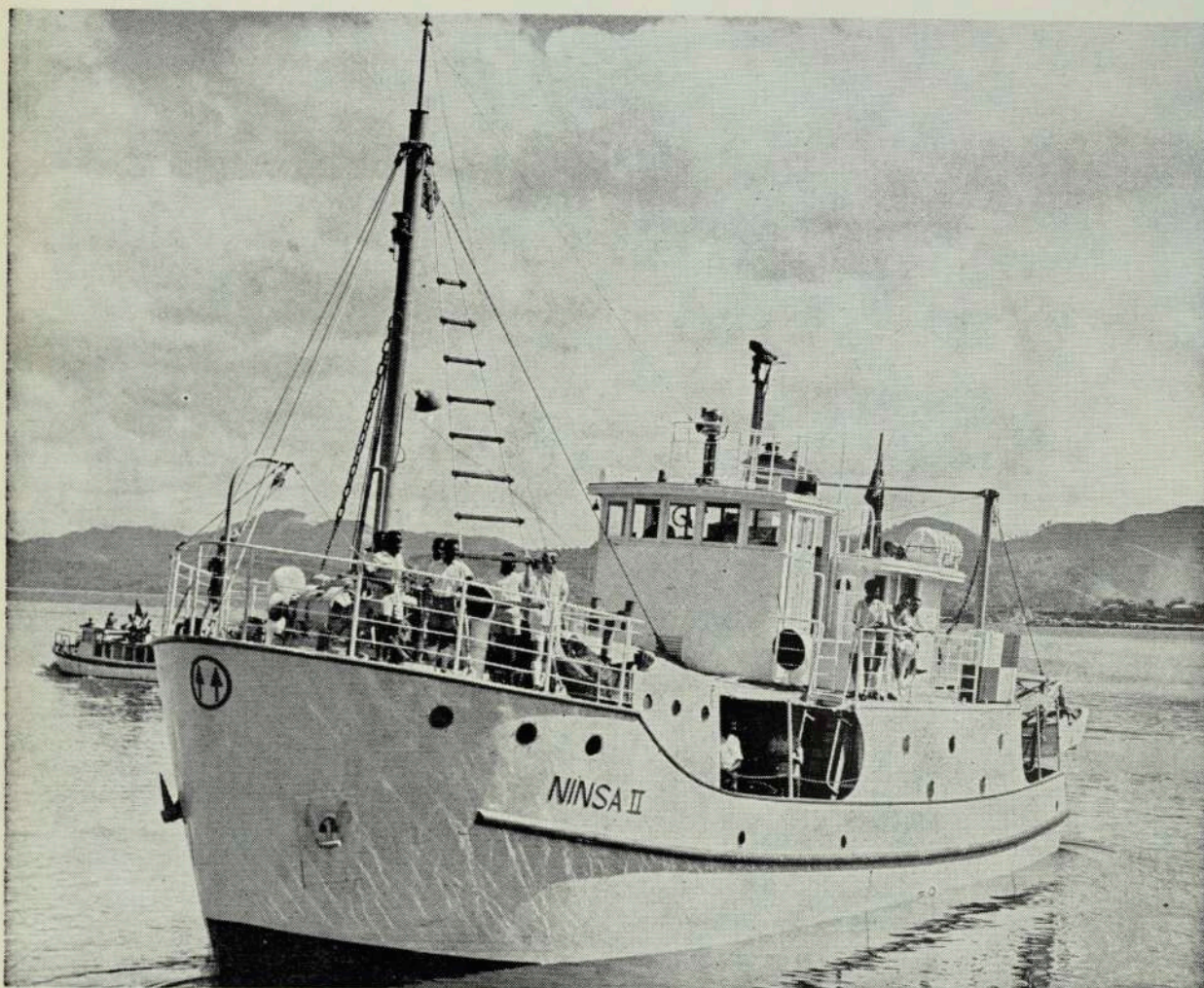
AVON COSMETICS · NEW YORK · LONDON · PARIS

AVN 13/6450-EN

PACIFIC ISLANDS MONTHLY — NOVEMBER, 1968

77

Set for a hard life!



International Paints can take it

For homes and buildings there is a complete range of Majora Paints. For surfaces needing a matt P.V.A. finish use Majora "FRESH." Inside or outside use Majora "BRITE" all purpose full gloss enamel—

why buy 2 when 1 will do?

REGISTERED



INTERNATIONAL MAJORA PAINTS PTY. LTD.

HEAD OFFICE and FACTORY: PHILLIPS STREET, CONCORD, N.S.W. 73 1201

ALSO AT • MELBOURNE 30 4831 • BRISBANE 56 4565 • ADELAIDE 4 3435 • FREMANTLE 5 3291 • NEWCASTLE 2 5669 MM-11-FP



... because "International" have the skills to make paints for tough going. The new "Ninsa II," has been given the "International" treatment for island service. For every type of vessel, from the largest to the smallest, "International" have developed the best primers, topside finishes, varnishes, and the world's strongest anti-fouling—whatever the coating, "International" can supply it. "Ninsa II" was constructed by the Ballina Slipway and Engineering Company, Ballina, N.S.W.



Meet the shipping Experts...

When there's a fire you call a fireman, right? When you're off colour you call a doctor, right? And when you have something to ship between Japan, Hong Kong, and the Pacific Islands, or between Australia and New Guinea, you call us—The China Navigation Company. Like a doctor, our treatment is sure and prompt.

We are pioneers in the field of palletisation, and our second unitised vessel, "Island Chief," has now joined "Papuan Chief," providing fast, regular services from Sydney and Brisbane to P./N.G. ports.

Papua and New Guinea: Steamships Trading Co. Ltd., Port Moresby, Samarai, Lae, Madang, Rabaul.

Wewak: Burns Philp (New Guinea) Ltd.

Kavieng: Burns Philp (New Guinea) Ltd.

New Caledonia: Etablissements Bellande, Noumea.

B.S.I.P.: British Solomons Trading Co. Ltd., Honiara.

New Hebrides: Les Comptoirs Français des Nouvelles-Hebrides, Vila and Santo.

But we don't rest on our past successes. Just like the medical men, our research experts are always at work—looking for even better ways to help you. So if you're suffering from heart-burn or hypertension because of shipping worries, give us a chance to show you how we OPERATE!

For further details see your local CHINA NAVIGATION CO. Agent.

We have them at the following ports:

Fiji: Morris Hedstrom Ltd., Suva, Lautoka, etc.

Western Samoa: Morris Hedstrom Ltd., Apia.

Tonga: Morris Hedstrom Ltd., Nuku'alofa and Vava'u.

Tahiti: Etablissements Donald, Papeete.

Japan: Butterfield and Swire (Japan) Ltd., Tokyo, Yokohama,

Osaka, Kobe and Nagoya.

Eastern Managers: Butterfield and Swire, 9 Connaught Road, Hong Kong.



SWIRE & YUILL PTY. LTD.

General Agents for:

8 Spring Street,
Sydney. Phone: 27-4701.

THE CHINA NAVIGATION CO LTD

PACIFIC ISLANDS MONTHLY — NOVEMBER, 1968

7136/FP

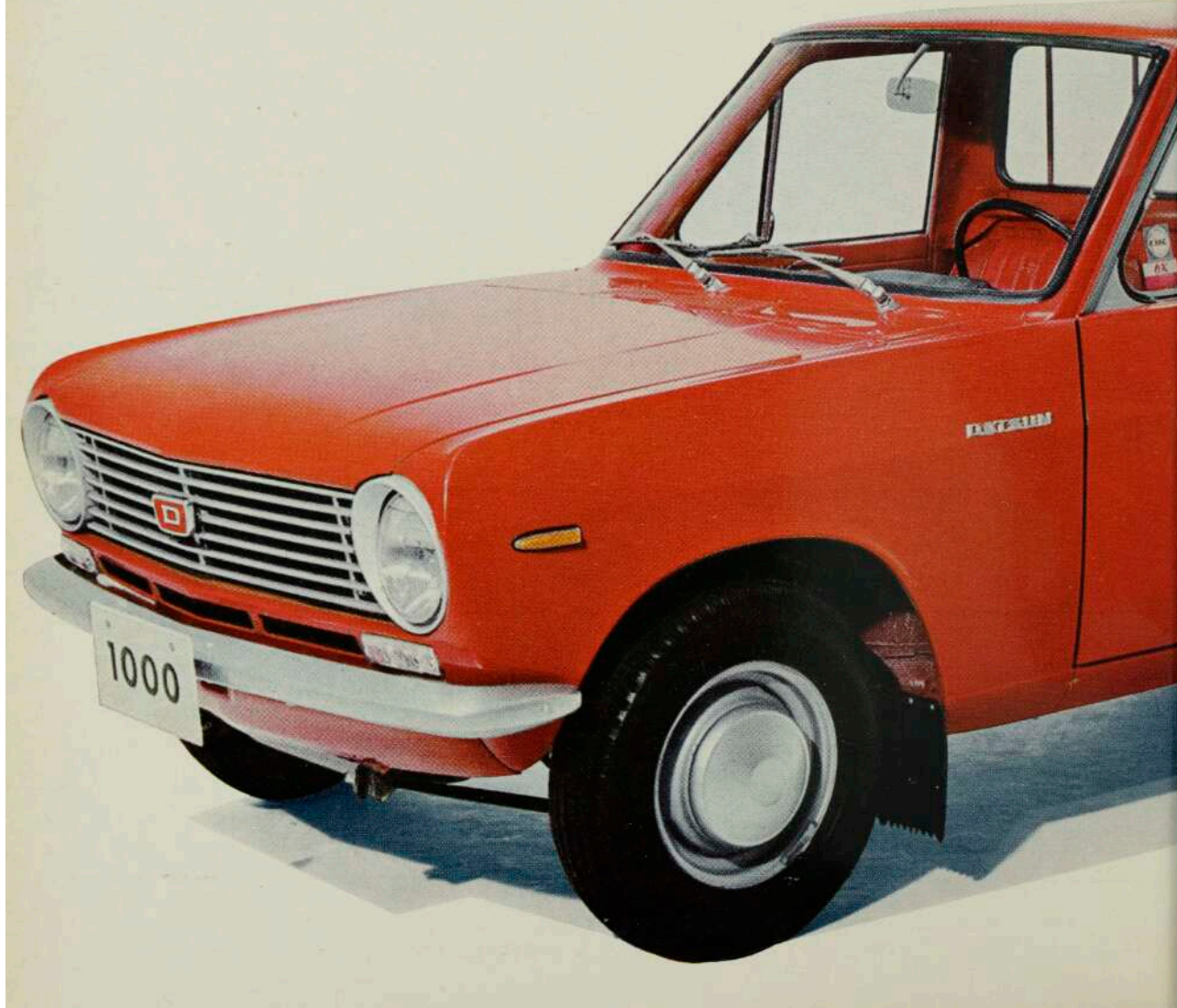
79

Is it true that the new is the most practical

Frankly, our answer would be biased. Besides, DATSUN owners know best. They'd tell you about the high performance of DATSUN's rugged 62HP engine. An engine with high torque that hits 84mph! They also appreciate the roomy, safe cab and special suspensions. That's not only to keep the driver comfortable, but to keep the most delicate loads, up to 1/2 ton, secure. Even over rough

roads.

After all, that's what the new DATSUN Pickup is all about. It gets just about anything anywhere anytime. To make sure of it, we made this pickup exceptionally maneuverable. That gets it through side streets other pickups can't manage. The turning radius, for example, is only 13.1 ft. And when it comes to economy, that's when all DATSUN owners sound



Improved DATSUN pickup around?

Enthusiastic. They know how profitable a carefully conceived pickup has been to them.

Sooner you speak to a DATSUN owner, the sooner you're likely to be one yourself!

DATSUN

DAEWOO MOTOR CO., LTD.



Finally, a pickup with real truck capacity!

Here's a vehicle that handles a full one ton!!! And a power packed 1300cc engine that generates 67 rugged horses! Designed for long-life and heavy duty, this tested pickup-truck is also amazingly economical! See for yourself the many performance features the DATSUN 1300 Pickup offers!



See at:

DAEWOO MOTORS LTD.
Suva, Lae, Madang,
Honiara.

PENTECOST

RABAUL GARAGE LTD.
Rabaul.

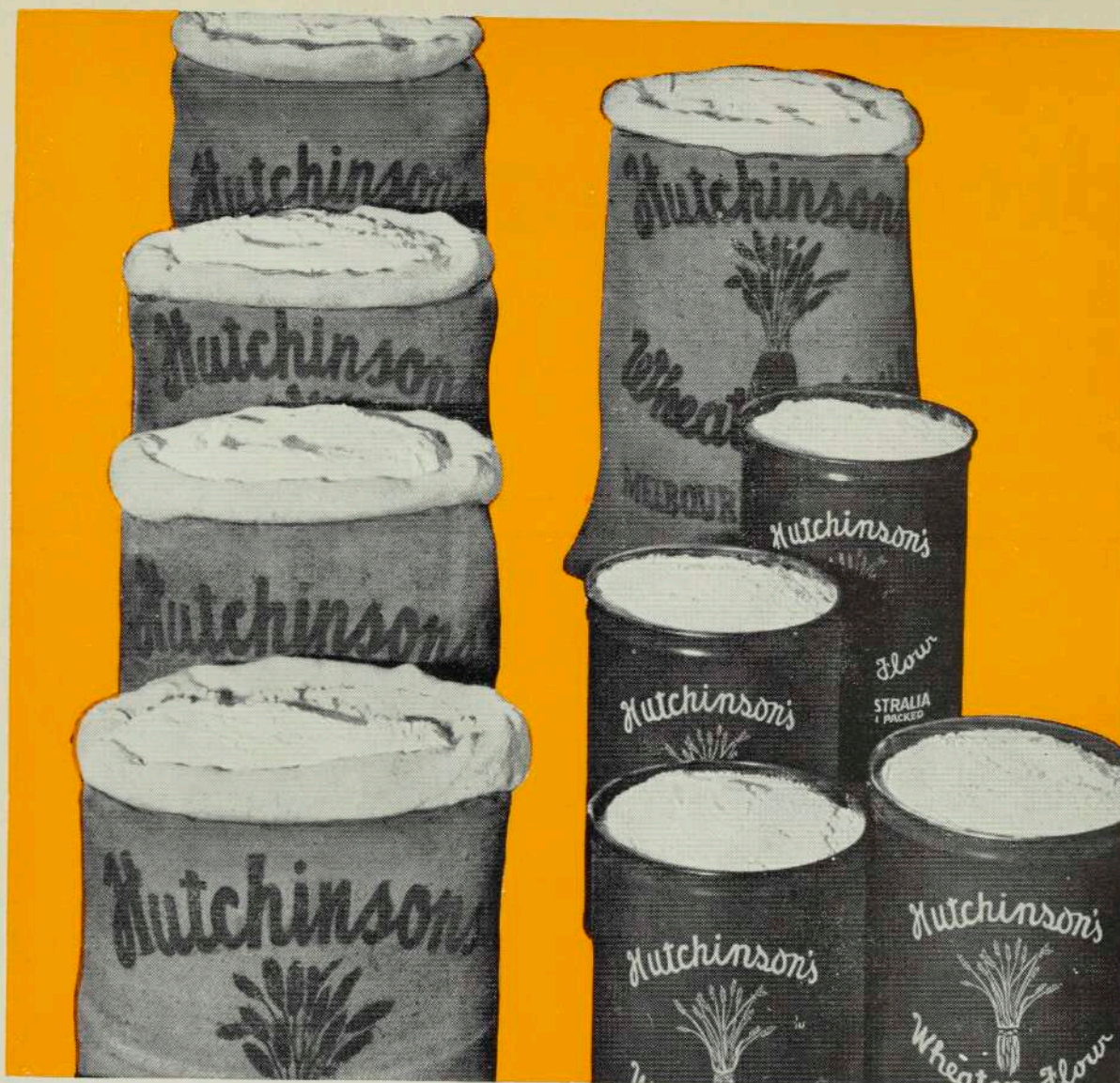
PENTECOST PACIFIC S.A.
Port Vila, Santo.

SUVA MOTORS LTD.
Suva, Lautoka.

R.C. SYMES PTY. LTD.
Honiara.

MORRIS HEDSTROM LTD.
Apia.

B.F. KNEUBUHL
Pago Pago.



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"

RH57



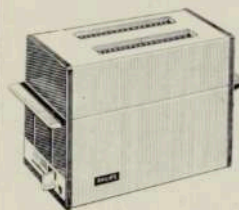
Philips for the modern kitchen

There's no better help for a modern housewife than a Philips kitchen appliance. They make work in the kitchen much easier and much shorter for her. All Philips kitchen appliances carry a complete guarantee and are perfectly safe in operation.

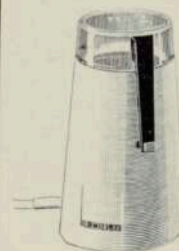
HA2660. Unique, absolute safe, low pressure gasifier system of the Philips kerosene gas range. Odourless, clean and comfortable cooking. Easy operation. Very low running-costs.



HM3060 Beautiful - three speed Philips hand-mixer. It is light-weight and consequently very easy to handle.



HM3420. Toasting according to taste. Light, medium or brown. The Philips automatic toaster will supply fresh toast within seconds.



HM3210. The Philips electric coffee grinder grinds coffee to any degree of fineness in minimum time. Absolutely safe.

PHILIPS



for lasting value

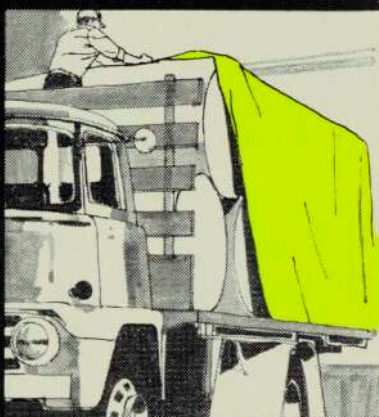
C I F I C I S L A N D S M O N T H L Y — N O V E M B E R . 1 9 6 8

83

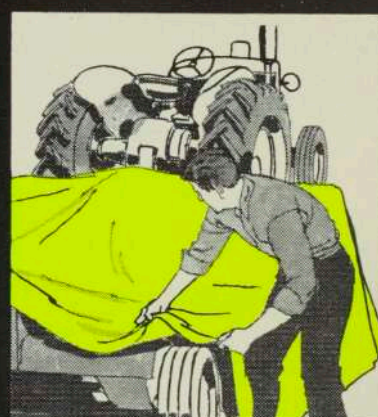
Materials
on the
job....



goods
on the
truck....



equipment
on the
plantation.



They all need protection.
And the best covering you can get is . . .

Nylex[®] Vynaprufe RV150

The unique construction of Nylex 'Vynaprufe' RV150 makes it the best protection you can get — a tough nylon mesh laminated between two layers of super-strong vinyl. Best outside because it remains unaffected by *all* weather conditions. Goods are carefully protected — even if out in the open for months at a time. Best inside, because it's lightweight, easier to handle, and has exceptional tear resistance. And in various colours including safety colour for night-driving — yellow. Nylex 'Vynaprufe'

won't rot or mildew. Is impervious to oil, grease and fertilisers. Is waterproof — a wet tarpaulin is never a problem. You just fold it and stow away. Nylex 'Vynaprufe' RV150. Best protection a man can get!

See for yourself. Fill in this coupon. We'll send you samples. Right away.

TO: Export Division NYLEX CORPORATION LIMITED,
165 Cremorne Street, Richmond, Melbourne, Victoria, Australia.

Please forward brochure and samples of 'Vynaprufe' RV150 for
use as _____

Name: _____

Company: _____

Address: _____

● Former PIM assistant editor Robert Langdon is these days with the Australian National University, Canberra, where he has established the Pacific Manuscripts Bureau at the Research School of Pacific Studies. The main purpose of the bureau is to track down unpublished documents of value concerning the Pacific Islands and to obtain copies of them on microfilm for four world libraries specialising in Pacific research. The four libraries are the National Libraries of Australia and New Zealand; the Mitchell Library, Sydney; and the Library of the University of Hawaii, Honolulu. Some of the documents that come into the bureau's hands have strange and romantic stories to them. Here is the story of how an. . . .

Apia trader wrote his "wonderful" Islands tales at the urging of R.L.S.

By ROBERT LANGDON

Two evocative and exciting novels about the South Sea Islands, which were written at the suggestion of the celebrated novelist Robert Louis Stevenson, are among a number of unpublished literary items that have been lent to the Pacific Manuscripts Bureau recently for copying.

The two novels are the work of late Harry J. Moors, an American, of Apia, Western Samoa.

Moors died in Samoa in March, 1926, after more than 40 years in the Islands. He was the author of a lovely book of reminiscences entitled *With Stevenson in Samoa* (Boston, 1910).

Moors' book describes how Stevenson urged him to write down some of the "wonderful stories" about his early career that he had related to Stevenson.

The book also tells how, shortly before Stevenson's death in 1894, Moors and Stevenson had planned to go to uninhabited Nassau Island, which Moors owned, so they could do some serious writing, undisturbed.

Leading businessman

Moors was one of the leading businessmen and planters in Apia when Stevenson first arrived there in December, 1889. He was closely associated with the novelist throughout his five-year sojourn in Samoa. Born in Detroit in 1854, Moors went to Samoa in 1875, probably as supercargo of a ship trading out of San Francisco.

After a second visit to Samoa in 1878, he entered the service of the Government of Hawaii (then an independent kingdom) and worked as an agent for the Board of Immigration. In that capacity, he made several voyages to the Marshall and Gilbert Islands to recruit labourers for Hawaii's sugar plantations.

The Marshalls and Gilberts in those days were raw, lawless places, where fierce islanders frequently fought each other, and picturesque and ruffianly European beachcombers were commonplace.

Moors had a number of adventures

in these islands. Then, in 1883, he went to Samoa again, married a part-Samoan girl, and settled down.

In 1884, he established a wholesale and retail business in Apia with one E. A. Grevsmuhl; and two years later, he set up in business on his own account. By the time Stevenson arrived in Apia, Moors was a prosperous man and a leading figure in the local business and planting world.

Having been forewarned of the famous novelist's arrival in Samoa, Moors made a point of meeting him and his entourage—partly, no doubt, with an eye to business—as soon as Stevenson's chartered schooner *Equator* dropped anchor in Apia harbour.

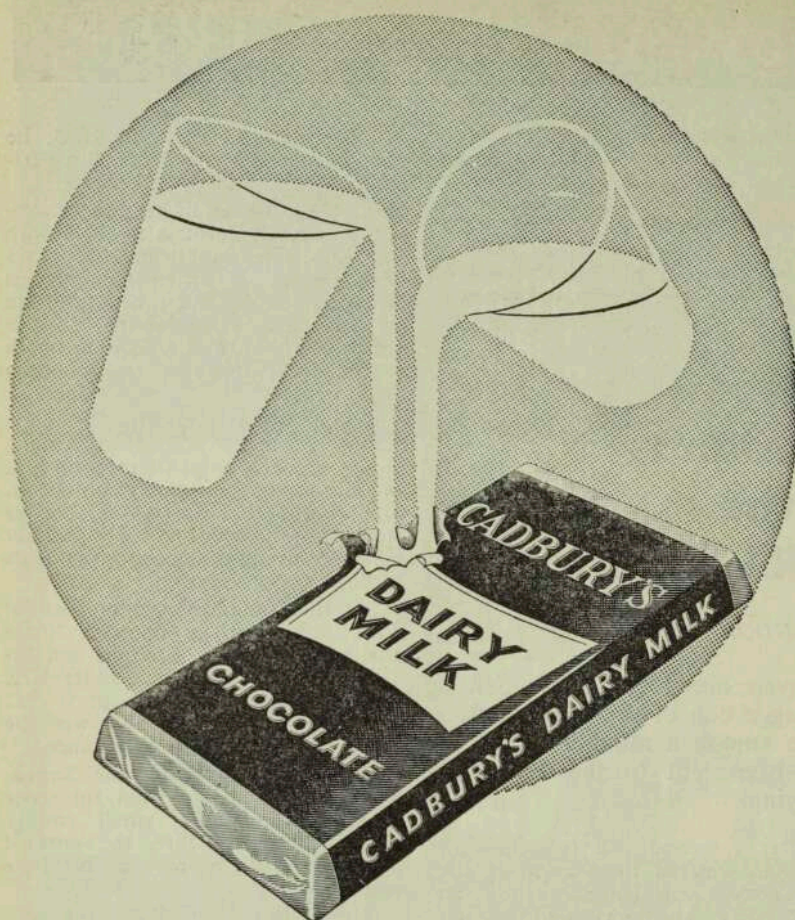
"At that time," Moors recalled in *With Stevenson in Samoa*, "there was but one hotel in Apia, and as it badly needed to be 'under new management,' I invited the party . . . to stay at my house. This was the beginning of a long acquaintance."

Moors said that after the Stevensons had stayed with him for some time, they rented a small cottage nearby; but even then the novelist still spent a large part of his time at his house.

"Often during the fine evenings," Moors wrote, "he would sit on my balcony facing the moonlit sea; and he would relate in his most engaging way some of his experiences and adventures to eastward in the Marquesas and Tahiti groups, and then carry me with him in a dissertation on the wildly savage Gilberts. I was familiar with all the different islands, and having visited them much earlier than he had, I was able to point out how conditions had been

R. L. Stevenson and family in Samoa at the time H. J. Moors knew him.





When you buy chocolate
always say — 'I want Cadbury's'

Nothing else has got that Cadbury's taste because there is a glass-and-a-half of pure, fresh, full-cream milk in every half-pound of Cadbury's Dairy Milk Chocolate. Look for the famous purple and gold wrapper.

CADBURY'S DAIRY MILK CHOCOLATE

— the biggest selling block chocolate in Australia

MOB/16/7

They talked to one another—man to man

modified by the arrival of white settlers . . ."

Moors recorded that when the Stevensons decided to make their home in Samoa, RLS approached him to look out for a suitable property. Moors arranged for the novelist to inspect a number of properties, among which was Vailima, an estate behind Apia of 400 acres. Stevenson bought it for \$4,000.

The novelist and his family then went off on a voyage to Sydney, leaving Moors to supervise the construction of a temporary house for them at Vailima, pending the erection of a permanent one.

On their return, Stevenson again spent much of his time in Moors' house, where he wrote *A Footnote to History*, an account of Samoan political troubles over the previous eight years.

One of Stevenson's biographers, Elsie Noble Caldwell, has recorded that Stevenson became less friendly with Moors as time went on because Moors overcharged him "in nearly all his dealings".

However, Moors' own account gives the impression that great cordiality always reigned between them; that Moors had the privilege of reading most of Stevenson's Samoan works in manuscript; and that he and Stevenson spent many hours discussing the novelist's literary projects.

Frank discussions

On such occasions, Moors wrote "all reserve was thrown aside; we talked to each other as man to man and friend to friend".

It was in one of these frank discussions, about the end of 1893, that Stevenson suggested that Moors should try his own hand at authorship.

Moors, who had recently returned from the World's Fair in Chicago, had severely criticised Stevenson over *The Wrecker*, which had just appeared, and which the novelist had written in collaboration with his stepson, Lloyd Osbourne.

Stevenson took Moors' plain speaking in good part, and declared that if he could only get away some where and work undisturbed, he might accomplish something better.

Moors suggested that Stevenson should try Nassau Island, an uninhabited atoll several hundred miles east of Samoa, which Stevenson had

visited in the *Janet Nichol* in 1890. Moors had recently bought the atoll from a fellow-American for \$4,000.

At the mention of Nassau, Stevenson declared brightly that it was "the very thing". "We will go down there together," he said, "and I'll see that you write down some of those wonderful stories you have told me, of your early experiences among the islands. You can do it, Moors—do it admirably, I'm sure—and I'll help you over all the rough places. In return, you will be able to help me in many ways".

Moors recorded that although he had never written anything apart from "a scattering lot of political documents," he readily consented to make an effort in the direction indicated, although he scarcely meant his promise to be taken seriously.

Not long afterwards, he went to Nassau and set a party of islanders to work clearing away vegetation, planting coconuts, and otherwise improving the atoll's 350 acres.

On Moors' return to Apia, Stevenson took a lively interest in his account of the work at Nassau, and the pair drank "a quiet toast" to their future happiness in Elysian fields".

However, the Moors-Stevenson literary partnership on Nassau was not destined to eventuate, for Moors went off on another business trip to the United States, and while he was there, Stevenson died.

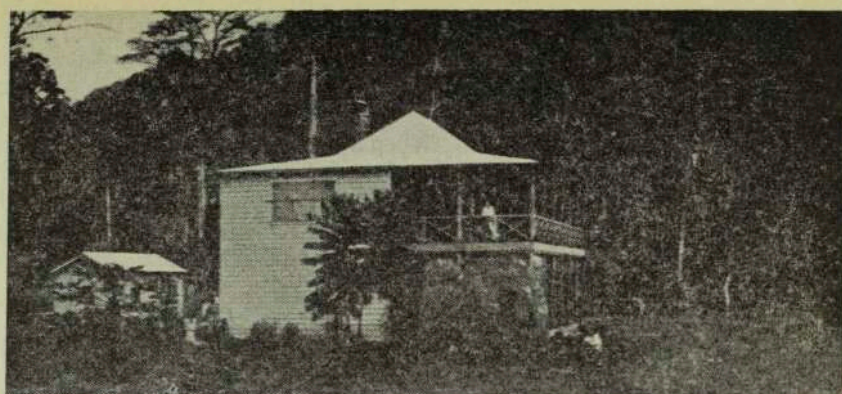
Shattered

"All our plans were shattered in an instant," Moors wrote quaintly. But Stevenson's words of encouragement to him were not forgotten; and eventually he began writing the story of his early islands career in the form of a novel. It turned out that he had so much material that he wrote two novels.

One he called *The Tokanoa: A Plain Tale of Some Strange Adventures in the Gilberts*. The other was entitled *Tapu: A Tale of Adventure in the South Seas*. Both tales were allegedly compiled "from the diary of John T. Bradley, labor agent".

For *Tapu*, Moors got an old friend, Arthur Mahaffy, a brilliant British colonial administrator in the Pacific, to write a preface, Mahaffy, who had then spent 15 years in the South Seas, said that *Tapu* was "a most wonderful book", of remarkable accuracy, and quite surprising detail and local colour.

"As I read the book," he went on, "the glare of the equatorial sun on the snow-white coral beaches, the deep shade of the dim *maniapa* or



Vailima, as it was when RLS owned it. The author is standing on the balcony. Harry Moors helped him find the land on which to build. Today Vailima is the official residence of Samoa's Head of State.

'speak house,' the wonderful virtuosity of the *ruia* or Gilbert Island dance, all of these and many other features of Island life came back to me."

Mahaffy was similarly generous in his praise for other aspects of *Tapu*, and wound up with the remark that Moors probably knew more about the South Seas than anyone living.

Had *Tapu* been published, and had it taken the public's fancy in the same way as it took Mahaffy's, it would clearly have been a bestseller.



Stevenson and Moors spent long hours discussing the Gilberts—which they both knew well. Many years later this picture was taken of Te Kop, of Abemama, whom RLS had considered to be "the handsomest man on Abemama".

However, for some reason—possibly because Moors' business ventures in the islands had made him independent of the proceeds of literary endeavours—neither *Tapu* nor *The Tokanoa* got beyond the typescript stage.

The typescripts were still among Moors' papers when he died in 1926, and they have remained in his family ever since.

Wondering

About a year ago, one of Moors' daughters, Mrs. Priscilla Munsch, of Manila, Philippines, happened to look through the novels, and, wondering whether they might yet be publishable, she sent them to a Suva friend, the Venerable C. W. Whonsbon-Aston, to see if he could do anything with them.

Archdeacon Whonsbon-Aston sought the advice of Mr. Stuart Inder, editor of the *Pacific Islands Monthly*. Mr. Inder suggested that, regardless of whether a publisher might be found, Mrs. Munsch should ensure that the novels were preserved for study by Pacific scholars by allowing the Pacific Manuscripts Bureau to make microfilm copies of them for deposit in the four Pacific research libraries.

Now a chance

Mrs. Munsch agreed to this suggestion. She also gave the Bureau permission to allow the Department of Pacific History at the Australian National University to seek a publisher for her father's work. Thus, there is now a chance that the two novels will yet achieve the dignity of print, and that Robert Louis Stevenson's faith in her father's literary ability will be justified after three-quarters of a century.

● Dr. David Lewis, a New Zealand medical practitioner and yachtsman, has recently taken up a research fellowship at the Australian National University, Canberra, to study the star navigation techniques of the Pacific Islanders in the context of Pacific history. He was sailing around the world with his family when he learned of his appointment, and he made a hurried trip from England in his 39 ft gaff ketch "Isbjorn" to take the appointment up. En route, the Lewises—Dr. David, his wife Fiona, 19-year-old son Barry, and daughters Vicky, 6, and Susie, 5—called at isolated Penrhyn Island in the Cook Group. Here (which the natives call Tongareva) they found that . . .

AT PENRHYN, PEARLS ARE WHERE YOU FIND THEM

By DAVID LEWIS

We reached Tongareva after a leisurely voyage of 1,100 miles from Nukuhiva, Marquesas Islands.

At 9 a.m. one day in August, the tops of coconut palms came abruptly over the horizon 10 miles ahead.

Eagerness to enter Tongareva's lagoon was tempered by prudence. The passage through the reef being to windward, we laboriously dismantled the steadying canvas and hoisted staysail and gaff mainsail to forestall any such untoward event as engine failure.

But all went well.

Our 30-year-old Kelvin diesel drove us steadily through Taruia Pass, stemming the swirling outflow. Isolated coral patches that studded the lagoon were easily picked out from the ratlines and avoided.

Twelve and a half days out from Nukuhiva the anchor went down in eight fathoms off the village of Omoka.

Jostling

"Kiaorana!" came the familiar greeting, as Resident Agent and the doctor (both Cook Islanders) came on board, while the yacht was surrounded by a jostling throng of outrigger canoes.

The Resident Agent proved to be Dane Rasmussen, a son of the famous Danish Islands skipper, Captain Viggo Rasmussen, who married a Tongareva girl and spent his last years on that island.

A fair proportion of the atoll's 600 people were children, and it seemed that most of them were accompanying us whenever we went ashore.

Our Pied Piper progress up the village street was repeatedly inter-

rupted by greetings, questions and invitations to visit. Gauguinesque groups of women sitting back on their heels were usually to be seen paring pandanus leaves with knives made out of a crashed wartime B-24 (It also provided material for combs and aluminium watch straps).

Whipped white

The men would be drying copra or working on their semi-open cutters or the lateen rigged asymmetric outrigger canoes whose design had been adopted from the Gilberts years before.

A famous schooner skipper, Philip Wootton, whose mother came from Manihiki, the next island (185 miles

away), had retired to Tongareva where he had been born.

The day he visited us the lagoon was being whipped white by a strong south-easter and *Isbjorn* was tossing so wildly that I feared lest his 8 years might preclude his coming aboard.

I might have saved myself the worry. He strode up to the landing hefting a sack heavy with drinking nuts and sugar cane.

With a hearty "Good day captain here's some *kai* for your *wahine* galley!", he tossed it to me on handed—and I collapsed under the weight.

He went up the yacht's side with more agility than I could muster, and after an interested inspection of our rig, went below for refreshments.

"Pearls? Yes," he told us, "the men still dive for them in the lagoon whenever the price of copra is down. Most shell is in 20 fathoms.

"No, their only gear is a pair of goggles and a stone to carry them down.

Pearls in their oysters

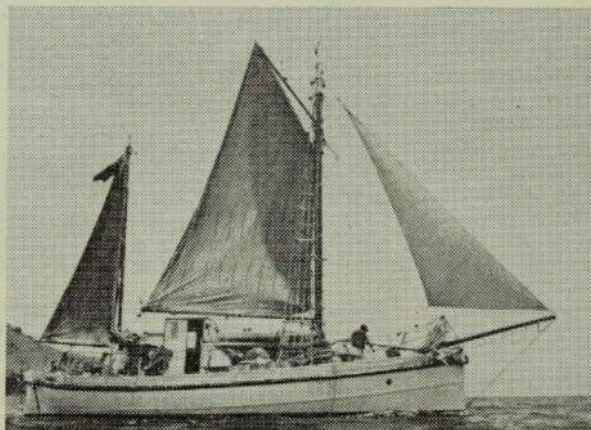
"But there are often pearls in the smaller shallow water pipi oysters."

The rest of his talk was full of fine sailing ships; his memories were clear, though sometimes hard to follow over so great a time span his escape from capture by Felix von Luckner in World War I, being interlarded with reminiscences of the Islands in the Second.

When I returned from rowing him ashore, I noticed a dreamy look in Fiona's eyes.

"Don't be silly, you would have to dive for weeks before finding a single pearl," I asserted, correctly interpreting her thoughts.

Nevertheless, that afternoon found



"Isbjorn" under sail.



our Avon rubber boat tethered to a coral head in the lagoon and our me being divided between care of the bobbing children and swimming down through shoals of brilliant-hued shells to prize out clams and small pearl oysters with marlin spikes.

Back on board, Fiona was preparing the shellfish for supper when she suddenly cried out—and held up a small golden pearl!

Next day, we prepared to continue our voyage towards Australia. Paper-socks were enthusiastically exchanged with the Resident Agent and the doctor.

Chances were nil

"No car magazines, I suppose?" the doctor inquired wistfully, "I know we have only four miles of road, but my patients do enjoy looking at them."

It was not easy to repay all the gifts that were pressed upon us—breadfruit, coconuts, shell necklaces, pandanus mats, a stem of bananas, our hen's and one turtle egg.

The best we could do was to give them cigarettes, one of my books,



Penrhyn Island women plait pandanus leaves.

two gallons of lubricating oil and sweets for the children.

"There are still two hours till the tide turns in the pass," said Fiona tentatively.

"But the chances of finding *another* pearl are literally nil," I protested. "Besides it's a long way to row against this wind. . . ."

I was certainly out of breath by the time we reached a distant coral patch in the Avon, and, to make matters worse, no sooner did we

begin diving than I spotted a white shark with a black tipped fin. Not wishing to alarm Fiona, I said nothing.

Moreover, this type of shark is reputed to be generally harmless.

But a little later when a second and then a third swam by, each bigger than the last, my nerve failed and I told Fiona, urging immediate departure.

"Oh, you mean because of the sharks?" she remarked, reluctantly tossing her string-bag of shell into the Avon. "Yes, I saw them all the time but they didn't seem interested in us."

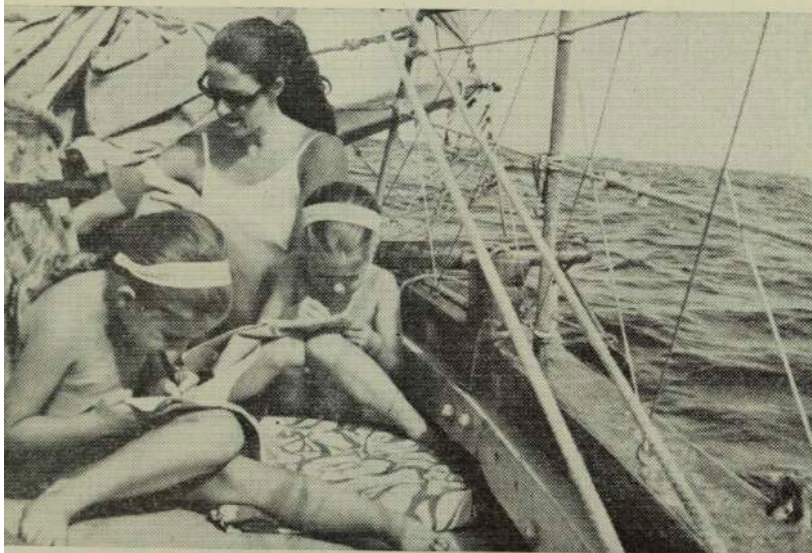
As soon as we began trying to winch in the 18 fathoms of anchor chain to which *Isbjorn* was lying, it became apparent that it was snagged beneath a mushroom head of coral.

By dint of letting out more chain, zig-zagging, and frantically winding in, we managed to clear it after an exhausting hour and motored belatedly to Taruia Pass where we hoisted sail and stood to sea.

Triumphant

That evening we dined on fried coconuts and bananas, boiled breadfruit, and oysters and clams fried in batter. As Fiona was preparing it, there was a triumphant exclamation in the galley.

Feminine logic in the face of mere probability had been vindicated. She had discovered a second pearl!



Boat's in aboard "Isbjorn". Mrs. Fiona Lewis superintends the lessons of six-year-old Vicky (left) and five-year-old Susie.

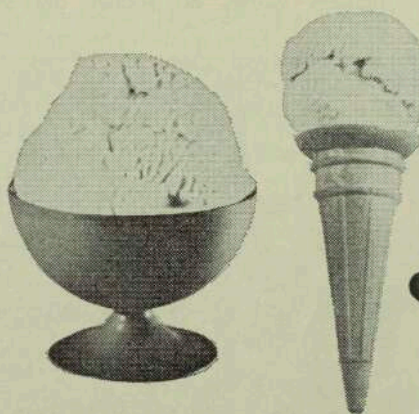


*When the best beer is called for,
New Zealand's favourite lager...* **STEINLAGER**

**GENERAL
FOODS**

QUALITY

...bring you the good things in life!



Tip-Top
ICE CREAM



Good things like creamy smooth Tip Top ice cream. A whole range of flavours in take-home packs, in novelties, and in bulk. Tip Top — another quality General Foods product.

Trade enquiries to General Foods Corporation (N.Z.) Ltd., P.O. Box 722, Auckland, N.Z.

LIFE ON THE BIG POND

One of a series, by BILL DAME

THE RISE AND FALL OF A PACIFIC PASSENGER

Our trans-Pacific luxury liner carries a cross section of society at any given time and it's the cruise director's responsibility to make sure that each passenger enjoys his or her voyage. His job is one of the most sensitive aboard ship. He has to be a quick-witted super-diplomat, since he never knows what kind of new experience he's going to have from day to day.

A veteran cruise director was having coffee one morning with an engineer who was glad that he worked with predictable equipment instead of unpredictable people, and said so to the cruise director in no uncertain terms. But the cruise director stuck up for people. He said: "People are always interesting, and I never know when someone will challenge my control of a situation."

"The closest I ever came to losing control came with dear Della, bless her heart. She was one of those old fashioned ladies from the old school. A cameo pin on her high lace collar, long sleeves trimmed with lace and she always smelled of violets. Soft spoken, delicate and very polite, she had an inner radiance that approached being angelic. We all loved her.

But not Della

"Well, when the ship dropped anchor in the Bora Bora lagoon the main deck foyer was jammed with excited passengers waiting to board the launches for shore. A few passengers were up on Prom and Boat Decks taking pictures of the island backdrop, and when they came down to go ashore they brought word that dear Della was sitting up on deck under her lifeboat, wearing her life jacket. Naturally, I went right up to see what was the matter.

"I approached her gingerly and asked her what she was doing and why she was wearing a life jacket. She said, 'Oh, don't worry about

me, dear boy. I'm not going ashore. I just want to sit here and look at the pretty island. I've never seen an island before and I wanted to before it's too late, and isn't it beautiful?"

"She turned her face back towards the island and started dabbing at her eyes with her hankie.

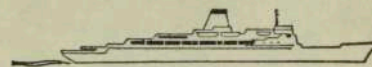
"I was quick to offer solace. I said, 'Yes, it is beautiful. But you'll smile again as soon as you're ashore and smell the flowers and see the people and all the scenery a little closer. Come on; I'll ride in the same launch with you'. I held out my hand to her."

"The islands will sink"

"'Oh, no!' She said, 'I'd rather stay here, thank you, but I do feel that I . . . that I . . . should . . . tell someone what I know, but you'd think I'm foolish if I did. Would you?' She turned those big, troubled, misty blue eyes on me and I just had to ask her what she knew. And this is what she told me:

"I read a book about the Pacific that had a chapter in it about sunken islands, and the author said that just as all islands have risen from the bottom of the sea in past ages, the islands that are out here now can just as surely sink!

"I hope all those people in the boats can swim, and all those poor people who live on the island, but, but, . . . Her voice really wavered and she began to sob as she confessed, 'I can't;'. This really amused the engineer who gave a belly laugh as he got up to leave. "That's what you get



when you work with people!" he said.

"Wait a minute, Greasy Hands; you haven't heard the best part," the cruise director said, and the engineer sat down again. "Dear Della didn't go ashore at Bora Bora, Tahiti, New Zealand or Suva.

"And there was nothing that I could do, or that anyone else could do, that would convince her that the islands wouldn't sink. This is a true story, brother. This is real.

He laughed again

"She was even afraid that the hook would get caught in some underwater cave or around some mammoth boulder which would pull the ship down when the island sank. But she did go ashore at Sydney because Australia's a continent.

"She was perfectly happy and relaxed at sea. It was only when we were anchored in some lagoon or tied up at a wharf that she got uneasy and either wore or carried her life jacket."

The engineer laughed again and made to leave, but the cruise director said: "The best is yet to come," and the engineer sat down again.

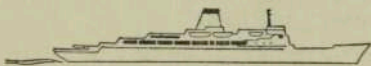
Her senator told her

"She was the first one off the ship at Honolulu," the cruise director said with a satisfied smile.

The engineer looked blankly at him in silence for a moment, then asked, "What made her change her mind? Surely she knew that Honolulu's on an island, didn't she?"

"She did, indeed," the cruise director replied. "But she had written a letter to her senator before she left home and asked if Hawaii was safe to visit and he had answered that it was. She showed me the letter when I congratulated her on the dock!"

The engineer left the officers' mess for his predictable engines, still shaking his head.





Nothing
can tempt
you away...
once you
experience
the unique
flavour and
distinctive
aroma of
ERINMORE

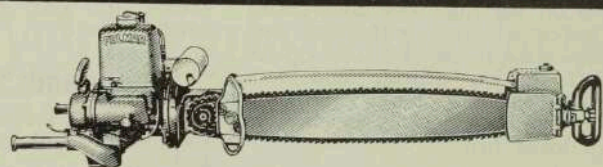
IMPORTED
FINE
TOBACCS
SINCE 1810

MURRAY'S
ERINMORE
MIXTURE

MURRAY'S
ERINMORE
FLAKE

MURRAY'S OF BELFAST
NORTHERN IRELAND

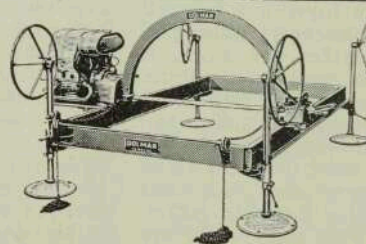
Felling, cutting,
parting, carpentering
DOLMAR
solves your problems



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 557
Kieta	— P.O. Box
Wewak	— P.O. Box 178
Honlara	— P.O. Box C5
Apia	— P.O. Box 47
Sydney	— G.P.O. Box 5027, 2001



Ripping Saw Type S 150/200 C

DOLMAR

Hamburg/Germany

For big trunks of tropical hard
wood with diameter up to 80"

Norfolk Island was well up in the news 20 years ago. Prosperity for the "Little Island" could be on the way, PIM said. The Australian Government had undertaken to build a £120,000 hotel near the south-western section of the airport (it never did) and also start a regular cargo service with the "Dongarra" (2,500 tons), then under construction in Australia. Burns Philp had, of course, been running ships to Norfolk for many years, but in 1948 only the old steamer "Morinda" was making regular calls at Norfolk—and then only once every three months.

OTHER items in PIM for November, 1948, included.

THE newly-formed South Pacific Commission held its second session in Sydney in October. Secretary General was Mr. W. D. Forsyth, now an Australian Ambassador in the Middle East, and his deputy was Mr. H. E. Maude, now with the School of Pacific History, Australian National University, Canberra.

PAPUA'S fruitless oil search was in full swing and the Australasian Petroleum Company was busily sinking a well at Oro, 60 miles northwest of Port Moresby. Nearly 400 Europeans and 2,500 Papuan labourers were involved.

NATIONS were debating Australian and New Zealand trusteeship control of New Guinea and Western Samoa in the United Nations. New Zealand was being praised for its administration of Samoa, but Australia was being blasted, by Russia, for its operations in New Guinea. The Russians said that Australians in NG were stealing native lands and depriving NG of adequate health services.

THE New Zealand vessel *Matai* was a most welcome sight in Luganville, Santo, New Hebrides, in mid-October when she arrived with her holds filled with NZ beer. The island had a shortage of beer "adding up to years," PIM reported.

THE old Island trader was a thing of the past in the Gilbert and Ellice Islands, said a visitor to Tarawa, administrative centre of the islands. All business

Yesterday

was being handled by native co-operatives. Lovers of the old South Seas viewed this news with regret because in the 1800's and early 1900's the GEIC boasted many of the South Pacific's most bizarre and colorful trading characters.

LONDON-BORN Frederick Cuthbert, who made a fortune of over £100,000 in the 1930's through his big shareholdings in New Misima Gold Mines Ltd., and Cuthberts Misima Goldmine Ltd., died in Brisbane, aged 92. A bachelor, "Freddie" made and lost two mining fortunes in Queensland before he started mining Misima Island, Papua, in 1929—while in his seventies. In the early 1930's on extraordinarily rich extractions of gold, his New Misima company was paying dividends of 120 per cent. When he died (as a result of a fall) he was worth at least £250,000.

HAROLD GATTY, pioneer Pacific aviator and chairman of South Seas Marine Products Ltd., announced plans to set up a tuna industry which would be based at Suva with all catches to be sent to Pago Pago, American Samoa, for canning before they were exported to the US. SSMP was to be a Suva-registered company with British and American shareholders, Mr. Gatty said. (The firm was not a success).

THE Free Church of Tonga had acquired a sleek, 80 ft schooner, *Caroline*, for maintaining operations among the numerous mission stations in the Tongan Islands. She was built originally for the British Admiralty and sold to the church for £6,500.

MR. E. J. HALLSTROM (now Sir Edward), Sydney philanthropist and manufacturer of refrigerators, gave £20,000 to the Australian Government to set up a sheep-breeding industry at Nondugl, in the Highlands of NG. Mr. Hallstrom had 500 Romney Marsh sheep flown to Nondugl from Australia.

THERE was a backlog of 100 passengers in Apia waiting for berths to New Zealand because the Union Steam Ship Company vessel *Matua*, withdrawn to NZ in August for her annual survey, was not expected to be back on her normal run until mid-November due to delays in Auckland dockyards. The delays meant more headaches for the USSC and "further exasperation" for the already frustrated Islands traveller, PIM said.

The Rev. Wilfred F. Paton, of the Presbyterian Overseas Mission, retired from the New Hebrides in October, 1948. Picture shows him with his native elders.



Handle them for yourself... new super 8 Kodak Instamatic Movie Cameras



Smallest super 8 cameras yet — so small they fit in the palm of your hand. In three smart models — M12, M14 and M18 — all inexpensively priced.

Super 8 movies have never been so easy — or so handy. All you do is drop in the film cartridge, aim the camera and press the button. You get brilliantly clear and sharp movies because the picture area is 50% larger than standard 8mm movies. Even a child can take good movies with a Kodak Instamatic Movie Camera.

From Kodak dealers throughout the Islands.

KODAK (Australasia) PTY. LTD.
379-381 George Street, Sydney.

Kodak
K1084

BOOK REVIEWS



Parer: The bloke with the eccentric aeroplanes

Most pre-World War II residents of New Guinea knew Ray Parer as the bloke with the claim next door; as a drinking mate; or the owner of sometimes eccentric aeroplanes. Most knew, too, something of his pre-New Guinea days and his famous flight, with John McIntosh, from England to Australia in 1920.

A new book, *Battling Parer*, by Englishman John Godwin, gives the story of the Parer-McIntosh effort to win the £10,000 offered by the Australian Government for a flight from England to Australia; the later Parer-Hemsworth attempt in the Melbourne Centenary Race, of 1934. In neither race was Parer and partner successful but in both, some record of record was put up for improvisation and endurance.

Off-the-beam

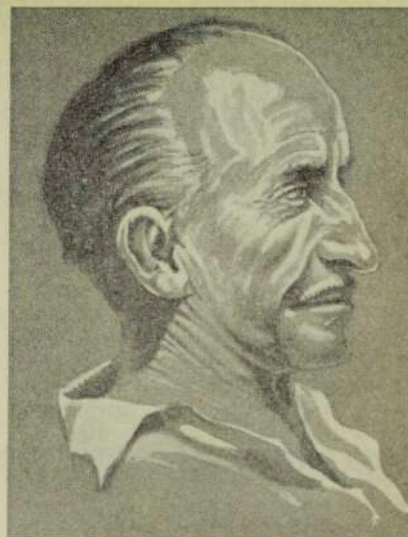
A small part of the book deals with Parer's life in New Guinea—which lasted from the late 1920's until he left there in 1961 for good. This section is mainly superfluous and occasionally off-the-beam. For example, the wrecked Bristol fighter was not at the bottom of an airstrip while Ray Parer was

flying. Bristol freighters did not come into use until after the war and this one was wrecked a few years after. It was being flown around the world for its makers during a sales campaign and, in Wau, parked on the sloping airstrip and without anyone in attendance, rolled downhill to crash in a coffee plantation.

But everyone who knew Ray personally, and a great many who are simply interested in aviation, will find the account of the two UK-Australia "races" in which he took part of absorbing interest.

In both cases his plane was out of the race almost before it started, but he carried on against what seemed like impossible odds because he seemed incapable of quitting.

When he decided to take part in the 1920 race, neither he nor John McIntosh, who was not an airman



Ray Parer as Brett Hilder saw him in later years.

but a Lieutenant in the AIF, had been discharged from the services, and the first part of their incredible journey included some cloak-and-dagger stuff when they imagined that they had to keep out of the sight of the Army and Air Force authorities.

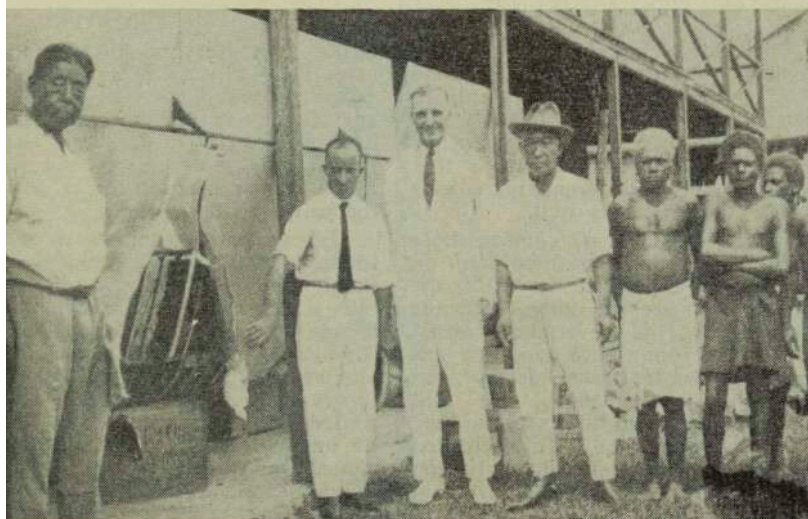
But this typical Parer antic was only part of their troubles. To begin with, they had no money to buy a plane. This was eventually overcome, with the help of Peter Dawson, a whisky millionaire who "liked Australians", and they purchased a war-disposals DH9, which had originally been built as a day-bomber. Its greatest asset was a range of 500 miles—a range that was necessary if they were to cross the last hurdle of the 12,000-mile journey—the Timor Sea between Timor and Darwin.

Hazards

But except on that one vital occasion, the DH9 rarely flew for more than a fraction of 500 miles without experiencing engine or radiator trouble; or being forced to land because of weather or other hazards.

Their first hop, after leaving Hounslow at 10.30 am on January 8, 1920, was typical. They had scarcely crossed the French coast when they were enveloped in cloud and were finally forced to land in a ploughed field.

A tyre blew out, a wheel was twisted beyond repair and Parer ended by borrowing a horse and dray from a farmer, drove 15 miles to the nearest railway station, took



smashed wing in this picture prevented Ray Parer and Charles Lexius-Burlington (to Parer's right) from being the first airmen on the Edie Creek Goldfields.

Most other men would have quit

a train to Paris and at Le Bourget got a replacement wheel.

Three days later they took off from the ploughed field and reached Le Bourget, where they were to refuel. The weather closed in, they went sight-seeing for three days until it cleared. They then found a fault in a petrol-pump. It was January 17 before they left Paris.

Fog came again and they were forced to land eight miles from Lyon, where they spent two days again repairing the petrol-pump and a crack in the exhaust pipe.

And so it went on. They had another forced landing in the Syrian Desert (stalled engine). In Calcutta they stayed two weeks and, with the help and guidance of an ex-Indian Army Major, made £2,000 stunting over the city and dropping leaflets advertising Lipton's tea, Shell petrol and Firestone tyres.

On April 1 they left India and flew into Burma. Over Moulmein the engine cut out and rather than land in a crowd of people who had come to see their arrival, Parer deliberately crashed the plane.

It was almost a write-off. They were there seven weeks while the plane was virtually rebuilt and while they pondered the sense of going on. Both reached a low point of despondency at this stage.

Typical

Most other men would have quit right there. But as repairs progressed, their spirits, which were never dampened for long, rose. In mid-June they were in Singapore, but not till August 2 were they poised in Timor, ready to tackle the last hop across the sea to Darwin. Crashes, oiled-up plugs, engine failures, leaky radiators, weather, all had continued to play a part in never-ending chapters of accidents.

They landed in Australia at 6.25 pm on August 2, 1920—six months and 25 days out of Hounslow. It was typical that they were hours overdue on this last leg of the journey and that the petrol-tanks were bone dry on landing. The winners took 29 days.

Throughout the long months of effort, Parer had landed on open fields, paddocks, golf courses, polo grounds and, once, on a shingle island in the middle of the Irrawaddy. Only occasionally on aerodromes—one reason being that, in those days, there were few con-

structed airfields outside Europe and the US.

Fourteen years later, the 1934 Melbourne Centenary air race was, in some respects, Parer history repeating itself. His friends on Morobe goldfield contributed to the cost of the effort but the plane purchased was again an ex-Air Force job—a Fairey Fox machine that had originally served with RAF bomber squadrons. Although aircraft were now growing in sophistication this one, with modifications, cost less than half of the DH9 of 1920. Parer perhaps, should have been forewarned by that fact alone.

On this occasion he had as a running-mate a young pilot, Godfrey Hemsworth, who had worked for Parer's NG air-freighting company. But the results were little different. Before the Fairey Fox was half way across the Channel, on October 20, the engine began to backfire and they had a forced landing in a field near Boulogne. They

made two attempts to reach Paris before succeeding. As they got going again they heard that Scott and Campbell-Black had already reached Australia and won the race.

In spite of this they decided to carry on and finally reached Melbourne (after being reported missing twice), on February 13, 1935. With an elapsed time of less than four months, Parer had beaten his own 1920 record handsomely. (The winners took two days, 22 hours, 5 mins.)

Mr. Godwin's story of Parer is a straightforward account without any literary gimmicks. He manages to hold interest throughout the narrative.

Extravanzas

Only slightly less extraordinary than the Parer flying extravaganza is the fact that his biographer should turn out to be a middle-aged Englishman, headmaster of a primary school in Lincolnshire, who knows nothing about New Guinea at first hand, has never been a pilot and

PEOPLE AND THEIR EMOTIONS IN THE NEW HEBRIDES (OR SOMEWHERE)

Although the action in *A Boat Load of Home Folk*, by Australian novelist Thea Astley, appears to take place in the New Hebrides, readers shouldn't be fooled. The novel is about people and emotions and not about places.

The New Hebrides supplies a convenient port for the home-folk to visit; a compliant native youth to partner the homosexual priest; and a hurricane at the psychological moment. Otherwise any place that could supply these same ingredients would have done as well.

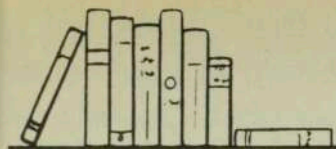
Father Lake is, of course, shore based; his aberration discovered on the eve of arrival of the *Malekula*. On the ship are the other characters—Stevenson, the government agent, returning from leave and to his mistress; two frustrated elderly spinsters, one sentimental, one still actively optimistic; womanising Gerald Seabrook and his disenchanted wife; and the captain who carries on a running battle with the government agent.

The emotions of all Thea Astley characters are always several sizes

larger than life and these are no exception. Given heat treatment exotic surroundings, an impending and finally actual hurricane, they develop to lethal size and finally destroy their owners as surely as *Malekula* spits herself on a reef at the height of the storm.

This writer's prose always seems to be achieved with a scalpel rather than by normal means, and it is a tale with small comfort in it. No happy endings; no softening round the edges. Instead, black, soul-searching, men with cancerous lumps and sex problems and women fretted by their inadequacies. Devoid of humour but with plenty of the comedy of human absurdity. Nonetheless, excellent in its own peculiar way.—JT.

(A BOAT LOAD OF HOME FOLK. Published by Angus and Robertson. \$3.25.)



parently, never met his subject. In recent years Australian writers have not done New Guinea to justice; none thought it worthwhile to write a book about Ray Parer. We are indebted to someone 12,000 miles away for doing just that.

The book does, however, deserve a better title than it's got. A battler, in the Australian context, usually conjures up a vision of a man with 17 kids, who had gone through Depression and been evicted three times from his farm, ending up broken in spirit, in an Old Men's home, very sorry for himself.

Whatever Ray Parer was, he was not sorry for himself. He made a great deal of money at times and he lost it again, it was not because of Depressions but because he never cared enough about business.

He was the greatest of all improvisers in the days when planes were put together with string and wing-gum. Some of his most extraordinary exploits resulted from his own shortcomings, such as having left his tool-kit in the hangar.

If he had not had to spend so much of his time and determination putting out of his own scrapes, then he probably would have ended up as president of an international airline. But if he had, then he wouldn't have been New Guinea's Ray Parer. *Territorian tru.*—J.T.

BATTLING PARER. Published by Sydney Ltd. \$3.75.)

SYDNEY publishers Angus and Robertson deserve thanks for now recognising the real value of Gavin Souter's descriptions of Sydney which they interleaved with a wishy-washy collection of photographs in 1965 and released under the title of *Sydney*. They have relished the prose in its own right, decorated with a number of George Souter's sketches, in a more compact format, retitled *Sydney Observed* (1975). This, now, is a book for giving as well as for giving; a book that comes off the coffee table and to the bedside table, where it will be better appreciated for what it is—a brilliant mosaic of the South Pacific's largest city. For the Sydney, from the pen of a real newsreader, you need go no further.

VALUABLE BIBLIOGRAPHY ON NG

MORE than 10,000 references to literature on Papua-New Guinea and West Irian, published in many countries and several languages over a period of more than a century, are contained in a three-volume *Ethnographic Bibliography of New Guinea*, just published by the Department of Anthropology and Sociology at the Australian National University, Canberra.

The references are to books and articles on "traditional and changing

indigenous cultures of this region"—but the compilers make that phrase cover an unexpected variety of material, such as contemporary reports on various Budget sessions of the New Guinea legislature, the development of political parties, the escape of Australian civilians from wartime New Guinea, an article on Papua's "Nick the Greek", a reference to John Hunter's *Historical Journal of the Transactions at Port Jackson* of 1793, a *National*



ALBURY

GRAMMAR SCHOOL

New South Wales, AUSTRALIA

announces that
it has a limited number of vacancies for
OVERSEAS STUDENTS
in both Primary and Secondary Grades

Established in 1866, Albury Grammar School is a Presbyterian Boarding and Day School catering for boys of all denominations from 6 to 19 years, it offers a first-class education, preparing students for matriculation to all Australian Universities. In addition it has specialist courses in Agricultural Science and Farm Management. The School's spacious grounds are ideally situated in Albury, on the banks of the Murray River, midway between Sydney and Melbourne.

Enrolments for February 1969 are now being received

Enquiries will be welcomed by

The Headmaster,
Albury Grammar School,
Albury, N.S.W. 2640
AUSTRALIA.

Geographic picture series of 1927, an article by Governor im Thurn, of Fiji, in the *Geographic Journal* of 1915 on "European Influence on the Pacific, 1513-1914", etc., etc.

No research student would complain at the size of the net cast. This is a rich catch; a wealth of pointers to unexpected sources. The bibliography is particularly strong on articles and is worth having for these alone.

There is an author index, a proper names index and a district index (the districts being the administra-

tive districts of P-NG), and the compilation is so well done that it would be difficult not to find what you were looking for.

The printing is clear and the price (\$12 for the three volumes) excellent value. Publishers are the ANU Press, Canberra.

● *Sea Quest*, by yachtie Charles A. Borden, certainly lives up to its sub-title, "Small Craft Adventures from Magellan to Chichester". There are literally hundreds of fascinating anecdotes from all over the world

about cruising yachtsmen and their yachts—and cruises through the South Pacific get a particularly good run.

Many people who have made names for themselves at sea are in this book—people such as Captain Slocum, Alain Gerbault, Robert Frisbie, Herman Melville, Al and Majorie Petersen, Miles Smeeton and Eric De Bisschop.

Dozens of the yachts mentioned in *Quest* have filtered through *PIM*. Cruising Yachting pages in recent years, and names like *Awahnee I*, *Dove*, *Firecrest*, *Golden Hind*, *Highlight*, *Jellicle*, *Kon-Tiki*, *Nar Sang*, *Rehu Moana*, *Sea Wanderer*, *Stella Maris*, *Stornaway*, *Tangaroa* and *Wanderer III* will be familiar to regular readers.

Borden has included the sailing feats of the early Polynesians, Micronesians, Vikings, European explorers and some of the present-day raft and tiny-craft sailors.

And the famous Dr. Earl Reynolds case is covered. Yachting enthusiasts will remember that Dr. Reynolds was found guilty in Honolulu of entering, in his ketch *Phoenix*, an area of Micronesia "forbidden" by the United States.



ALL SOULS' SCHOOL

Charters Towers, North Queensland

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

Under the control of the Brotherhood of St. Barnabas.

Individual attention: classes average 25.

Modern brick classrooms opened 1964, Science Block 1965, Dining Hall 1967.

Spacious grounds: 5 ovals, 4 tennis courts, gymnasium and swimming pool.

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

Particulars may be had from the Headmaster.

Br. M. A. P. Mattingley, M.A. (Tas.), Dip.Inst.Ed. (Lond.), M.A.C.E.

First Term begins 28th January, 1969; boarders return by 27th.

Complete—on the spot— printing and stationery service

- All Types Commercial Job Printing and Paper Ruling
- Stationery Requirements • Rubber Stamp Suppliers
- Mail Orders Invited.

**PN
PG**

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

P.O. Box 633,
Port Moresby

Cables & Telegrams:
Printer Port Moresby

THIS MONTH'S PAPERBACK THRILLER

Francis Clifford is a master story-teller when it comes to fast-moving thriller fare yet "Act of Mercy" manages to maintain reality in an unreal situation.

Well written, with no sex dragged in just for the sake of sex, it keeps the reader in a high state of excitement until the last page.

Tom Jordan is employed by a British company as manager of a sugar plantation in a South American state. The peace of his life and that of his young wife is shattered when the country erupts with another revolution and they find the ex-President ill and hiding in the bushes in their front garden.

Their first impulse is to aid the sick man but before the end of the day Jordan and his wife, as well as the deposed President, are being hunted as savagely as wild animals. Most of the action takes place when they try to escape over the mountains into the next country.

(ACT OF MERCY. Hodder. 80c.)

NOSTALGIA FOR CAR LOVERS

Islands auto enthusiasts of sufficient vintage to recall the glamour of names such as Hispano Suiza, de Dion-Bouton, Alvis, Auburn, etc., will experience nostalgia from *Cars In Colour*.

Eighty cars of "personality" are presented on pages of full colour, with brief technical and general details on the facing pages. These notes and the lengthy foreword (which reads like an art show description) are written by UK motoring journalist Michael Sedgwick.

Although mainly concerned with "specialist" and sports/racing cars, about two-thirds of the book is taken up with veteran and vintage models. The selection of post-1945 cars is sketchy and despite the fact that many superb machines have appeared in recent years, the latest model included is a run-of-the-mill 1961 MG A roadster.

But the pictures are good and all the machines shown are interesting — even to younger motorists. Everything considered, it's worth a place on the car enthusiast's bookshelf, and at the price, is good value for money.—JM.

(CARS IN COLOUR. Angus & Robertson. \$4.95.)

mic Energy Commission. He fight this and won. author Borden's massive list of knowledgements will give readers the idea of the painstaking research went into preparing this book—arch that will place *Sea Quest* the shelves of almost every cruising yachting's bookcase, and find a e in the homes of anyone who a taste for sea yarns.—K.McG.

EA QUEST. Published by Robert Hale ted. \$5.65.)

The biography of Jack Hides, Papua, *The Outside Man*, is cted to be released any day by adowne Press. It's by New eea's Jim Sinclair, of Goroka, an side man" himself, who is ently working on his third book, the P-NG Constabulary up to period of World War II. His book was the autobiographical *and the Ranges*. Jim reports he appy with the presentation of *Outside Man*, which is a large at with plenty of pictures.

The only book telling the vivid history of Tahiti from its discovery to the present day

Robert Langdon's

TAHITI: ISLAND OF LOVE

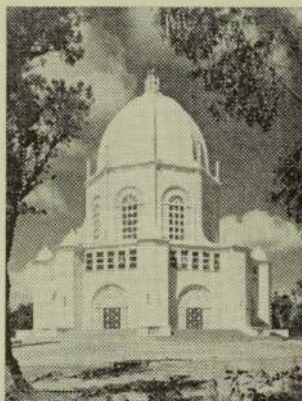
PRICE: SOFT COVER; Australia and P.N.G., \$1.95 Aust., plus 25c posted; Pacific Islands and overseas countries, \$1.95 Aust., plus 33c posted; U.S.A. \$2.75 U.S. posted.

HARD COVER; Australia and P.N.G., \$3.30 Aust., plus 25c posted; Pacific Islands and overseas countries, \$3.30 Aust., plus 35c posted; U.S.A. \$4.15 U.S. posted.

Available from:

PACIFIC PUBLICATIONS PTY. LTD..

29 Alberta Street, Sydney, N.S.W. 2000, Australia.
(Postal address: Box 3408, G.P.O., Sydney, N.S.W., 2001, Australia.)



Baha'i Temple,
Mona Vale Road,
Ingleside,
Sydney.

THE BAHA'I FAITH

(New Testament Ref: Rev. 21: 1-5)

"As the body of man needeth a garment to clothe it, so the body of mankind must needs be adorned with the mantle of justice and wisdom. Its robe is the Revelation vouchsafed unto it by God. Whenever this robe hath fulfilled its purpose, the Almighty will assuredly renew it."

(Gleanings from the Writings of Baha'u'llah, pp. 80-81)

ENQUIRIES ABOUT THE BAHA'I FAITH CAN BE MADE TO:

- National Spiritual Assembly of the Baha'is of the Hawaiian Islands, 3264 Allan Place, Honolulu, Hawaii, 96817.
- National Spiritual Assembly of the Baha'is of New Zealand, P.O. Box 1906, Auckland, New Zealand.
- National Spiritual Assembly of the Baha'is of the South Pacific Ocean, P.O. Box 639, Suva, Fiji Islands.
- National Spiritual Assembly of the Baha'is of the South West Pacific Ocean, P.O. Box 26, Honiara, Guadalcanal, British Solomon Islands.
- National Spiritual Assembly of the Baha'is of the Gilbert and Ellice Islands, Bikenibeu, P.O. Tarawa, Gilbert and Ellice Islands.
- National Spiritual Assembly of the Baha'is of Australia Incorporated, 2 Lang Road, Paddington, N.S.W. 2021, Australia.
- The Bismarck Archipelago and New Guinea Baha'i Teaching Committee, P.O. Box 362, Rabaul, T.P.N.G.

IN GOOD COMPANY—

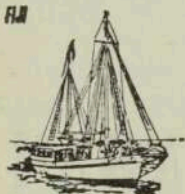
VANCOUVER



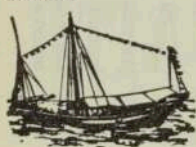
SCOTLAND



FIJI



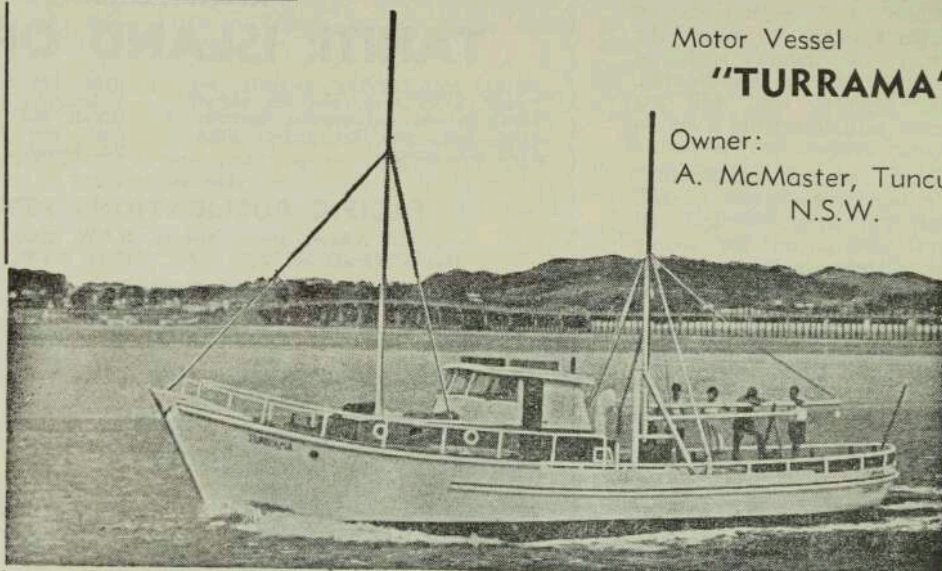
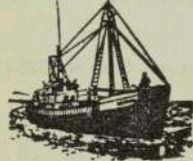
HONG KONG



NETHERLANDS



NOVA SCOTIA



Motor Vessel

"TURRAMA"

Owner:

A. McMaster, Tuncurry
N.S.W.

Well equipped TURRAMA is fitted with the world famous Gardner
6LX Marine Diesel Engine.

GARDNER

In company with fishing craft in waters throughout the world, "TURRAMA" enjoys the economy, reliability and high power-to-weight, power-to-space design of Gardner Marine Diesel Engines. For over 60 years fishing vessels in all waters have been proving the superiority and outstanding performance of Gardner. Engines installed over 30 years age are still performing well in many instances. Models from 28 to 260 B.H.P. offer a range for every size and type of boat. Australia-wide Sales, Service and Technical assistance.

DIESEL POWER

Gardner 6LX marine diesel engines with alternative settings up to 144 B.H.P. can be supplied, depending on application.

Other engines in the Gardner range offer ratings from 28 to 260 B.H.P.—all with the same world-wide record of reliability and long service.

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 & DICKENSON
PTY. LTD.

Telegrams: "FERREOUS", Sydney
SALES SERVICE SPARE PARTS:
Herbert Street, Artarmon, N.S.W., 2064,
Australia
Telephone: 43-1215
POSTAL ADDRESS:
P.O. Box 21, Artarmon, N.S.W., 2064,
Australia

Pacific Shipping And Cruising Yachts

CENTRAL PACIFIC SHIPS ARE AFTER BUSINESS

The Gilbert and Ellice Islands look set to take a bigger share of Central Pacific shipping operations themselves and thus save valuable revenue, and make some good profits.

An aggressive attitude by colony anners could see the GEIC in coming months set up regular shipping links—with Gilbert ships—to Nauru, parts of Micronesia, the Solomons and the New Hebrides.

A northern link to Japan, however, could be the biggest success.

Some of the same pushing that established the Tarawa-Majuro trade link about a year ago with the Wholesale Society's *Moana Raoi* is currently needed to take advantage of the vessels owned directly, or indirectly, by the GEIC Government.

The vessels include the *Ninikoria*, a \$500,000-plus buy which arrived in August, the *Moana Raoi*, the Wholesale Society's smart trader, the *Teraka*, the seamen's training ship which arrived back in Tarawa from Hong Kong on September 1 and is now doing some inter-island work instead of merely "bedding-down" at Tarawa, and the four smaller tourers *Vanga*, *Temaui*, *Tautunu* and *Bakea*.

Successful trip

Moana Raoi has now made her second successful trip to Sydney. She carried 400 tons of top-quality sun-dried copra each time. A day's run on her Tarawa-Sydney route could see her additional stops at New Caledonia or the New Hebrides, the northern Solomons, Nauru or Ocean Island.

The 997-ton *Ninikoria*, which can carry up to 150 deck and cabin passengers, has been maintaining services to Fiji, has had recruiting trips to the New Hebrides, the Line Islands and regular runs in the GEIC.

To extend operations GEIC is likely to encounter stiff opposition from other shippers. Nauru will get a 6,000-ton ship next year and is anxious to run her own line with Australian ships. Micronesia InterOceanic Inc., based in Saipan, Marianas,

would welcome a link-up with Tarawa or Nauru itself and it will also make efforts to replace GEIC trading links in the Marshalls with its own ships.

Burns Philp and Co. Ltd. and the Karlander Line would not let the *Moana Raoi* into the Solomons or New Hebrides without a fight and Fiji would obviously rather send transshipment cargoes from Suva to Tarawa itself.

But the colony, with the help of the former Wholesale Society manager, Mr. W. J. Kirkby-Jones, has had very great success with its Marshall Islands run and at Majuro, more than any other port, the sight of the *Moana Raoi* is a very happy one to locals.

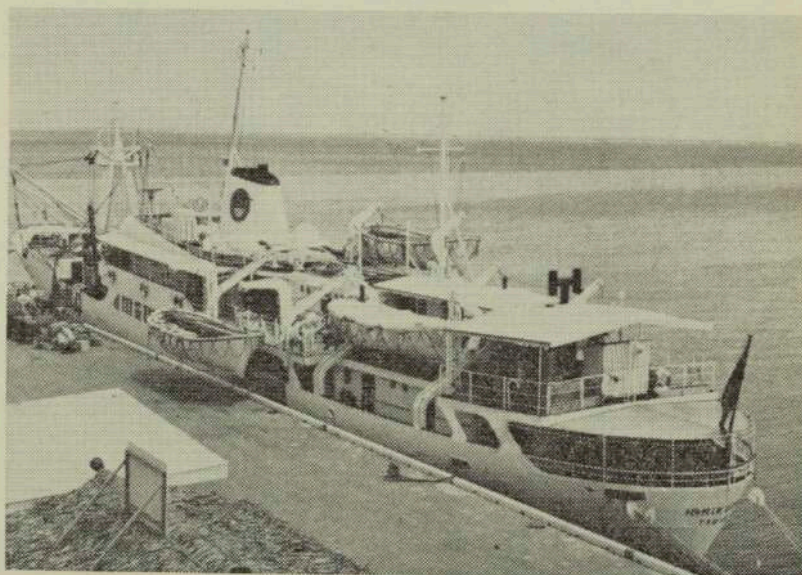
One correspondent at Majuro said

In The News This Month

Alexander Agazziz	Ninikoria
Aoniua	Niuvakai
Atea	Nivanga
Belama	Nomad
Bona Dea	Ohra
Carousin II	Pacific Carrier
Cetacean	Perpetua
Cythera	Que Sera
Daru	Roulette
Dove	Samoa Maru
Fiji Maru	Schnoufi
Gabrielle III	Snoopy
Ilahee	Sugar Crystal
Iris II	Sylvia
Iso	Tabakea
Karen Margrethe	Tally Ho
Kochab	Taranui
Maris	Tatalagu
Maroro	Taurangi
Moana Raoi	Tautunu
Mjojo	Temaui
Mundeamo	Tokai Maru
Nagada	Viking Ahoy
Nexus	Windwagon
Nightingale	Zinas II

in September: "The arrival of the *Moana Raoi* is getting to be an event that one looks forward to. It does mean a profusion of food and trade goods in the local stores".

Another correspondent, Mr.



Proud flagship of the GEIC fleet is the "Ninikoria", which carries up to 150 cabin and deck passengers and will be invaluable as a recruiter and transporter to Ocean Island, Nauru, the Line Islands and the New Hebrides. Her master is Captain E. V. Ward. "Ninikoria" was photographed in Suva.

MILLERS LIMITED

MARINE & GENERAL ENGINEERS

BOILERMAKERS
BOAT-BUILDERS

FOUNDRYMEN
SHIP-REPAIRERS



VESSELS UP TO 500 TONS GROSS CAN BE OVERHAULED AND FITTED OUT AT OUR WHARF. SLIPPING FACILITIES FOR VESSELS UP 1,000 TONS GROSS CAN BE HANDLED AT THE GOVERNMENT SLIPWAY, WHICH IS AVAILABLE TO US.

**Modern Machinery — Largest Work Shops in Colony
Providing Efficient Service**

MILLERS LIMITED

P.O. BOX 296, SUVA, FIJI

a visit to Sydney "Moana Raoi's" Master, Captain P. King (left) talks to Mrs. Cyril Wilson, an Australian Trade Commissioner for the Pacific Islands, and Mr. Noel Cameron, travel manager of the Bank of New South Wales.

Sydney E. Patterson, said many residents of Majuro liked to see the "Moana Raoi" "coast up to our dock, its white majesty filled with goodies from the Marshalls." He added:

"I wonder if there are readers of PIM who are aware that they can travel now from New Zealand, Australia, Fiji and Tarawa with the services that the Wholesale Society has made available through the terminal in Majuro," he said.

"This is merely the beginning of service throughout the islands of Micronesia, and in time may allow us to unite with the Gilberts, possibly a confederation called South East Micronesia."

I proposed this name to the PIM's *Colony Information Notes* when I was in Tarawa last September.

I was informed that even though PIM was looking for a new colony name, this venture with the Marshalls would have too much of a political undertone, but the article was eventually printed, I understand.

Now, with the ships joining us, once again as we used to be before the two world wars, and with the Micronesia route and Fiji Airways route to intersect at Majuro, this particular confederation does not



seem so remote, at least to some of us here in the Marshalls."

(Before 1914, Burns Philp, with small steamers and schooners, maintained calls in the Marshalls, via the GEIC, despite German commercial and government opposition).

Mr. Patterson said the only real difference between the Marshallese and Gilbertese was that one group speaks "Queen's English" and the other, "Americanese".

"South East Micronesia" or not, there does seem opportunities at present for the GEC to extend shipping operations. The colony has the ships, it continues to produce excellent seamen and its copra and phosphate economy has everything to gain by making its mark felt in regional shipping operations.

JAPANESE SHIPPING MOVES INTO CENTRAL PACIFIC

Daiwa Line, the Japanese shipping company which operates a monthly passenger-cargo service from Japan to Guam and the Pacific Islands, hopes to extend its calls to Tarawa, GEIC, early next year.

Mr. S. Takato, general manager of the company's business department, said Daiwa would appoint the Wholesale Society, Tarawa, as its agent for cargoes of canned goods, textiles, cement, steel products and motor vehicles.

He said three vessels—the 9,685-ton *Fiji Maru*, 9,369-ton *Samoa Maru* and 9,779-ton *Tokai Maru*—would operate in the South Pacific. Of these motor vessels, *Fiji Maru* had a speed of 13 knots and the other two ships 15 knots.

Daiwa currently calls at Pago Pago, Apia, Suva, Labasa, Lautoka, Noumea, Vila and Santo.

WHITHER THE AUKI BOATBUILDING SCHOOL?

What's the future of Auki's Boat Building School, on Malaita, in the Solomons?

PIM's correspondent on Malaita recently reported that the school was "in abeyance at the moment" with nothing finalised about the future. The school's instructor, Mr. Frank Faulkner, was on leave in Hawaii and not expected back in Auki until October and the school's assistant instructor, Mr. David Pratt, a Solomon Islander from Munda, was supervising small repair jobs.

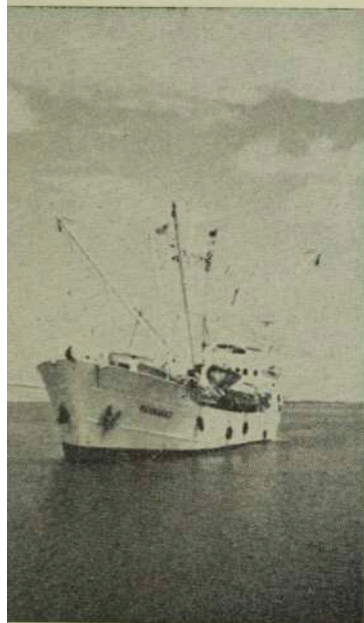
Since the Solomons Government took over the school from the South Pacific Commission, over \$60,000 has been spent on the school, primarily to instruct 24 Pacific Islanders on two-year boat building courses. The first two-year course ended about July this year. No other courses have been planned.

VILA WHARF: TONGA MAY SUBMIT BID

Tonga is expected to submit a sub-contracting bid for Vila's proposed \$1 million plus deepwater wharf.

Tenders for construction of the wharf will close on November 14 (PIM, Sept., p. 103) and at least 12 builders from Australia, Britain and France will make offers. The New Hebrides Condominium will announce the successful tenderer by February next year, and it is hoped work will get underway by mid-1969.

Tonga has already had valuable—and successful—experience in wharf building. Its government-owned Tonga Construction Company combined with English consulting engineers to build



red off Majuro, Marshall Islands, "Moana Raoi" is a welcome sight to residents there, with its Australian cargoes.



**What do this fishing boat
and this refrigerated unit have in common?**

**Fibreglass construction
that is ideal for tropical conditions**

Fibreglass is resistant to rust, rot, fatigue, weathering, or corrosion, and impervious to attacks by worms or insects. With moulded fibreglass, there are no joints to harbour vermin, and cleaning is easy as the surface is smooth and non-porous. Colours and designs can be cast right in so that maintenance is virtually eliminated.

George and Ashton refrigerated units: approved by N.Z. Departments of Health and Agriculture and can be used on any type of vehicle or as static storage units using their own refrigerating units. All models can be supplied complete with refrigerated units or the purchaser can arrange for a freezer unit to be installed locally.

George and Ashton 'Karitane' Fishing Boats: a new design, are proving themselves in New Zealand and enquiries and orders have already been received for these boats from Samoa, Fiji and Australia. They are built to a Lloyds moulding specification and are approved by the Marine Department. The body is very roomy and has a self-bailing cockpit of 12ft x 8ft. Standard dimensions of this craft are L.O.A. 29ft; beam, 9ft; draught 2ft 7in.

Forty foot length boats are under construction and we can manufacture up to 65 feet.

Full details and drawings are available.

All enquiries should be addressed to:

GEORGE & ASHTON LTD.

P.O. Box 2056, Dunedin
New Zealand Phone: 42-779

Queen Salote Memorial Wharf Nukualofa.

In late September Mr. J. R. Taylor, partner in Wilton and Bell Dobbie & Partners, and Mr. Jack Woods, director of G. Dews and Company Ltd., made an on-the-stop final inspection of this wharf and they are expected to report that the project is a complete success, partly because of the "unequalled teamwork by all hands".

A representative of the Tongan Construction Company flew to Vila in early October to inspect the site of the Vila Wharf.

As a result of this visit, the company was expected to offer a subcontract bid in association with G. Dews, who will make a full tender, for the New Hebrides.

PRIVATE EYES' LOOK FOR THE PACIFIC CURRENT

Somewhere below the surface of the South Pacific Ocean is a lost or current, reports Glen Wright, Apia. Ten American "detectives" are now searching for it.

They are oceanographers from the Scripps Institute of the University of California, aboard the research vessel *Alexander Agazziz*. They are in Western Samoa recently en route to where they think they may find the elusive flow.

Their task is to find and trace the exact course of the current, which is suspected to pass near the Samoan Islands. It originates in the north Atlantic near Greenland, sweeps across the Atlantic and around Antarctica, then comes up into the Pacific off the coast of New Zealand. Between there and the Antarctic it disappears.

On a previous research trip by the Scripps scientists from Melbourne to Easter Island resulted in proof that the great "river in the sea" heads toward Tahiti and the Samoas before it is lost. Their present voyage is for the purpose of finding and tracing its course farther into the Pacific. The Scripps experts explained that it is quite easy to identify such a flow of water within water even though it is deep beneath the surface. The Arctic stream that feeds it has certain properties of salinity, temperature, dissolved oxygen and micro-organic content which makes it quite distinctive.

Samples of water, flow measurements and depth soundings are used to trace the course.

The work is regarded by the *Alexander Agazziz* staff as pure research at the present stage. However, practical applications of the information discovered will be sought, as the

BRETT HILDER PROFILE

New arrival
has made
his mark



CAPTAIN FILMER is a comparatively new arrival in the Pacific trade, but he made his name very quickly by sailing his 1821-ton command, *MV Niuvakai*, for several days after the main engine broke down. The ship wasn't fitted with canvas hatch covers, but he rigged sails from awnings and other canvas and was making good headway, then the wind failed, and a tug towed the ship to Brisbane.

Niuvakai belongs to the Government of Tonga, and carries a full Tongan crew with the exception of the master, chief engineer and electrician. She is running regularly between Melbourne, Sydney, Fiji, Samoa and Tonga, with Burns Philp as agents in most of the ports.

Cecil Howard Filmer was born at Johannesburg in 1915, and after school and college there he joined the training ship *General Botha* at the age of 15. At the end of the two-year course he got first class passes and was appointed Midshipman, RNR. He then spent three years in the merchant ships of Houlder Bros., running to South America, and passed for second mate in London at the age of 21.

After three months training for the Royal Navy he transferred to that service in June, 1937. In 1938 he was navigating officer *HMS Grenade* and in 1939 transferred to the Fleet Air Arm to train as a pilot. During 1940 he was operating from the carriers *Glorious* and *Ark Royal*, was shot down twice over Norway, taken

prisoner by the Germans and spent five years in prison camps in Germany. He escaped twice but was recaptured each time. He was mentioned twice in dispatches during his operational service.

Free in 1945 he commanded a squadron of Mosquito aircraft for two years and then served in the carriers *Illustrious* and *Vengeance* for three years. The next five years were spent ashore in important posts of naval air training, including the revision of the Manual of Airmanship.

In 1957, after 20 years of service, "Fil" retired from the Navy and entered the business world of London. Twelve months in the office of the British Independent Air Transport Association cured him of living under a bowler hat, and he entered the boating business at the Isle of Wight. During the long off-seasons he did short voyages in merchant ships, and after four years went back to sea permanently. He sailed in Saint Line ships to South America, and to the Pacific in the Bank Line. In 1964 he was granted a master's certificate of service and in June, 1965, he went master of the Tongan Government vessel *Aoniū*, transferring to the *Niuvakai* six months later.

His main hobby now is the handling of a cine-camera with both artistic and professional skill, for he was once a member of the Royal Photographic Society. Indeed, his many skills make him a distinguished member of the mixed repertory of Pacific Islands ship-masters.—BRETT HILDER.



BMA297

"Wet" paint.

For any time of the year.

Want to paint during the 'wet'? No problem. Just decide between a full gloss and a subdued one. Get Dulux* 'Spruce' or Dulux 'Lo-Gloss' and go for your life. If the surface is damp, who cares? Either paint will still go on happily. In fact, they like water so much, you wash out

your brushes in water when you're finished. With either of these paints you just push on regardless of the surface. Masonry, galvanised iron, timber or fibro—they're all the same to 'Lo-Gloss' and 'Spruce'. Why not dress up your house now? In a coat that will

last several seasons longer. Shiny 'Spruce' or not-so-shiny 'Lo-Gloss'. P.S. We make them in New Guinea now so we know they're right for New Guinea conditions.

*Dulux is a registered trade mark of BALM PAINTS LTD.



US Navy takes an interest in such results. A large body of water which is drastically different from the water around it can make an excellent hiding place for a submarine.

The Scripps private eyes of the sea will intensively explore the ocean between here and Tahiti and will return to Apia unless positive traces of the current are found. In that case, Tahiti will then become the Alexander Agazziz's last port of call before returning to California.

RE-SCHEDULING FOR BANK SHIPS

Two directors of the Bank Line Limited of London—Mr. I. S. McEwen and Mr. E. B. Oliver—took a six-week look at ports in Australia and the Pacific Islands in October and November.

They visited Sydney, Brisbane, Honiara, Suva, Nukualofa and Apia, and major NG ports to see at first hand recent developments.

A Bank Line spokesman in Sydney told *PIM* that the company did not plan re-scheduling its services to lands ports which handle big loads of copra, coffee or cocoa.

He said the company was now taking small quantities of NG Highlands tea to Britain and had also been approached by Islands timber porters to carry timber. Most ships were full of other Islands produce for Europe at present and there were plans to begin carrying timber on a big scale, he said.

SUGAR CARGO RECORD

The biggest cargo of sugar ever to leave Fiji has been carried in a 1,894-ton British bulk carrier, appropriately called *Sugar Crystal*.

The carrier, owned by the Sugar Line Ltd., of London (a subsidiary of the Tate and Lyle Group) took 17,000 tons of sugar at Labasa and Lautoka before sailing for London at the end of September.

The Glasgow-built *Sugar Crystal*, which features luxury accommodation and a swimming pool for its crew of 35, entered service in January of this year.

REEF BLASTING CAN GETS GOING

Captain S. B. Brown, of the *Uro*, has reported the completion of the first phase of the Fiji Marine Department's reef blasting programme to improve access for shipping in the outer islands.

Captain Brown said that the passage at Viwa Island had been lightened and coral heads at the side of the lagoon removed to allow anchoring for larger vessels. The passage and inner anchorage

now have a minimum depth of 15 ft, but the passage is still narrow at the outer entrance.

A boat passage into the village at Yasawa-i-rara island has also been completed. The removal of coral heads in the outer harbour will now allow small Government boats to anchor in the lee of protecting rocks.

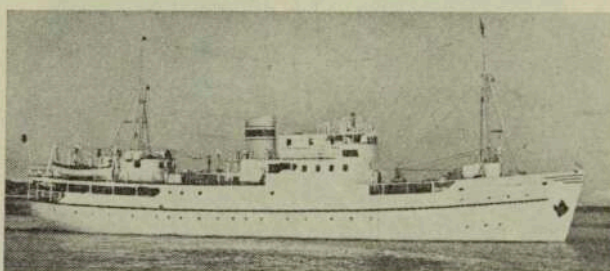
SHIPPING BRIEFS

● Norfolk Island's new \$135,000 bulk petroleum plant stepped into top gear for the first time in October when the tanker *Pacific Carrier* discharged 160,000 gallons of petroleum products in 10 hours. The tanker, chartered by Mobil Oil Australia

Ltd., discharged the petrol at the nearly-completed Mobil plant at Ball Bay. When contractors complete the plant, by the end of the year, supplies will be delivered locally in bulk by a tanker lorry. In future, tankers will have to make only two calls at Norfolk a year because of the plant. *The Norfolk Islander* quoted Mr. Frank Thompson, the local Mobil agent, as saying that petrol prices would be reduced once deliveries started from the plant.

● For the next two or three months, the Suva-registered freighter *Taranui* and her Fijian crew will be investigating marine life, conducting

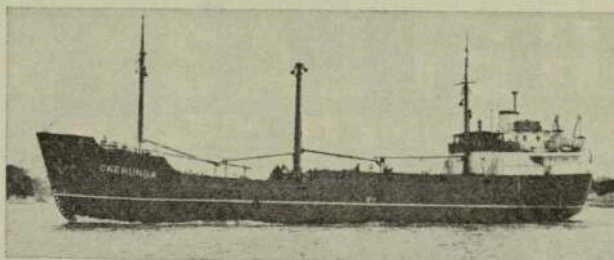
SAFELY DELIVERED



"TUI LAU" NORWAY-FIJI

From within Arctic Circle and through the North Atlantic Winter

EFFICIENTLY MANAGED



"ONEHUNGA" renamed "JEAN PHILIPPE"

Reef Shipping Co. Ltd. NZ/Pacific Islands Service

We can arrange

SALE • PURCHASE • DELIVERY • CHARTERING

of Most Types of Vessels

We have a consultancy department and we invite shipowners and operators to approach us when considering any items appertaining to the purchase of new or second hand tonnage. We can investigate, develop and operate all forms of shipping projects on an international basis and work is already being undertaken by us in this field.

We Specialise in the Delivery of Ships.

TRANS PACIFIC MARINE LTD.

P.O. BOX 3269, AUCKLAND, NEW ZEALAND.

magnetic research and taking echo soundings and plankton samplings in New Zealand waters and the western Tasman. The 954-ton freighter, owned by the South Seas Shipping Company, has been chartered by the New Zealand Department of Scientific and Industrial Research.

- A \$14,000 wharf will be built at Graciosa Bay, Santa Cruz, in the southern Solomons. Work will be done by the Public Works Department and will start in June next year. Waters at the wharf will be 12 ft deep at low tide so the wharf will be able to accommodate ships such as the *Belama*, currently the protectorate's largest vessel.

- The European Common Market has granted New Caledonia a \$US1

million loan for deepening and improving its Noumea Harbour to handle more of the bigger liners plying the Pacific Islands on cruises out of Europe, the US and Australia. Liners have been calling at Noumea for several years now but many passengers have said facilities and amenities were not as good as Suva or Papeete.

New Caledonia has also been granted a \$US671,000 subsidy by the Common Market for the start of construction of a sea wall which will eventually link Noumea with the nearby island of Nou.

The \$US1 million loan is for 20 years with two per cent. annual interest, and payments must start after three years.

Cruising Yachts

RECORD ENTRIES IN FIJI YACHT RACE

The annual Suva-Levuka yacht race, which this year attracted record 52 entries, was won during the October long weekend by former World War II bomber pilot, Mr. James Verran, in his 25 ft craft *Shearwater*.

Mr. Verran, Fiji's Controller Transport and Civil Aviation, took both the coveted Mobil Cup (first prize in the race) and the Proud Trophy (for the first inboard-powered launch to cross the finishing line).

Among the competitors, though the year without luck, were sea-going schoolteachers Marion Anderson and Jan Williams, who won the race in 1967. They were the first women ever to do so.

From the starting line near B. Island, the boats followed a 20-mile course along the sheltered east coast of Viti Levu to Natovi, a sector riddled with reefs, then turned east for the 10-mile passage across open sea to Ovalau. They then followed a 10-mile course around the northern end of Ovalau and down the island's east coast to Levuka.

Despite the advantage held by the launches in rough seas, the race has been won three times in recent years by small outboard boats.

Several competitors had to withdraw through engine trouble and two boats were scratched, but the race continued on to make the race the most successful since it was revived in 1959.

The race was held in fine weather with choppy seas and a strong south-east wind which favoured the more highly powered craft. Moderate rough seas were experienced round Cape Horn, Ovalau, on the last leg.

Walter Whippy won the Adi Vur Cup (for the launch to establish the fastest time from start to finish) in his 12 ft 6 in. speedboat *Moo Doggie II*—on only one propeller blade. The other was broken soon after the start, when the speedboat hit a coral patch while turning at high speed.

Despite this, the speedboat achieved a top speed of about 20 knots in choppy seas between Natovi and Ovalau.

Walter Whippy's elder brother Mitchell in his speedboat *Tuna*, captured the overall second prize—the

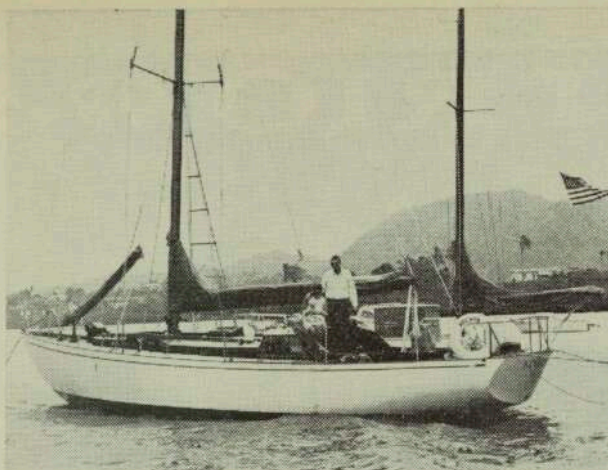
*Tried and trusted
in the Pacific
since 1873*

**HELLABY'S
CANNED MEATS**

"CROWN"
"PACIFIC"
"ARROW"

ARROW CORNED BEEF
PACIFIC CORNED BEEF
CROWN CORNED BEEF

"schab", the Alek
ily's 40-ft yawl,
ich will remain in
Fiji group for
ricane season.
n aboard are
d and Mrs. Alek
their baby
ghter Dawn Tiare.
Photo: Nitin Lal.



bil Trophy. He also won the
rcury Trophy, for being owner of
first outboard powered boat to
ss the line.

he Skyline Trophy, for the first
t over the line went to J. B.
itford's *Nirvana II*, and W. G.
nson's *Tou To* won the Epiglass
phy for the best overall con-
tant.

Mr. John Gilmore, skipper of
ana, received a consolation prize
giving assistance and thereby
ng his place in the race. He with-
y to take Mr. Bill Cruickshank's
about *Windmill* in tow, but was
able to continue in the event
n duty boat *Inez* took over.

TATALAGU, Tony Daniels' 35
rimaran, was in Antigua, West
es, in October with plans to
off for the South Pacific, via
ama, early next year.

CYTHERA, 50 ft Australian
h with Peter Fenton, his wife and
r 14-year-old daughter Penny, was
the Virgin Islands, West Indies
October. *Cythera* was in Port
resby in May, 1967 (*PIM*, June,
7, p. 113).

DOVE, Lee Graham's 24 ft
p, was in Curacao, West Indies,
eptember, after a trip from Cape-
n, South Africa. The sloop passed
ugh the South Pacific in 1966
1967.

ATEA, 30 ft ketch, was at Cape
neddy, Florida, in October with
don Simmonds, his wife Cookie,
daughter Carol, 18. *Atea* passed
ugh the Pacific Islands in 1964-

DARU, *MJOJO*, *OHRA*, *BONA*
1, *KAREN MARGRETHE* and

CAROUSIN II were all in Durban,
South Africa, in early October. Ron
Smith was on *Daru*; Rod and Di
Pickering were on *Mjojo*; Lothar
Harder was on *Ohra*; Fred Price, Dick
Thornbury and Andy Price were on
Bona Dea; Virginia and Fred Deven-
port were on *Karen Margrethe*; and
Mike Kane was on *Carousin II*.

• *QUE SERA*, with skipper
Charles Gibbs and a crew of three,
was at Lord Howe Island recently
with plans to stay on the island until
Christmas when the 35 ft sloop will
push on for a Pacific cruise.

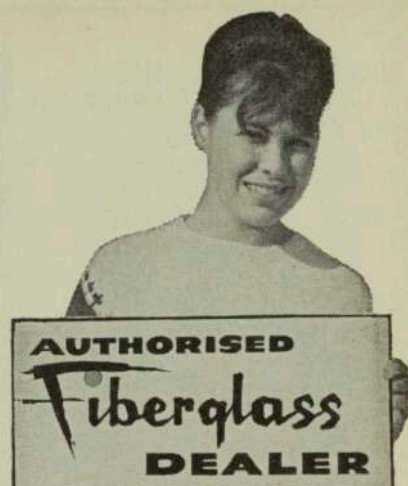
• *NIGHTINGALE*, American 34
ft ketch, arrived in Suva on October
7 from Nukualofa with skipper-
owner Thomas Bennett, his wife
Marilyn and son Larry. Plans were
to stay in Fiji until October 25, then
leave for Russell, NZ.

• *IRIS II*, sloop, arrived in Suva
on October 9 with skipper Zigurds
Freilands and his wife Virginia, from
Nukualofa. Mr. Freilands was con-
sidering taking a flat in Suva until
the hurricane season was over.

• *ILAHEE*, backyard-built ketch,
will leave Vancouver, Canada, late
this year for Hawaii or southern
Polynesia with a sculptor, Mr. Albert
Seidl, who will be doing the trip to
prove that Polynesians originally
migrated from the Bella Coola
Valley, 350 miles north-west of
Vancouver.

• *ISO*, 42 ft sloop with Captain
G. Hansen and crew members P.
Hollan, C. Blankenship and L. Geller,
arrived at Rarotonga from Huahine
and Bora Bora on September 4.

• *SCHNOUFI*, 30 ft ketch with
owner-captain Jean Pierre Jourdan,



MOST EXPERIENCED FIBERGLASS FIRM IN THE SOUTHERN HEMISPHERE !

We have everything in Fiber-
glass—and the know how!

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

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

THOUSANDS OF SATISFIED
CUSTOMERS

Fiberglass

(A/asia.) Pty. Ltd.,

Willoughby, N.S.W., Australia

Fiberglass is here — for GOOD!

- BROADCAST AND SHORT WAVE 4 BANDS COVERING 540 Kcs. TO 30 Mcs.
- TWO MECHANICAL FILTERS ENSURE MAXIMUM SELECTIVITY.
- PRODUCT DETECTOR FOR S.S.B. RECEPTION.
- AUTOMATIC NOISE LIMITER.
- LARGE TUNING AND BAND-SPREAD DIALS FOR ACCURATE TUNING.
- CALIBRATED ELECTRICAL BANDSPREAD.
- "S" METER AND B.F.O.
- 2 MICROVOLTS SENSITIVITY FOR 10 dB S/N RATIO.



COMMUNICATIONS RECEIVER

\$125.00

Sole Australian Agents

Price: FOA Sydney, Ex Bond



CONSULT YOUR LOCAL RADIO DEALER, OR

MAIL THIS COUPON *today*

Please forward free illustrated literature and specifications on Trio equipment.

Name.....

Address.....

P.I.M.

(A unit of Jacoby Mitchell Holdings Ltd.)
376 EASTERN VALLEY WAY, ROSEVILLE, N.S.W.
Cables and Telegraphic Address: 'WESTELEC',
Sydney. Phone: 40 1212

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 70 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

IN FIJI as: W. H. GROVE & SONS (FIJI) LIMITED

s wife Janine, and their two children, Catherine 18, and Philippe 10, arrived at Rarotonga from Papeete, Raiatea and Bora Bora on September 16.

Before the Cooks, Pacific calls are the Galapagos, Marquesas Islands and Tahiti. They intended to sail to New Zealand, with a possible call at Tonga en route.

● **TALLY HO**, 29 tons gaff-rigged cutter wrecked at Manuae, a small islet in the Cook Group, on August 1, was successfully salvaged by the 10 ft ex-trawler, *Heather George*. She was filled with empty 44 gallon drums to give buoyancy, and then tipped off the reef. The yacht's mast snapped off about two feet above deck level during this operation, and she reached Rarotonga, almost totally submerged, on September 12. On September 20 attempts were made to beach her at Avatiu where owner-captain Jim Loudon intends to carry out major repairs. *Heather George* left Rarotonga for New Zealand on September 16. On board were owner-captain Alan McLeod, his wife, Joan, and five of their six children. Also aboard were Roger Dowman, navigator-radio operator, and Geoffrey Leeden, engineer. All are New Zealanders.

● **NAGADA**, 30 ft ketch, with Edgar Haering and his wife, will leave Finschhafen, New Guinea, late this year for Madang and the start of 18 month's proposed cruising. Mr. Haering, who has done some cruising to the Ninigo Islands, 80 miles east of Madang, says there is some money to be earned, before extended cruise begins.

BACK ON THE JOB

After lying idle in Suva Harbour for years, the 60 ft motor yacht *Viking Ahoy* began work in October, under charter to the Peace Corps.

Her first job was to carry Peace Corps volunteers and supplies to Kadavu.

After extensive refitting, the Australian-built *Viking Ahoy* now has deck space for 60 passenger and sleeping accommodation for 18. She is being operated by a company called *Viking Ahoy Golden Sands Charter Cruises Ltd*. When not being used by the Peace Corps she will be available for tourist charter.

The racing yacht "Maris" — a Tasman Seabird — at Princes Wharf, Suva, in late September, before leaving Fiji for Sydney. On board when she sailed was the owner, marine artist Jack Earl, who once sailed "Maris" to third place in the Sydney-Hobart race. Also travelling were Bill Hunter, an American, and Kevin Glacken, an Australian.



● **NOMAD**, 50 ft NZ steel yawl, left Finschhafen in August after a two-day stay, for Long Island and Madang. After Madang, the yawl will make an extensive power cruise up the Sepik River and then return to Madang and Rabaul.

Aboard were skipper Bryan Williams, wife Pauline, and their three children, Mark, 14, Suzanne, 13, and Jannise, 11 (*PIM*, Sept., p. 103).

● **TAURANGI**, 35 ft New Zealand trimaran, with Messrs. F. Melhop, P. Braithwaite, "Cully" Judd and Grey Easterbrook (formerly of Rabaul), reached the Seychelle Islands, Indian Ocean, in early September after a 20-day passage from the Cocos (Keeling) Islands.

In a note to *PIM*, Frank Melhop said for two years *Taurangi* had cruised South-East Asian waters. "*Taurangi* left Rabaul for the Philippines but unfortunately the advent of the north-west monsoon stretched this passage to Zamboanga, took 3,000 miles and 50 days sailing time," he said.

"After various problems with officialdom, and a loss of some yachting gear, Manila was finally reached. Then a quiet passage was made to Hong Kong.

"A Chinese fishing junk gave the *Taurangi* crew some bad moments while en route to Saigon but daily visits by the US navy and airforce gave some sense of security to the vulnerable craft.

"Cambodia was the next port of call, before Thailand where *Taurangi*

spent a year, making charter trips to coral islands in the Gulf of Siam.

"May 1968 saw *Taurangi's* departure from Thailand, and after a stop at Singapore berthed at the Kartika Bahari Yacht Club, Djakarta. The crew were made most welcome and enjoyed the hospitality of many of the clubmembers. Any yachts wishing to visit Djakarta are advised to write to Colonel Jasa Natakusumah, Yacht Club Katika Bahari, TG Priok, Djakarta."

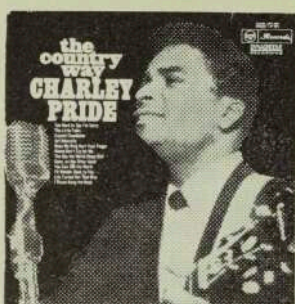
Taurangi made many stops in Melanesia in 1966 and appeared in these columns several times.

● **MUNDEAMO**, Californian ketch, with skipper Phil Dutcher and his wife Virginia, arrived in Suva from Vavau on October 2, with the intention of spending three weeks in Fiji waters.

● **SYLVIA**, 47 ft American sloop skippered by Robert C. Welles, arrived in Suva on October 2 from Apia, with Mr. Welles' wife and three sons. They planned to leave Fiji around October 13, for Auckland.

● **GABRIELLE III**, 55 ft Vancouver sloop, owned by a Canadian millionaire and skippered by Mr. F. Christensens, spent a week in Suva during early October, en route to Sydney, via New Caledonia, for the Sydney-Hobart race. The six crew members are George Blackwell, Tom Childs, Robbie Rea, John Hammond, Gernot Spalleck and John Simonett.

● **CETACEAN**, ketch, with skipper R. Clark Barthol and Meta



THE COUNTRY WAY
Charley Pride
Mono LPM-3895. \$5.50
Stereo LSP-3895. \$5.50

A BREATH OF FRESH AIR
Peter Barry
She Taught Me To Yodel /
Over Hilltop And Hollow /
Cuckoo Call / Mursheen
Dirkin / Moonlight On The
Murray / Cattle Call /
There's A Love Knot In
My Lariat / Faraway /
I'm Castin' My Lasso
Towards The Sky / The
Overlander Trail. CAM-129.
Stereo CAMS 129. \$2.50.

ORDER THESE NEW RELEASES from
J. Stanley Johnstone
PTY. LTD
437-9 George St., Sydney, N.S.W. 2000

Please forward
Name Address



TWELVE SONGS OF CHRISTMAS
Jim Reeves
Mono LPM-2758. \$5.50
Stereo LSP-2758. \$5.50

SURELY GOODNESS AND MERCY
George Beverly Shea
Where The Roses Never
Fade / Jesus Walks Among
Us / Heavenly Sunshine /
Oh Day Of Rest And
Gladness / Tell It Again /
Bring In The Sheaves /
Thanks To God / Amazing
Grace / Just A Wayward
Lamb / With Christ As My
Pilot. LPM-3864. STEREO
LSP-3864. \$5.50.

CONNIE IN THE COUNTRY
Connie Smith
Cry, Cry, Cry / Fooling' Around /
World Of Forgotten People / I'm Little
But I'm Loud / Slowly / I Overlooked
An Orchid / A Sleeping At The Foot Of
The Bed / You Aint Woman Enough.
CAL-2120. STEREO CAS 2120. \$2.50.

ALL MY LOVE
Don Gibson
It's A Sin / Run Along
Blues / We Live In Two
Different Worlds / The
Chance I Had To Take /
No Doubt About It / This
Cold War With You / Just
To Hurt Me / Losing Your
Love / Where Is Heart
Tonight / There'll Be No
Teardrops Tonight. LPM-
3843. STEREO LSP-3843.
\$5.50.

CHET
Chet Atkins
Foggy Mountain Top / Truck Drivers
Blues / Make The World Go Away /
Oh Baby Mine / Oklahoma Hills / Just
Out Of Reach / Release Me / Goin'
Down the Road / Wabash Cannon Ball.
CAL-2182. STEREO CAS-2182. \$2.50.



★ **SULLIVAN EXPORT SERVICE** ★

●

C. SULLIVAN (EXPORT) PTY. LTD.

4th Floor, Kembla Building,
60 MARGARET STREET, SYDNEY, 2000, N.S.W.

Telephone: 29-8144 (6 lines). Telegrams and Cables: CHASULL, Sydney.

C. SULLIVAN (Q'LAND) PTY. LTD.
Empire House, cnr. Queen & Wharf Sts., Brisbane. 4000
(G.P.O., Box 1697V, Brisbane, 4001.)
Telephone: 24958. Cables and Telegrams: CHASULL, Brisbane.

C. SULLIVAN (N.Z.) LTD.
Windsor House, Queen Street, Auckland
Telephone: 43-307. Telegrams and Cables:
CHASULL, Auckland.

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

Arthol, Dennis Fontany and Patricia Wilson, left Suva for Port Moresby on September 3. She had been in Fiji since her arrival from Apia on July

● **WINDWAGON**, 59 ft American auxiliary ketch, arrived in Suva on October 5 from Nukualofa. Owner-captain Dick Tretheway of Los Angeles, his attractive wife Livi (short for Olivia) and his 15-year-old son Scott left the US West Coast on June 16 with two self-confessed landlubbers, Virgil Schuerr and Tom Cobb, as crew. The five have sailed virtually "by the book", with Mr. Tretheway having had only eight sailing lessons before beginning the trip and teaching himself navigation from a text-book on the subject as the voyage progressed. Up until Fiji, it was all smooth sailing. Mr. Tretheway bought the 30-year-old ketch in July, 1967, from Bob Dedde Connelly of San Francisco, who made many friends in the South Pacific during a two-year—from 1964-66—circuit of the Islands.

The Tretheways planned to leave Fiji waters at the end of October for Russell and Auckland, where they'll spend a month, and then Sydney, where they'll stay for two or three months. They intend to return to Los Angeles in September next year.

● **ZINAS II**, Mr. D. Fominas' 30 ft sloop, was to leave New Britain late October for Australia. The ship was forced by storms to shelter in Jacquinot Bay, on New Britain's north coast, in September.

● **NEXUS**, Chuck Harris' 30 ft sloop, was to leave Auckland on September 27 for Brisbane, via NZ waters, Lord Howe and Norfolk Islands, after a three-month stopover in NZ. Crewmember is Barry Ross.

● **SNOOPY**, 33 ft Hawaii cutter, reached Rarotonga from Aitutaki on September 23 with Norman Mailan, wife and their three children. Next stops are Tonga and NZ.

● **PERPETUA**, 40 ft US trimaran, with Dustin and Carol Ogg and Alan and Charlene Walker, left Rarotonga on September 30 for Tonga and NZ. Previous stops included French Polynesia.

● **ROULETTE**, 35 ft trimaran with Jason Burrows, Colin Campbell, and Aitcheson and Allan Meech, reached Rarotonga from the Societies on September 23. Mr. Burrows intended to sail to Aitutaki and his wife were to return to NZ.

● An alert has been circulated throughout the US Trust Territory of a missing 28 feet sloop, *Lehune*, which left Hong Kong on

April 19 for Australia, via the Trust Territory. Aboard were a former administration worker in Micronesia, Gerry McLaughlin, and Miss Mary Harbart. Both are US citizens.

● **RENEE TIGHE**, Earl Koephe's 30 ft ketch, was to leave Fiji at the end of October for NZ. She has undergone repairs and painting in Fiji.

● **TAMUM-SHUD**, Stan Holder's 30 ft sloop, in Tongan waters since August, recently made a five-week stopover at Vavau, Tonga's most northerly group. During his stay there Stan reported that 12 overseas yachts called in.

Students of Motu in the Territory of Papua-New Guinea will be interested to know Pacific Publications Pty. Ltd. has recently published a revised edition of

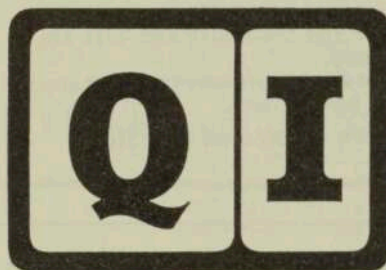
A PRIMER OF POLICE MOTU

by Percy Chatterton, LCP, MHA.

Price is 60c, plus 5c postage within P-NG, 10c airmail to Australia.

Sole distributor: Percy Chatterton, P.O. Box 572, Port Moresby, Papua.

FOR FIRE, MARINE ACCIDENT INSURANCE



Queensland Insurance Company Limited

(INCORPORATED 1886 IN AUSTRALIA)

HEAD OFFICE: 82 Pitt Street, Sydney

FIJI—Branch Office, Suva, Manager for Fiji: K. Galloway
LAUTOKA, BA, LEVUKA, LABASA—Burns Philp (South Sea) Co. Limited. Resident Officer at Lautoka: U. Singh

PAPUA & NEW GUINEA—Branch Office, Port Moresby: Manager for Papua & New Guinea: D. J. Granter

PORT MORESBY, SAMARAI, LAE, MADANG, RABAU, KAVIENG—Burns Philp (New Guinea) Limited. Resident Officer at Rabaul: A. Leong. Resident Officer at Lae: J. D. Maclean.

HONIARA (B.S.I.P.)—Breckwoldt & Company (S.I.) Pty. Limited
NOUMEA—W. Johnston

VILA—Burns Philp (New Hebrides) Limited.

SANTO—Burns Philp (New Hebrides) Limited

NORFOLK ISLAND—Burns Philp (South Sea) Co. Limited

OTHER SOUTH SEA ISLANDS—Burns Philp (South Sea) Co. Limited

Assets exceed \$A50,000,000

F317

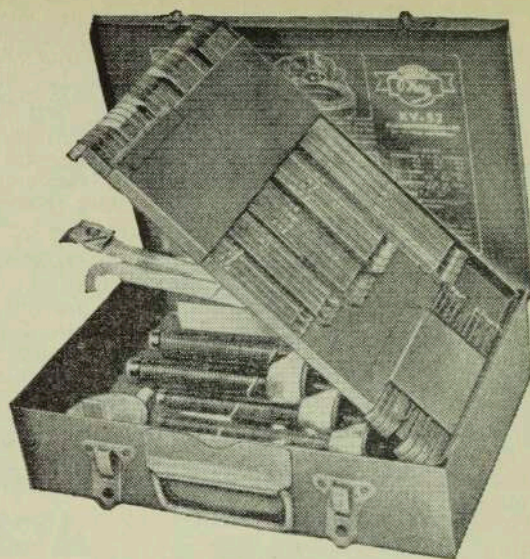
THE
KV-52
Ball bearing puller

The KV-52 is a new, time-saving, designed-for-the-purpose ball bearing puller. With it, the dismounting of ball bearings seated in a machine, electric motor, gearbox or the like, takes but a few minutes—even if the shaft end projects beyond the bearing itself. The various tool components are manufactured of specially suited alloy steel, heat-treated and with dull chrome finish.

All components are stamped with their respective part number and the puller arm sets are coloured differently.

The tool set is packed in an easy-to-select and practical special box of steel.

Write for free illustrated literature



Available from:

J. A. HEMPILL & SONS
PTY. LTD.

375 KENT STREET, SYDNEY, 2000, N.S.W., AUSTRALIA.



BRITISH SOLOMONS TRADING CO. LTD.

P.O. BOX 94, HONIARA,
 GUADALCANAL.

CABLES: "TRADE"

GIZO,
 WESTERN SOLOMONS

WHOLESALE and RETAIL MERCHANTS SHIPOWNERS, TRAVEL AGENTS, INSURANCE AGENTS, IMPORTERS and EXPORTERS, SHIPPING AGENTS, etc.

Overseas Agents:

AUSTRALIA:

D. A. Gubbay Pty. Ltd.,
 149 Castlereagh Street,
 SYDNEY 2000.

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.

Guadalcanal Travel Service

For travel around the World. Tours of Guadalcanal and outer Islands of the Solomons.

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES. MEMBERS: P.A.T.A.

AGENTS FOR THE FOLLOWING

Bank Line Ltd.
 China Navigation Co. Ltd.
 Daiwa Line
 Karlander Line (Gizo)
 Lloyds Triestino
 Messageries Maritimes
 Pacific Islands Transport Line
 P. & O. Orient Line
 Royal Intercocean Lines
 Shaw Savill & Albion Co. Ltd.
 Sitmar Line
 A.M.P. Life Assurance
 Lloyd's of London
 Yorkshire Insurance (Sub-Agents)
 A.N.Z. Bank (Gizo)

British Motor Corporation
 Honda Scooters & Motor Cycles
 Ford Tractors
 McCulloch Chain Saws
 Remington Small Arms
 Johnson Outboard Motors
 Shell Co. (P.I.) Ltd.
 Hawker De Havilland
 Taubman's Paints
 Little Ships Boat Finishes
 Selleys Products
 Black & Decker Pty. Ltd.
 Coseley Prefab. Buildings
 C.S.R. Building Materials

Cyclone Products
 Klinkii Plywood
 Taft Industries
 Beebeaters Gin
 Dewars Whisky
 Gordons Gin
 Heinekens Beer
 Martell Brandy
 San Miguel Beer
 Tooheys Brewery
 Long Life Milk
 Noritake China
 Willow Ware
 Mikimoto Pearls

Fitwear Knitwear
 Canon Cameras
 EMAIL Ltd.
 Westinghouse
 Hoover Ltd.
 Longines Watches
 Rolex Watches
 Seiko Watches
 MMM (Aust.) Pty. Ltd.
 Philips Electrical Co.
 Toshiba Radios, etc.
 Weston Electronics
 B.S.I.P. Copra Board
 British Phosphate Commission
 Burns Philp & Co. Ltd.
 Alfred Grant (Real Estate)

SUPPLIERS TO THE B.S.I.P. GOVERNMENT.

I LEAVE Fiji for the third and last time tomorrow. I arrived on September 14, the beginning of Hibiscus Festival week.

I then saw the sun perhaps for a total of 12 to 18 hours. The rest was cold, damp, grey weather of unrelieved gloom and, not wanting to buy transistor radios or binoculars, I was confined to a hotel bedroom silently (and sometimes vocally) cursing your travel propagandists.

I took interest in statistics, talked with local residents and came up with the conclusion that my experiences in Suva had not been exceptional. Indeed the rainfall over my two weeks in the city has been less than usual—after all this is the dry season!

I know that Suva cannot help its weather but the truth is that almost any place in the United States gets more sunshine than Suva and this fact I intend to make good and clear as soon as I get back because I feel I have been cheated and I resent it.—*Letter from C. H. K. Bushwell, of California, in The Fiji Times*'.

I WANT to talk about a very useful time which we are going to discover in the future, that is "independence". We are going towards that time, we Solomons Islanders.

All departments want us to govern ourselves. You leaders and all people should think about it. What will make us able to stand? I think that farming is the only thing whole population on earth lived by. All lives are fed by farms, so I think that planting is very important in the world.

Independence does not come by dreaming and we will not get rich by not working. The best way to develop our Solomon Islands is to work hard and work properly and then perhaps we can attain independence.

We can now prepare for independence by planting more coconut plantations, cocoa plantations and other crops. We must feed our cows, pigs and chickens with good food so they can provide us with milk and meat and then we can earn more money from them. By doing all this the Solomon Islands will grow up.

If it takes hard work to reach independence then we must all work as hard as we possibly can.—*Letter from Michael Pedoro in "The Solomon Islands Farmer"*.

PIT latrines in Inave will soon become a relic of the past. Twenty-two cheap flush toilets have been purchased from the Health Department, one for every house in the area, and these have replaced the old pit latrines. These flush toilets are mounted on a concrete pedestal, and require flushing with a bucket of water. They are fly-proof.—*Item in the "Cook Islands News", Rarotonga*.

WANTED to a buy a male pig dog—a strong fellow capable of chasing, biting and can have a go at the flesh at the same time. Ring phone number 51.—*Advertisement in "Tohi Tala Niue"*.

FROM THE Islands Press

LATEST edition of Australian **PIX** magazine contains an amusing and fascinating pictorial account of the happy crew of the colony's trading ship *Moana Raoi* while at Sydney, for the first time last month.

PIX states it arranged with the ship's Sydney agents, Kerr Bros. Pty. Ltd., to show the crewmen the first city they had visited. How the colony sailors enjoyed Sydney is reflected in the happy expressions on their faces as they gazed at the huge and strange animals at Sydney's Taronga Park Zoo.

The **PIX** representatives were amazed when two sailors, Toke and Tomi, undertook to mount the elephants and rode them with no trouble at all, commenting "It's no different to climbing a coconut tree".

From a lower platform the sailors politely viewed the towering "sails" of the new Opera House but only evinced real interest when it was casually mentioned that the ultimate cost of the city's pledge to culture would be about \$100 million—30 times as much as the annual cost of running the whole of the Gilbert and Ellice Islands Colony.—*Item in the "Colony Information Notes", Tarawa*.

THE correspondent from Palmerston Island writes that during the last three months of 1967, 35 big turtles were caught there. Of these, there were two large females the islanders hoped to ship to Rarotonga per *Tagua*, however, Capt. Silk refused them aboard as he was making the long circuit through the northern group.

The correspondent writes that the turtles came on the main island, on Cooks Island and on Toms Island; presumably they were laying eggs. Many healthy young turtles were hatched, and some were caught and kept in captivity.

The little captives were fed paua until they grew to three or four inches then the careful Palmerston Islanders let them go free.—*Item in the "Cook Islands News", Rarotonga*.

FIJI'S women athletes at the South Pacific Games in Port Moresby next year will be glad to hear that they need not fear being carried off to the hills by raiding New Guinea tribesmen.

This assurance has come from the highest level—the Commissioner of Police for the Royal Papua and New Guinea Constabulary, Mr. R. C. Cole.

Writing to the Fiji Commissioner of Police, Mr. R. T. M. Henry, Mr. Cole said Games officials in Port Moresby had been amazed to hear that some athletes were worried about visiting New Guinea after hearing stories that "women are not safe from primitive tribes who frequently raid the towns".

"We simply do not have primitive tribes visiting and threatening the safety of anyone in the towns," Mr. Cole said.

"It is too fantastic to even comprehend. The normal forces of law and order will be very much in evidence during the Games and no official or participant need be apprehensive in any way about their own or anyone's safety."—*Item in "The Fiji Times"*.

THIS morning a radio message was received from the yacht *Sylvia* which visited Rarotonga recently. The yacht called in at Suvarrow Island and found the island's only inhabitant, Tom Neale, safe, well and happy. Tom sent his kind wishes to the government and people of the Cook Islands.—*Item in the "Cook Islands News", Rarotonga*.

People

● Mr. George Clarke, a NG old hand and an employee of Burns Philp for about 40 years, has left Madang to retire in Australia. He joined BP's in 1922 and from 1931 to 1937 served as purser in BP steamers; in 1938 he moved to Rabaul for BP's and two years later he joined the AIF. After six years' military service he returned to Rabaul and rebuilt the company's business. He was posted to Madang as manager in 1962.

● Mr. R. G. Lynch, a New Zealander, was to leave NZ in October for Tarawa, GEIC, for a two-year appointment as chief accountant for the Wholesale Society. He will be accompanied by his wife and their two sons. Mr. Lynch succeeds Mr. K. G. Ussher, who declined to renew his contract after the company's general manager, Mr. W. J. Kirkby-Jones, resigned in June following recommendations by the society's board of directors (*PIM*, Aug., p. 26).

● Mr. V. J. Andersen, Resident Commissioner of the GEIC, and Mr. C. P. North-Coombes, the GEIC's Attorney-General, were to leave Tarawa on October 21 for talks in London on Ocean Island's phosphate industry. In London, the two will be joined by Te Reuben K. Uatiao, the colony's Chief Elected Member. Representatives from the Banabans of Rabi, Fiji, will also attend the talks (the Banabans are the former residents of Ocean Island).

● After 22 years in the administration of the US Trust Territory, Mr. Robert Halvorsen has retired, and is now expected to live with his family on Ponape, Caroline Islands. Mr. Halvorsen was first sent to Ponape in 1946 as a Native Affairs Officer; in 1955 he became district administrator for Yap and later for Truk. He returned to Ponape in 1964 as DC for that district and served there until his retirement this year.

● Viliame Rasigatale Raikuna—known as "Bill"—to the thousands of tourists he welcomed to Fiji during five years as senior tourist officer for the Fiji Visitors Bureau—is now ensconced in the bureau's new office in Auckland. It opened on October 1.

Mr. Raikuna, 44, took his wife, Vosita, his son, three daughters and his 18-year-old niece with him to New Zealand, where he will spend



Mr. Jim MacGregor-Dowsett, long-time New Guinea planter (he went to NG in World War I and stayed until the end of World War II) was back in NG recently with a party of war veterans commemorating the 25th anniversary of the recapture of Lae. He now lives in Geelong, Victoria. Chin H. Meen took the photograph in Port Moresby.

at least two years as manager of the Auckland office, which is in the Tower Block, Canterbury Arcade, High Street.

Bill Raikuna is a much-travelled man, having been in the wartime Royal Fiji Naval Volunteer Reserve and the merchant navy.

● Te Naboua Ratieta, the senior executive officer in the GEIC's Resident Commissioner's office, Tarawa, won the vacant seat of Marakei in the colony's House of Representatives following by-election voting in late September.

● After nearly 32 years in education in Fiji, New Zealander Mr. Max Bay retired from the field in mid-October. He had held the position of Deputy Director of Education since 1963. But Mr. Bay isn't enjoying a well-earned rest—he took up a new office appointment with Carpenters Fiji Ltd. the next day. He and his wife plan to continue living in Fiji.

Mr. Bay moved to Fiji in 1937 and has played an important role in the development of the colony's education facilities. His past appointments include being headmaster of two schools, principal for 12 months of the Nasinu Training college, an

education officer, a member of the 1955 Committee on Agricultural Education and Chief Inspector of Schools. As well as his distinguished record in education, Mr. Bay has been active in sporting circles. He has represented Fiji in hockey and bowls. He is a strong supporter of Junior and Senior Young Farmers' Clubs and the Student Farm Scheme.

● Mr. Justice Ronald Knox Mawer, Puisne Judge in Fiji since 1966, has been appointed Chief Justice of both Tonga and Nauru. He replaces Mr. Justice Clifford Hammett, Chief Justice of Tonga since 1956.

● Captain O. L. Owen has been appointed general manager of the Bank Line (Australasia) Pty. Ltd. He succeeds Captain W. M. Reade, who died in Sydney on June 16, aged 50 (*PIM*, July, p. 131).

● John Filei, the first Solomon Islander to be awarded the certificate of master (Solomons) and master (Pacific Islands), has been appointed captain of the Melanesian Mission touring vessel *Southern Cross*. Filei, who has been in the church's maritime service for 12 years, succeeds Captain C. F. Healy, who resigned

● Dr. George Hardie Mennie, of Scotland, will serve a three-year term in the Pacific Islands as medical and health officer for the South Pacific Health Service. Dr. Mennie, whose wife is a nurse and midwife, will leave London in mid-November to begin his service in Fiji. His area includes Tonga, the Solomon Islands, the Gilbert and Ellice Islands, the New Hebrides, Western Samoa, the Cook Islands, Niue and the Tokelau Islands.

Dr. Mennie went into general practice in April this year. Before that he was senior house officer at Stobhill General Hospital, Glasgow. He studied at Aberdeen University Medical School.

● Mr. Daniel Tufui, Tongan Crown Solicitor, left Tonga on September 28 for a legal course in London, to be followed by a period with various legal authorities. The first Tongan to occupy this position in the kingdom, Mr. Tufui has an Australian wife, Jean. Another Tongan, Mr. Tevita Tupou, will accompany Mr. Tufui. Mr. Tupou returned from London himself after a study course a week before Mr. Tufui left.

(More personals on p. 151)



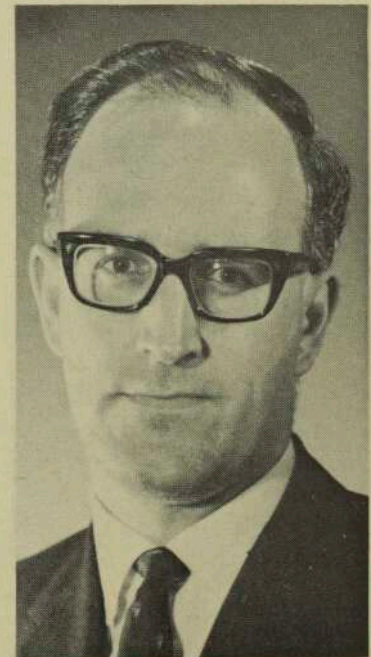
- Four pretty faces smiled for "Fiji Times" photographer Chandra Pal's camera after Helena Reiher (centre) was crowned Miss Hibiscus in September. On her left is Mary Fong, who came second, and on her right is third place winner, Elenoa Cuanilawa. In front is petite Paula Singh, this year's Charity Queen. Between the four of them, the girls won 78 prizes—the best, of course, being a £100 cheque for Helena and a trip to Australia by Pan American Airways, returning via Noumea by Matson Lines. Helena is the second daughter of Mr. and Mrs. Tom Reiher, of Abemama, Gilbert Islands.



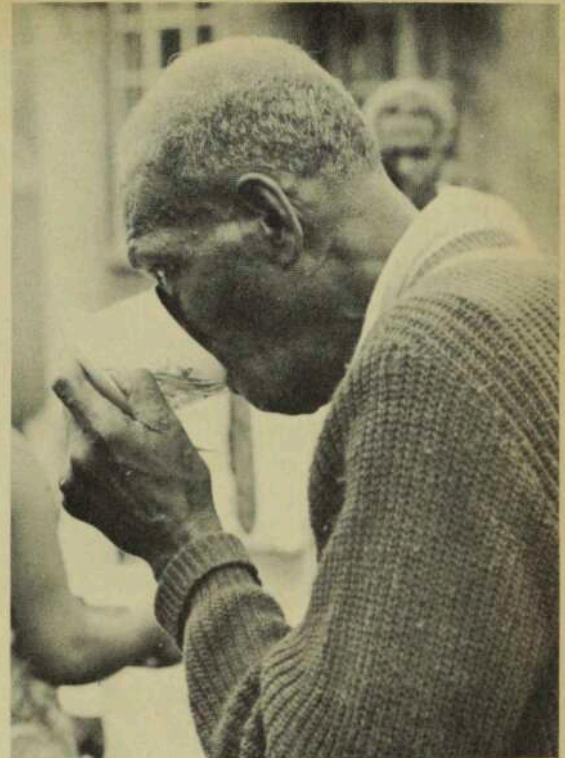
Left, a proud Simon Kaumi, Deputy Chief Electoral Officer in P-NG, with his son, Simon Jnr. Earlier this year Mr. Kaumi was in New York where he attended a session of the UN. Right, Sa'olotoga Lolesi, Economic Development Officer of Western Samoa, relaxes between seminars at this year's general course at the Asian Institute, Bangkok.



Cpl. Tovill, of Rabaul, and Sgt. K. Morcom, of Adelaide, supervise the building of a sports pavilion at Menyamya, P.N.G.

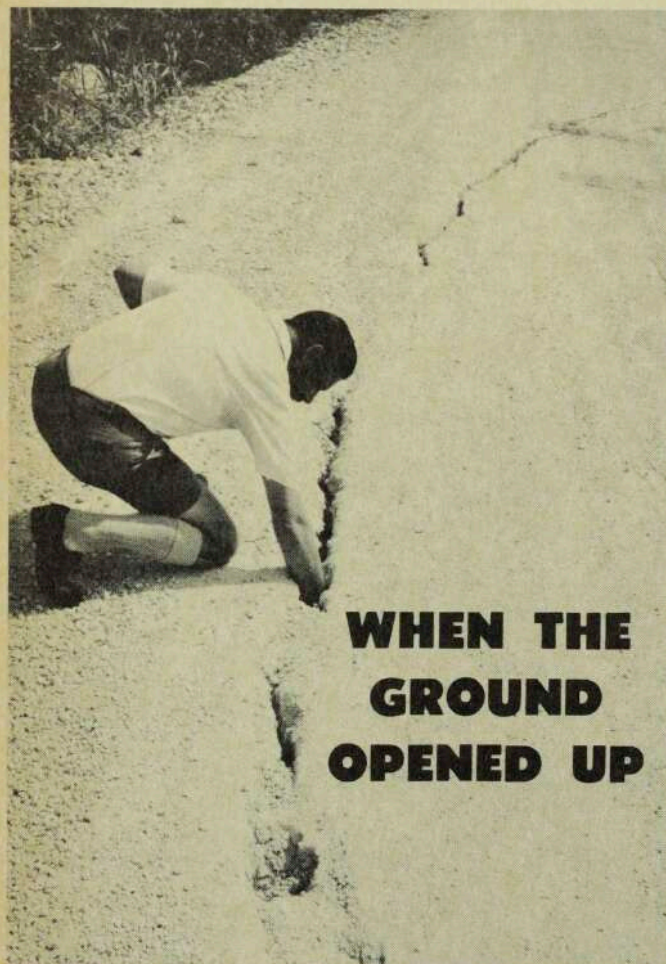


Mr. S. D. Wilson, new Resident Commissioner on Niue. He succeeds Mr. L. A. Shanks.



...e, George Ellis, of the Cook Islands, is a karate black belt, 1st dan. (right) he trains with New Zealander John Jarvis. Above right, tea in Fiji—through the lens of Rob Wright's camera. Below right, Hazelman. AIR NZ's entrant in the 1968 International Air Hostess t. Below, Commodore of the P&O Fleet C. Edgecombe and Miss Hibiscus entrants on the bridge of the "Oriana" in Suva.





During September, the Wewak area was rocked by five large earthquakes and hundreds of minor earth tremors.

In the worst 'quake (measured on a seismograph machine at force seven), at the end of the month, damage was widespread—though no lives were lost.

Cracks three inches wide appeared on the Wewak-Maprik road (see picture at left), scores of water tanks split and shelves in stores crashed to the floor (at Wirui, the mission store reported damage estimated at \$1,000).

Several native houses collapsed (top); so did a brick wall at the new Public Works Department. The Wewak hospital admitted several people with minor injuries.

According to the observer in charge of the Port Moresby geophysical observatory, Dr. D. Denham, the number of earthquakes in the Wewak region in September was far greater than the average of the past 10 years.—P-NG official pictures.

Business and Development

\$4M TIMBER PROJECT FOR PAPUA

A \$4 million timber and harbour project for McFarlane Harbour, Marshall Lagoon, 100 miles southeast of Port Moresby, was announced in October by Mr. Steven Rich, chairman of ANG Holdings Ltd., Papuan sawmiller, rubber and coffee grower and owner of Moresby's celebrated local "sky-scraper", ANG House.

The project is aimed at the Australian and Japanese markets for hard softwood logs and sawn timber and the Japanese market for wood chips. Development will be over a three-year period.

Partners in the project will be ANG Holdings (51 per cent.), Jardine Matheson and Co. (Aust.) Pty. Ltd. (5 per cent.) and several Australian finance houses and industrial companies (24 per cent.).

Jardine Matheson is a member of the big Hong Kong-based merchant group but it is understood funds will come from its Australian subsidiary.

Three stages

Three other investors are the steel giant, BHP, the insurance group, L.C., and the South Pacific subsidiary of the Honolulu-based Dillingham Corporation. There will also be loan funds from the ANZ Bank and the P-NG Development Bank.

The project features three stages:

- Construction of a 17-mile road from Kupiano, McFarlane Harbour, to a sawmill owned by a subsidiary of ANG Holdings—Pacific Islands Corporation—at Kapari, Cape Rodney. (Work on the road has already been begun by Dillinghams).

- Dredging of McFarlane Harbour and constructing berthing and other facilities to handle vessels of up to 100 tons. These are to be finished by September next year.

- Development of the harbour, processing and loading facilities to enable pneumatic loading of 20,000-ton wood-chip carriers by 1970-71. The headquarters of Pacific Islands Corporation will move from Port Moresby to Kupiano, where a town housing 750 Papuans and 50 European families will be built.

PIC holds nearby timber leases of about 175,000 acres with exceed 1,000 million super feet of timber.

Exports are expected to reach \$2 million by 1970 and \$4 million by 1972, Mr. Rich said.

The project has been announced at a time when many NG timber log exporters are wondering just what is the future of their industry. For several months they have been offered prices often lower by 20 per cent. than paid a year ago by Japan—really the only market for logs. Several timber firms, particularly on New Britain, have argued that at current prices it is just not economical to export logs.

Japan is overstocked with timber and she is currently in the happy position of offering to buy logs—at her own reduced prices—from several major timber producers in South-East Asia as well as New Guinea.

One major producer on Bougainville recently told *PIM* the great weakness of NG timber exports, which have been bounding ahead in recent years, is that they are sold mainly to the one source, which in the end names her own price.

ANG Holdings is already deeply committed in timber operations. Following two encouraging, but small, profits, its listed company suffered a \$89,865 loss in the year ended June 30 because its major sawmill lost nearly five months' operations following a serious fire.

Forecasts of dividends by the listed company have not eventuated.

The company's view is that timber prices will recover and good markets will be made in Australia. Jardine Matheson, through its Hong Kong offices, will act as selling agent and the company hopes that good markets will eventually be won in South Korea as well as Japan.

FIJI CLOSER TO D-DAY

The campaign to prepare people for the decimal currency changeover in Fiji on January 13 is intensifying. By October 11, over 1,000 government officers had been schooled in the complexities of the changeover.

Decimal Currency Board courses for key personnel in commerce and industry are being held throughout the colony until the end of November. Some government departments have appointed their own training officers.

There are also increasing requests for the government to release some coins—those of equal value to the present currency, such as the 10 cent coin which will equal 1/- — prior to January 13. It's felt this would help the tourist industry in particular, enabling hotel staff to get used to the new coins and their value before D-Day.

Carpenter's profit a real beauty!

It's impossible not to view the W. R. Carpenter Group's 1967-68 result as anything but a rip snorter.

Despite devaluation losses of over \$300,000, despite increased labour and general expenditure, despite low prices for Fiji's sugar and despite "disappointing" profits from its two coconut oil mills at Rabaul and Suva, the group has turned in best-ever profits and upped its dividend for the second year running.

W. R. Carpenter Holdings Ltd. made a consolidated net profit of \$5,165,344 in the year ended June 30—a figure which includes an extra \$180,000 by two New Guinea subsidiaries. It is the first time the group has exceeded \$5m. profit.

Yearly dividend was raised from 16 to 18 per cent. (a payout to shareholders of \$2,700,000) and the final interim payout of 10 per cent. is equal to an annual rate of 20 per cent., which was last paid in 1950-51.

Subsequently, last year's small profit drop—which broke a run of

23 successive rises in profits—has been reversed. More important, the group's falling trend in earning rates in recent years has been reversed also.

Profit jumps by 8.2 per cent.—or \$392,083—and earning rate recovers from 31.9 per cent. to 33.2 per cent; a very healthy cover for the 18 per cent. dividend.

Fiji residents will be more than interested in the directors' admission that the group made a profit—over book values—of \$1,598,491—on the insurance settlement paid by Lloyds of London on last year's loss of the trans-Pacific passenger-cargo vessel *Lakemba*.

This money, shown as part of a figure of \$1,715,312 for profits on fixed assets, is not included in the consolidated net profits.

(The *Lakemba* hit a reef off Vatulele Island, Fiji, in October last year and later sank).

Directors said higher prices and bigger production of copra and cocoa, advances in merchandising turnovers in the Islands and improved weather conditions, particularly in Fiji, were the major factors in the improved figures.

They report that turnover and earnings have been maintained in the opening months of this financial year but declined to offer any firm forecasts.

Copra production for 1967-68 rose by 288 tons to 10,896 tons, and cocoa was up by 208 tons to 1,300 tons.

Production of the Suva coconut oil mill was still below capacity but showed an improvement of 20 per cent. on the previous year. The Rabaul mill's production rate was maintained. Prices fell recently, they said.

Turnover of merchandising activ-



Mr. S. S. Proud, a director of W. R. Carpenter Holdings Ltd.



Mr. W. R. Carpenter, deputy managing director of W. R. Carpenter Holdings Ltd.

ities in NG rose by "about 22 per cent." while in Fiji they "showed an overall increase".

The chairman and managing director, Mr. C. H. Carpenter, made the following points:

- Earlier plans the company had to invest in hotel ventures in the Islands or Australia are off.
- There will be no replacement for the lost *Lakemba*.
- Small profits from the NG tea project, which will cost Carpenters \$3 million, are expected late next year.
- Profits from the Rabaul desiccated coconut project are already coming in—although this scheme has taken longer to get going and cost Carpenters more than was originally anticipated.
- The political climate in both Fiji or New Guinea was not as bad as was generally reported by news media and these two territories remained conducive to investment. Directors did not think—at this stage—they should withdraw or withhold investment from these major Pacific Islands territories.
- Plucking the company's NG tea crops by machine was virtually out. No machines had yet been found which could properly do the job and hand labour would most likely be used.

All considered, it was an impressive report and few doubt that if nothing unforeseen happens Carpenters will return next year to its proud 1951 20 per cent. dividend. The group's 50 cent. shares, incidentally, were around their year-high \$2.50 mark in late October. Little wonder.

Tongan oil 'worth more investigation'

Tonga's oil potential at Eua "not negative", according to a senior geologist with the Shell Company of Australia, Mr. W. F. Kleinmiede, who paid a four-day visit to Eua in September.

He examined seepages of oil found by Tongans at Eua in September and confirmed soon after by Mr. J. C. Grover, Fiji's Director of Geological Surveys. (*PIM*, Oct., p. 27).

Mr. Kleinmiede said the oil seepage in Eua was not contamination. It was worth further investigation and Shell would decide whether to continue its search when sample tests and technical considerations were known.

Record nickel exports

New Caledonia's mining industry broke all records in the first nine months of this year with exports (principally nickel) worth about 7,376,667,000 Pacific francs (approximately \$A73,766,670).

The only other exports were coffee (849 tons worth 48,813,000 francs), copra (809 tons, 12,262,000 francs) and trochus (31 tons, 327,000 francs).

The future for the nickel industry in New Caledonia at present is extremely bright, as the world production of that metal next year is not expected to meet the world demand.

The French Secretary of State for Overseas Territories, Mr. Michel Inchauspe, said in an interview on Paris television after a visit to New Caledonia in September, that 6,000 new jobs would be created in New Caledonia soon because of expansion in the territory's mining industry.

However, Mr. Inchauspe said in a Press interview that there were still delays in setting up a second mining company—with the International Nickel Company of Canada as participant—to exploit New Caledonia's nickel.

Mr. Inchauspe said "lack of coordination" was the cause of the delays. However, a memorandum of agreement had now been drawn up, and its final approbation depended only on technical problems.

At present, the Rothschild-owned Societe le Nickel is New Caledonia's only nickel miner. It has been much criticised by New Caledonians in recent years because of its stranglehold on their country's economy.

The French Government announced

arly two years ago that it intended to end the monopoly that Le Nickel had enjoyed for about a century (M, Jan., 1967, p. 142).

In making the announcement in Noumea at the time of the Second South Pacific Games, the then French Minister for Overseas Territories, General Billotte, said that the second company would have French, New Caledonian and foreign interests, but the foreign interests would be in the minority.

There have been many reports since then about the likely make-up and construction of the new company, but a definite agreement has yet to emerge.

ales to Reds help Fiji trade figures

Fiji's trade deficit for August was only £F329,000—a vast improvement on the average monthly deficit of £690,000 for the first half of this year.

The Fiji Bureau of Statistics report says the improvement is due to bigger sugar exports. Two-thirds of the August income from exports, which totalled £2,721,000, was for 46,174 tons of sugar exported to Britain, Canada and neighbouring Pacific islands.

An interesting feature of August trade was the shipment of 1,504 tons of coconut oil to Russia for a return of £192,000. It was the biggest shipment ever of goods from Fiji to Russia. Total Russian have never risen above £28,000 a year.

August exports also included 11,175 ounces of gold, worth £170,000, 4,842 cases of bananas worth £100,000. Exports of watermelons produced over £4,000.

Imports for August cost £3,050,000, slightly up on the first seven months of this year.

The adverse balance of trade at the end of August stood at £10,700,000 compared with £7,700,000 for this period last year.

Norfolk to have fryer industry

The Norfolk Island Council in October gave its approval to the establishment of a fryer (rabbit breeding) industry on the island—even though the Administrator, Air Commodore R. N. Dalkin, who is chairman of the council, voted against it. Among reasons given in council for the establishment of a fryer industry:

It could solve the present unemployment situation.

- One hundred and twenty tons of fertiliser would be available each week which would improve pastures.

- Prices for rabbits and rabbit production, would be lower than in Australia.

- Such an industry could encourage young people to go back to the land.

At present two applications are before council for permission to set up commercial rabbit farms; one is from two Australian business men, Messrs. Jamison and Williams, and the other is from local trader Ken Prentice.

Air Commodore Dalkin gave council the following reasons for voting

against the introduction of rabbits:

There were some weighty arguments against it from the conservationist viewpoint; long-term there may be some unsavoury aspects for the island, such as the effluent problem and the proliferation of flies; the economic prospects may not be as fruitful as people imagined; and the type of employment may not be attractive, especially to younger people.

He said there was no guarantee that only one operator would set up business. Two more such businesses on the island "might affect adversely the unique characteristics of the island."

Meanwhile, there is considerable

The Big Company With the Personal Touch

Your intelligence tells you that Estate management and planning need the expertise and training of a big Trustee Company—yet sentiment urges you to choose a trusted family friend as Executor. Think about it deeply; the honour you do your friend may also impose a burden on him which could cause him much distress—and your family, loss of security.

A brief chat with a senior Trust Executive of Burns Philp Trustee will convince you of the personal touch this Company gives its clients. And this is the ideal situation; sympathetic understanding coupled with the wise guidance of experts in a complicated, sophisticated field.

Ask for the Company's free, 10-page brochure at any B.P. Branch. Executive Officers at Head Office handle the business affairs of all Islands clients. A senior Executive of Burns Philp Trustee visits Papua-New Guinea every few months. Should you need urgent advice, write to the Head Office at once. You will not place yourself under any obligation.

BURNS PHILP TRUSTEE COMPANY LIMITED

Executor: Administrator: Trustee: Attorney: Agent

Directors: J. D. O. Burns. P. T. W. Black. E. P. Lee. L. N. Stanford.

Manager: A. H. E. Furze.

Secretary: J. H. L. Bathgate.

Head Office: 7 Bridge Street, SYDNEY. Box 543, G.P.O. 2001.

Telegrams: "BURNSTRUST", Sydney. Also Registered Offices at Melbourne, Brisbane, Port Moresby (Papua), Suva (Fiji) and Vila (New Hebrides).

Canberra Agent: BURNS PHILP TRUSTEE COMPANY (CANBERRA) LIMITED, Suite 601, C.M.L. Building, University Avenue, CANBERRA CITY, A.C.T. 2601.



local opposition to the introduction of rabbits to Norfolk—even as a meat industry. The Flora and Fauna Society and a number of individuals have expressed their disapproval to council.

Restrictions hamper N. Caledonia trade

France should scrap New Caledonia's import licensing system so the territory's importers could buy more goods from Australia, which was a far closer—and in some cases cheaper—manufacturer and producer than France.

This was the comment of a three-man delegation of Noumea businessmen—Messrs. N. Daly, B. Laroque and G. Lavoix—who paid a week's visit to Sydney in October at the invitation of the Australian Department of Trade.

Mr. Daly, leading Noumea businessman and also one of New Caledonia's keenest sportlovers said businessmen felt the import licences restricted freedom of choice of imported goods.

"The licences were introduced maybe 20 years ago, when Australia's secondary industries were un-

developed," he said. "Australia, or New Zealand for that matter, didn't produce the textiles or hardware needed in Noumea and so naturally most of these items came from France.

"We feel today the position has changed. Australia produces dozens of the things she used to import from Britain and she is also exporting many manufactured lines she didn't make a few years ago.

"If import licences were scrapped we feel many more Australian goods, particularly textiles, hardware and foods, would be highly-competitive with French goods on the Noumea market and importers would have a better choice of what to buy."

Mr. Laroque said shipping services from Australia to New Caledonia were excellent at present, with one ship arriving each week. Trade restrictions held up more trade, however.

"Through our deputy in the French Parliament we have made representations for our licences to be abolished but so far this has been to no avail," he said. "France sees New Caledonia, and for that matter French Polynesia, as a part of France, and she does not encourage Noumea's right to shop around for goods."

Copra market report

Chairman of the P-NG Copra Marketing Board gave the following report on the world copra market on October 23:

During the past few weeks there have only been minor day-to-day changes in prices, mainly inter-dealer trading with little actual interest on the part of consumers.

November shipment prices have been generally around \$US191.2 with some odd lots down to \$US190.50. However, there appears to be a firming tendency in the market at present, with the likelihood of prices going to \$US193.

Rainfall in the Philippine growing areas recovered to around normal during August, but over the last 3 months or so has only been 67 per cent. of normal.

The market for food oils and fats is generally steady at present but it is expected that pressure on supplies will be less pronounced during 1968-69.

Supply pressure will probably continue from fish oil and palm oil. Consequently one way and another supply and demand over the next year may be expected to remain in fair close balance, without any major price movement.

IMPORTANT ANNOUNCEMENT TO PLANTATION OWNERS

ROBERT SEARS & CO. PTY. LTD.
MORTDALE, NEW SOUTH WALES

Designers and Manufacturers of Successful Tried and Proved

COPRA AND COCOA DRYERS OIL BURNERS AND HEAT RAISING EQUIPMENT

Wish to announce that they have appointed as their
local New Guinea agent

ELVEE TRADING PTY. LTD. (Manager: Mr. Peter Coote)
Malaguna Road, Rabaul.

ELVEE TRADING PTY. LTD. are also Agents and Suppliers of Agserv Division of Geigy (Aust.) Pty. Ltd. Insecticides — Weed Killers — Fontan and Swingfog Spraying and Fogging Equipment. Whirlwind Heavy Duty Grasscutting Equipment. Rega Hand and Power Operated Spraying Equipment. Mono Pumps.

Produce Prices

Unless otherwise stated, quotations are Australian currency. Australian dollar equals \$1.00 New Zealand; 9/7 Fiji; 98 French Pacific francs; 80 cents Western Samoa; \$1.00 Tonga; 9/3 sterling and 12 USA.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes only to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing in Rabaul, and (d) Japan (surplus available). Prices generally tally with ruling rates in Philippines.

P-N-G purchase prices for copra determined in main ports in October were: hot-dried, \$151 per ton; FMS \$148 per ton; smoke-dried, \$146 per ton.

Fiji:—The Fiji Coconut Industry Board sets 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. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Veuni. Prices in Suva until "further notice" were: 1st grade, £F58/7/6; 2nd grade, £F53/10/-; CAS, £F44/2/6. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents and the local firms—and sells the copra on the open market with a portion of Abels, NZ. Prices in Oct. were \$WS127 grade one, \$WS127 for grade one, dried, and \$WS114 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe on the open market. October prices for growers were \$T98.50 first grade and \$5.50 second grade.

LOMON IS. All production marketed through official BSI Copra Board, at rates based on Philippines rate. Output goes to Unilever, UK; to Australian firms; and the balance on to the open market. Prices in October were: 1st grade, \$140; 2nd grade, \$136; 3rd grade, \$130 per ton. BSIP ports (Honiara, Gizo and Gizo).

EXCHANGE RATES

Fiji:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australian dollar on Fiji pound, buyer 35, seller 2.0576. Fiji-London, £F104.5 £Stg.100.

WESTERN SAMOA:—Through Bank of Western Samoa, controlled from NZ, seller to FWS Tala 1.2470.

DRFOLS IS., PAPUA-NEW GUINEA: Australian currency used; no exchange rate in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna (with French francs), French Polynesia. French Bank, on Oct. 24, quoted: Selling, 100 French francs to 100 Australian dollars; 98 Pac. francs to 100 Australian dollars; approx. 90 Pac. francs to US \$; 18 Pac. francs to 1 French franc version rate: 1 Pac. franc equals 5 French francs. Paris-London: Buy 11.89 francs to £Stg. Also, £Stg. 1s 215.50 Pac. francs.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at \$67.20 per ton for first grade.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price in October was \$82 (8,200 Pac. Francs). French price was 930 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for October, November and December, have been fixed, subject to freight adjustment, at \$NZ184.06 first grade, hot air dried; \$NZ181.98 first grade, sun dried, and \$NZ180.42 standard grade, all per ton packed f.o.b.

AMERICAN SAMOA:—Copra Board buys all copra, for export to the US; Oct. price was US\$6¼ cents per pound, dry.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quoted P2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for "Sucuwalu" and "Loaloo" varieties.

Honiara.—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

COCOA:—Islands rates are based on Ghana prices. Ghana price on Oct. 22 was £Stg.372 per ton, c.i.f., UK Spot.

On Oct. 22, Quote No. 1: In store Rabaul, export quality \$660 per ton, ex-wharf Sydney, \$725, and steady. Quote No. 2: Best quality, ex-wharf Sydney, \$730, in store NG ports \$648 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney, on Oct. 16, was: Grade 1, £Stg.330; grade 2, £Stg.310.

New Hebrides.—beach, Vila, Santo, \$250 per ton.

Solomons.—4 cents a lb delivered to a fermentary, 3½ cents a lb at buying points.

COFFEE.—P-N-G: Oct. 22, Quote No. 1, good quality A grade 38½c to 42c per lb; B grade 37c to 41c; C grade 34½c to 36½c; X grade 36c to 39c and native X grade 34c to 35½c (ex-store Sydney).

CROCODILE SKINS.—On Oct. 22, Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N-G—\$2.80 per in., f.o.b. main ports, small scale (salt water); large scale (fresh water) \$1.80 per in. B.S.I., Honiara: \$1.89 to \$2.10 per in.; Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—On Oct. 22 Australian buyers reported very little demand from Japan, Europe and the US. Prices were not quoted. Honiara: 16c lb.

PAPUAN GUM: New Guinea graded gum \$185 per ton, f.o.b., Samarai, ungraded gum \$174, f.o.b., NG.

PEANUTS.—P-N-G: Sydney agents reported Oct. 22, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—Torres Strait Pearl-shell's Assn. recently quoted these prices for MOP: AA grade, \$A1,250 per ton; A \$1,450; B, \$1,800; C, \$1,900; D, \$1,220; E, \$840 and EE, \$600 f.o.b. Thurs. Is.

Solomons.—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, \$NZ700 a ton (approx.), f.o.b., Rarotonga.

RICE (Aust.): Prices, until Mar. 31, 1969, are—P-N-G: Dried brown rice, 112 lb bags, \$136 per ton, f.o.w. Sydney or 56 lb bags, \$153 per ton, f.o.w. Brown, Melbourne. Vitamin enriched white rice, 40 lb bags \$146 per ton. Other Pacific Islands: Polished white (56 lb bags) or dried brown rice (112 lb bags), \$161 per ton, f.o.w.

Solomons.—\$160 per ton (orders over 2 tons), \$168 per ton (under 2 tons), f.o.b. Honiara.

Stock Market

LAST SALES SYDNEY

	Sept. 23	Oct. 22
A. Lemon .50	.85	.83
ANG Hold. 1.00	1.00	1.00
Bali Plantations .50	.83	.85
Burns Philp 1.00	5.45	5.60
Burns Philp (SS) 2.05	3.90	3.80
Camelec .50	.65	.67
Carpenter .50	2.40	2.45
Choiseul Plntn. 1.00	3.25	3.80
C.S.R. 1.00	5.44	5.10
Dylup Plntn. .50	.92	.95
Fiji Industries 1.02	2.20	2.25
Kerema Rubber .50	.25	.18
Koitaki Rubber .50	.68	.75
Lolorua Rubber .50	.22	.21
Makurapau Plntn. .50	.55	.57
Maribol Rubber .50	.27	.24
Plantation Hldgs. .50	.48	.55
Queensland Ins. 1.00	7.40	6.70
Rubberlands .50	.25	.25
Sogeril Rubber .50	.60	.62
Sth. Pac. Ins. .50	1.50	1.80
Steamships Tdg. .50	.80	.78
Watkins Cons. .50	1.10	1.25

OIL AND MINING SHARES

C.R.A. .50	19.00	17.70
Cultus Pacific .25	.52	.40
Emperor .10	2.75	1.60
NG Gold Ltd. .35	.82	.80
Oil Search .50	.72	.43
Pacific I. Mines .25	.27	.24
Papuan Apin. .50	.51	.36
Placer Dev.*	28.50	31.00

* No par value

Sydney stock exchange share price index for ordinaries on Oct. 22 was 534.63. On Sept. 23 it was 555.25.

RUBBER.—P-N-G price is based on Singapore rates, which on Oct. 22 were: Prompt nominal shipment 57½ Malayan cents per lb; Nov., M57½ cents per lb and Dec., M57½ cents per lb (all about 18 Aust. cents per lb).

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, \$300 a ton.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

TROCHUS.—A Sydney buyer indicated the following quotations to Islands producers: Oct. 22 — Papua — \$175-\$185 per ton — Honiara — 4 cents per lb, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 60c to \$1.50 a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Price on Oct. 22 were: white and yellow label processed, standard packs, \$5.80, green label \$5.70, c.i.f., Sydney. Tonga.—\$T14.20, f.o.b., Nukualofa; \$4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, Oct. 22, Philippines, in bulk, \$US195 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast, \$US164 per short ton.

COCONUT OIL: LONDON, Oct. 22, Ceylon, 1% in bulk, £Stg.151 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Oct. 22, Spot 20½d Stg. lb, Nov. 20-13/16d Stg. lb, Jan. 20-9/16d Stg. lb.

THE BANK LINE

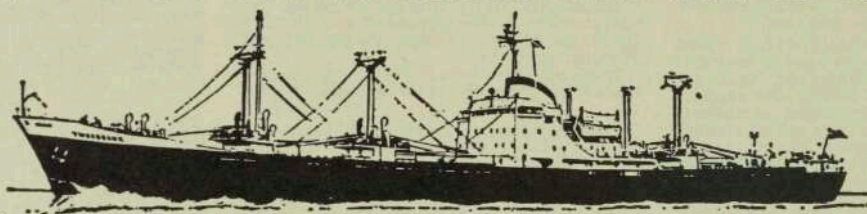
MONTHLY SERVICES
UNITED KINGDOM AND CONTINENT
TO AND FROM
PAPUA, NEW GUINEA AND THE SOLOMON ISLANDS

ALSO:

FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT



U.S. GULF/AUSTRALASIA SERVICE VESSELS CALLING AT
FIJI, ETC., WHEN SUFFICIENT INDUCEMENT OFFERS FROM U.S. GULF PORTS



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

SOUTHERN CROSS—NORTHERN STAR

Linking the
PACIFIC ISLANDS with . . .
England, West Indies, New Zealand,
Australia and South Africa

One Class liners, Southern Cross (20,000 tons) and Northern Star (24,000 tons)—air-conditioned with the latest in amenities. Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Fiji, Rarotonga, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, Wellington, Auckland.

For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.

Tahiti. Messageries Maritimes, Papeete.

Cable Address: Messagerie Papeete.

SHAW SAVILL LINE



S.S. "Northern Star"
(24,733 TONS)



Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of London, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks for Lautoka and Suva en route to West Coast, USA, and Canada. Details from Trans-Austral Shipping Co. Ltd., 275 George Street, Sydney (2-2551).

Orient Overseas Line, with four cargo vessels, operates a monthly service from Adelaide, Melbourne, Sydney and Brisbane to Suva, Lautoka, San Francisco, get Sound and Vancouver. Details from H. C. Sleight Ltd., 115 Park St., Sydney (2-0253).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne. Calls are also made every 10 weeks at Sukarnapura. Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return. Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0528).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the climate from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Warranga (NZ) for timber. Details from Union Steam Ship Co. of Australia, 247 George St., Sydney (2-0528).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton, returning via South Africa. Details from Chandris Line, 135 King St., Sydney (28-2451).

Sitmar Line, with four liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK via Balboa, Panama, NZ, Fiji or Papeete. Details from Sitmar Line, 22 Bridge St., Sydney (27-4521).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC (with transshipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver. Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea. Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return by same route. Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo. Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, with occasional calls at Pago Pago and Tonga. Details from P. and O. Lines of Australia Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI/COOKS - TAHITI - PANAMA - UK

Southern Cross, Northern Star and Akaroa passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete. Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete. Details from Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

AUSTRALIA - P-NG

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul. Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports. Braeside sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Wewak, Madang, Lae, Port Moresby, Sydney, Melbourne.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and Sydney.

Malekula sails every four weeks from Sydney to Brisbane, Port Moresby, Samarai and return.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation vessels Papuan Chief and Island Chief operate a two-weekly service from Sydney to Brisbane, Port Moresby, Lae, Madang and Rabaul. Details from Swire and Yuill Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line's six cargo vessels leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fullborn, Gizo, Honiara, Buka and Vanimo.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG Lines, with the freighter Jette Bue, operates a three-weekly service from Sydney to Rabaul, Lae and Fullborn, and return.

Details from Auscan Shipping Pty. Ltd., 68 Pitt St., Sydney (27-9886).

Messrs. Keith Holland Shipping Company uses a small motor vessel Jardine to operate fortnightly services from Cairns, Queensland, to Port Moresby and Daru, and return.

Details from Herbert S. Craig, Box 12, Port Moresby (2728).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessels Australasia and Malaysia run monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby and Djakarta.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line vessels maintain a passenger/cargo service from Adelaide, Melbourne, Sydney, Brisbane to Lae thence Taiwan, Hong Kong and Manila, with return to Australia occasionally via Island ports.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-4301).

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleight Ltd., 115 York Street, Sydney (2-0253).

SYDNEY - NZ - N. CALEDONIA - N. HEBRIDES - FR. POLYNESIA - FIJI

Messageries Maritimes operates a six-weekly service from Sydney to Melbourne, Auckland, Noumea, Vila or Santo, Papeete, Suva, and return.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanolise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transshipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. four "K" vessels operate a monthly cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via NZ and the Far East.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ

Royal Inter-ocean Lines operate a monthly return service with the Straat Torres, Straat Madura and Houtman from Hong Kong, Bangkok (opt.), Pt. Swettenham and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA TAHITI - AM. SAMOA - FIJI

China Navigation vessels Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo, Papeete, Pago Pago, Apia, Suva, Lautoka and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

GEIC - SYDNEY

The GEIC Wholesale Society operates a seven-weekly passenger-cargo service between Tarawa and Sydney.

Details from Kerr Bros. Pty. Ltd., 4 O'Connell St., Sydney (28-1474).

JAPAN - NEW GUINEA

Mitsui Osk Lines of Japan, with six cargo vessels, operate a monthly service from major Japanese cities to major NG ports, and return.

Details from McIlwraith McEachern Ltd., 247 George St., Sydney (27-1481).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Burns Philp (SS), Suva.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship passenger-cargo vessels Tofua and Taveuni leave Auckland every two weeks. Tofua calls at Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva and Auckland. Taveuni calls at Lautoka, Suva, Apia, Haapai, Nukualofa, Suva and Auckland.

Details from USS, Quay and Commerce Sts., Auckland (49930).

NZ - COOK ISLANDS - TAHITI

Holm and Co. Ltd. vessels Luhsand and Fahrmannd maintain a 28-day service from Auckland, NZ, to Rarotonga and Papeete, with other Island calls when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - TAHITI - UK

New Zealand Shipping Co. Ltd.'s vessel Rangitoto, operating between NZ and UK, via Panama, makes an occasional call at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ, or P and O, Sydney (2-0317).

NZ - N. CALEDONIA - NG - NORFOLK ISLAND

NZ Export Line operates a 28-day service from Auckland to Noumea, Port Moresby, Lae, Rabaul, Norfolk Island, and return.

Details from Maritimes Services Ltd., 22 Kitchener St., Auckland, or Shiptraco, Sydney (27-4149).

NZ - NORFOLK IS. - N. CALEDONIA NEW HEBRIDES - WALLIS IS. - FIJI

Reef Shipping Company, Suva, operate a three-weekly service from NZ port to Norfolk Is., Noumea, Vila, Wallis Is. and Suva, and return to Auckland.

Details from Trans Pacific Marine, 29-31 Fort St., Auckland (41-873).

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zet maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay (British Columbia) to Papeete and Pago Pago and return the same way.

Details from Marine Chartering (Aust.) Pty. Ltd., Box 1631, GPO, Sydney (26-8701).

TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuva operates a 49-day passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka, Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 11 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger cargo service every three weeks from Sa

PIM's shipping and airways timetables are correct to time of publication.

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. 30 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on the Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages. Details from Wilh. Wilhelmsen Agency Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Borgsgaard and Thor I maintain approximately monthly services from West Coast American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Lautoka, Vila, Lae, Rabaul, and return.

Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)
Murs.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900, arr. Honolulu 0755, dep. 0900, arr. San Francisco 1645.
Murs.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Bris. 0525 Sat., dep. 0610, arr. Syd. 0725.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)
es., Sat., Sun.: Dep. Syd. 1700, arr. Nadi 2245, dep. 2330, arr. Honolulu 0735, dep. 0900, arr. San Francisco 1645.
M., Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0045, dep. 0130, arr. Honolulu 0935, dep. 1100, arr. San Francisco 1845.

M., Wed., Fri., Sun.: Dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300, arr. Nadi 0315, dep. 0400, arr. Syd. 0615.

M., Tues., Sat.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0715.

BOAC (with 707's)
es., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0045, dep. 0130 Wed., Fri., Mon. (cross Dateline), arr. Honolulu 0935, dep. 1100, arr. San Francisco 1845 Tues., Thurs., Sun.
es., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300 (cross Dateline), arr. Nadi Thurs., Sat., Mon. 0315, dep. 0400, arr. Sydney 0615.

SYDNEY - FIJI - TAHITI - MEXICO

QANTAS (with 707's)
d.: Dep. Syd. 2000, arr. Nadi 0145 Thurs., dep. 0230, arr. Papeete 0845 Wed., Dep. 2230, arr. Acapulco 1030 Thurs., dep. 1130, arr. Mexico City 1220 (to London).
.: Dep. Mexico City 2200, arr. Acapulco 2255, dep. 2355, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0745 Mon., dep. 0830, arr. Syd. 1045.

SYDNEY or AUCKLAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)

Fri.: Dep. Sydney 1900, arr. Nadi 0055 Mon., dep. 0140, arr. Honolulu 0950 Sun., dep. 1130, arr. Vancouver 1950 Sun.

Fri.: Dep. Vancouver 1800, arr. Honolulu 2040, dep. 2245, arr. Nadi 0305 Sun., dep. 0345, arr. Sydney 0600 Sun.

Alt. Sun.: the DC8's end and start at Auckland, leaving at 2205 and arriving at 0640.

SYDNEY - NZ - HAWAII or TAHITI - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Syd. 1500, arr. Auckland 1945, dep. 2100, arr. Honolulu 0720 dep. 0830, arr. Los Angeles 1625, dep. 2359, arr. Papeete 0655, dep. 0815, arr. Los Angeles 1905.

Wed., Sun.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.

Fri.: Dep. Los Angeles 2100, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.

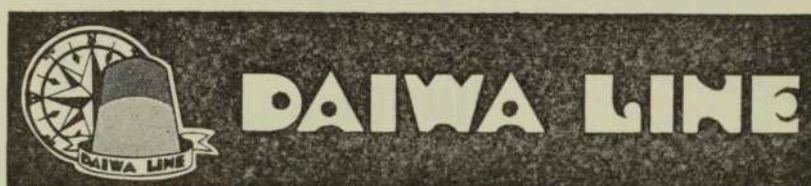
SYDNEY - USA (VIA N. CAL., NZ, FIJI, AM. SAMOA OR HAWAII)

PANAM (with 707's)

Sun.: Dep. Syd. 1815, arr. Auckland 2300, Daily: Dep. Sydney 1645, arr. Nadi 2230, dep. 2315, arr. Honolulu 0720, dep. 0845, arr. Los Angeles 1640.

Wed.: Dep. Sydney 1445, arr. Noumea 1815, dep. 1900, arr. Pago Pago Wed. 0015, dep. 0100, arr. Honolulu 0705, dep. 0900, arr. Los Angeles 1655.

Sat.: Dep. Sydney 1400, arr. Auckland 1845, dep. 1940, arr. Pago Pago Sat. 0010, dep. 0100, arr. Honolulu 0705.



DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "SAMOA MARU" V-10

Dep. JAPAN December 25.	*LABASA January 16-18.
GUAM December 31.	LAUTOKA January 19-21.
PAGO PAGO January 10-11.	NOUMEA January 24-25.
APIA January 11-12.	VILA February 4.
SUVA January 15-16.	SANTO February 5-6.

*Subject to cargo inducement.

Heavy lift and reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Fiji Maru", V-21, End January.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

dep. 0900, arr. Los Angeles 1655.
Sat., Mon., Wed.: Dep. Los Angeles 2145,
arr. Honolulu 2355, dep. Sun., Tues.,
Thurs. 0100, arr. Nadi Mon., Wed.,
Fri. 0515, dep. 0615, arr. Sydney 0830.
Sun., Tues., Thurs., Fri.: Dep. Los Angeles
2145, arr. Honolulu 2355, dep. Mon.,
Wed., Fri., Sat. 0100, arr. Sydney
Tues., Thurs., Sat., Sun. 0745.
Thurs.: Dep. Honolulu 1015, arr. Pago
Pago 1425, dep. 1515, arr. Noumea Fri.
1700, dep. 1745, arr. Sydney 1935.
Mon.: Dep. Honolulu 1015, arr. Pago
Pago 1425, dep. 1515, arr. Auckland
Tues. 1800, dep. 1840, arr. Sydney
1945.

**SYDNEY or NOUMEA - USA (via
FIJI, NZ or TAHITI**

UTA AIRLINES (with DC8's)

Mon.: Dep. Noumea 1120, arr. Nadi 1400,
dep. 1445, arr. Papeete 2050 Sun., dep.

0900 Mon., arr. Los Angeles 1955.
Thurs.: Dep. Noumea 1020, arr. Auckland
1340, dep. 2345, arr. Papeete 0630
Thurs., dep. 0900, arr. Los Angeles
1955.

Fri.: Dep. Sydney 2050, arr. Papeete 0730
Fri., dep. 0900, arr. Los Angeles 1955.
Mon.: Dep. Los Angeles 2345, arr. Papeete
0500 Tues., dep. 0645, arr. Auckland
1030 Wed., dep. 1230, arr. Noumea
1415.

Thurs.: Dep. Los Angeles 2345, arr.
Papeete 0500 Fri., dep. 0645, arr.
Sydney 1055 Sat.

Fri.: Dep. Los Angeles 2345, arr. Papeete
0500 Sun., dep. 0745, arr. Nadi 1030
Mon., dep. 1115, arr. Noumea 1215 Sat.

**NZ - AM. SAMOA - TAHITI OR
HAWAII - USA**

PANAM (with 707's)

Mon., Fri.: Dep. Auckland 2359, arr.

Papeete Mon., Fri. 0645, dep. 0745
arr. Los Angeles 1830, dep. 1945, arr.
San Francisco 2050.

Thurs., Sat.: Dep. Auckland 1940, arr.
Pago Pago Thurs., Sat. 0010, dep.
0100, arr. Honolulu 0705, dep. 0900
arr. Los Angeles 1655.

Wed., Sat.: Dep. San Francisco 2200, arr.
Los Angeles 2305, dep. 2359, arr.
Papeete Thurs., Sun. 0510, dep. 0610
arr. Auckland Fri., Mon. 0950.

Mon.: Dep. Honolulu 1015, arr. Pago
Pago 1425, dep. 1515, arr. Auckland
Tues. 1800.

Wed.: Dep. Honolulu 0115, arr. Pago Pago
0525, dep. 0615, arr. Auckland Thurs.
0900.

**INDONESIA - USA (via DARWIN,
NOUMEA, NZ, or TAHITI)**

UTA AIRLINES (with DC8's)

Wed.: Dep. Jakarta 2020, arr. Darwin
0225 Thurs., dep. 0305, arr. Noumea
0905, dep. 1020, arr. Auckland 1340
dep. 2345, arr. Papeete 0630, dep. 0900
arr. Los Angeles 1955.

Mon.: Dep. Los Angeles 2345, arr. Papeete
0500 Tues., dep. 0645, arr. Auckland
1030, dep. 1230, arr. Noumea 1415, dep.
0050 Thurs., arr. Singapore 0615.

UNION STEAMSHIP 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.

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—Trans-Austral Shipping Pty. Ltd.
SUVA—Burns Philp (South Sea) Company,
Ltd.

LAÉ/RABAU—Burns Philp (New Guinea)
Ltd.

PORT VILA — Comptoirs Francais de
Nouvelles Hebrides.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

QANTAS (with 707's)

Thurs.: Dep. Syd. 1130, arr. Pt. Moresby
1520, dep. 1605, arr. Manila 1900, dep.
1945, arr. Hong Kong 2130.

Fri.: Dep. Hong Kong 2130, arr. Manila
2310, dep. 2355, arr. Pt. Moresby 070
Sat., dep. 0745, arr. Syd. 1130.

Sun.: Dep. Syd. 1130, arr. Pt. Moresby
1520, dep. 1605, arr. Hong Kong 2025
Sun.: Dep. Hong Kong 2230, arr. Pt.
Moresby 0655 Mon., dep. 0745, arr.
Syd. 1130.

AUSTRALIA-NEW ZEALAND

QANTAS, AIR-NZ, BOAC and PANAM
operate regular trans-Tasman services
THE QANTAS and AIR-NZ services link
major NZ cities with Australian east
coast cities.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1045, arr. Nadi 1630

Wed.: Dep. Nadi 0800, arr. Sydney 1025

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with flying-boats)

About twice weekly from Rose Bay
Time of departure depends on high tide
in the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Mon., Fri.: Dep. Sydney 1100, arr. Noumea

1440, dep. 1600 for Sydney, arr. 1755

Tues., Sat.: Dep. Noumea 0930, arr. Syd
1150, dep. 1310, arr. Noumea 1715.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auck-
land 1345, dep. 2130, arr. Nadi 0020
(Tues., Sun.).

Tues., Sun.: Dep. Nadi 0505, arr. Auck-
land 0755, dep. 0930, arr. Syd. 1035
thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)
Wed., Sat.: Dep. Sydney 0800, arr. NI 1450. Flight extends NI-Auckland-NI Wed., Sat. only (See "NZ-Pacific Islands").
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1850.

AUSTRALIA - P-NG

Trans Australian Airlines and Ansett-ANA each operate from Sydney or Melbourne to Pt. Moresby and return five times a week, with Boeing 727's.

NORTHBOUND

Ansett-ANA: Mon.: Dep. Melb. 0700, arr. Syd. 0805, dep. 0835, arr. Bris. 0945, dep. 1035, arr. Pt. Moresby 1325.
Wed.: Dep. Syd. 0630, arr. Bris. 0740, dep. 0820, arr. Pt. Moresby 1110.
Fri.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.
Sat.: Dep. Melb. 0700, arr. Syd. 0805, dep. 0910, arr. Pt. Moresby 1250.

ANA: Dep. Syd. 0700, arr. Pt. Moresby 1040.

ANA: Tues., Thurs., Sat., Sun.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.

Fri.: Dep. Melb. 0700, arr. Syd. 0825, dep. Syd. 0910, arr. Pt. Moresby 1250.

SOUTHBOUND

Ansett-ANA: Mon.: Dep. Pt. Moresby 1415, arr. Bris. 1655, dep. 1800, arr. Syd. 1910, dep. 2000, arr. Melb. 2110.
Wed.: Dep. Pt. Moresby 1200, arr. Bris. 1440, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.
Fri.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1615, arr. Syd. 1725, dep. 1800, arr. Melb. 1910.
Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710, dep. 1800, arr. Melb. 1915.
Sun.: Dep. Pt. Moresby 1130, arr. Bris. 1410, dep. Bris. 1500, arr. Syd. 1610, dep. Syd. 1800, arr. Melb. 1910.

ANA: Tues., Thurs., Sat., Sun.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.
Fri.: Dep. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.

TAA and ANA each operate a weekly flight from Sydney to P-NG with cargo only.

QUEENSLAND - PAPUA

TAA (with Fokkers)

es.: Dep. Townsville 1110, arr. Cairns 1215, dep. 1315, arr. Pt. Moresby 1535.
Thurs.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Fokkers)

Thurs.: Dep. Cairns 1325, arr. Pt. Moresby 1545.
Fri.: Dep. Pt. Moresby 0745, arr. Cairns 1005.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these islands see also Trans-Pacific Services).

NZ - AM. SAMOA

PANAM (with 707's)

Thurs., Sat.: Dep. Auckland 1940, arr. Pago Pago Thurs., Sat. 0010.
Mon.: Dep. Pago Pago 1515, arr. Auckland Tues. 1800.
Wed.: Dep. Pago Pago 0615, arr. Auckland Thurs. 0900.

NZ - FIJI

AIR-NZ (with DC8's)

Daily: Dep. Auckland 2130, arr. Nadi 0020, dep. Nadi 0505, arr. Auckland 0755.

Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050.

NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)

Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445.

Wed., Fri.: Dep. Pago Pago 1600 (cross Dateline), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

NZ - NEW CALEDONIA

AIR-NZ and UTA (DC8's)

Sun.: Dep. Auckland 1300 for Noumea, arr. 1445, dep. 1600, arr. Auckland 1930.

Wed.: Dep. Auckland 1230, arr. Noumea

● *PIM's shipping and airways schedules are correct to time of publication.*

1415, dep. 1020 Thurs., arr. Auckland 1340.

NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)

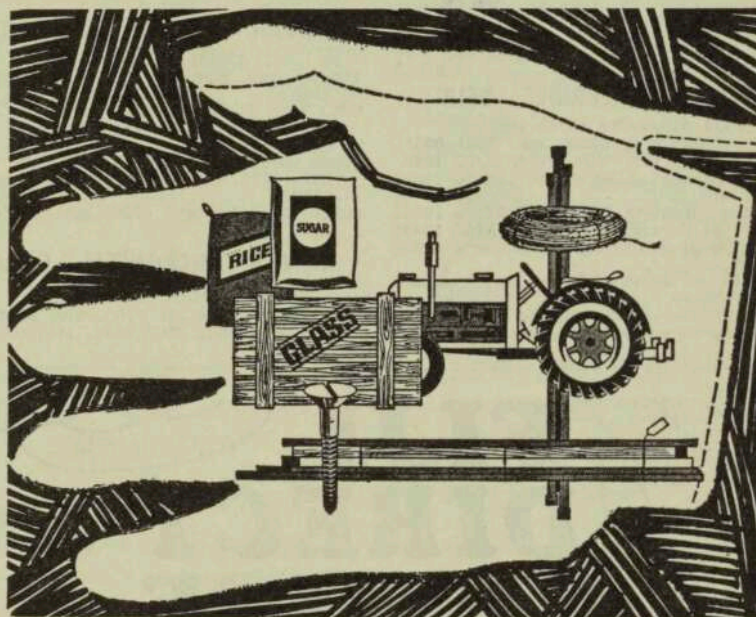
Sat.: Dep. NI 1600, Auckland, arr. 2000.
Sun.: Dep. Auckland 1030, arr. NI 1340.

NZ - TAHITI

UTA-French Airlines (with DC8's)

Thurs.: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Thurs. 0635.
Tues.: Dep. Papeete 0645 for Auckland (cross Dateline), arr. Wed. 1030.

AUSTRALIA-WEST PACIFIC LINE



KID GLOVE SERVICE

Exporters/Importers. Your cargo to and from Papua/New Guinea is assured "Kid Glove Service" when entrusted to Australia-West Pacific Line.

By advanced, modern techniques in cargo handling, the proven service of A.W.P.L. is still second to none in the Papua/New Guinea Trade.

Your cargo is treated V.I.P. when shipped A.W.P.

For further enquiries, please contact A.W.P.L. Agents:—



Sydney, Melbourne and Brisbane—Wilh. Wilhelmsen Agency Pty. Ltd.
Adelaide—Dalgety and New Zealand Loan Ltd.
Lae, Rabaul, Madang—New Guinea Company Limited.
Port Moresby—Island Products Limited.

AUSTRALIA WEST PACIFIC LINE



INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)
Alt. Tues.: Dep. Santiago 0100, arr. Easter Is. 0700 (24-hour stopover), dep. 0700 Wed., arr. Papeete 1500.
Alt. Sun.: Dep. Papeete 1900, arr. Easter Is. 0700 Mon. (24-hour stopover), dep. 0700 Tues., arr. Santiago 1900.
NOTE: Schedules have been cut down on Tahiti-Easter Is. connections. Details from Mr. J. Federer (31-4366), Sydney; or Tahiti Tours, Papeete.

FIJI - GEIC - NAURU

FIJI AIRWAYS (with HS748)
Alt. Sun. (Nov. 17, Dec. 6): Dep. Suva 0600, arr. Nadi 0635, dep. 0720, arr. Funafuti 1020, dep. 1105, arr. Tarawa 1435, dep. 1520, arr. Nauru 1650.
Alt. Mon. (Nov. 18, Dec. 7): Dep. Nauru 0700, arr. Tarawa 0930, dep. 1015, arr. Funafuti 1345, dep. 1430, arr. Nadi 1730, dep. 1815, arr. Suva 1850.

FIJI - NEW HEBRIDES - BSIP

FIJI AIRWAYS (with HS748)
Thurs.: Dep. Suva 0700, arr. Nadi 0735, dep. 0820, arr. Vila 0955, dep. 1040, arr. Santo 1130, dep. 1215, arr. Honiara 1510.
Fri.: Dep. Honiara 0730, arr. Santo 1025, dep. 1110, arr. Vila 1200, dep. 1245, arr. Nadi 1620, dep. 1705, arr. Suva 1740.

NOTE: An additional fortnightly service operates here, leaving Fiji on alternate Sundays and returning on alternate Mondays. Times are the same as above.

FIJI - TONGA

FIJI AIRWAYS (with HS748)
Wed., Sat.: Dep. Nadi 0610, arr. Suva 0645, dep. 0715, arr. Tonga 1015, dep. 1100, arr. Suva 1200, dep. 1300, arr. Nadi 1345.

FIJI - WESTERN SAMOA

FIJI AIRWAYS (with HS748)
Wed.: Dep. Nadi 1100, arr. Suva 1145, dep. 1240, arr. Apia 1640 Tues.
Tues.: Dep. Apia 1720, arr. Suva 1920.

HAWAII - AM. SAMOA

PANAM (with 707's)
Mon., Thurs.: Dep. Honolulu 1015, arr. Pago Pago 1425.
Wed., Sun.: Dep. Honolulu 0115, arr. Pago Pago 0525.
Sat.: Dep. Honolulu 1615, arr. Pago Pago 2025.
Mon., Wed., Thurs., Sat.: Dep. Pago Pago 0100, arr. Honolulu 0705.
Fri.: Dep. Pago Pago 0145, arr. Honolulu 0750.

HAWAII - AM. SAMOA - TAHITI

PANAM (with 707's)
Thurs.: Dep. Honolulu 1615, arr. Papeete 2140.

Sat.: Dep. Honolulu 1615, arr. Pago Pago 2025, dep. 2115, arr. Papeete Sun. 0105.
Thurs.: Dep. Papeete 2245, arr. Pago Pago Fri. 0055, dep. 0145, arr. Honolulu 0750.
Sun.: Dep. Papeete 0200, arr. Honolulu 0720.

HAWAII - MICRONESIA - GUAM

AIR MICRONESIA (with 727's)
Sun.: Dep. Honolulu 0700, arr. Johnston Is. 0845, dep. 0915, arr. Majuro 1005

Mon., dep. 1035, arr. Kwajalein 1120, dep. 1150, arr. Truk 1210, dep. 1250, arr. Guam 1530, dep. 1615, arr. Saipan 1650.

Sat.: Dep. Saipan 0850, arr. Guam 0920, dep. 1010, arr. Truk 1035, dep. 1120, arr. Kwajalein 1540, dep. 1610, arr. Majuro 1655, dep. 1725, arr. Johnston Is. 2215, dep. 2245, arr. Honolulu 0025.

NOTE: A second similar service—on Wednesdays—was to start in late October.

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)
Tues.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1215, dep. 1530, arr. Noumea 1725.
Fri.: Dep. Noumea 0800, arr. Vila 0950, dep. 1315, arr. Santo 1420, dep. 1450, arr. Noumea 1730.

NEW CAL. - WALLIS IS. - NEW CALEDONIA

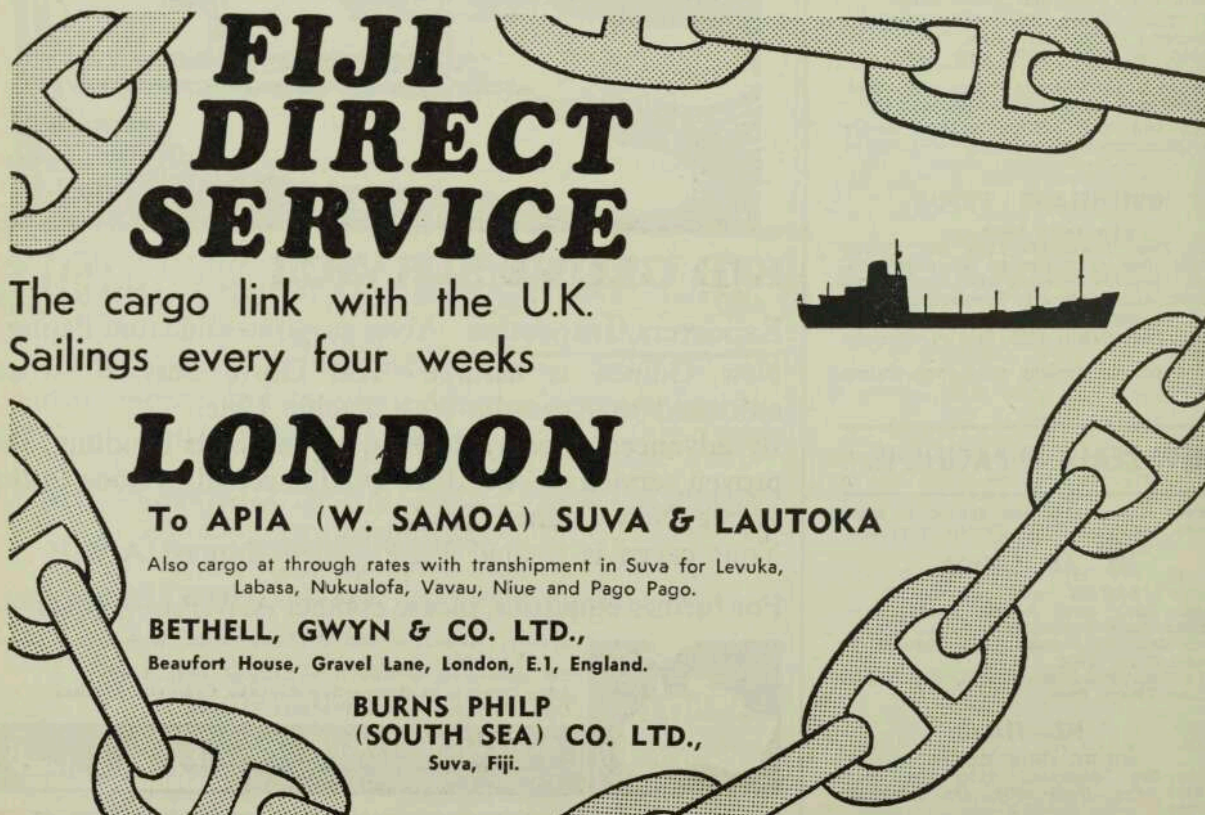
UTA (with DC4)
Second Wed. each month.
Wed. (Nov. 13): Dep. Noumea 0800, arr. Wallis 1530.
Thurs. (Nov. 14): Dep. Wallis 1100, arr. Noumea 1630.

NEW GUINEA - WEST IRIAN

TAA (with DC3's)
Fortnightly flights leave Lae, via Wewak, to Sukarnapura and return the next day (Nov. 18, Dec. 2).

P-NG - SOLOMONS

TAA (with Fokkers and DC3's)
Tues.: Dep. Pt. Moresby 0700, arr. Lae 0800, dep. 0900 for Buka, Mundu, Honiara, arr. 1630.
Wed.: Dep. Honiara 0740 for Mundu, Buka, Rabaul, Lae, Pt. Moresby, arr. 1415.



FIJI DIRECT SERVICE

The cargo link with the U.K.
Sailings every four weeks

LONDON

To APIA (W. SAMOA) SUVA & LAUTOKA

Also cargo at through rates with transshipment in Suva for Levuka, Labasa, Nukualofa, Vavau, Niue and Pago Pago.

BETHELL, GWYN & CO. LTD.,
Beaufort House, Gravel Lane, London, E.1, England.

BURNS PHILP (SOUTH SEA) CO. LTD.,
Suva, Fiji.

TAHITI - USA

UTA-French Airlines (with DC8's)
n.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Mon. 2345, arr. Papeete Thurs. 0500.

urs.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Thurs. 2345, arr. Papeete 0500.

t.: Dep. Papeete 0700, arr. Honolulu 1225, dep. 1355, arr. Los Angeles 2150, dep. Sat. 2345, arr. Papeete 0500.

PANAM (with 707's)
n., Fri.: Dep. Papeete 0745, arr. Los Angeles Mon., Fri. 1830, dep. 1945, arr. San Francisco 2050.

urs.: Dep. Papeete 2245, arr. Pago Pago Fri. 0055, dep. 0145, arr. Honolulu 0750, dep. 0900, arr. Los Angeles 1655.

l.: Dep. Papeete 0200, arr. Honolulu Sun. 0720, dep. 0900, arr. Los Angeles 1655.

d., Sat.: Dep. San Francisco 2200, arr. Los Angeles 2305, dep. 2359, arr. Papeete Thurs., Sun. 0510.

rs.: Dep. Los Angeles 1300, arr. Honolulu 1510, dep. 1615, arr. Papeete 2140.

l.: Dep. Los Angeles 1300, arr. Honolulu 1510, dep. 1615, arr. Pago Pago 2025, dep. 2115, arr. Papeete Sun. 0105.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES (with DC3)
a-Pago Pago: Three times Wed., Fri., twice Tues., Sun., once Sat.
o Pago-Apia: Three times Wed., Fri., twice Tues., Sat., once Sun. (all flights 45 mins.).

W. SAMOA - TONGA

POLYNESIAN AIRLINES (with DC3)
l.: Dep. Apia 0800, arr. Tonga Mon. 1100.
a.: Dep. Tonga 1200, arr. Apia Sun. 1510.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC3)
rs.: Dep. Apia 0800 (cross Dateline), arr. Wallis 0835 Fri., dep. 0855, arr. Nadi 1200.
: Dep. Nadi 1245, arr. Wallis 1545, dep. 1600 (cross Dateline), arr. Apia 1840 Thurs.
rs.: Dep. Apia 0800 (cross Dateline), arr. Nadi 1200, dep. 1245 Fri., arr. Apia 1840 Thurs.

INTERNAL SERVICES

FIJI

iji Airways, with Herons, DC3's and HS748 operates regular services to asia, Matei, Nadi, Nausori and usavu.
etails from Fiji Airways, Victoria ade, Suva.

ir Pacific, with Beech Baron aircraft, rate regular services to Ba, Bureta, olevu, Nadi and Nausori.
etails from Air Pacific Ltd., Suva one 25137).

FRENCH POLYNESIA

AI, with DC4's, Twin Otters and a muda flying-boat, operates regular ices to Bora Bora, Huahine, Moorea, eete, Raiatea and Rangiroa.
etails from RAI, Qual Bir Hakelm, eete, or any UTA office.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's, DC6's and Grumman SA-16 flying-boats, operates regular services to Guam, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan and Yap.

Details from Continental Airlines, International Airport, Los Angeles, California.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, Twin Otters and Aztecs, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Bullo, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kandrian, Kavieng, Kerema, Kieta, Lae, Madang, Malalaua, Manus, Minj, Misima, Mt. Hagen, Munda, Nissau Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiaawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Wotape.

NEW CALEDONIE

Air Caledonie, with Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Anietyum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.
Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solomons Islands Airways, with Dove and Beech Baron aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Mono, Munda, Sege and Yandina.

Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

The only book telling the vivid history of Tahiti from its discovery to the present day

Robert Langdon's

TAHITI: ISLAND OF LOVE

PRICE: SOFT COVER; Australia and P.-N.G., \$1.95 Aust., plus 25c posted; Pacific Islands and overseas countries, \$1.95 Aust., plus 33c posted; U.S.A. \$2.75 U.S. posted.

HARD COVER; Australia and P.-N.G., \$3.30 Aust., plus 25c posted; Pacific Islands and overseas countries, \$3.30 Aust., plus 35c posted; U.S.A. \$4.15 U.S. posted.

Available from:

Pacific Publications Pty. Ltd.



29 Alberta St., Sydney, N.S.W. 2000, Australia.

(Box 3408, G.P.O., Sydney, N.S.W., 2001)

RAMBLER'S GUIDE TO NORFOLK ISLAND

\$1.00 at bookstalls or from Pacific Publications Pty. Ltd., Box 3408, G.P.O., Sydney (plus 15c postage).

INTEROCEAN STEAMSHIP CORP.

GENERAL AGENTS

680 Beach Street, San Francisco, California 94109.

Telephone: 415-771-6400 ITT 910-372-7388 RCA 27-337 Cables: "INTERCO"



POLYNESIA LINE LTD.

MOTOR VESSEL "GRAZIELLA ZETA"

Regular Freight and Passenger Service between

Pacific coast Ports of U.S.A.—Canada and Tahiti—Samoa (other ports on inducement)

MARINE CHARTERING AUSTRALIA PTY. LTD.

Box 1631, G.P.O., Sydney, N.S.W. 2001, Australia

Telephone: 26-6701

Cables: "EXPLORER—Sydney"

PORT AGENTS

PAPEETE: Maison Morgan—Vernex, Cables—"Morex".

PAGO PAGO: B. F. Kneubuhl, Cables—"Kneubuhling".

Index to Advertisers

Adams Industries 65, 75	Crest Mills (Fiji) Ltd. 151	I.C.I.A.N.Z. Ltd. 144	Ronson Products Ltd.
Agencies Sales & Service P/L 152	Cystex 155	International Harvester Co.	Rothmans of Pall Mall (Aust.) Ltd. 2
Air India International 50	Dairy Frost Pty. Ltd. 16	International Majora Paints Ltd. 78	Royal Intercean Lines 4
Akai Electric Co. Ltd. 1	Daiwa Shipping Line 129	J. Stanley Johnston 112	Running & Co. Pty. Ltd. 14
Albury Grammar School 97	Defender Co. Pty. Ltd. 154	Karlender New Guinea Line Ltd. 53	Sanitarium Health Food Co. 1
All Souls' School 98	Dunlite Electrical Co. Ltd. 142	Kodak (A'asia.) Pty. Ltd. 94	Sansui Electric Co. Ltd. 1
Ansett General Aviation Ltd. 14	Earlwood & Canterbury Permanent Building Society Ltd. 139	Kraft Foods Limited 5	Sears, Robt. & Co. P/L 12
Arnott, Wm. Pty. Ltd. 18	Everhard Concrete Products Pty. Ltd. 151	Mendaco 155	Shaw Savill & Albion Co. Ltd. 12
A.S.P. Overseas P/L 147, 150	Everyday Products Pty. Ltd. 159	Mick Simmons 150	Small & Shattell Pty. Ltd. 15
Australian Dairy Produce Board 71	Ferrier & Dickinson P/L 100	Millers Ltd. 104, 154	Southern Pacific Insurance Co. Ltd. 15
Australian Dept. of Trade and Industry 74	Fiberglass (A'asia.) Pty. Ltd. 109	Morris Hedstrom Ltd. 62	Stapleton, J. T., Pty. Ltd. 5
Avon Cosmetics Ltd. 77	Fiji Airways 40	Mungo Scott Pty. Ltd. 22	Stewarts & Lloyds (Dist.) Pty. Ltd. 14
Baha'i Faith, The 99	Filmo Depot Ltd. 150	Murray, Sons & Co. P/L 92	Sullivan, C. (Export) P/L 11
Baker, W. Jno. 147	Fisher, Peter, Trading P/L 157	Nederland Line & Royal Rotterdam Lloyd 52	Suttons Motors 5
BALM Paints Ltd. 106	Ford Sales Co. 64	Needham & Co. 134	T.A.A. cov.
Bank Line (Australasia) Pty. Ltd., The 126	Forminex Pty. Ltd. 63	Nelson & Robertson Pty. Ltd. 55	Tait, W. S. & Co. P/L 14
Bethell, Gwyn & Co. Ltd. 132	Frigate Rum 51	N.G. Aust. Line 79	Tatham, S. E., & Co. P/L 6
Blum, A. J. & G. 52	Gabba Wrecking Pty. Ltd. 148	Nissan Motor Co. Ltd. 80, 81	Toyota Motor Sales Co. Ltd. 10, 1
Bonds Industries Pty. Ltd. 137	Gas Supply (N.G.) Pty. Ltd. 153	Nixoderm 155	Trans Pacific Marine Ltd. 10
Braybon Bros. Pty. Ltd. 157	General Foods Corp. (N.Z.) Ltd. 90	Northern Hotels Ltd. 47	Turners Supply Co. Ltd. 15
Breckwoldt, Wm. & Co. (NG) Pty. Ltd. 92	George & Ashton Ltd. 104	Nylex Corporation Ltd. 83	Unilever Aust. Pty. Ltd. 2
British Solomons Trading Co. Ltd. 114	Gillespie Bros. Pty. Ltd. 140	Ogden Industries Pty. Ltd. 20	Union Steam Ship Co. of N.Z. Ltd. 13
Brittenden & Co. 90	Grove, W. H. & Sons Ltd. 110	Oriental Exotics 159	Vi-stim 14
Brockhoff's Biscuits Ltd. 73	Handi Works Pty. Ltd. 152	P.A.A. 48	Victa Mowers 15
Brunton & Co. 149	Harris, Keith & Co. Ltd. 156	Pacific Islands Society, The 154	Weston Electronics Pty Ltd. 11
B.P. 6, 123, cov. iii	Health Management Services 159	Pacific Islands Transport Line 130	Weymark Pty. Ltd. 12
Bryant & May 17	Heinz, H. J. & Co. Aust. Ltd. 7	Papua-New Guinea Printing Co. Pty. Ltd. 98	Whites Aviation 12
Cadbury-Fry-Pascall Pty. Ltd. 86	Hellaby, R. & W., Ltd. 67, 108	Philips N.V. 83, 140	Wilhelmsen, W., Agency P/L 13
Carnation Co. Pty. Ltd. insert	Hemphill, J. A., & Sons P/L 114	Polynesia Line Ltd. 133	Wunderlich Ltd. 1
Carpenter, W. R. & Co. Ltd. 139, cov. iv	Holland, C. V., Pty. Ltd. 51	Pongrass Bros. Furniture P/L 70	Yorkshire Insurance Co. Ltd. 15
Classified Advertisements 136	Hotel Tanoa 52	Qantas 54	Zeiss, Carl, Pty. Ltd. 4
Commonwealth Trading Bank 54	Hutchinson, Robert Ltd. 82	Qld. Insurance Co. Ltd. 113	
Crammond Radio Co. 156		Reckitt & Colman Pty. Ltd. 56	
		Remploy Ltd. 12	

NEEDHAM & CO. PTY. LTD.

G.P.O. Box 90, Brisbane, Queensland, 4001, Australia.

SOLE TERRITORY AGENTS
FOR:

BRITISH SEAGULL
*"The best Outboard Motor
for the World"*



ENQUIRIES INVITED.

- PEPSI-COLA BOTTLES AND CANS
- OLYMPLUXE SEWING MACHINES
- THREE STAR BRAND CANNED FISH
- LAUNDRY SOAP, TOILET SOAP, FLOUR, SALT

Indents Arranged

Require Sole Distributors/Stockists for various
Papua-New Guinea areas.

PC blood and thunder

(Continued from p. 31)

officially on the SPC, spoke with the force and authority of a commissioner proper. From his delegate's at he strongly supported Ratu Mara's stand on the need for an immediate review of the South Pacific Commission's role in the Pacific. And he was bitterly disappointed in Albert Henry's resolution recommending the postponement of the consideration of a review committee until the 1969 conference.

One of the biggest projects considered by the conference was the establishment of a reef and lagoon series agency. Both the UNDP and FAO promised all the help they could give with this.

The UNDP observer said his agency was prepared to recommend allocation of \$US477,000 over five years. It might seem odd that islands communities need help in an area they've been concerned with for thousands of years, but this is another example of the effect of raising health and living standards.

As Pacific populations have increased, the lagoons have been fished. Islanders have found themselves short of the one source of protein freely available at low cost. So they need to learn to build new types of boats to fish outside the reef. The habits of deep sea fishing must be studied. Old methods must be discarded, new ones learnt.

There was some indecision last year about whether the so-called "small conference" held every year was an improvement on the "large conferences" that used to take place every three years.

No doubt

This year there was no doubt in delegates' minds. A "small conference" will be held every year. There was some feeling that the time allowed—eight days—was too short. The question of venue also came up.

Noumea was decided on for this year, but if the budget allows, Noumea may be the host the following year. The idea is to have them at different venues as in the past.

The feeling round the table at this South Pacific Conference was an increasing concern with subjects of youth work, mental health, conservation of food and resources. And this concern, coming from a gathering of peoples accustomed in the past to thinking of the Pacific as tribute enough to the in-

tensive work carried out by the South Pacific Commission over the past 21 years.

Credit for the emergence of a new pattern of thinking in Islands territories can largely be laid at the door of the hard-working, under-paid, totally professional staff of the South Pacific Commission.

Talk of tourism took up a sizeable piece of the delegates' time at the conference. Oddly enough, the subject first came up during an early discussion on the devastating effects the introduction of foot-and-mouth disease could have on the economy of the South Pacific.

It wouldn't be only livestock that would be affected. Joe Blow, his pockets stuffed with lovely dough, would be so restricted in his movements between islands that he would, at least temporarily, disappear from the Pacific scene.

At this point the UNDP observer suggested that the appropriate department of the UN would be willing to undertake a preliminary study of tourism in the Pacific in 1969 or 1970.

Ratu Mara didn't think the rules permitted discussion of tourism, but the commissioners said the rules could be bent by amendment. Even that stickler for precision and precedence, Mr. Nettle, was heard to say that the rules of procedure were a frame from which one should be able to break away. (Gasps all round.)

He waxed eloquent

And Albert Henry waxed eloquent on the subject of tourism. He said that co-ordination and planning in this area benefited every territory. (Remember that this was early in the piece.)

On the last morning of the conference the subject of tourism came up again. But what a volte face from the Cook Islands! His territory, said the Prime Minister, could not accept the idea of entry into an outside tourist organisation. All the charm of the Cook Islands would be lost if it were to be sold for tourism. (Mental picture of the lovely Cooks being sold into tourist White Slavery by the wicked UN.)

"I do not accept the idea of changing my way of life to suit the tourist," said Mr. Henry. "I will not change—you will not find a multi-storey hotel in the Cook Islands. I will build nothing higher than the coconut tree!"

Now this last statement rang a distant bell. Up in the far-off New Hebrides, a US-Hong Kong syndicate has bought 5,000 acres of land at

Hog Harbour on Espiritu Santo, where the beaches are the most beautiful in the Pacific.

They are going to rename the whole area Champagne Beach, which should give Tom Harrison pause. And among the slogans of this syndicate is the cry—"We will build nothing higher than the coconut tree!"

Later that morning, over a cup of tea, Ratu Mara said that tourism had many more advantages than disadvantages. It provided work for a great number of people and the benefits filtered down through the community. Crafts were fostered. The influx gave a stimulus to market gardeners and other producers of foods. And services like water and electricity were being brought faster to once remote areas. (Will Fiji ever get *That Road*?)

Pretty relaxed

"And like a woman," Ratu Mara said, "a country that is admired will start to adorn herself." Now the villages in Fiji are cleaner, and that section of gaol formerly reserved for offenders against civic tidiness has fallen into disuse.

Inoke Faletau of Tonga was pretty relaxed about the whole thing, too. "Tourists can't take away your culture," he said.

Western Samoa made a nice point. "We have no tourists," said Pito Fa'alofo. "We have visitors and they are welcome."

Ratu Mara pointed out that tourism was necessary for over-populated countries like Fiji, where the population was approaching half a million. Papua-New Guinea's Joe Paul Langro was all for tourists, too, and said his government had just established a Tourist Board. And French Polynesia echoed Ratu Mara, saying that tourism could help Tahiti with the financial problems arising from conditions that will soon bring her population to 100,000.

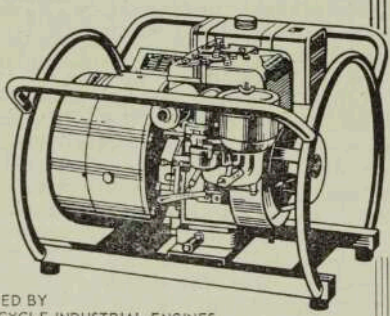
UNDP'S Alexander Hixon cleared up a few points on tourism by saying that no one was less fond of the typical cruise director than he was.

However, there was no place to go but on, and a UN study of tourism in the area could result in great savings of money and effort. It seemed, from what Mr. Hixon was saying, that no one was going to be pushed about—only informed, so that they wouldn't build the wrong kind of hotel in the wrong place for the wrong kind of people.

(Continued on p. 136)

BRAYBON

**PORTABLE
PETROL
ELECTRIC
SETS**



POWERED BY
FOUR CYCLE INDUSTRIAL ENGINES

for

**DOMESTIC APPLIANCES
T.V. AND POWER TOOLS**

MODELS AVAILABLE:

1,000 WATT 240 VOLT	\$250.00
2,000 WATT 240 VOLT	\$350.00
4,000 WATT 240 VOLT	\$450.00

Plus Tax (if applicable) and freight Capital Cities.

Distributed by:

STEAMSHIPS TRADING CO. PTY. LTD.

Papua and New Guinea.

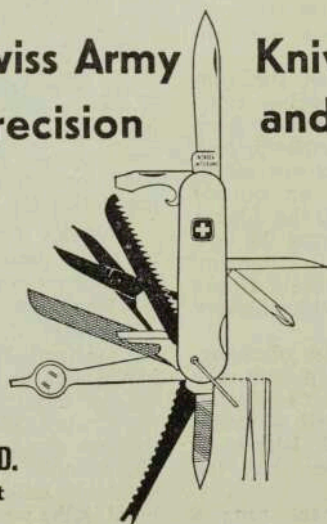
MANUFACTURERS

TERMS ARRANGED

BRAYBON BROS. PTY. LTD.

27-33 Washington Street, Sydney. Phone: 61-6853.

Wenger Swiss Army Knives,
unique in precision and efficiency



Sole Importers:

**PETER FISHER
TRADING PTY. LTD.**

88 Liverpool Street
SYDNEY
Telephone 26 1109



SPC blood and thunde

(Continued from p. 135)

The end result was that the United Nations Interterritorial Adviser on Tourism is to undertake a preliminary tourist survey of the South Pacific to submit proposals for a full tourist study later.

Finally, some of the things that were noted in passing at the South Pacific Conference:

- The articulate and trenchant comments from the younger delegate from Western Samoa, the Cook Islands and Tonga—a new generation of Pacific politicians, this.

- The rapport between Fiji and Tonga.

- Albert Henry's constant reiteration that he was "all muddled up". The Cook Islands' Prime Minister is about as muddled up as France's sharp-eyed Mr. Netre.

- The avoidance of any serious discussion of land tenure, except by the NZ Commissioner, Mr. O. J. Gabites, who stated roundly that land tenure was an impediment to progress in the Pacific and that societies that had this problem would not get ahead as quickly as they should.

- US Commissioner Carleton Skinner's strong backing of any move to put more power into the hands of the Islands' delegates.

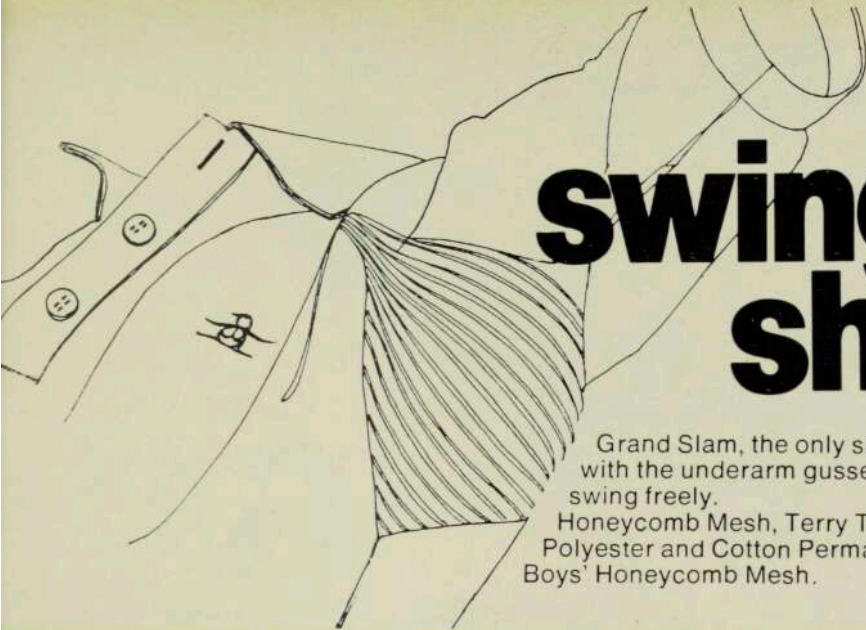
- The pleasure with which the SPC Publications Bureau announced its contribution of \$A11,000 to the SPC budget—the amount being the bureau's profit on the sale of school readers to the member territories.

- The willingness of the less prosperous territories to contribute financially to SPC projects, indicating the value of the work of the SPC in the eyes of those most directly involved.

- The reiteration of Fiji's delegate, Mr. Vijay Singh, of his 1966 statement that indigenous people have a right to share in the business field. Last year he had pointed out that one of the most disruptive forces in politics was the feeling that wealth was concentrated in the hands of an alien people.

- The plea of the director of the SPC's Social Development Section for specialist services in the testing, guidance and selection of students for secondary education.

- The telling comments by Sir Gawain Bell, on the poor salary scale prevailing at the SPC. He said that austerity was not necessarily good for morale and that high-level staff should not be obliged to keep looking to means of saving a dollar here and a penny there.



the swinging shirt

Grand Slam, the only sports shirt with the underarm gusset to let you swing freely.
Honeycomb Mesh, Terry Towelling, Polyester and Cotton Permanent Press, Boys' Honeycomb Mesh.



in swinging new colours

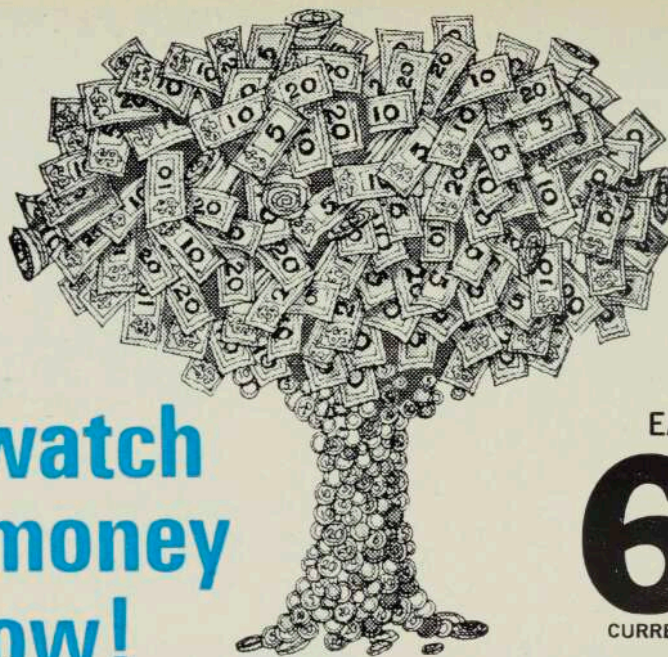
BOND'S "Grand Slam"

8694

PACIFIC ISLANDS MONTHLY — NOVEMBER, 1968

137

... watch
your money
grow!



EARN
6%
P.A.
CURRENT RATE

... invest in the
Earlwood-Canterbury Permanent!

Here are six good reasons why:

1. **Your money is safe.** It is invested in "bricks and mortar security" and in addition, is guaranteed by the Permanent Building Societies Guarantee Fund up to \$10,000.
2. **No fixed investment term.** Your money is available for withdrawal at short notice, either in whole or part.
3. **Earns 6% P.A. dividend.** This is the current dividend paid to investors on July 3rd, January 3rd.
4. **Net return on your money.** You receive a full dividend, not one less deductions or market losses.
5. **How much may be invested?** From \$1 up to \$10,000.
6. **Your investment is "gilt-edged."** Your money is invested in literally hundreds of first-quality homes. As a member of the Association of Permanent Building Societies of N.S.W. we operate to very strict standards of conduct and liquidity to give **complete** protection to you, the investor.



EARLWOOD-CANTERBURY PERMANENT BUILDING SOCIETY LIMITED

142 Beamish Street, Campsie, N.S.W. 2194, Australia

Gentlemen,

Forward me Application Form for investment in the Earlwood-
Canterbury Permanent.

NAME _____

ADDRESS _____

ECP4



CLEAN modern **SAFETY**
is **YOURS** with **L.P. GAS**



REFRIGERATORS



NOW not only do you get ELECTROLUX'S economical new cooling unit and the most modern storage providing an abundance of clean, fresh food, and a steady supply of ice cubes and cool drinks. YOU get safety. YES the ELECTROLUX L.P. Gas refrigerator has incorporated in the burner equipment a proven safety cut-off device which prevents gas escaping if the burner is accidentally extinguished.

— Only **ELECTROLUX**
is Good Enough for
You —

DISTRIBUTED BY

W. R. CARPENTER & CO. LTD.

and their agents

GUINEA CO. LTD., Rabaul, Madang, Lae, Mt. Hagen.
ND PRODUCTS LTD., Port Moresby.
RIS HEDSTROM LTD., Fiji, Western Samoa, Tonga.

COMPTOIR FRANCAIS DES NOUVELLES HEBRIDES, Santo, Vila.
BURNS PHILP LTD., Vila, Santo, Norfolk Island.
E. V. LAWSON PTY. LTD., Honiara.

What will lighting be like in 1969? This 32-page book tells you now.

And it's free.

What's inside? Ideas. Trends. News. Advice from one of the great Australian decorators. Colour photographs of 37 pendants, 65 ceiling lights, 18 wall brackets, 13 exterior fittings. A range that will appeal to all your customers. By Leonora, the newsmakers.

Cut out and post this coupon for your free Leonora Catalogue. Or, if you prefer to keep your magazine intact, send a letter or postcard.

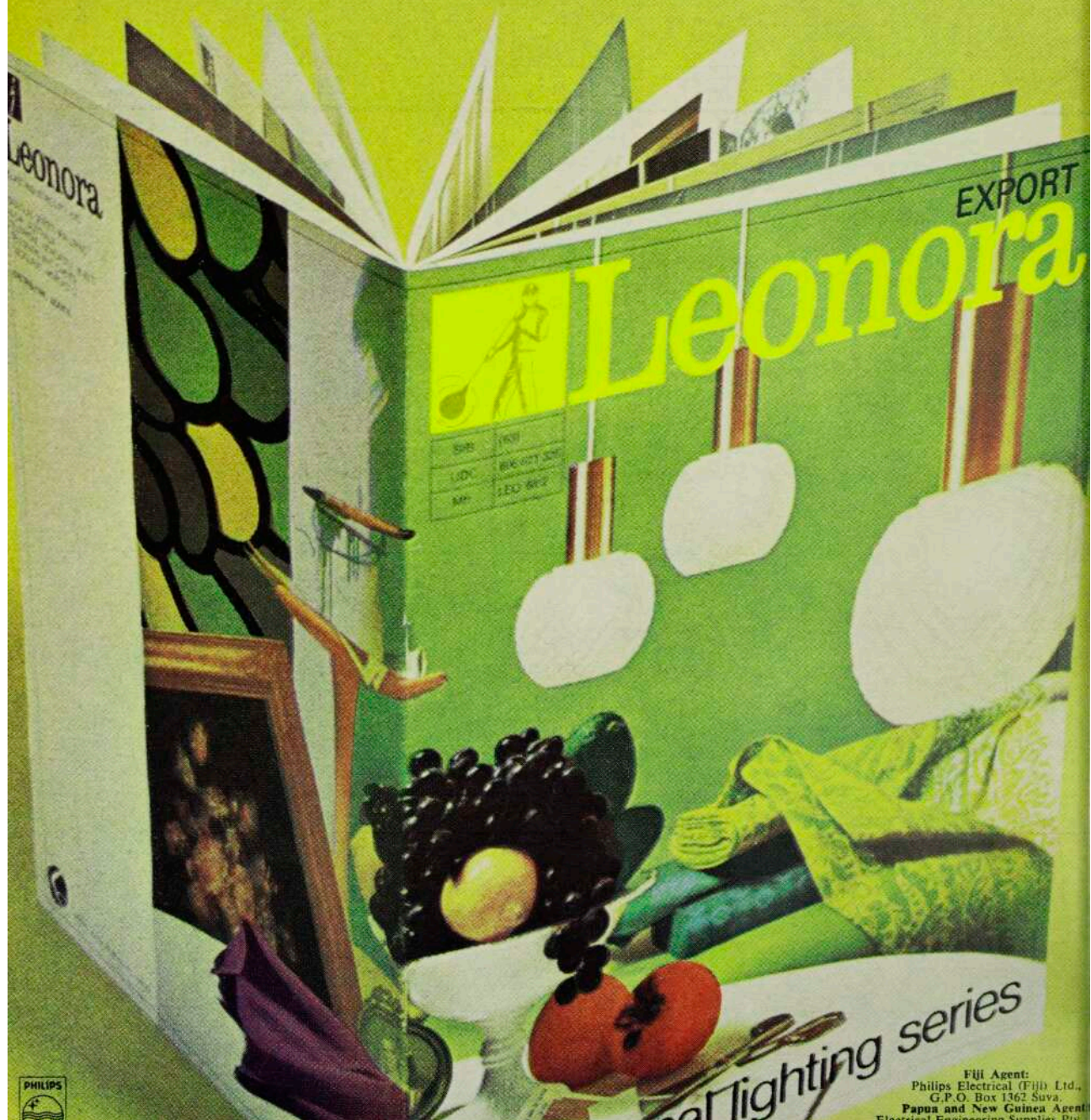
LEONORA DIVISION
OF PHILIPS ELECTRICAL PTY. LTD.
Douglas St., Wallsend, N.S.W. Australia, 2287.
Please send me, free and post free, the new
Leonora Lighting Catalogue.

Name _____

Address _____

Postcode _____

L3202



Fiji Agent:
Philips Electrical (Fiji) Ltd.,
G.P.O. Box 1362 Suva,
Papua and New Guinea Agent:
Electrical Engineering Supplies Pvt. Ltd.

WE ARE BUYING AGENTS Since 1890

W. S. TAIT & Co. Pty. Ltd.
31 Macquarie Place, Sydney, N.S.W., 2000
POSTAL ADDRESS: Box 5315, G.P.O., Sydney 2001.
TELEGRAPHIC ADDRESS: "Success", Sydney.

THE TAIT GROUP

OR PROMPT, CAREFUL AND
PERT ATTENTION TO
QUIREMENTS OF
MERCHANTS IN
THE PACIFIC

REGARDLESS OF THE
PRODUCT, OR THE
ORIGIN, WE
SUPPLY
FOR
ISLANDS.

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

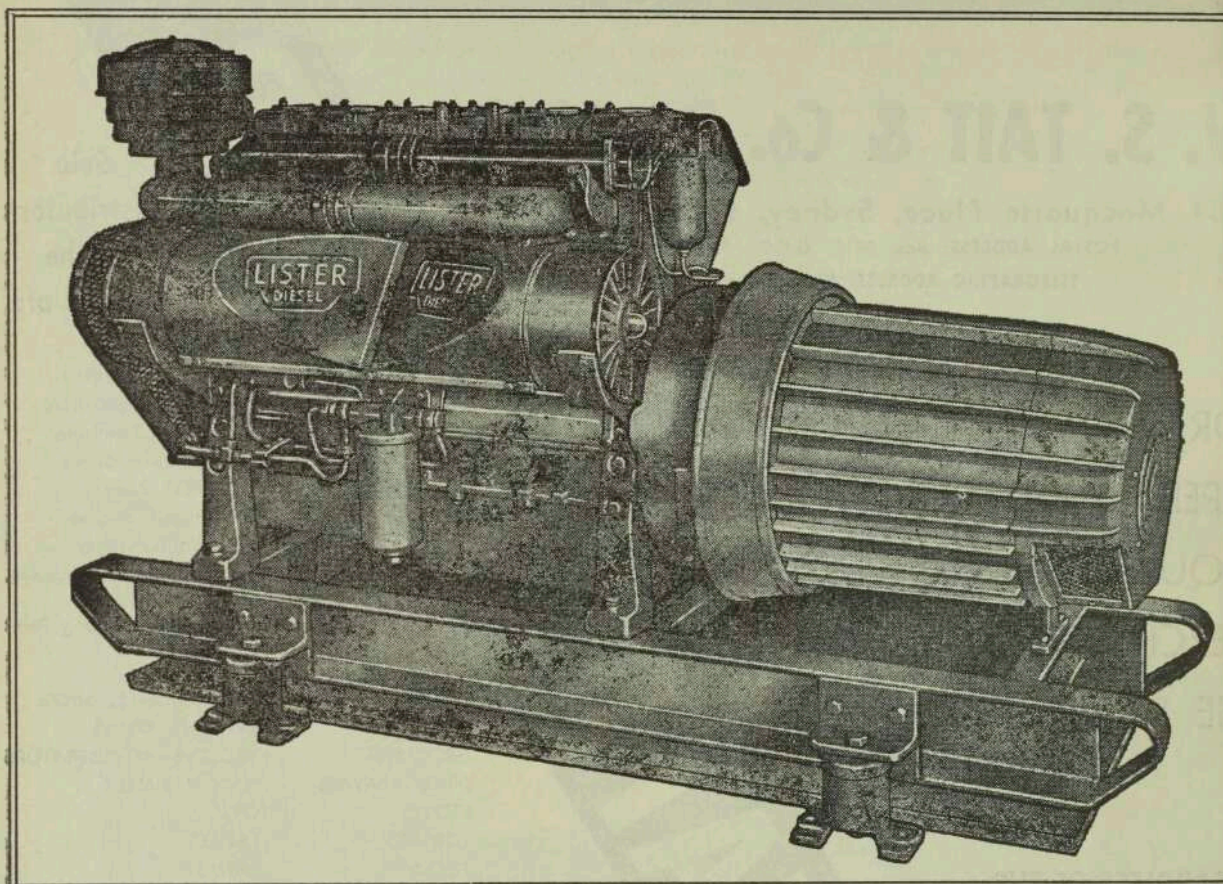
WE SELL ON WORLD MARKETS
Coffee • Cocoa • Shell • Copra, etc.

SPECIALISTS IN ALL FAR EAST GOODS
W. S. T. (Sales) Pty. Ltd.
31 Macquarie Place, Sydney, N.S.W. 2000
POSTAL ADDRESS: Box 5315, G.P.O., Sydney 2001.
TELEGRAPHIC ADDRESS: "Taitco", Sydney.

WE ARE SELLING AGENTS

PACIFIC ISLANDS MONTHLY—NOVEMBER, 1968 141

DUNLITE: *Electric Power for All Needs*



WHAT YOU SHOULD EXPECT FROM YOUR NEXT ELECTRIC POWER PLANT—

- DEPENDABILITY:** Dunlite "single-unit" plants offer such trouble-free service they have long since become the first choice of buyers in industry and government alike. It's their ability to stand up to prolonged periods of continuous running—their rugged, yet simple, precision construction.
- ACCURACY:** Dunlite power plants are always conservatively rated and guarantee accurate voltage regulation under all load conditions.
- ECONOMY:** Dunlite plants guarantee extremely low running costs, long, trouble-free life and can be easily maintained by unskilled personnel.
- SAFETY:** Dunlite design eliminates all troublesome belts and couplings, all dangerous exposed wires and terminals. Every unit is a complete, tropic proofed, package unit with no special installation requirements.

Dunlite offers a choice from the largest range of power plants manufactured in Australia—over 200 different models, with engine driven units available with 10 different makes of engines. Ask your nearest distributor for further details—he can advise the plant for your own needs.

Ask too, about the revolutionary new Dunlite Brushless alternators.

Distributed by:

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

DUNLITE ELECTRICAL CO. PTY. LTD.

21-27 Frome St., Adelaide, Sth. Aust. 5000

Telegrams/Cables: "DUNLITECO", Adelaide.

THE PRACTICAL PLANTER



In coming months, PIM will publish articles supplied by the British Government's Tropical Products Institute on the various forms of the spice cassia. This month: Chinese cassia.

CASSIA: A NEW SPICE PROSPECT FOR THE PACIFIC ISLANDS

Chinese cassia, which is derived from the bark of the *Cinnamomum cassia* tree, has been cultivated in China since time immemorial. The best of it comes from the Tung Hing district in southern Kwangsi, but there are extensive plantations around Motung and Lukpo in Kwangtung, where good cassia is produced.

Cassia is grown on artificially terraced hillsides at altitudes of from 500 to 1,000 ft. The first cut of bark is obtained when the trees are about six years old. A few trees are left uncut until 10 years old or more to provide the "buds" and seed; such trees may reach heights of up to 20 ft. The majority of the trees that are used for bark production are grown in plantations, and are usually propagated from cuttings planted in February, March or April—sometimes, however, seed is used—seedlings are raised in nursery beds, and, when one to two years old, are planted out 2 ft apart.

When the trees are five to seven years old and five to nine ft high, they are cut down close to the ground and a number of new shoots grow from the stump and roots. The trees are harvested twice a year, the main harvest in June-July and a smaller one in January-February.

Ringed

Roots which are 1 in. to 1½ in. in diameter are cut a few inches above the ground level and stripped of their bark and leaves. They are ringed with a large-bladed knife at intervals of 2 to 4 in. or else cut into pieces, longitudinal slits are made and the bark is removed in two pieces by means of a curved horn spatula.

The bitter-tasting epidermis is removed, either by scraping, or with a knife, and the bark dried in

the sun until it turns brown and curls into a hollow tube or quill. These are finally collected into bundles of about 18 in. diameter, and bound with rattans.

After passing through the hands of a number of intermediaries, the cassia reaches Hong Kong. Here the bundles are opened, and the cassia is immediately sorted into grades according to thickness. The rolls, which are still semi-soft, are unrolled and both surfaces are cleaned of mud, insect fragments and dust with a stiff brush. Then they are washed in cold water, dried in the sun and tied into bundles of about 4 lb. each. After fumigation for 12 hours, the bundles are packed into bales, usually of one picul (133½ lb.), in which form they are exported.

Main areas

The main cassia producing areas are situated on or near the mountainous border between Kwangsi and Kwangtung. Trees growing at the lower altitudes yield a relatively thick, coarse bark, somewhat deficient in flavour, containing 1.0 to 1.2 per cent. of volatile oil. This type of bark, the trade in which is centred on Lukpo, is sent to Canton, and forms the ordinary "cassia lignea" of commerce. Being brittle, much of it is broken in course of preparation for the market; it is, therefore, sold in three grades—whole quills, known as "China rolls" or "Canton rolls",

"selected broken" and "extra selected broken".

The better qualities are obtained from trees growing at high altitudes. They are thinner, darker and of better flavour, having higher content of volatile oil (up to 2.15 per cent). Three grades of whole quills, or "Kwangsi rolls", are sold—thin, medium and thick.

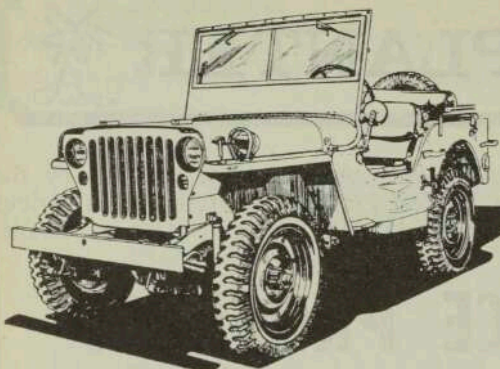
Finest

The finest cassias, which are much in demand in the US, are produced in the district of Tung Hing, in the extreme south of Kwangsi, near the Tonking border. These cassias are marketed as "Yunnan rolls"—thin, medium and thick—and as Yunnan broken cassia. One expert calculates that the volatile oil content of Yunnan cassia varies from 2.0 to 2.75 per cent. in the rolls and from 2.0 to 2.25 per cent. in the broken grade. The refractive index of the oil varies from 1.58 to 1.602.

Cassia "buds" and seeds required for propagation are obtained from trees which have not been coppiced, but allowed to grow on for 10 years or more. The "buds" are not true buds but are the immature fruits together with the cup-shaped calyx into which the fruit is deeply set, and a short, slender stem.

When dried they are greyish-brown in colour, the fruit smooth and the calyx hard and wrinkled; they have a faint cinnamon-like odour, and a warm, sweet and pungent flavour. Cassia buds are exported mainly to the US, Germany and Russia.

The twigs bearing the fruits are used by the Chinese as a remedy for fever, and the seeds are taken steeped in wine or eaten with betel-nut. The very thick bark obtained from such



SPECIALISING IN ALL EX ARMY 6 x 6 AND 4 x 4 VEHICLES AND SPARE PARTS:

G.M.C. Banjo and split diff. Studebaker and K8F. International Diamond T-6x6. Chev., Ford, Dodge Weapon Carrier. International F.W.D. Jeep/L. Rover 4x4. Large stocks of new and used parts.

NEW PARTS

Eaton 2-speed crown and pinions—fit all American and English trucks. Universal to fit any vehicle. Bearings—ball and taper and engine bearings, pistons and rings, valves, gasket kits, oil seals, sealed beams, spot and fog lights, tools.

SPECIALISED SERVICE—NEW OR RE-CONDITIONED:

All automobile electrical starters, generators, regulators, carburettors, fuel pumps. Exchange units on hand.

Waukesha diesel 110 and 240 volt, 60 cycle—first class order	\$1,500.00
J10 diesel air-cooled lighting plant, 240 volt, 6 K.V.A. (Brand New)	\$1,350.00
Deutz diesel power and lighting plant. Air-cooled mains to plant automatic 240 and 415 volt, 26 K.V.A., 50 cycle—as new	\$2,790.00
Diesel engines—good condition 40 to 225 h.p.	
Sand and water pump—Mars.	

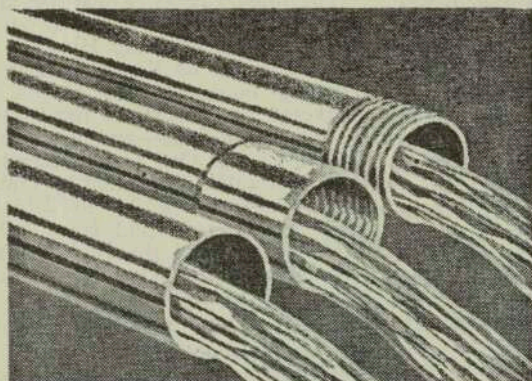
all enquiries promptly attended to

GABBA WRECKING PTY. LTD.

16-26 Balaclava Street, Woolloongabba.

Telephone: Brisbane 91-4154.

Telegrams: Gabwreck, Brisbane



STEWARTS AND LLOYDS IN THE PACIFIC ISLANDS

PIPES FOR TROPICAL CONDITIONS

- Steel Pipe—Galvanised, Ungalvanised, Screwed and Socketed or Plain End for pressure and structural applications
- Steel and Malleable Screwed Pipe Fittings
- Linepipe and Butt welding Fittings for welded pipeline installations
- Steel Piling Tubes
- Cast Iron Pipes
- Electric Conduit—Steel and P.V.C.
- Light-Gauge Precision Steel Tube
- Plastic Pipes—P.V.C. and Low and High-Density Polythene.

For enquiries and supplies contact the following merchants:—

Burns Philp (New Guinea) Company Ltd.
Burns Philp (South Sea) Company Ltd.
Morris Hedstrom Ltd.
W. R. Carpenter (Suva) Ltd.
Millers Ltd.
I. H. Carruthers Ltd.

O. F. Nelson & Co. Ltd.
Steamship Trading Co.
Island Products Ltd.
The New Guinea Company Ltd.
Rabaul Metal Industries Ltd.

STEWARTS AND LLOYDS (DISTRIBUTORS) PTY. LIMITED
Herbert Street, St. Leonards, N.S.W. 2065.

S&L5610A

Practical Planter

These trees as can be spared is not exported but is used in China, where it is highly valued as a *material*.

Cassia oil: Distillation of this oil, the main constituent of which is cinnamic aldehyde, is a cottage industry. The distillation material, consisting principally of the twigs and leaves cut from the shoots used in bark production, is usually stored in a shed, or required, or dried and sold to the mill-owner. It consists of about 70 per cent. leaves and 30 per cent. twigs.

The stills, which are set up on the banks close to streams from which water can be piped, are made locally and consist of a cylindrical body of sheet metal and wood or tinned metal, the base being a shallow cast-iron cooking-pan.

Slowly

The still is charged with one picul (100 lb.) of leaves and twigs and 2½ pails of water, and heated by means of a fire, using as fuel cassia wood, which the bark has been removed. Distillation is carried out slowly to prevent the loss of vapours through the loose fitting joints of the still and condenser, and lasts three or four hours.

The mixture of oil and water which collects on the underside of the condenser drains off into a trough running round the inside of the head, from which it is led away to the waterator, the distillation waters being added to the still and cohobated.

The main trading centre for cassia is Wuchow, on the West River (Wangsi), close to the Kwangtung coast. From here it is shipped down to Canton and Hong Kong.

Cassia oil exported from China is usually adulterated to a greater or lesser extent with a mixture of rosin, kerosene, sometimes with cinnamic aldehyde or a mixture of this aldehyde and benzyl alcohol.

Four grades of a cassia oil are commonly exported from Hong Kong: the best quality, containing 95 per cent. of cinnamic aldehyde, contains very little adulterant; lower qualities, containing 85 to 90 per cent. and 80 to 85 per cent. aldehyde, are prepared from pure cassia by adding suitable quantities of a mixture of equal parts of cassia oil, rosin and kerosene. The fourth quality consists of cassia oil of 80 to 85 per cent. aldehyde content, to which cinnamic aldehyde has been added to bring the total up to 90 to 95 per cent.



New seed introductions are grown under carefully regulated conditions in Fiji. Here young seedlings grow in simulated flood conditions.—Photo: Rob Wright.

Fiji may soon have own rice variety

A new era in Fiji rice-growing was reached recently with the appointment of Mr. Alwyn Chan Choong as rice plant breeder for the Fiji Department of Agriculture. With two graduate officers (the other is Mrs. Suliana Siwatibau) now working towards the creation of new varieties of rice, Fiji may soon move into line with territories which tailor-make their own varieties to suit their own requirements.

It is slow, expensive work and it would be foolish to expect immediate results, but it is the basis from which real results can be achieved. The hope is that it will lead to self-sufficiency for Fiji in rice.

In a report in September, Mr. John Deering, information officer for the department, warned against expecting too much of good varieties which produce high yields in one type of environment.

He said that although the Philippines produced IR8 variety, known as "miracle rice", was undoubtedly a fine piece of work by rice breeders, the claims made for it tended to mislead those who didn't realise that every variety of every crop has its preferences regarding climate, soil

and cultural treatments.

IR8 was introduced to Fiji in 1966 and while rather spectacular results—2½ tons to the acre—were achieved under experimental conditions at Dobuilevu in Ra earlier this year, another trial at Korovisilou in Serua resulted in a much less impressive yield of 14 cwts.

But not always

In the case of Korovisilou, the variety was grown as transplanted wetland rice. Although the yield was still above the national average, it was of little interest to those seeking a big improvement.

In an identical trial at Vuci, Nausori, earlier this year, IR8 pro-



**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**

AM 579



146

NOVEMBER, 1968 — PACIFIC ISLANDS MONTH

Practical Planter

ed well over 35 cwts—proving a good variety will not necessarily maintain its high yields if sown from one set of conditions to another.

R8 also leaves something to be desired as a food. Fiji is not a fertile-stricken, starving country and shareholders will buy imported rice, even if it costs more, providing its cooking and eating qualities are superior.

In their search for improved varieties Mr. Chan Choong and Mrs. Ratibau will look for heavier yields, good cooking quality, adaptability to various conditions likely to be met on farms and a type which will make sowing easier.

In Fiji the most worrisome pests and diseases are leafhoppers, armyworm, leafrollers, fool's rice and blight, as well as a host of diseases which attack young seedlings. All of these can be controlled with chemicals, but it is an expensive and time-consuming procedure. Obviously, resistance to disease will be an essential characteristic of any new variety developed in Fiji.

Another problem with rice is that the more it carries, the more chance there is of it blowing over in rain or wind. Fallen, or lodged, rice is difficult to harvest—almost impossible with mechanical harvesters—and the grain is frequently lost or

wetted so that it is hard to store and may start to germinate in the sack.

The trend is to grow shorter strawed varieties which are stronger, with more woody stems capable of supporting a greater weight. The new variety FK135, released after extensive testing at Kornovia research station and other centres, is an example of this stronger variety. It is typical of the new varieties now being produced—any farmer who has grown a crop of the old New Guinea variety, with its problems of lodging, is well aware of the advantages.

Two main groups

Rice varieties fall into two main groups—those which pass from sowing to harvest in a fairly fixed number of days regardless of the time of year at which they're planted, and those which flower and mature at a fixed date each year, whether they've been sown in the ground for eight months or three. The latter varieties are sensitive to the shortening period of daylight as the winter months approach, and, in Fiji, normally mature around the end of April.

To increase yields, particularly from limited acreage, it's obviously desirable to try to grow two crops a year. This is quite feasible, since most good varieties take only four or five months to mature—and it is especially so if soil moisture can be controlled to allow planting whenever the farmer chooses.

This need has led to the develop-



and long strawed varieties of rice, caged against bird damage, being grown in Fiji. — Photo: Rob Wright.

The first name you think of in

COCOA AND COPRA DRYERS



Write for full details & specifications:

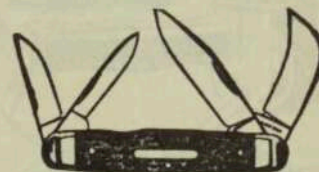
N.R.M.A. House, 26 Ridge Street,
North Sydney 2060.

Cables: "CHATSPA", Sydney. Telephone: 92-0271

Sole Agents T.P.&N.G.:
A.S.P. (N.G.) PTY. LTD.,
Box 166, P.O., Rabaul, T.N.G.
Cables: "CHATSPA", Rabaul. Tel.: 2370.

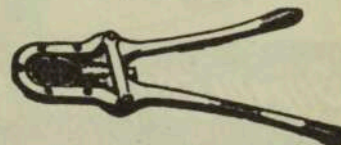
JNO. BAKER

For Veterinary Instruments



BAKERS 4-BLADE STATION-KNIFE

Sheffield made. 4 in. stag haft. \$4.45,
postage extra.



HODGE PATTERN CALF DEHORNER

Suitable for calves up to 12 months' old.
\$28.50 postage or freight extra.

KEYSTONE CATTLE DEHORNER

(Not illustrated). For grown cattle, very strong. \$31.75, postage or freight extra.

W. JNO. BAKER PTY. LTD.

26 Pitt Street, Sydney, N.S.W. 2000, Aust.
Phone: 27-7584

If Your Problem is Manipulating Metal...



You could need the assistance of the only Australian company who offers a Comprehensive Range of Specialised Machinery to the Sheet Metal and Plate Working Industries.

We supply:

Manual and Power Folders; Cramp and Pan; Treadle and Power Guillotines; Plate Shears; Press Brakes; Open Fronted and Column Type Presses; Sheet Metal and Plate Rolls; Pittsburgh Machines; Universal Nibblers; Universal Steel Workers; Metal Saws; Spot Welders and Roll Forming Equipment.

For further information contact:

AGENCIES SALES and SERVICE Pty. Ltd.

ASSEMBLY ST. (P.O. Box 87),
SALISBURY NORTH, QUEENSLAND, 4107.

CABLE: "FABPRODUCT" BRISBANE.
Phone: BRISBANE 47-1193.

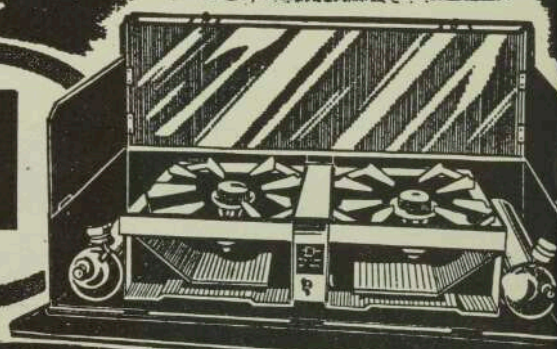
WHEN THERE'S NO ELECTRIC POWER

Live comfortably with ...



HANDI

Quality products



PUMPLESS petrol IRON

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 effortless ironing. Attractively finished in nickel plate. Spare parts always available.

KEROSENE OPERATED STOVETTE

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 price QUALITY Twin Burner Portable!

Better buy HANDI! Available at leading stores or direct from manufacturers:—

HANDI WORKS Pty. Ltd.

Compo Rd., Salisbury North, Ph. 47 2121
BRISBANE, QUEENSLAND, AUSTRALIA

Practical Planter

nt of the double-cropping system Koronivia, but it has also necessitated the establishment of an efficient irrigation and drainage system so that water can be run on off the fields at any time.

Varieties like IR5, IR8, FK135 and from Taiwan-Taichung—ripen under four months. The backbone of Fiji's rice industry for several decades—the old light sensitive variety known as BG75—can be very convenient, since it is almost certain to ripen within a week or two of the end of April. This applies whether it is planted in October or in January.

Twice a year

The new pilot project in the Rewa Valley, incorporating both irrigation and drainage, will be based on one of the new varieties and considerable ground work has been done at Koronivia and in the nearby farming areas to enable farmers to be fairly certain of a good crop twice a year. Trials have been carried out to determine the best planting times and to establish the best cultural methods, such as spacing of rows and the amount of seed to sow. New and more sophisticated insecticides have been tried and new seed dressing to control diseases in young seedlings.

Weeds are always a hazard in any form of agriculture, and trials with a variety of weed killers are in progress. Fertiliser responses vary—the rice varieties yield quite well under impoverished conditions but a little improvement with fertiliser, while others respond magnificently, quite justifying the cost of the fertiliser.

Work in Fiji over the last few years has been almost entirely directed to investigating the best ways of growing and improving its own established rice varieties and the new varieties from overseas. Now, the aim is to develop a Fiji product, eminently suited to its climate and conditions.

The asparagus-like vegetable taro, one of Fiji's national specialties, was blamed in September for an outbreak of sugar cane disease known as Fiji Disease—in the Suva mill area. Fiji Disease is caused by sap-sucking insects which feed on both taro and sugar cane. SPSM spokesman warned that farmers who planted taro near sugar cane crops were taking a risk, unless they ensured that taro seed was clean.

THE ARGENTINIAN ESTATES OF BOVRIL LIMITED, BUENOS AIRES, SOUTH AMERICA, have a name for packing the tastiest and best PURE CORN BEEF available.

"KUDOS"



AVAILABLE:
in
7-oz or 12-oz cans
net weight contents.

Taper
cans.

Contact your local supplier or write direct to the Agents for the Pacific Area for particulars.

RUNNING & CO. PTY. LTD.

71 YORK STREET, SYDNEY, 2000.

Cables & Telegrams: "RUNNING", Sydney

Tel. No. 29-2129

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 ideal book for the Pacific Planter

1968/69

Power Farming Technical Annual

The most comprehensive farm and plantation machinery guide ever published.

PRICE: \$2.75 Aust. plus 45c posted.

Available from:

The Sydney and Melbourne Publishing Co. Pty. Ltd.,
29 Alberta Street, Sydney, N.S.W. 2000, Australia.

(Postal address: Box 1813, G.P.O., Sydney, N.S.W., 2001, Australia.)

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

Headquarters: 720 George St., Haymarket, N.S.W.
(P.O. Box 18, Haymarket, Sydney, N.S.W. 2000.)

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

*The most comprehensive book ever
published on the Pacific Islands.*

10th EDITION

PACIFIC ISLANDS YEAR BOOK and WHO'S WHO

PRICE: Australia and P.-N.G., \$7.80 Aust., plus 50c posted; Pacific Islands and overseas countries, \$7.80 Aust., plus 90c posted; U.S.A., \$10 U.S. posted.

Pacific Publications Pty. Ltd.

29 Alberta Street, Sydney, N.S.W. 2000, Australia.
(Postal address: Box 3408, G.P.O., Sydney, N.S.W., 2001, Australia.)

- PERFORATED ALUMINIUM SHEETING FOR PERMANENT COCOA DRYER BEDS
- COMALCO DOUBLE-RIB ALUMINIUM ROOF & WALL SHEETING
- A.S.P. 20 FOOT SPAN PREFABRICATED STEEL MULTI-PURPOSE BUILDINGS TO ANY LENGTHS

A.S.P. (N.G.) PTY. LTD.
P.O. Box 166, Rabaul, T.N.G.
Phone: Rabaul 2611.
Cables: "CHATSPA", Rabaul

Introducing
CORRASCOPE FILM
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 — Taniti — Fiji, Etc

Catalogues Upon Request

FILMO DEPOSIT

313 Marina House,
Hong Kong

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.

People

(Continued from p. 116)

After his initial introduction as Acting Bursar at the University of the South Pacific for four months earlier this year, Mr. A. Knox has taken up his full appointment as Bursar of Fiji's developing university. Formerly Bursar of the Madras Bello University in Northern India, he has had extensive experience in university administration. Mr. Hari Ram, Education Officer in the Department of Education, has been appointed Assistant Registrar. Mr. Ram, formerly a primary school teacher in Fiji, is a Bachelor of Science graduate from the University of Delhi.

American Samoa's former Governor, 58-year-old H. Rex Lee, has been appointed a member of the US Federal Communications Commission for a period of seven years. He resumes his current post as an assistant administrator with the Agency for International Development, to take up his new job on the seven-man mission.

Officially, attractive Betty Noel's job is "assistant to the manager", but to the thousands of listeners to American Samoa's new radio station WUV she is the territory's Number One disc jockey. One of five Samoan employees at WUV ("We love to listen to WUV," Samoan children say), Betty announces most records on WUV. She works at Fagaalu village, Tutuila, not far from WUV's smart new recording studio near Leone. Her boss, State Engineer Vern Williams, often records Samoan songs for broadcasting on WUV. He arrived in Pago Pago earlier this year on a one-year contract with the Government of American Samoa.

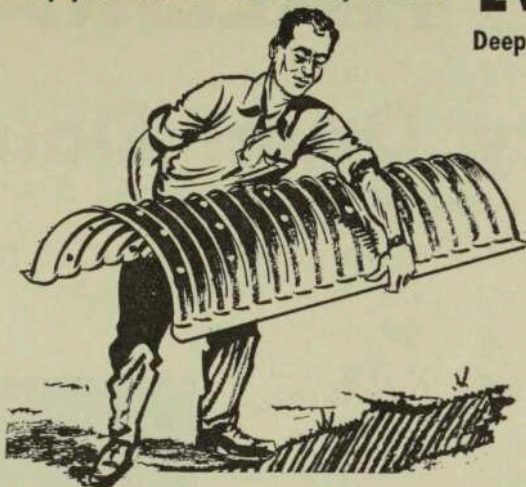
Mr. Manasa Koroi Vatuloka, a 27-year-old Fijian schoolteacher, was recently presented with the Mountbatten Medal by the Governor of Fiji, Sir Derek Jakeway, for rescuing an Indian woman and two girls from drowning. Vatuloka swam through turbulent water in a Fiji river to find them. They were unconscious but revived by artificial respiration. The Mountbatten Medal is awarded by the Royal Life Saving Society for the best rescue of the year—anywhere in the world—by a qualified lifesaver.

American Samoa's police chief, Tu'ufu, has plenty of problems

Bury your Waste Water safely in New

EVERGLAS

Deep corrugated Fibreglass Soakage Trench



- Hygienic underground drainage disposal.
- Low cost easily handled 4 foot lengths.
- Fits neatly together — fastest installation.

Dimensions: 19 in. across x 10 in. deep.

\$1.00 per lin. ft.

TRADE ENQUIRIES INVITED
Write for illustrated brochures on coloured GLO-TUBS, freight-saving export-size concrete tubs, incinerators, etc.

EVERHARD CONCRETE PRODUCTS PTY. LTD.

Newman Road, Geebung, BRISBANE. Phone: 59-7377.

CATTLE FEEDS

- PELLETS
- CRUMBLE
- MASH

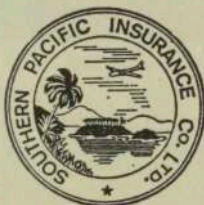
New low prices
mean bigger dairy
profits for YOU.

Crest Calf replacer milk is scientifically fortified to give your calves all the vital health elements they need.



CREST MILLS

KINGS RD., NAUSORI,
FIJI. PHONE: 188.



Specialising in Pacific Islands Insurances

FIRE ● MOTOR VEHICLE ● MARINE ● HULLS AND CARGO
● EMPLOYER'S LIABILITY.

Bonds—in accordance with Administration Ordinances—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. T. Ray, 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.

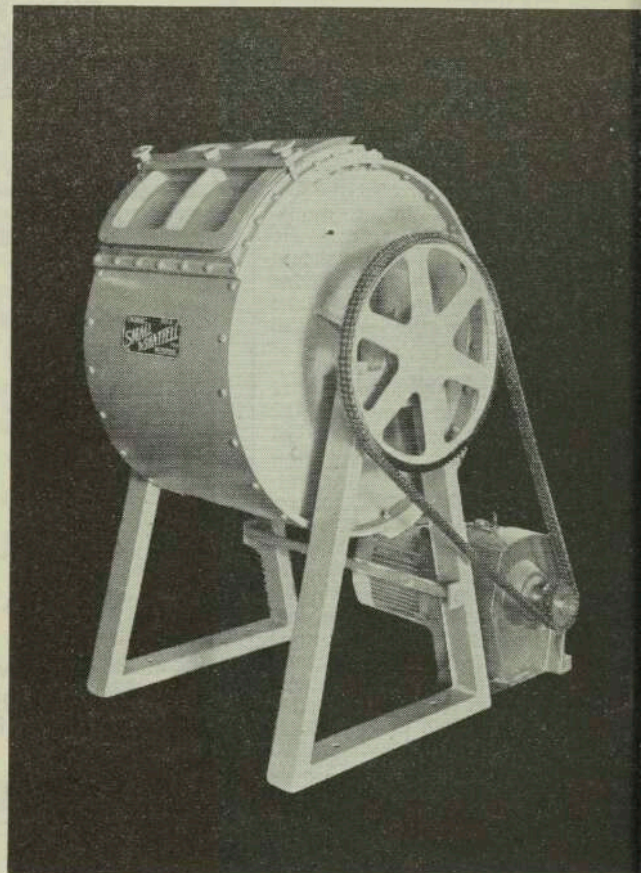
Head Office: The Wales House, 66 Pitt Street, Sydney 2000.

The "HALLMARK" MODEL Rotary Drum Dough Mixer

By Small & Shattell

Designed with the following features:

- ★ Simplicity of design and operation
- ★ Hygienic
- ★ Low maintenance costs
- ★ Capacity 50 to 150 lb. of flour
- ★ Fast mixing times
- ★ Dough cannot be overmixed
- ★ Air tight lid locks in flavour
- ★ All steel construction



Designed and manufactured by Australia's leading food machinery supplier

SMALL and SHATTELL PTY. LTD.

41-49 Johnston Street, Fitzroy, Victoria, 3065, Australia

se days with small burglaries on increase around Pago Pago and eral road fatalities already this ar. But perhaps his major head- e is coping with Tutuila's spiral- g number of buses. He told *PIM* ently that were too many buses und (about 75) for the number ould-be passengers. The Samoan- ned and run buses, many nothing re than rebuilt utilities, sometimes up chasing pedestrians along the ds to win a new customer, he said. e solution? "Well, Pago Pago is ig and deep bay," he said.

Mr. H. H. Hendon, managing etor of Fiji Enterprises Pty. Ltd., de a recent business trip to Fiji examine latest trends in tourism. is reported to be interested in ing hotel investments in the ny. Fiji Enterprises operates an and Centre" in Spit Road, sman, a Sydney suburb. The centre udes a Fiji Restaurant.

Vilame Liga, holder of the Fiji lin record of 236½ ft, is the ny's sole representative at the mpic Games in Mexico City. He previously represented Fiji at one mpic and two Commonwealth nes.

Mr. Rudy Ritcher, the Pago o Intercontinental Hotel's popular ager, is a sailing enthusiast and never he has a spare moment ich isn't often these days with ness better than ever) he nips n the hotel's tiny skiff. The skiff, h is also available to hotel ts, is housed near the hotel's l private beach. Mr. Ritcher tells e time, when unpredictable winds ed him halfway across Pago o Bay. Ever since, he has been in abit of warning would-be sailors t Pago's winds.

Nimilote Verebasaga, an en- er with Fiji Airways, has become first local employee to obtain a licence in aircraft maintenance eering. Nimilote, who comes Nunivaivai Village at Tailevu, n engineering when he was 17 was in charge of maintaining enerating plant at the Fulton ionary College. He joined Fiji ays in 1953 and recently passed British Air Registration Board 748 airframe licence examina- conducted by the Department ransport and Civil Aviation. He and two other Fiji Airways entices—R. Southey and A. dale—will attend the Hawker ley Aviation Technical School anchester, England, and after- s a course with Rolls-Royce.



GAS SUPPLY (New Guinea) PTY. LTD.

HEAD OFFICE: P.O. BOX 1468, BOROKO

For all your bottled and bulk gas
contact our dealers throughout the
Territory for Guinea Gas.

Bulk Terminals and cylinder refilling facilities at:
PORT MORESBY • LAE • WEWAK • RABAU
for

COOKING • HOT WATER • REFRIGERATION

Territory Distributors:

W. R. CARPENTER & CO. LTD.
NEW GUINEA CO. LTD.

GEORGE PAGE PTY. LTD.
BURNS PHILP (N.G.) LTD.

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 enquiries*

WEYMARK & SON (Overseas) Pty. Ltd.
14-18 STEAMMILL STREET, SYDNEY, N.S.W. 2000

THE YORKSHIRE INSURANCE CO. LTD.

(Incorporated in England)

Australian Control Office: 20 Queen St., Melbourne, 3000. Manager for Australia: H. N. Crawley.

ALL CLASSES OF INSURANCE

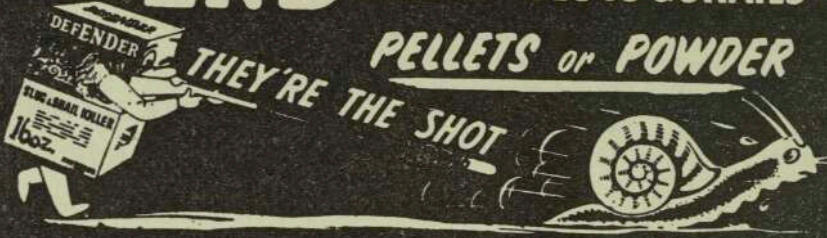
Including FIRE • ACCIDENT • GUARANTEE • MOTOR • WORKERS • MARINE

APUA 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, New Guinea Industries
Pty. Ltd.; 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.

DEFENDER for SLUGS & SNAILS
THEY'RE THE SHOT
PELLETS or POWDER



To our original metaldehyde formulation.

The Pacific Islands Society

Box 2434, G.P.O., Sydney, 2001.

Phone: 56-3926 (Hon. Secretary).

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.

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

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.

Rid Kidneys of Poisons & Acids

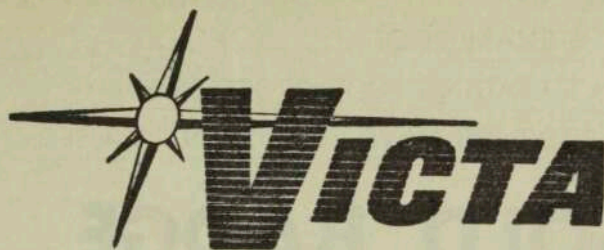
If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. 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.



*Turn grass
into lawn
easier
with a '68*



Obtainable from:

SUVA MOTORS LTD., Suva, Lautoka.
ISLAND PRODUCTS LTD., Port Moresby.
NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Mt. Hagen, Milne Bay, Goroka.

One of the best books published on Pacific shells

Walter O. Cernohorsky's

MARINE SHELLS OF THE PACIFIC

Fine plates of all shells described; numerous diagrams; over 240 pages.

PRICE: Australia and P-NG, \$6.50 Aust., plus 17c posted;
Pacific Islands and overseas countries, \$6.50, plus 49c
posted; USA, \$8.00 U.S. posted.



Pacific Publications Pty. Ltd

29 Alberta Street, Sydney, N.S.W. 2000, Australia.

(Postal address: Box 3408, G.P.O., Sydney, N.S.W., 2001, Australia.)

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

FOLLOW THE EXAMPLE OF

AUSTRALIA'S LEADING FOOD PROCESSORS

WHO FOR 30 YEARS HAVE CONSISTENTLY USED

GOLD BADGE

FINE QUALITY

ESSENCES and EDIBLE COLOURS

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

KEITH HARRIS & CO. LTD.

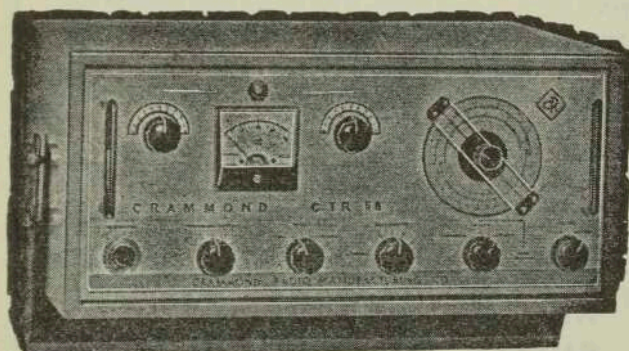
Sefton Road, Thornleigh, N.S.W.
Cables: Kehar, Sydney

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



Samples are available for manufacturers

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.

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

- 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.

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

Automatic Noise Limiter. Full reverse polarity protection. Battery drain. Gimbals Mounting Bracket. Fibreglass Whip Aerial and bases. Model CTR66 L for services restricted to 25 Watts Aerial Power.

CRAMMOND RADIO Mfg. Co. Pty. Ltd. 463 VULTURE STREET, EAST BRISBANE, QUEENSLAND, AUSTRALIA.

ALL ENQUIRIES DIRECT OR SEE YOUR LOCAL CRAMMOND AGENT

Classified Advertisements

Per line, 75c Aust.;
Minimum rate, 4 lines.

STAMPS & COINS

CASH PAID FOR STAMPS. Collections, accumulations. On-paper Used Stamps, used Stamps. Or First Day Covers. and stamps or detailed list with price required. John Laredo, Box 46, Milson's Point, N.S.W., 2061.

CASH PRICES PAID FOR ISLAND STAMPS. Current issues, old accumulations used or unused, covers, collections. Pen Seas Stamps Pty. Ltd., Sterling Street, Dubbo, N.S.W., 2830, Aust.

STAMP COLLECTORS. Send 5c stamp for page and receive free bargain bulletin exciting stamp offers. Interphil (Q'ld), Queen St., Brisbane, Q'ld. 4000.

WESLEY FIRST DAY COVERS from Australia and Pacific Islands. Sent to members at special rates. Join by sending a few dollars to Wesley Cover Service, Box 46, Milson's Point, N.S.W., 2061. List your Account is in credit, all new covers are sent. Don't delay send today. Wesley Cover Service, Box 46, Milson's Point, N.S.W.

PROFESSIONAL

ENVIRONMENTAL MANAGEMENT SERVICES offer specialised consultation to those with environmental management problems. David Smith, Palm Cove, P.O. via Cairns, Queensland, 4870, Australia.

PEN FRIENDS

MAKE NEW FRIENDS all over the world joining our unique correspondence club being formed. Send for free membership. Arthur Ward's Correspondence, P.O. Box 189, Marrickville, N.S.W., Australia.

TRADE ENQUIRIES

FOR ORDER. Whatever you might want from Hong Kong (Photographic and Cigarette, Transistor Radios, Household Appliances, Chinese Brocades, Plastic Baskets, Cultured Pearls, etc.) we can supply you. Right prices and personal service assured. Please write us for quotations. Filmo Depot Ltd., 313 Marina Street, Hong Kong. Established in Hong Kong since 1936.

SPORTS garments, footwear, cloth, shoes, rainwear, watches, wood/cane furniture, brilliantine. Import fungus, lobster, sharkfin, shell. Johnson Young Box 423, Hong Kong.

AGENTS REQUIRED

Wanted all the Pacific Islands to obtain for supplies of used postage stamps from commercial firms. No knowledge, experience or capital is needed and we pay really high rates of commission. Write for further details to:

STAMPERS STAMPS LTD., 21 Clifton Grove, Boreham, Leeds 9, Yorkshire, England.

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, 2000. Telephone: 28-7874.

LARGEST PAPERBACK bookshop in Australasia. Send for list of bargain hardbooks, prints and drawings. Abbey's Bookshop, 115 Pitt Street, Sydney, N.S.W., 2000, Australia.

ACCOMMODATION

SUN, SURF, HOLIDAY. New 8 storey luxury home units. Ocean front, one block from shops, large pool, full service optional, covered car park, elevator, realistic tariffs. Sahara Court, Surfers Paradise, Q'ld., 4217.

WANTED

WANTED. Leading Australian buyers are interested in: battery lead scrap, lead scrap, remelt lead ingots. Please offer to: Berjak & Partners, 424 St. Kilda Road, Melbourne, 3004, Vic., Aust.

LAND WANTED

LARGE TRACT OF FREEHOLD LAND in Melanesia or Polynesia. Fiji preferred. Can pay cash.

Please write: "MPL", c/- Box 3408, G.P.O., Sydney, 2000, Australia.

POSITIONS WANTED

HOTELIER & CATERER with ocean going experience as Passenger Liner Chief Catering Officer, also Hotel, Guest House and Oil Rig Manager in Nigeria, seeks similar position in Pacific Islands or mainland. Have run personnel and purchasing depts. in catering group, and trained kitchen and restaurant staff. Hold regular and higher grade cookery diplomas. Airmail to John Sutherland, The Cabin, Greenisland, Belfast, North Ireland.

EXPERIENCED Marine Radio Officer (first-class certificate), Astro-Navigation Qualifications, seeks combined deck and radio duties, long voyages. Navigation Services, Box 2145T, Melbourne, Vic., 3001.

POSITION WANTED

INTERNATIONAL TRAVEL/HOTEL MANAGER

ex Tarawa, G.E.I.C., desires managerial position in Pacific in aviation, tourist or hotel industry. Main interest sales promotion, marketing and systems work. Excellent recommendations to substantiate management ability.

Contact: M. I. PRENDERGAST, 3 Leura St., Doncaster East, 3109, Victoria, Aust.

FOR SALE

"TARKARRI". 110 ft x 20 ft x 8 ft, just completed, full refit. Kauri pine planking on sawn blue gum frames. New 8L3B Gardner 200 h.p., range 3,000 miles, engine room and deckhouse aft, skipper and passenger acc. on deck, crew in fore'sle, cargo 200 tons, fitted for abalone fishing with all gear for three divers, easy converted to cargo. Owing to 25% reduction in price of abalone this vessel can no longer operate at a profit. Price: \$A55,000. Contact: Bern Cuthbertson, 8 Esplanade, Lindisfarne, Tasmania, 7015, Aust.

CONCRETE BLOCK MACHINE. Makes blocks, flags, edgings, screen-blocks, garden stools—up to 8 at once and 96 an hour. \$A83 c.i.f. main ports. Send for leaflets. Forest Farm Research, Londonderry, N.S.W., 2753.

FLEETS. 42 ft carvel workboat, professionally built 1962, 120 h.p. Caterpillar marine diesel, 4:1 reduction, approx. 300 cu. ft freezer space, 2 way radio, sounder. \$14,000. 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.

OPAL PENDANTS. Solid milky opal, flashing colours, set with r. gold or silver neck chain and clasp, in box, \$9 Aust. Send money order (plus \$2.25 sales tax if in Aust.). K. Shells, 36 Tramway Pde., Beaumaris, 3193, Aust.

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 \$3.50 including surface mail postage, plus \$1 for airmail. 695 George Street, Sydney, N.S.W., 2000, Aust.

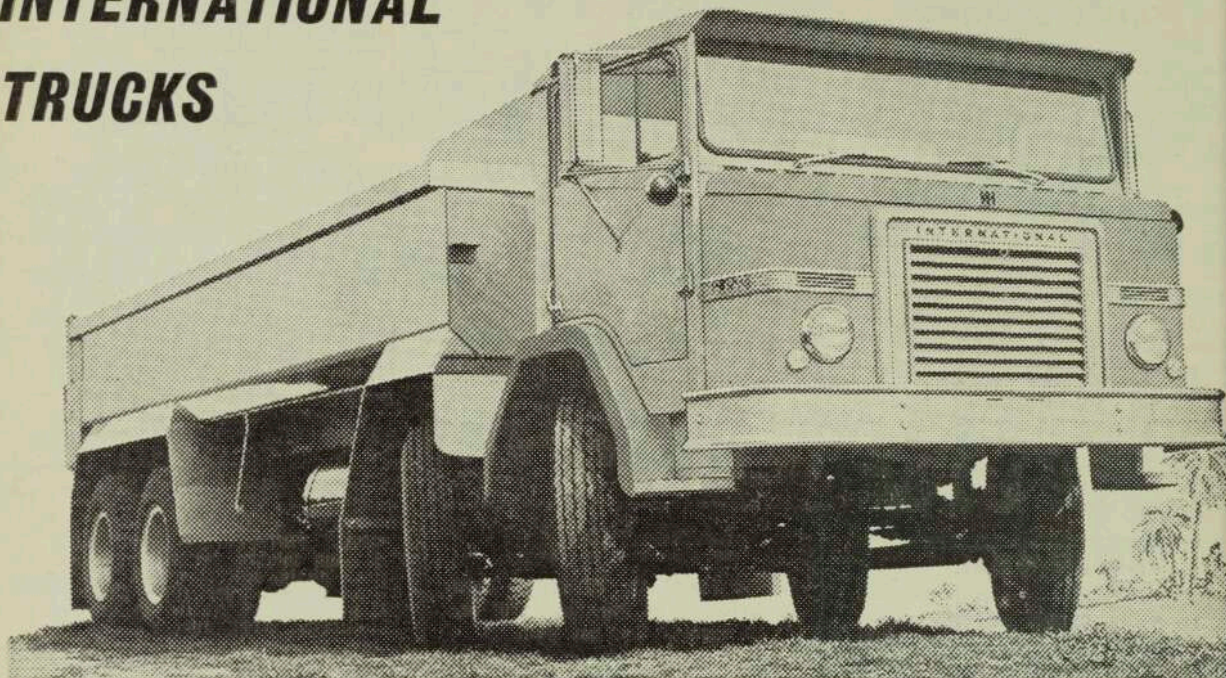
LAND FOR SALE RABAU

Tenders are invited for purchase of Freehold Land situated opposite Queen Elizabeth Park. Frontage approximately 250 ft. x 100 ft. to Casuarina Avenue between Park and Kamerere Streets. Suitable for residential development. Highest Tender not necessarily accepted.

Address enquiries to:
RABAU TRADING CO.

PTY. LTD.,
P.O. Box 219, Rabaul, T.N.G.

Introducing totally new ACCO-1950 twin steel **INTERNATIONAL TRUCKS**



GREATER PAYLOAD PAYOFF THROUGH TWO FRONT AXLES!

PURPOSEFUL! This is the truck for 'go' and 'do'. Factory-designed, engineered and manufactured wholly in Australia. Brute strength and unequalled ride go hand-in-hand with the ability to handle larger payloads.

PROFITABLE! That extra axle up front doubles front-load capacity, means bigger payload (up to 60,000 lb. GCW) with maximum profit return from every load you haul. All four front wheels turn at the same time; the steering system has been engineered to ensure correct tracking, no tyre scuffing. This truck suits a variety of uses with the body of your choice. Everything about it is on your side.

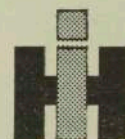
POWERFUL! New light-weight high-speed Cummins Vale V-8 185 b.h.p. diesel is matched to five-speed main and three-speed auxiliary transmissions. And when the going gets rough, you get great gripping

power by means of the tandem-drive rear axles' power divider lock.

PLEASING! It looks a tough one. It is! It looks like a maximum loader. It is! Yet, for the driver, a new easy cab entry forward of the front wheels, a new air ventilating system, deep padded seat (same for passenger) and an instrument panel with see-in-a-flash fully calibrated individual instruments. Your ride for profit is comfortable.

PROGRESSIVE! Assurance of ability to 'work' . . . higher standards of comfort . . . highly competitive prices . . . a look ahead . . . that's INTERNATIONAL TRUCKS — that's your new INTERNATIONAL ACCO — 1950 TWIN STEER!

**INTERNATIONAL BUILD A TRUCK
TO DO A JOB . . .
CHANGE IT ONLY TO DO IT BETTER**



TAHITI: Ets Bredin Freres, Papeete.

PAPUA: Steamships Trading Co. Ltd., Port Moresby.

SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.

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

FIJI: Niranjan's Auto Port, Suva and Lautoka.

NEW CALEDONIA: Marine Agricole Electrique, Noumea.

NEW GUINEA: N.G.G. Trading Co., Lae.
Steamships Trading Co. Ltd., Rabaul.
New Guinea Goldfields Ltd., Wau.
Wewak Engineers, Wewak.
Govt. Council, Mt. Hagen.

H2253/E/

DEATHS OF ISLANDS PEOPLE

Mr. Donald W. Chambers

Mr. Donald W. Chambers, who lived in Rarotonga for the last years, died there on September aged 79.

A native of Yorkshire, England, Chambers spent his working life in India before retiring in 1937 and moving to the Cook Islands. He established the first Boy's Club in the Cook Islands, using his own money to do so. The club flourished and village cinema shows were produced, then membership began to dwindle.

Mr. Chambers was interested in music and bought musical instruments for local youths to practise on. His house at Black Rock was always open to young people. He was a foundation member of the Rarotonga Bowling Club and its secretary for many years until ill health forced him to resign. He was also an keen botanist and stamp collector. He represented the Church of England, co-ordinating the visits of Anglican clergymen.

Mr. Chambers is survived by an only brother.

Robati Sema

Robati Sema, the oldest retired person in the Cook Islands, died on September 16 at Rakahanga aged 80. Exactly 56 years before, he entered Samoa Theological College. In 1927, he became pastor for the

London Missionary Society at Titikaveka and he was later pastor and schoolteacher at Rakahanga and Manihiki. Pastor Sema became Nikao's first pastor in 1937 and in that year he laid the foundation stone for the present Nikao church.

After terms at Rarotonga and Mangaia he retired in 1950, at the end of 33 years' service.

Robati is survived by his widow, 10 children, 69 grandchildren, 42 great grandchildren and one great great grandchild.

Mr. Phillip L. James

Mr. Phillip Lyndon James, a prominent company director and community worker in Rabaul, New Britain, died in Brisbane recently. He was 55.

When Mr. James arrived in the territory with his wife, Hulda, in 1949, he worked for the Rabaul power station. After three years he formed a business which operated agency lines, building prefabrication and a plantation.

Mr. James studied at Perth University Science Faculty, where he was a brilliant student (he obtained an honours degree) and an outstanding athlete.

In Rabaul, he was prominent in sporting circles, and was one of the prime movers behind the town's swimming club.

Mr. James is survived by his widow and four daughters.

HEALTH MANAGEMENT SERVICES

Under the direction of Lloyd Smith, C.S.I. (C) L.M.R.S.H., Palm Cove P.O., via Cairns, Queensland, 4870.

Are you satisfied with the sanitation of the area under your control?

What about—

- Water supply and safety.
- General cleanliness.
- Sewage and garbage disposal.
- Elimination of pests.
- Prevention of food poisoning.

HEALTH MANAGEMENT SERVICES provide consultation services to individuals, companies, and communities and issue certificates of approval to those complying with our scientifically based health protection standards.

Staffed only by specialised personnel qualified to help you recognise and remove hazards to health and safety.

Enquiries are invited. They will be treated in confidence and without obligation. Write Lloyd Smith, Palm Cove P.O., via Cairns, Queensland, 4870, Australia.

TO ISLAND TRADERS AND RESIDENTS

Whatever your requirements in Asian Art, Handicrafts, Fashion and General Merchandise, our experienced representation can help you.

We deal direct with manufacturers and save you "middle-man" extras.

Specialist representation in Singapore, Kuala Lumpur, Bangkok and Hong Kong.

So write now outlining your requirements to:

ORIENTAL EXOTICS

P.O. Box 67, 206 Pine Tree House, Malvern, 2nd Floor, Tanner Rd., Victoria, North Point, Australia. Hong Kong.

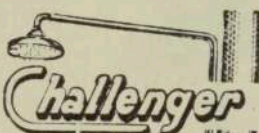
(Prop.: D. J. (Ben) van Linge—ex Nauru).

EVERYDAY PRODUCTS

The ONLY Kerosine-operated BATH HEATER

with ALL these worthwhile features

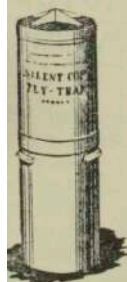
- Brass and Copper Construction
- Lifetime Durability
- Heavily Nickel Plated
- Neat and Compact—easily installed
- Supplied with Cowl and Flue.



\$54.00

The "SILENT COP" BLOWFLY TRAP

not only traps and kills the flies—it prevents the birth of millions more. No property or killing yard should be without "SILENT COP" Blowfly Traps. Price: \$5.25.



EVERYDAY PRODUCTS PTY. LTD.

105-107 Reserve Road, Artarmon, N.S.W., Australia.

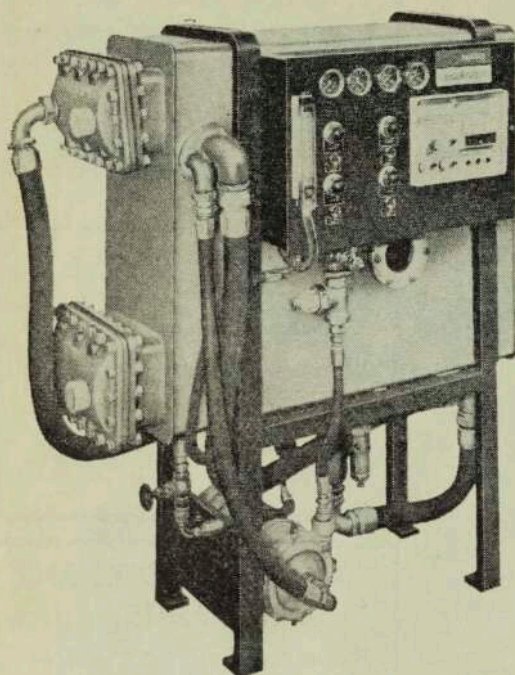
SCIENCE WONDER CATALOG

EXPERIMENT KITS

SCIENCE, COMPUTERS, MATHS, GAMES FOR THINKERS, SPACE AGE, LIBRARY OF KNOWLEDGE, SCALE MODELS, ARTS AND CRAFTS, ETC.

SEND Sc to Dept. P.I. MODERN SCIENCE SUPPLIES BOX 3702, G.P.O. Sydney 2001 Visit our shop at 141 York St.

The BABCOCK DESALINATOR



If you require fresh water from salt or brackish water the Babcock Desalinator is the answer. It is a compact package unit able to produce its own weight of high quality fresh water every hour for special process work, domestic purposes and drinking.

It operates on the cooling water from a diesel engine or hot water from any source in the range of 140° F. to 190° including a steam coil or electrical element.

Three sizes of units are available at present, with outputs varying from 4 to 35 tons per day. All are suitable for both land and marine use. The dimensions of the smallest unit are: 38" long x 18" wide x 48" high and the largest, 80" long x 37" wide x 72" high.

A Babcock Desalinator can be assembled with a diesel generator or with a "domestic" hot water boiler as a transportable skid-mounted, packaged unit, to provide electricity, drinkable fresh water and "domestic" hot water in arid or isolated areas where only brackish or salt water is available.

Fully descriptive pamphlet will be sent to you on request.

BABCOCK & WILCOX AUSTRALIA LTD

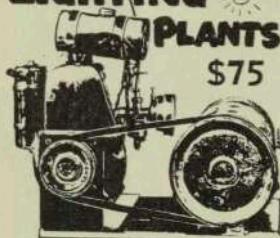
Head Office & Works: Regents Park, N.S.W. 2143

Queensland: 108 Creek St., Brisbane, 4000. Sydney: 247 George St., Sydney, 2000. New Zealand: Babcock & Wilcox (New Zealand) Limited, Box 3819, G.P.O., Auckland, New Zealand

BW/242

TREMENDOUS SAVINGS WITH THE WORLD'S MOST FAMOUS NAMES IN PUMPS, MOTORS AND GENERATORS. QUALITY GUARANTEED at DIRECT DISPOSALS

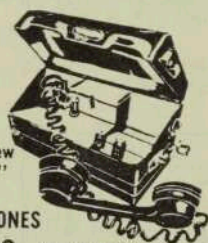
32 VOLT 900 WATT LIGHTING PLANTS \$75



Consists of famous 2 h.p. fully ball bearing "TAS" T.S. petrol motor belt-driving a "Bendix Eclipse" D.C. generator. Unit is mounted on steel base and is fully portable. If required, comes complete with automatically adjustable "Lucas" voltage regulator (automatically adjusts for charging 24 volt or 32 volt sets of batteries) and amp. control rheostat. Use for charging batteries, running lights or motors direct (without the use of batteries). Motor uses 1 pint of fuel per hour. Have lighting for 5c per hour — runs up to 15 sixty watt bulbs in 32 volts. Extras if required — "Lucas" reverse current relay (solid silver contacts) \$9.50. Moving coil amp. meter \$6.95. Voltmeter \$3.50. Rotary switch 75c. This lot for \$20.

PACK. SHIPPING COST \$15.

Freight \$1.50 per phone



Brand new Army "L" FIELD TELEPHONES \$15.50 (2 for \$29) Made by L. M. Ericsson 6 MONTHS' GUARANTEE

housed in completely rust proof metal case. Has long distance ringing generator complete with bell. As used by P.M.G. linesmen and the Army. Ideal for property to property, house to house or shed, line testing, fire fighting communications, etc. Absolutely brand new in original wax sealed cartons. Size 10" x 5½" x 5". Battery set 80c extra per phone.



\$12.50 5,200 G.P.H. CENTRIFUGAL PUMP

A real scoop! Direct purchase and top quality. 1½" inlet, 1" outlet (O.D.) corrosion proof (salt water proof), all metal centrifugal pumps. Capacity up to 5,200 g.p.h., pressure up to 45 P.S.I.. Heavy duty bearings gives pump smoother running and long life. Handles heaviest loads and highest speeds — designed to pass solids such as sand, silt, dirt, etc., without damage. Heads to 90ft., suction lift to 25ft. A bargain never before offered in Australia. Spare parts always available. Full 90-day guarantee. Foot valve for 2" pipe \$1.55, for 1" \$1.85 (Post if separate 20c) 3" pulley to suit \$1.85 (Pack, post \$1.)

FREIGHT RATES QUOTED ARE FOR ANYWHERE IN SOUTH PACIFIC AND NEW GUINEA.



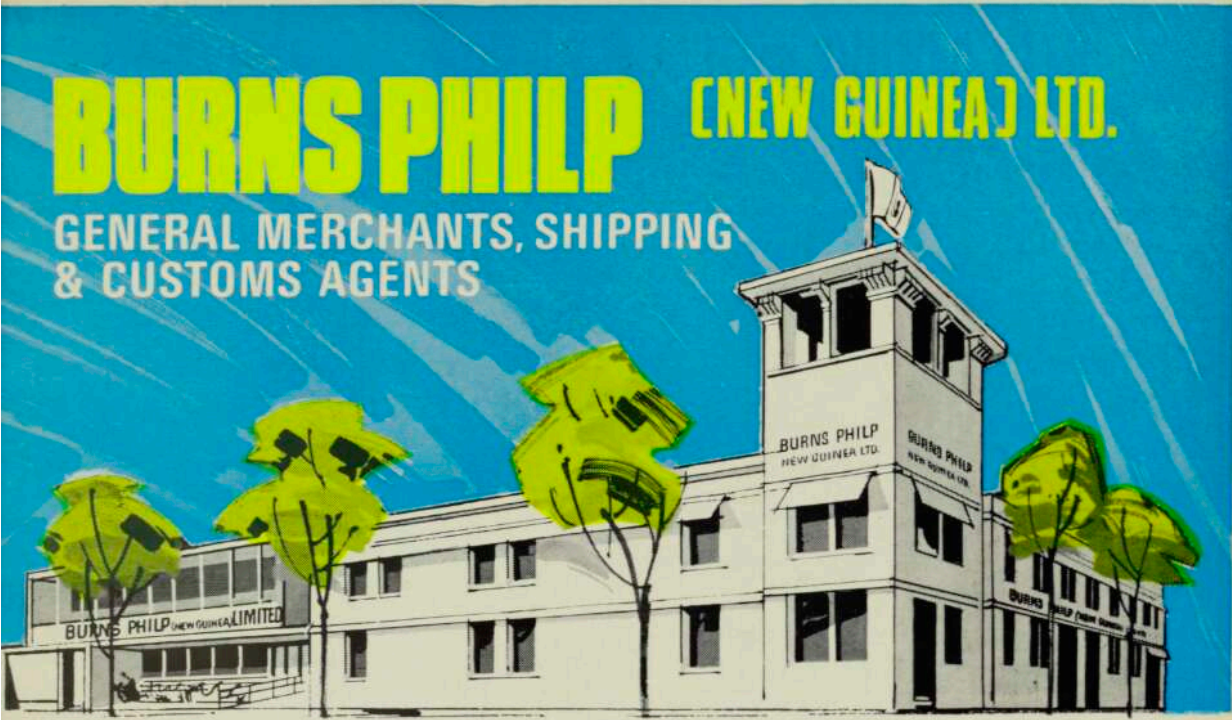
Freight \$4.50. Brand new 1968 "T.A.S., T.S." outboard motors. Powerful enough to push a 12 ft boat at 10 m.p.h. Low fuel consumption, uses 1 pint per hour (travel for 10 miles for 5c). Sturdily constructed, thoroughly reliable. Has recoil starter, air cleaner, chrome molybdenum crankshaft and con rod. Spares will be available for years to come.

DIRECT DISPOSALS TRADING COMPANY

MAIL ORDERS: DIRECT DISPOSALS 36 HELEN ST., VALLEY, BRISBANE, QLD. 4006 (3 SHOPS BRISBANE. PH. 5 4833)

BURNS PHILP (NEW GUINEA) LTD.

GENERAL MERCHANTS, SHIPPING & CUSTOMS AGENTS



Head Office: PORT MORESBY/PAPUA Cable: 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., all Australian States Burns Philp & Co. Ltd., London Burns Philp Co. of San Francisco Inc. TRADE INQUIRIES INVITED shipping agents for Austasia Line Bank Line Ltd. Burns Philp & Co. Ltd. Cogedar Line Campagnie Des Messageries Maritimes Chandris Line Cunard Steamships Co. Ltd. Nederland Line Royal Dutch Mail P.&O. Orient Line Royal Rotterdam Lloyd The Indo-China Steam Navigation Co. Ltd. Union Steamship Co. of N.Z. 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 and Carnatic Textiles Citizen Watches "Cecoco" Machinery Conditionaire Air Curtain Doors Hardie's Building Products 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 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
--	---



BURNSPHILP (New Guinea) LTD.

Head Office—Port Moresby Telex PM 116
 Telegrams all centres — Burphil

PACIFIC ISLANDS MONTHLY — NOVEMBER, 1968

W. R. CARPENTER & CO. LTD

1 R. R. 2/8250



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 the Group in the Pacific Islands include:

PAPUA/NEW GUINEA
Island Products Limited
New Guinea Company Limited
Coconut Products Limited
Boroko Motors Limited

FIJI
Carpenters Fiji Ltd.
Morris Hedstrom Limited
Island Industries Limited
Suva Motors Limited

W. R. CARPENTER & CO. LTD

HEAD OFFICE: 68 PITT STREET, SYDNEY, N.S.W., AUSTRALIA

CABLE ADDRESS:
"CAMOHE"

TELEPHONE:
25-5421.

U.K. OFFICE:
22 PARK ST., CROYDON, CR9 3NP.

PACIFIC ISLANDS MONTHLY — NOVEMBER, 1968