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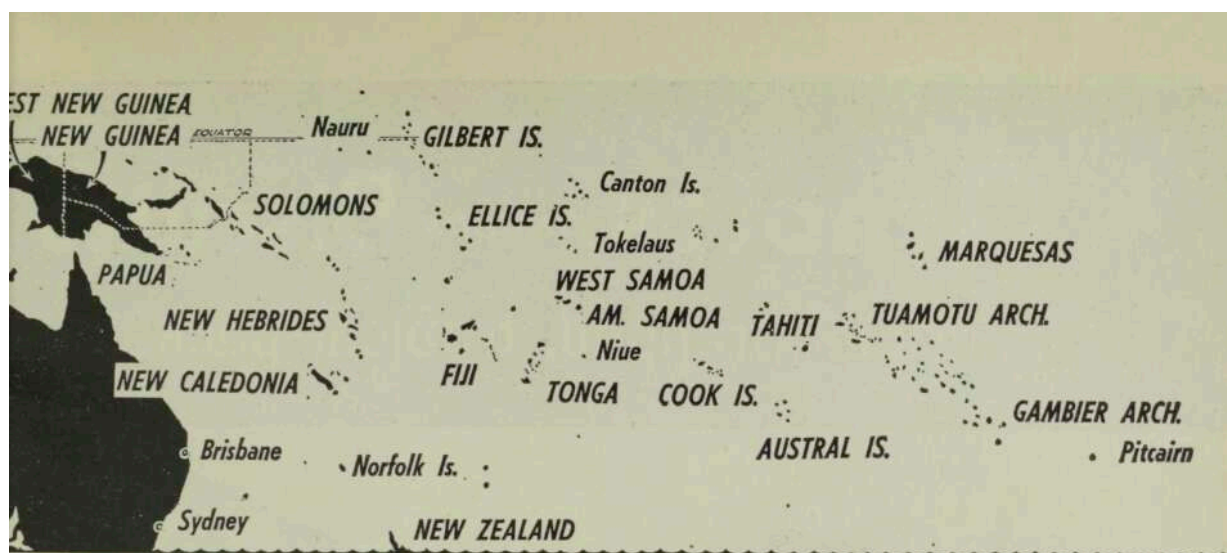
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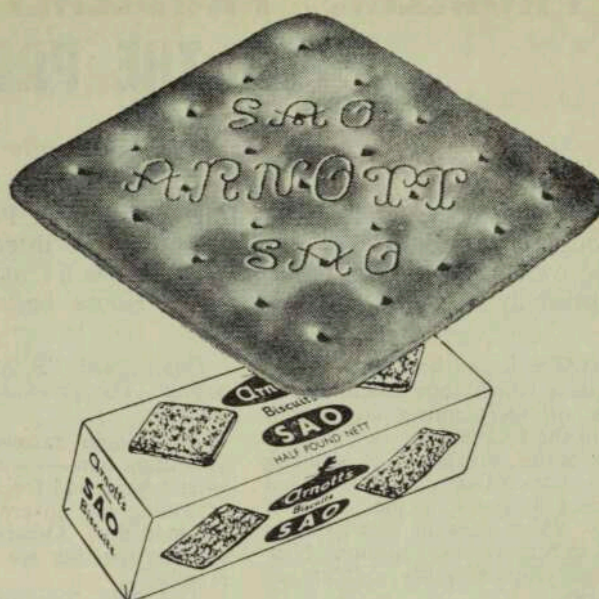


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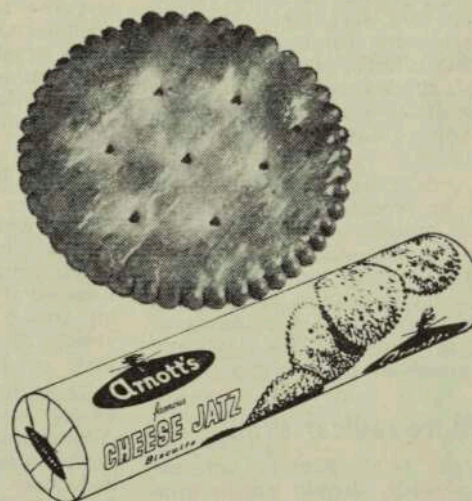
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PROBLEMS, PROBLEMS AS NEW GUINEANS PUT THE PRESSURE ON

By Stuart Inder, who was in Port Moresby in March

You can get nothing but fragments of the Papua-New Guinea House of Assembly by sitting through its meetings. The House is not to be listened to, but to be read, for only in the privacy of your own 75c copy of the *Debates* do the 64 members develop significant patterns of thought; surprisingly, only on paper does the House become real, the objectives clear.

PERHAPS it is the interpretation system which robs much of the debates of their immediate significance to the listener; perhaps the frequent motions, suspension of standing orders, question times, tea breaks, and committee stages dull the sense of urgency which does in fact exist in the chamber as two million New Guineans grope towards a future of some sort.

One of last meetings

The March meeting of the Assembly—its twelfth, and among the last before the general elections of next year—was a typical example. The many interruptions over the 10-day sitting helped mask for those who, like me, were there, the fact that pleas were being made, solutions being offered, indignation being expressed, challenges being laid down and a political awareness being displayed with a shrewd if inexperienced indigenous skill.

Only with reflection, and with the help of the record, does one realise what an absorbing commentary it was on land settlement; does one get unexpected insight into the inadequacy of the education system; and see disturbingly reliable evidence of a growing disrespect for law and order throughout the territory.

More radical 1968

Through it all runs a constant threat, possibly already an inescapable conclusion, that the electorates will send more radical members to next year's House because of their failure to get from Port Moresby the bridges, roads, schools, teachers, and the economic development they so urgently require.

Shouted men like Pita Lus, "The Government must distribute the money equitably. They have forgotten about us Sepik people. They have said the Sepik people are rubbish!"

Complained Tei Abal, "It is quite wrong! The greatest need is in the bush!"

And Singin Pasom, "I cannot say something new—I am going to repeat what I have said for years. I am sick of asking the government! I am an old man now. Others are singing out and me too, but we are wasting our breaths!"

And Pita Tamindei: "I am not giving you an idea which I picked up from an officer—I am telling you the thoughts of all my people! How many years have we waited for the sort of development we have asked for?"

Yauwi Wauwe said the people were puzzled by the Government's lack of response to their requests. "Now I do not know, shall we join with Australia or shall we find a solution of our own to our economic troubles?" Yauwi asked. "My friends will support me in this type of thing."

Budget victory

Somewhere in all the 10-day talk, and all the interruptions, there was a comment by Momei Pangial which summed it all up: "The reasons why my friends have asked for this great variety of development is simply that they are told to by their electors."

There may yet be some late relief on the way, for the most important Administration statement of the meeting accepted the fact that the House had been justified in staging last September's Budget revolt.

Assistant Administrator, Mr. L. W. Johnson, said Administration "appreciated that there is need for more consultation than has previously been the case" and said this year it would take its Budget planning to the Administrator's Council, which could make a detailed study of the estimates, both before and after they had been seen by Canberra.

This announcement was generally recognised by members as the begin-

ning of the new era at last, although John Pasquarelli was one who feared that their trust would be betrayed.

The announcement would have been accepted with more enthusiasm if the Administration had not brought down a new "little budget", which will spend an additional whack of amount.

Expensive Public Service

The elected members attacked from all sides. The money was being spent not on economic development but on a Public Service that was, John Stuntz put it, "over-complicated, over-centralised and too cumbersome for this country to afford". If the Administration had got to the point where its Public Service was under control, he said, then it should admit it and seek authority to take drastic steps.

Government member J. K. I. Carthy threw in a sobering comment: "Despite all the criticism, we should remember the great amount of progress we have made since war."

Siwi Kurondo brought up the school problem on the adjournment and for days afterwards it was talked about and worried over by members.

Education problem

For the New Guineans it was a sensitive question—this one of whether young children should be thrown out of school at standard six, and given another chance. "People will say that our children have an equal chance with other children are telling lies," said Kurondo.

In support, Mr. Percy Chatterton thought the Education Department had done a good job in designing a primary school curriculum to prepare pupils for secondary school. But it wasn't so good for children

were going to finish at standard

Mr. L. W. Johnson, formerly the Director of Education, said total territory school enrolment was about 10,000 children, rather less than half of the children in that age group in the territory. To provide enough schools the Administration would need almost 10,000 more teachers, not to mention the classrooms, and that was beyond its resources.

When the time had passed, he said, when any PNG child who successfully completed a primary education could go to another school.

However the Education Department was now making a complete review of its policies, and some of the solutions offered in the House would certainly be considered.

Land settlement

The debate on the native land settlement schemes scattered about the territory brought the information that these, too, were being reviewed by the Administration.

Mr. John Guise, had brought the matter up, successfully asking for the formation of a Land Settlement Board, to replace the present "vague system" which was causing a lot of distress among native settlers throughout New Guinea. It was unrealistic to ask several hundred people with wives and children to go out into any area without schools, hospitals and medical aid posts. Members made it clear in debate that the principle under discussion was that big estates were more efficient than little ones and that New Guinea had to bring its thinking up to date with an organised "back to land" drive in a big way.

Much other business the House approved an oil palm industry for Papua New Guinea, with a 50 per cent. Administration interest; gave the Administration a mandate to continue encouraging a mining company in Bougainville despite the recent objections of some of the local people; set up a Housing Commission to help PNG Guineans, particularly in the Highlands, to get decent housing; and agreed without comment to a statement by the Director of Lands, Mr. G. G. Gove, that illegal native squatting and held by registered title would be condoned, but that those who had no title in developed areas may be forced by legislation to put it to

his last statement was not the most important commentary on the housing problems of a developing PNG.

See NG hots up its politics, p. 39.

Civil disorder increasing

By Stuart Inder

THERE'S serious concern in Papua-New Guinea about increasing disorder, involving rioting and tribal revenge killings. The disorder, once contained in the uncontrolled areas, is becoming more frequent in the larger urban areas.

The deteriorating situation was stressed at the March meeting of the House of Assembly when Mr. John Pasquarelli (Angoram), initiated a debate as a matter of public importance.

Sixteen members who spoke were unanimous that the number of cold blooded murders was on the increase, that to most criminals in the territory gaol was a joke, that people in some areas felt they could no longer depend on protection from police and District Administration officials and that in many territory towns women were afraid to go out alone after dark.

Mr. Pasquarelli said that if things continued as they were, people would soon say the Administration was not in control. The situation could get out of hand.

Kaibelt Diria (Minj), said Highlands members were worried. Simogun Pita (Under-Secretary for Police) said the police felt they had no support, but with support they "could be strong again".

Paliau Maloat said he was "frightened" to see lawlessness developing in New Guinea as it had in other emerging countries, and the whole country could be wrecked by it. There was not now the influence of the older people.

Speakers in the House made it clear that harsher penalties and stronger action on the spot were needed. Some native members called for hangings.

The Assembly debate gave publicity to a serious territory situation, which most people, particularly in the Highlands, have been aware of for some time. It needs attention urgently.

Solomons' political scene is 'dismal'

From a Honiara correspondent

Elections in the Solomons under the new Constitution are to get under way in the next month or two. Mounting of elections in 14 electoral districts more or less simultaneously is going to be a bit of a headache in these scattered islands.

THE Eastern Outer Islands will certainly have to resort to indirect election through an electoral college. The 13 other districts will organise direct elections—for the first time, except for Honiara.

The present council has 11 official and 10 unofficial members, two of the unofficials being nominated. Of the eight others, only one, the member for Honiara, was elected directly.

The Government will retain the majority in the new council by appointing three ex officio members and up to 12 official members. But there will be other changes, such as an embryo cabinet, and the elections are a further experiment in political freedom—if the Melanesians want it!

E. V. Lawson retires

Mr. E. V. Lawson, the only elected member, has told the House he would like to see two of the official members appointed who are not Government employees, so that "there is something more to the debates than there has been".

Mr. Lawson has announced he does not intend to stand this time.

"It is time for the Melanesians to stand on their own feet," he said, "and do something for themselves."

Mr. Lawson's Democratic Party, formed with Mariano Kelesi in 1965, is "in recess"—virtually defunct, but not entirely so because of lack of political interest. No Government employee is now allowed to take an active interest in any political party.

Mr. Lawson, who was the party secretary, takes the view that if the Melanesians want to do something about reactivating the party then they should get busy and do it. But nobody seems to want to take up the challenge.

The political scene at the moment looks somewhat dismal, but one hopes for surprises. If the Solomons are to have any, we should know soon.

AUSTRALIA NOT SO POPULAR WITH FIJI LEGISLATIVE COUNCIL

From a Suva correspondent

If would-be investors in Fiji, who might be worried about the country's stability in the storm whipped up by the winds of change, had had a look in at the Fijian Legislative Council's three-day session in the week preceding Easter they would have invested their cash in the colony there and then.

THE whole council, all 40 of them—there wasn't a single absentee—breathed an aura of brotherliness and goodwill which persisted throughout.

One of the more pleasant of the council's jobs was to pass a resolution agreeing to the establishment of the new University of the South Pacific (see p. 13).

There was not similar unanimity when the Government proposed increasing the Customs duty on imported poultry meat and game to protect the local poultry industry. The Government explained that during the six months' ban on poultry from Australia, where there had been an outbreak of Newcastle disease, local poultry farmers had extended their flocks to keep pace with local demand.

Now the ban had been lifted the Australian farmers were plucking the local market bald with bigger birds at a cheaper price, and the local men needed protection.

The Opposition, the Federation Party, surprised the Government by opposing the motion—because it said it didn't go far enough. The tariff increases should have gone on eggs too, as the Australian farmers would try to dump them on Fiji to make up for their losses on the birds.

The Opposition withdrew only after the Government said it would examine the position should Australians try to dump cheap eggs. The tariff increase went through.

No Australian loan

Australia came in for some criticism again later when the Opposition moved that: "This House records its deep disappointment that the Government of Australia has seen fit to reject an application for

a loan made by the Government of Fiji in the sum of £3,650,000".

But the motion was rejected by the Government, which forced its own amendment through after a three-hour debate.

The amendment said virtually the same thing, but went on to "welcome the assurance of the Australian Government that it was studying other possible ways and means of providing assistance".

Wait and see!

Some of the Federation Party members felt the Government ought to wait and see what the Australian Government's assurances were worth before welcoming them.

Mr. A. D. Patel said he worried about Fiji's development plan and the effect on it because the loan was not forthcoming.

"This motion was timed," he admitted, "to precede the joint visit of the Prime Ministers of Australia and New Zealand, as announced in the Press, to let them know what we feel, and of the difficulties we are in, so that they might consider in what way they can help us."

Ratu K. K. T. Mara, Leader of Government Business, said he had faith in the assurances from the Australian Government.

"We believe this is a genuine desire to help because they have appointed a committee to look into it," he said.

Plight of farmers

That the new Government side was rapidly learning parliamentary tactics was evident when the House came to debate another Opposition motion calling for an independent inquiry into the economic conditions of Fiji farmers.

After Mr. M. T. Khan had moved the motion and outlined the parlous state Fiji farmers found themselves in through the drop in sugar prices and copra production, and the depredations of two hurricanes and a drought, the Government produced a hamstringer.

The Parliamentary Secretary for Natural Resources, farmer Doug Brown, described how he and others in the Government had toured the farms and were looking into the problem.

Then he produced an amendment which expressed appreciation "of the Government's continuing concern for an investigation of the problems farmers were facing" and for initiating further measures to assist them.

(Continued on p. 159)

ANGRY PROTESTS OVER COOK ISLANDS' STAMPS

By a staff writer

Hundreds of stamp dealers and collectors in New Zealand and Australia who sent money to the Cook Islands Philatelic Bureau for a set of Christmas stamps released in November have yet to receive stamps or their money back.

MANY people spoken to by PIM have not received acknowledgment of their order or answers to second and third letters they have written.

A group of 70 Auckland stamp collectors have asked the Minister for Island Territories, Mr. J. R. Hanan, to investigate.

The Premier of the Cook Islands, Mr. Albert Henry, said the stamps had sold out before his Government became aware the demand for them had not been satisfied.

The Wellington *Evening Post* reported Mr. Henry as giving assurance that all money received would be refunded in full unless people had received stamps.

One Sydney stamp dealer, Mr. F. Webb, said he had sent \$30 in year to the Cook Islands Philatelic Bureau for the stamps. "I have got a word or my money back since he said. 'It's shocking. The Cook Islands will have a black name like Tonga soon'."

Mr. Webb said the Australian Stamp Dealers' Association had been told by the Cook Islands Philatelic Bureau that 5,000 refunds had been made.

Mr. R. W. Hornadge, editor of *Stamp News* in Australia, said the Cook Islands had lost a lot of goodwill in stamp circles by its bungling.

He said the set of Christmas stamps was on sale in Australia in April at three times their face value in only unused varieties.

A 7,050-mile South-east Asia Commonwealth Cable, linking major South-east Asia cities by telephone with Sydney through Guam, Madras and Cairns, was opened on March 30. It cost \$A59 m.

Territorians living near Madras may speak to Sydney after only a minute's delay—but the rest of PIM won't have the advantage of this new service, and this has caused criticism.

Mata'afa will lead independent Western Samoa for third term

Western Samoa's new parliament met for the first time on March 14 and Prime Minister Fiamē Mata'afa was elected unanimously for a third three-year term as Prime Minister. The meeting followed the territory's general election held on February 25 when Mata'afa and all his Cabinet retained their seats—except the Minister for Education, Papalii Poumāu (*PIM*, Mar., p. 11).

At its first meeting the new parliament also elected former City Speaker Magele Ate as Speaker, and Tuala Paulo as Deputy Speaker. On March 17 Mata'afa announced the names of his eight-man Cabinet, but said portfolios would be allocated later.

The Cabinet is, Faalavaau Galu, 65, Ulualoifaiga Talamaihoa, G. F. D. Betham, 51, Laufili, 53, Toomata Tua, 61, Lesatele, 57, Tuaepepe Tame, 49 and Hanuvae Eti, 43. Mata'afa himself is 45, giving an average Cabinet age of 54.

Papalii, Tame and Eti did not hold portfolios in the previous Cabinet.

New cabinet

Papalii is a senior MP who was elected at Government and Marist schools and has been in parliament for 16 years. Tame, a former teacher, entered parliament six years ago as the member for Lefaga.

Mata'afa was born in American Samoa. He entered the Western Samoan Parliament in 1957 and was Minister of Health in the first Cabinet of 1959. In 1965 he headed the West Samoan delegation to the South Pacific Conference at Lae.

The new Cabinet is a strong one, *PIM's* Apia correspondent noted. He said the announcement by Mata'afa of the former Minister of Justice, Tuala Paulo, had declined a portfolio for health reasons caught him by surprise.

Lesatele had been a Minister since the first 1959 Cabinet and proved himself a valuable member, having a fluency in Samoan politics particularly concerned with traditions.

When Mata'afa announced his new Cabinet he made an unprecedented statement calling upon any nominee to feel he was not up to the job until he knew.

Nobody made a move but many

felt Mata'afa was providing a graceful exit for those who might take the hint," *PIM's* correspondent noted.

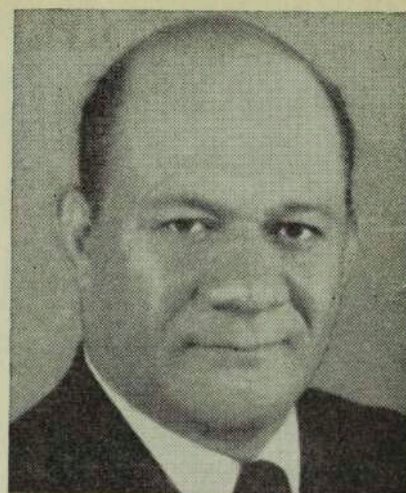
Sixteen MPs lost their seats in the election.

The Minister of Finance, Mr. G. F. D. Betham, who topped the poll in 1964 for one of the two individual voters' seats, and has served in the House for 19 years, was headed this time by 41-year-old Peter Paul, newcomer to politics and son of former Minister of Finance and leading businessman Eugene Paul.

Preliminary results gave Paul 587, Betham 539, Thomas Ott 424 and Peter Plowman 223.

Under Chief Returning Officer G. Fepulea'i and his staff the elections ran off without a serious hitch. No incidents were reported and the final results were broadcast over 2AP just after 9 p.m., about five hours after the polls closed.

Liveliest incident of the whole campaign was a parade through the streets of Apia by a sandwich board man



Fiamē Mata'afa.

ringing a bell and carrying the slogan, "Vote for Peter Plowman".

But under the apparent calm there is increasing tension as the modern world steadily encroaches upon traditional Samoan ways.

A serious breakdown of treasured custom and tradition is evident by the increase in numbers of *matas*, which at 9,000 now is almost double that of six years ago.

The ludicrous situation at Vaisigane, where in three years the number jumped from 125 to 1,400, gives Mata'afa and his fellow chiefs reason to ponder on the future.

The country also needs a lot more finance and investment to provide improved living standards for its exploding population (130,000 and expected to double within 40 years).

'SAMOANA' DIES; NEW PAPER BORN

AFTER months of uncertainty about its future Samoa Newspapers Ltd., began its final winding up and the weekly *Samoana* appeared for the last time on March 1. However, the newspaper re-appeared on March 15 as the Apia weekly *Advertiser*.

Samoa Newspapers Ltd. was ordered into liquidation from July last year as a result of a petition from Mr. and Mrs. A. Annandale and Mr. and Mrs. K. von Reiche who owned 50 per cent. of the £8,000 capital.

The petitioners claimed a deadlock had been reached between them and the other shareholders—founder of the company, managing director and editor R. F. Rankin and his mother-in-law, Mrs. P. Forsgren, who owned

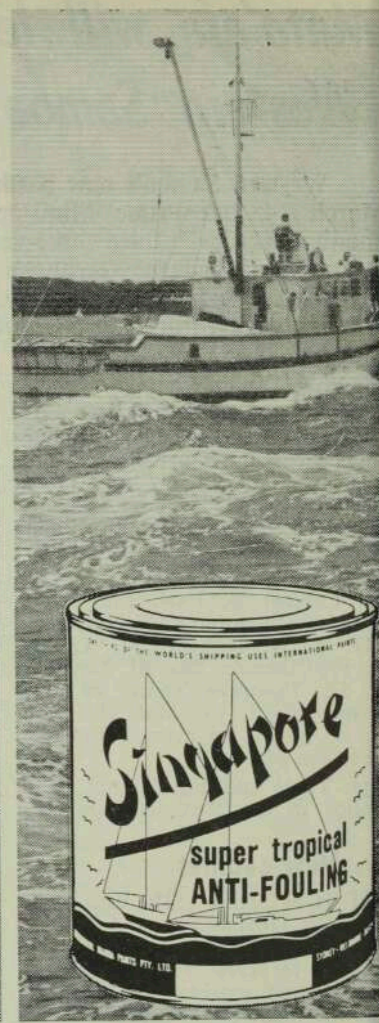
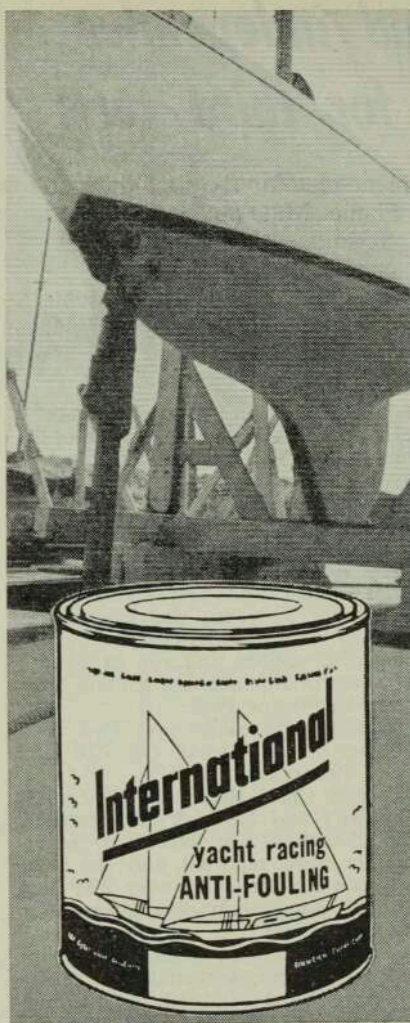
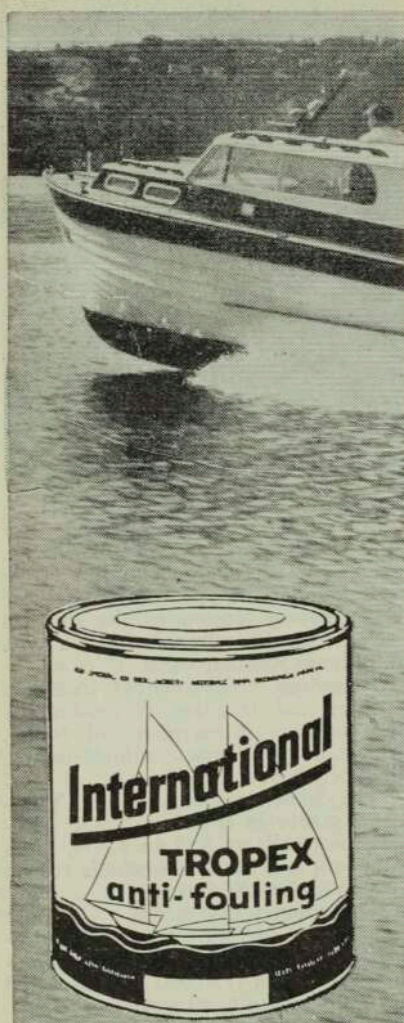
the other 50 per cent.

Rankin and Mrs. Forsgren offered to buy out the other shareholders at a price fixed by independent arbitration; or sell at the same price provided their claims on the company, which they were prepared to have fixed by the Court, were also paid up. Both offers were refused.

The liquidator, Herman Thomsen, decided to keep the company going to establish its value and to sell it as a going concern.

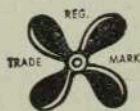
However the Court ordered an abrupt halt when it was learnt that Rankin proposed bringing out a new paper.

The new paper is about 70 per cent. owned by Rankin and Mrs. Forsgren and the rest by investors from the US.



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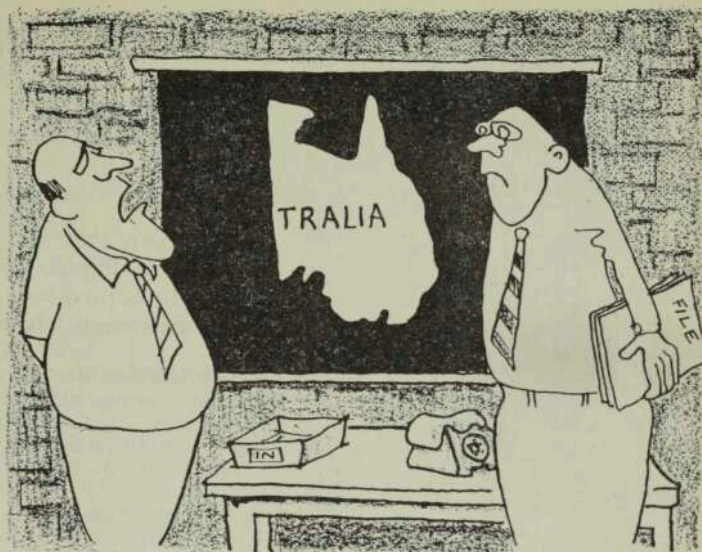
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IMP 551 PIM

INDEPENDENCE FOR NAURU?

By a Staff Writer

Showdown talks to decide whether the Nauruans will achieve their aim of independence by January 31 next will begin in Canberra on April 12. The Nauruans are taking part with only one uncertainty—that they will be offered double the phosphate royalties they are at present being paid for their rich phosphate. But independence? Who knows!



"I say, Smith—HOW many tons of soil did we say those Nauruan chappies could have?"

The Canberra talks will involve Nauru's three trusteeship powers Australia, Britain and New Zealand—and a Nauruan delegation led by Hammer DeRoburt, and including economic advisers.

The delegates will discuss Nauru's constitutional future and the future of the phosphate industry.

The full talks have been scheduled for April only as a result of pressure from the Nauruans, who have been irritated at delays so far.

In early March, DeRoburt commented to the president of the UN Trusteeship Council that he was fed up with the continued postponement of the talks, which were adjourned from July last year, and which were to be held last October or last year. He asked for help.

Although he got his help, March did not turn out to be a bad one for DeRoburt, who has been living in Melbourne for several months while he has been negotiating on the resumption of the talks.

At the same time, Australia's national newspaper, the *Australian*, came out with an exclusive page one story claiming that the three trusteeship powers had agreed among themselves to give Nauru independence by January 31 and that DeRoburt would be Prime Minister of Nauru.

Amused, DeRoburt wired the Australian Department of Territories demanding to know why such an important announcement should have been given to the Press without his also being told.

The embarrassed department replied that the newspaper's story had nothing to do with them, and that there was absolutely no basis for it anyway.

Hardly had this blown over when DeRoburt was outraged to learn from Nauru that Canberra had told the Nauruan Local Government Council that portion of the talks would be resumed in April, and that the partnership governments would offer 35/- a ton royalties for phosphate, instead of the present 17/6.

Not surprisingly the Head Chief saw this direct offer to the council while he was already in Australia as being aimed at driving a wedge between the council and himself as Nauruan leader. In a letter to the Minister for Territories, Mr. Barnes, he called for an apology and an assurance that this serious breach in protocol would never be repeated.

Another protest to UN

A copy of his protest went to the president of the Trusteeship Council, who was told that "very serious deterioration" had set in over DeRoburt's relations with the partner governments.

This then is the position on the eve of the important Canberra talks.

The Nauruan view has hardened, and they are prepared to go all out to gain their main objectives—which are: full independence by January, 1968; rehabilitation of Nauru by the importation of soil, or alternatively, resettlement on another island; admission that the phosphate industry is legally theirs.

Above all they want independence, and like Soekarno's demand on West

Irian, it has become a principle with them that they should achieve it on the date they have asked for. If not they will certainly put further pressure on the UN.

They have meanwhile invited Professor J. W. Davidson, Professor of Pacific History at the Australian National University—who is a constitutional expert—to advise them on matters affecting independence. Professor Davidson has not yet decided whether he will accept the offer.

What will partners offer?

The most important unknown quantity to be revealed in the April talks is the extent to which the partnership governments are prepared to go to meet the Nauruan demand for independence.

Undoubtedly the three governments have settled on their brief, but despite the *Australian's* exclusive report it is most improbable that the three governments will offer independence outright by next January.

If under heavy pressure, they could be expected to offer a limited form of internal self-government, with administrative safeguards which they think the Nauruans need.

The partners do not feel the Nauruans are capable of running their own affairs by next January—nor are they. Nauru has not enough men of DeRoburt's calibre.

The sticking point could well be that Head Chief DeRoburt is adamant that no offer of limited self-government will be accepted. For him it is either independence or nothing.



Ugi Biritu.

Another New Guinea by-election—but only just!

There's to be another by-election for a seat in the P-NG House of Assembly—the second and last, in the life of this first Assembly.

THE by-election has been made necessary by the death at Goroka on March 15 of Ugi Biritu, member for Henganofi Open electorate, in the Eastern Highlands. Mr. Biritu, aged about 30, a peanut farmer with no formal education, took ill while returning from the March meeting of the Assembly.

A by-election for the Assembly must be held if any member dies within three years of the date of the previous election. Mr. Biritu died only three days before the end of this period. New general elections will be held in February or March next year.

The only other by-election during the life of this Assembly followed the death last year of Mr. W. J. Bloomfield, the member for Kaindi Open. Mr. Toni Voutas won the seat.

Mr. Biritu spoke rarely in the Assembly, but occasionally made use of question time to bring local matters to the Administration's attention. He was a friendly man, well-liked by fellow members.

In the 1964 elections he was elected on the fourth count from five candidates. He obtained 3,925 primary votes, second to Bona Azanifa, who obtained 8,028 but lost on the preferences.

Can an "outsider" win New Guinea historic Native Affairs post?

New Guinea correspondent "GOROHAUVE" discusses some possibilities.

Now that Mr. Keith McCarthy has announced that he will retire as Papua-New Guinea's Director of District Administration in September, there is great speculation about the name of the new man who will be chosen to fill this key position.

INTEREST in the decision has only been surpassed in recent years by the interest over the naming of the new Administrator, for District Administration—or Native Affairs as it was—has always attracted a great deal of attention.

The men of the department have spearheaded the drive to civilise the people of New Guinea; the patrol officers have been the explorers and the pro-consuls for half a century.

But their role has changed recently, since the misty hinterland valleys have been brought under control, and it could well be that for the first time the new director will not be appointed from the ranks of the field staff. The skills required are now different. Many people believe that a change in the order of succession might be to the territory's advantage.

Those in the running

Let's look at the present members of the department, and some former members of it, whose names have already been whispered as being in the running as McCarthy's successor.

The first is an obvious one—Tom Aitchison—who is the First Assistant Director of the department. Aitchison, a small, soft-spoken, shrewd man, is rising 57, and on the count of age alone is hardly likely to be appointed. And despite his many years of hard bush service, particularly in the early days in the Highlands, not even his warmest admirer would say that Aitchison has the administrative skill, political wisdom, drive and leadership, which the new director must possess in abundance if the department is to play its proper part in the next five to seven crucial years.

The only other senior member of the department's headquarters staff is Bill Dishon, like Aitchison a man in his fifties. A quiet, colourless, hard-working back-room boy, Dishon is a sick man out of the running.

Three former members of the department whose names are being mentioned are Bob Cole, now Commissioner of Police; David Fenbury, the Secretary of the Administrator's

Department, and Gerry Toogood, of Fenbury's assistant secretaries.

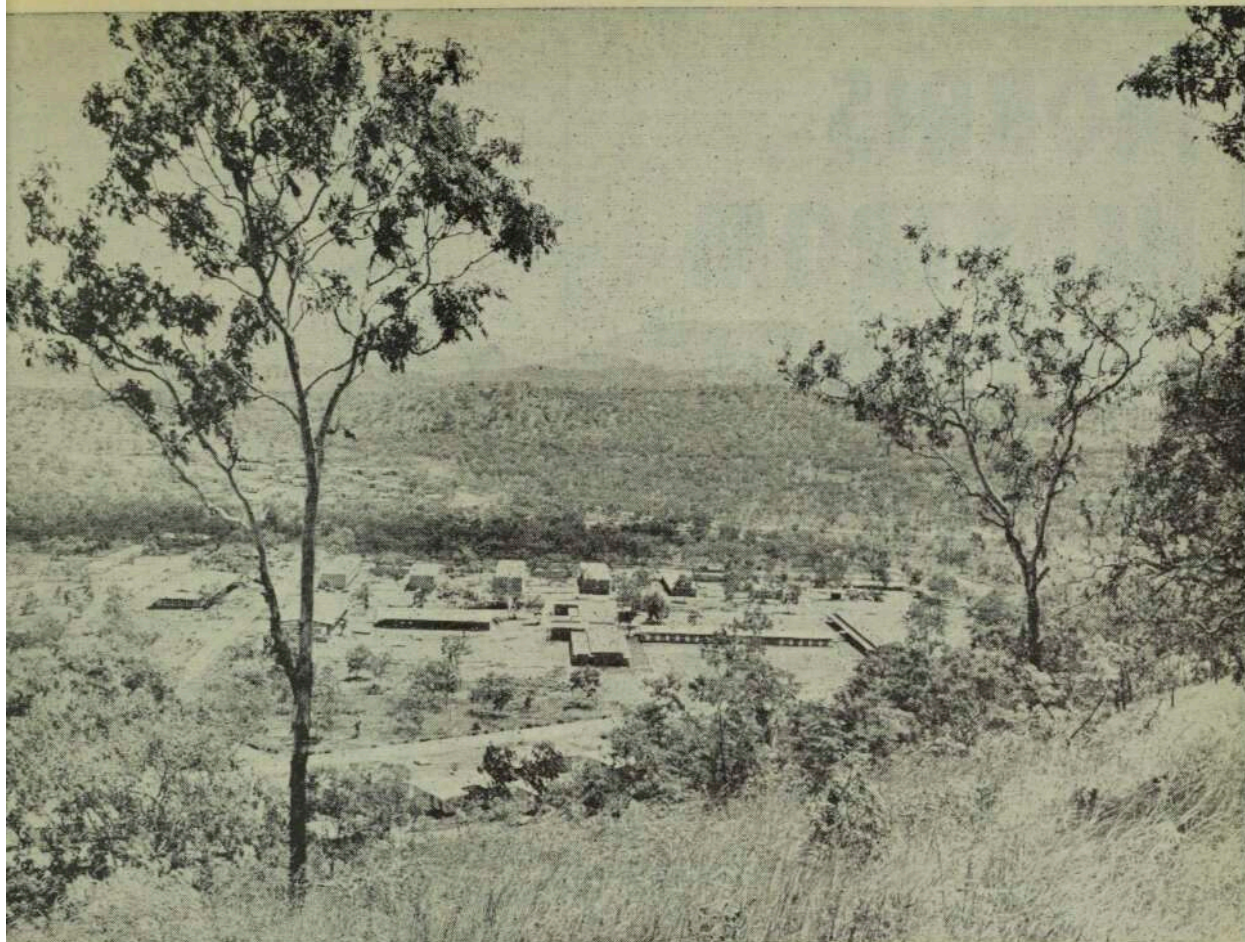
A couple of years ago Cole, District Commissioner, Sepik, prevailed upon by Sir Donald Cleland to accept the police job. While the odds are now that he wishes hadn't, it is highly unlikely that he would put himself forward for McCarthy's job. He has a Herculean job in cleaning the stables of the present police situation, and being a man of decent pride he would not let himself open to suggestions that he ran away from the police job because he couldn't cope with it. A pity, because Cole would make an admirable director.

Fenbury, Toogood

Fenbury, a man of surpassing intellect and a doughty, but tactful fighter, would be a favourite choice of many individual *kiaps* particularly the immediate post-war vintage. He is now District Commissioner, Deputy District Commissioners. He has a formidable record of work while achievement in the field of native affairs, but in recent years has suffered an eclipse which curtailed in the removing of control from DC's from his department. Moreover he is in his own words "a bit of an iconoclast", and this, plus his varying integrity of approach to many problems he considers are continuously shelved, has not endeared him to the present hierarchy in the Department of Territories. If Hasluck and Lander were still there he would be well in the running, but now he must be considered an outsider. Reluctant.

If Sir Donald Cleland still were Administrator, Toogood would be well in the running, and in view of the favourable impression he has created in exalted circles because of his successful two or three appearances at the UN he must still be considered a chance. He is a very fit and of impressive appearance, still in his early fifties, and is a pre-war officer of the old Papuan administration.

(Continued on p. 158)



University of Papua-New Guinea spreads itself across a valley at Waigani, Port Moresby. The university currently shares these halls and lecture rooms with the P-NG Administrative College; its own will soon rise nearby.—P-NG official photo.

Universities for the South Seas: suddenly there were two!

From PIM correspondents in Suva and Port Moresby

In Fiji in March members of the Legislative Council patted themselves on the back and basked in reflected glory as they gave approval for the Fiji Government to establish a University of the South Pacific, in Suva. At the same time in Port Moresby, members of the House of Assembly sniffed somewhat as the South Pacific's first university, the newly-established University of Papua-New Guinea, opened its lecture rooms for its first degree courses.

"SNIFFED" is the word, because there was no concerted attack or overt objection to the university at the P-NG Assembly. Merely mumbling, and some cheeky asides and suspicion that New Guinea was getting something that it didn't need now, and which would turn out to have cost a lot more money than

anybody had admitted. And which would be filled with great numbers of overpaid academics forcing radical ideas into black skulls not ready to receive them.

Members commented, to each other more than to the record, on the numbers of professors and lecturers now to be seen loping

around Port Moresby and meeting in select groups (easily identified, as it was said, by their informal dress), and on the number of young men now inquiring into this or that bit of territory history for some thesis or other.

Port Moresby, it was pointed out, had become more ivory tower than

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FIJI — SAMOA — TONGA

Fiji university may start next March

er and soon would become bloody possible.

This attitude of many members of the Assembly merely reflects the fact at the territory, and particularly at Moresby people, have been taken aback by the remarkable speed with which the university has become an academic operation.

They are biting their nails, wondering if they haven't made a mistake in permitting it; and since they can't now stop it they are determined at least to follow developments with a more critical eye.

Proposals for the P-NG University received Commonwealth approval early in 1965, and the interim council held its first meeting in October, 1965.

Four months later, in February last year, the university took in its first students for a preliminary year of English, mathematics, science and history, designed to prepare them for start on full degree courses in 1967. At the same time it began advertising around the world for academic staff.

190 students

Those first preliminary year students numbered 57. Thirty-five of these successfully completed the year, thus giving them matriculation and the right to start full degree courses when these began on March 6.

A total of 75 students comprises enrolment for the university's first degree courses, which are in arts (four years) and law (five). They include 33 Europeans and a West Indian. Sixty students are doing science and 15 law. There are 26 girls among the students.

Now another 115 students have begun a year of preliminary studies. The 190 students have 50 professors, lecturers and tutors at the moment, and the academic organisation for the courses hasn't yet been fully settled.

There are departments of Biology (Prof. K. P. Lamb); Chemistry (Prof. D. P. Drover); Economics (Prof. J. W. Williams); English (Prof. F. C. Johnson); Geography (Prof. R. G. Ward); History (Prof. S. Englis); Law (Prof. P. G. Ash); Mathematics (Prof. M. H. McKay); Physics (Assoc. Prof. B. Mansbridge); and Education (Prof. Roe).

Last year's preliminary year students made do with lecture rooms which were converted stalls at the Moresby showground, and

dormitories which were even worse. This year students have excellent, but again temporary for them, accommodation at the P-NG Administrative College while the university's own buildings are rising on a site nearby.

Admin. College

They should be completed by 1970, when enrolments are expected to reach about 600. The buildings will cost more than \$6m.

The Administrative College, which may eventually be absorbed into the university, gives higher education and training for mostly Administration officers—including courses for native magistrates and courses in public administration.

There are plenty of problems—natural enough with the speed in which the university has got going. Some of them are unexpected, such as the complaint by some students that they weren't getting enough to eat in the joint Administrative College-university. But without doubt

FIJI-INDIAN BIRTHRATE IS DROPPING MUCH FASTER THAN FIJIAN

By R. L. MUNRO, president of the Family Planning Association, of Fiji

I should like to refer to the population portion of R. W. Robson's very interesting article on Fiji in *PIM* for February (p. 25). The estimated population figures for our two main races are indeed, Fijians 200,934, Indians 242,224, as approximated by Mr. Robson.

But the Indians have a present estimated birthrate of 34.64 per thousand, which is demographically very much more favourable than "just under 40" as stated in the article, and the Fijians' 1966 estimated birthrate was 36.93 per thousand, which, demographically speaking again, is, regrettably, very much more than "about 30 per thousand".

The colony's total estimated birthrate of 34.87 per thousand, compared with a 1957 peak of nearly 42 per thousand, with our very low present death rate of 5.20 per thousand, leaves us with an estimated present growth rate of 29.67, which, for a developing territory with a limited economy, is still most dangerously high.

Fiji has an increase rate higher than India's and comparable to most parts of South-east Asia, where the population growth rate is regarded as dangerous.

The Fiji government's immediate target is a reduction in the birthrate to 30 per thousand by 1970 and it has every prospect of doing that.

But I would say that Mr. Robson, old personal friend and astute observer that he is, has things well and truly out of focus when he undemographically writes: "It is no use putting pressure on the Fijians to reduce their birthrate, while that of the Indians remains so high. Already there is sharp resentment in the Fijian villages against the way in which the Indian population has overtaken and outnumbered that of the indigenous people."

The latter statement could be correct, but the fact is that the Indian birthrate is going down much faster than the Fijian, and to the Indian's great advantage.

It would be foolish for Fijians to think they should engage in a population race to make them stronger politically against the Indians. For one thing, they have already lost the local population race; but their political security can never be gainsaid.

What Fijians must realise if they hope to make real progress as a race, is that over-population begins at home and that if they want to secure economic and social advantages for their families they must plan their families' size.

That is what the thoughtful Indian is clearly doing—so as to give his family more education, better food and clothing, better opportunities and greater economic advantages.

Will Australia help Fiji, too ?

P-NG now has a university that is a going concern.

Fiji's first university may get going by March, 1968. It will be established at the RNZAF base at Laucala Bay, near Suva, which is being closed.

Fiji University

New Zealand has offered the buildings free and the British Government in March offered £1.25m sterling towards the capital costs, and said it would help meet the cost of employing British staff for a time, if Fiji was agreeable.

At the March meeting of the Fiji Legco, members were unanimous in being agreeable. The university, they thought, was a fine idea and everybody hoped some of the credit would rub off on them.

There was almost a row when the Member for Social Services, Mr. Vijay R. Singh, in moving the motion, said, "We, the Alliance Government, are taking a positive step forward in our declared aims of building a racially integrated society".

The Leader of the Opposition, Mr. A. D. Patel, who has talked about a university for years, not unreasonably thought the Alliance Government was trying to steal the thunder of the Federation group.

Other Federation Party speakers stressed the big part that Mr. Patel had played in pressing for a university, and Mr. James Madhavan, the Deputy Speaker, went so far as to laud Mr. Patel as the man who "wholly and solely had implemented the idea of a university in Fiji".

Mr. Wes Barrett, an Alliance man, thought the establishment had been a co-operative effort over some time, and he protested.

Some criticism

Mrs. Jai Narayan, the only woman on the Opposition benches, took the feminine view with the comment that Mr. Singh's job, speaking of his role as mover of the motion, had been "to hold the baby for its christening".

Mr. Singh in his turn, replied that his job hadn't been to hold the baby but to take the pregnant mother to the maternity hospital. This brought a return to good humour all round, and Fiji agreed to have its university.

But not before some criticism was voiced of the university's academic planner, Sir Norman Alexander.

Sir Norman had said in his report that the university must be autonomous and not under immediate Government direction though set up

by Government legislation; that academic matters must be completely under the control of the appropriate university authority.

Sir Norman had added: "Autonomy does not mean, however, that a university is entitled to go its own way regardless of the wishes of the Government or Governments which support it. As but one arm of the whole educational system, it must meet the needs and wishes of the area, as interpreted by the Governments concerned. It must work within the limits of a policy laid down; but it must be autonomous in its internal affairs."

This attracted fire from Mr. Koya, another Opposition member.

"Who are we to dictate to professors what the curriculum should be?" asked Mr. Koya indignantly. And he warned: "You will kill the university the moment you say 'Here is Government policy and your freedom is within this framework'."

He pointed to "what happened in Nazi Germany, in Russia and in some South African universities and the so-called cultural revolution in Red China", as examples of what happens when academic freedom is interfered with.

All were agreed, including Mr. Singh and Mr. Patel, that the new university must be free of any shadow of political pressure.

The Leader of Government Business, Ratu K. K. T. Mara, who is Fiji's "Premier", praised the generosity of the British and New Zealand governments and added, pointedly, "I am sure that sooner or later we will be able to include the Australian Government—I hope".

The new university will be for English-speaking students in various

territories of the South Pacific well as from Fiji, but who exact these will be is not yet known.

There has in fact been some criticism outside Fiji that with the establishment of the New Guinea University there is not now the same urgent need of a "South Pacific university" in Fiji.

What Fiji report says

Sir Norman says in his report, released in March:

"There is perhaps no parallel to the proposed university—one university serving a number of territories under a number of governments, widely differing pattern and certainly no single university which caters for such an enormous area. Special problems will require special measures and precedents from more developed countries simply will not apply."

Sir Norman proposes that the university should provide a core of studies leading to university degree of international standard. Work for higher degrees should be introduced as soon as possible.

In addition, there should be associated institutions offering diploma and certificate courses below the level of a degree.

He says initially the subjects offered in degree courses should be confined to English, history, geography, education, economics and sociology in the Arts Faculty and mathematics, physics, chemistry and biological sciences in the Science Faculty. It was hoped that the degrees would be regarded as comparable with those of Australia and New Zealand.

Sir Norman estimates capital cost from 1967 to 1970 at £1,520,000 and the net recurrent cost at £80,400 the year rising to £513,530 in 1971. It suggests several possible sources of external aid.

TONGA'S SANTOS REACHES BOXING GLORY

From a Nukualofa correspondent

Tonga's hope of boxing glory was realised on March 15 when Tongan boxer Manoel Santos took the British Empire Lightweight Championship from Bunny Grant of Jamaica.

The fight, in Wellington, NZ, crowned a spectacular professional boxing career for Santos, who had had 18 wins in 20 bouts. Santos' win was on points after 14 rounds of a match which frequently had a capacity crowd on its toes.

Tongan listeners to Radio New Zealand could hardly hear the decision for the noise of the cheering.

Santos was born on Tongatapu in 1941. A brother, 16-year-old Joey, who is also in New Zealand, is already being tipped as a future champion comparable to his now famous brother.

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When it comes to cashing in on postage stamp issues and souvenir coins, there is no government in the South Pacific with a keener eye for business than the Government of Tonga.

TONGA'S circular stamps on gold foil, its heart-shaped stamps, its stamps in the shape of the island of Upotapu, and its gold coins of a few years ago, were all issued solely for collectors' items, and all brought handsome profits to the Tongan Treasury.

Now Tonga is poised to set its registers ringing again, with the introduction of decimal currency in the kingdom on April 3 (see p. 146). For the coin collectors of the world, the government has had 5,000 specimens of each of its new coins struck by the Royal Mint in London on "special high mirror-finish dies", which were destroyed as soon as the minting was completed.

These coins, along with the regular banknotes, will go on sale to collectors on Monday, as will crisp, mint copies of the kingdom's new banknotes.

There are seven coins and five banknotes in Tonga's new currency, the unit of which is the pa'anga (equivalent to the old 10/-). The pa'anga is divided into 100 seniti (cents).

Unusual date

There are banknotes for 10, five, one and one-half pa'anga; and coins for one pa'anga, 50, 20, 10, five, two and one seniti. The two highest denomination coins are of silver; the others are of cupro-nickel.

An unusual feature of the new currency is that all the coins bear the date 1967 and a portrait of the Queen Salote III, who died in November, 1965, rather than a portrait of the present King Taufa'ofu Tupou IV. The new banknotes bear the late queen's portrait.

This has prompted cynical observers in Tonga to speculate on whether there will not be another specially minted issue of coins and banknotes in the kingdom before long, with the king's head on them.

Meanwhile, the numismatic section

Tonga girds its loins for decimal currency day

of Tonga's Treasury has done a good job in publicising its new wares in a brochure directed to coin collectors.

This is entitled "A Numismatic Announcement by the Kingdom of Tonga". An order form for specimens of the new currency accompanies the brochure.

The brochure explains that specimens of the new currency may be bought only from the numismatic section of the Treasury, and that all orders must be accompanied by payment in full.

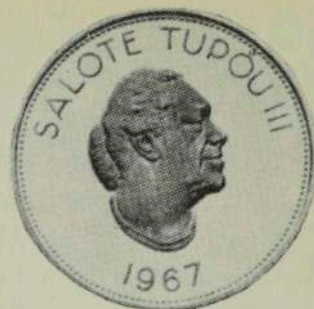
"Every effort will be made," the brochure goes on, "to supply the regular coinage in the quantities requested, but all such orders may be subject to rationing. This is dependent upon the requirements of normal commercial business by the Treasury in its dealings with the public.

"On Monday, April 3, 1967, it will be determined if allocations for the proof series are necessary. If so, the proof sets will be immediately distributed pro-rata on the basis of quantities ordered.

"Should the received requests happen to exceed the number of series minted to the extent that even one set per purchaser is impossible, then every buyer will be given a number, and the recipients chosen by lot.

"To assure an equitable distribution, should this latter procedure prove necessary, a purchaser ordering one set would be given one number, another ordering 10 sets would be given 10 numbers, etc., etc. . . ."

Our guess is that, as with the gold coins (koulas) which Tonga issued as a revenue-earner a few years back,



The obverse (top) and reverse (bottom) sides of the new Tongan decimal currency coins.

there will be quite a run on the new currency.

And after the Treasury has got its cut, the local scalpers will step in and start supplying the needs of disappointed overseas customers — at hefty prices.

In a capitalist world, it's all legitimate business; and as far as little Tonga, with its few resources, is concerned, it is one way of redressing the unequal distribution of the world's wealth.

Huahine dusts off its old maraes

ALTHOUGH it is only 80 miles from Tahiti, the island of Huahine has so far remained aloof from the hordes of tourists who have invaded Tahiti, Moorea and Bora Bora these last few years.

But this state of things seems likely to change soon; and the reason is that Tahiti's tourist authorities have suddenly woken up to the fact that Huahine has quite a number of interesting sights and sites for tourists to see.

At Lake Maeva in the far north of the island, for example, is a village called Maeva, which is reputed to be the only village in all Polynesia built over water on stilts.

There are fish traps in the lake which are three centuries old, and nearby are the ruins of 29 maraes (open-air Polynesian temples). (Over)

Recently, Tahiti's Office du Tourisme had the bright idea of asking two experts from the Bishop Museum in Honolulu—Dr. Kenneth Emory and Yosihiko H. Sinoto—to advise on the restoration of the marae to something like their former state.

Some of the work has already been completed. The rest is expected to be finished by about August.

The Office du Tourisme will then turn its attention to restoring the biggest and, in old times, the most sacred marae in the Pacific—the Taputapuetea at Raiatea.

Washed up from the "Washkish"

LAST month, in these columns, we described how an unmanned trimaran, thought to be the missing *Washkish*, had been washed ashore at Lakeba, in the Lau Islands of Fiji, on February 27.

Since then it has been established that the trimaran is, indeed, the *Washkish* and that she went adrift some 2,700 miles away at Ua-Pou, in the Marquesas (not Nukuhiva, as we reported) last July.

One of the chief clues for the Fiji authorities to the identity of the trimaran's original occupants was a diary which was found on board belonging to a Canadian, Glen MacLean.

The discovery of the diary resulted in newspaper stories about the *Washkish* being cabled from Suva to the Canadian Press; and, in the fullness of time, by a rather circuitous route, they brought a slightly startled Glen MacLean into our office in Sydney. We were thus able to straighten out some of the facts in the *Washkish* story, and to learn a few others.

MacLean, it seems, hails from Edmonton, Alberta. He is 19 years old.

Early last year he set off from Canada to see the world, and headed south to Mexico.

In Mazatlan, he teamed up with another Canadian, James Armstrong MacCutcheon, owner of the *Washkish*, and together, they set off for the Marquesas and Tahiti.

They reached Nukuhiva after a voyage of 52 days, then moved on to Ua-Pou. They had been there for two or three weeks, and were on the opposite side of the island, some 20 miles from their anchorage, when the *Washkish* mysteriously drifted from her anchorage in the night.

Thereafter, the two men were marooned on Ua-Pou for a couple of months until a copra schooner



Wedding in Tonga

Just as Europeans have fairly rigid ideas on what you should wear at a wedding, so they do in Tonga—and this is it. The bridegroom is a New Zealander, Mr. Ronald Naylor, of the RNZAF at Whenuapai, Auckland. His bride, a Tongan, was formerly Miss Mary Violet Fonua, of Kolomotu'a, Nukualofa. Their marriage took place at the Wesleyan Church in Nukualofa on March 4. They wore European-style dress for the church ceremony, and changed into Tongan dress afterwards. The couple plan to make their home in New Zealand.

Photo: Hettig.

picked them up, took them on a slow Cook's tour of the Marquesas, and finally deposited them, without passports, in Tahiti.

MacCutcheon, who had some money with him, managed to escape before long by air to Honolulu. MacLean, who had none, was put up by some friendly Tahitians while he began a tedious battle (a) to get money from home (b) to get a new passport, and (c) to get out of the place.

As operation (b) proved to be impossible, operation (c) was equally so—until the Canadian Trade Commissioner in Sydney notified the Tahitian authorities that he would

issue MacLean with a new passport if he came to Australia.

MacLean reached Australia by sea three or four months ago, and worked for a while in northern New South Wales.

He was in Sydney when he received a letter from home, containing a clipping from an Edmonton newspaper about the discovery of *Washkish* at Lakeba.

He visited the Fiji Government representative's office in Sydney where he was shown a copy of 1 month's *PIM* and a front page story in *The Fiji Times*. From there a man from Alberta found our office in Alberta Street.

After we had filled him in with all we knew about the *Washkish*, MacLean thought he might abandon a plan he had to hitch-hike through Malaya and India, and instead head for Fiji to try to retrieve his diary and other possessions.

The diary, being the most personal item, interests him most.

"There are a lot of silly things in that diary and I'd like to have it back," he said.

They was tough, but we was lucky

"YOUNG New Guineans Show

How!" was the heading in an issue of last October, reporting the visit to Australia last year of a team of New Guinea schoolboys on a Rugby League tour. The youngsters from Papua-New Guinea, playing barefoot, thrilled crowds in Brisbane, Sydney and New South Wales centres, and the visit was such a success that there will be another one this year.

But how does last year's tour seem in retrospect to the young New Guineans? Winger Lindsay Saisa tells his fellow pupils about it. *Sogerinum*, the annual magazine of the Sogeri High School, in the range behind Port Moresby.

Reports Lindsay: "We started playing football at Brisbane and went down to NSW. The team which played at Brisbane was not tough. They played in bare feet like [The New Guineans crushed the toughest combined Brisbane side 31 nil.]

"When we went down to NSW the climate changed and the way we played football was not satisfactory because of the cold weather. This troubled us in our handling of the ball. All the teams we played NSW wore boots and this made our games tough.

"We played 10 matches in NSW. Out of the 10, three matches we

sts against the State team. We won the first and third Tests, while NSW won one.

"We were the curtain-raiser to the Australia v. Great Britain Third Test series. This was the first time we had seen such a crowd at the Sydney Cricket Ground. We were nervous when we ran out on to the field because of the crowd. The attendance that day was about 80,000, which is more than the population of Port Moresby.

"The NSW team was very tough and they were better than us but we overwhelmed them in this game. The result was 13 to 5.]

"The worst game we played in NSW was in Wagga Wagga. It was raining and freezing when we were playing. We couldn't feel the ground, our legs were numb. We just lost the game, 3 to nil."

Our comment is, God help the Australians if this year's weather is warmer!

The case of the missing governor

WITH TV lawyer Perry Mason (alias Raymond Burr) living a few hundred miles away on Taubua Island, Fiji, the people of American Samoa will not have to far for expert advice if they should suddenly decide to make an inquiry as to what has become of their No. 1 administrator, Governor H. Rex Lee. Ever since his arrival in Pago Pago in May, 1961, Governor Lee has been exactly been chair-bound.

LORD HOWE ISLAND CLAMPS DOWN ON SPEEDSTERS

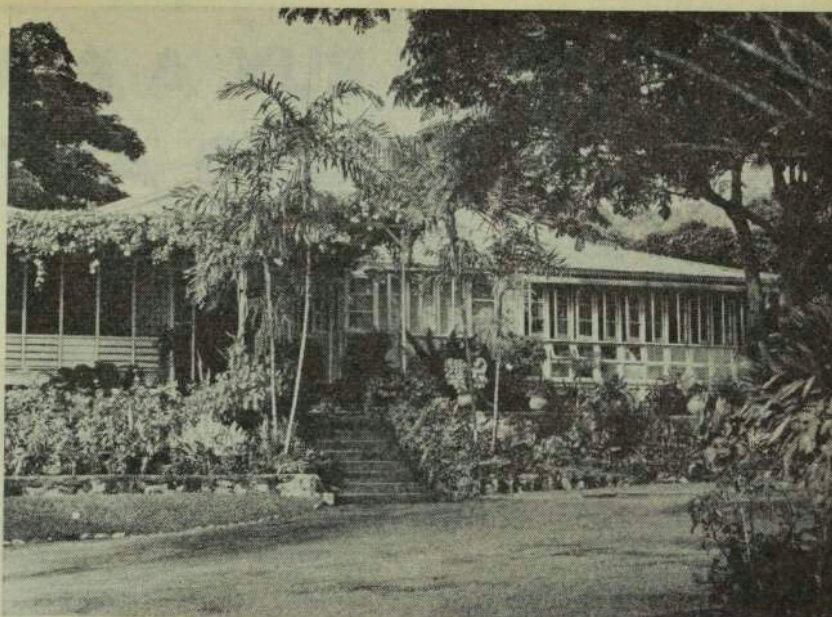
A new uniform speed limit of 50 mph was imposed on Lord Howe Island roads in March.

The regulation affected about 40 cars and 42 motor cycles at the time of its introduction.

Motorised traffic on the island has increased markedly in recent months, largely because of the importation of nearly two dozen Honda motor cycles.

The island's roneoed newsheet, "Lord Howe Island Signal", reported some weeks ago (PIM, Feb., p. 76) that there had been a number of accidents and near-accidents in recent months, "nearly all occurring on Friday nights on the way home from clubs.

"Soon someone is going to get killed," the newsheet said.



At the flick of one of those ceremonial fly-whisks that Samoan talking chiefs carry, he has been ready to dash off to Apia, Hawaii, Washington, Antarctica, or anywhere else to discuss the business of State.

American Samoans have long ago grown accustomed to the periodical absences of their Governor. But never in the past six years have they seen so little of him as they have in the past 15 months.

A correspondent reports, rather gloomily we feel, that in the 365 days of last year, Governor Lee was absent from home base for no less than 200-odd of them; and in the first 12 weeks of this year, he did not spend a single day in the territory.

Governor Lee's absences last year included trips to the United States, one to New Delhi, and several brief visits to neighbouring territories.

One of his US visits lasted 83 days, and one lasted a month. His seventh visit to the States for the year—to attend talks on hearings in the Pacific Air Routes case—began on December 19 and hadn't ended when these pages went to press.

He was in Paris in March, attending a conference on broadcasting and television.

But meanwhile there is speculation in American Samoa about when Governor Lee will take another post elsewhere—for he has been in the territory now for six years, longer than any other Governor.

And there is speculation on whether the Territorial Secretary, Owen S. Aspinall, really will get the

Latest photograph of historic, but not-so-comfortable, Government House, Port Moresby. This is the main drive and front entrance, with the steps that currently are being eyed in apprehension by Port Moresby social climbers.

Governor's job if and when Governor Lee finally goes.

Aspinall, the locals say, has been keeping Governor Lee's seat warm for so long now that he must have begun to think that the chair is his.

Those new people in Government House

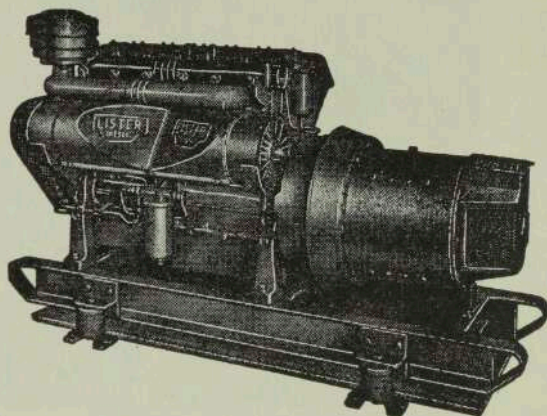
BLACK and White, a small Port Moresby satirical magazine, put its finger on it when it reported the public welcome to Papua-New Guinea's new Administrator, Mr. David Hay. "The social climbers were out in force", said *Black and White*, "hoping that the New Boss would notice their eager faces in the crowd".

After 14 years in Government House, Sir Donald and Lady Cleland had close friends as well as also-rans; hobbies, interests and pet organisations. And everybody knew of them.

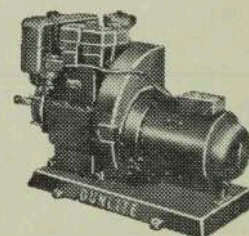
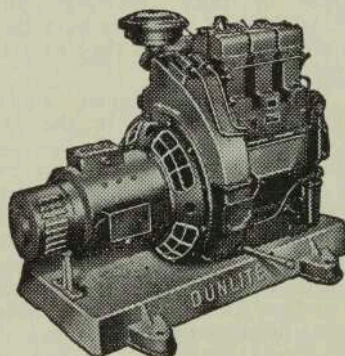
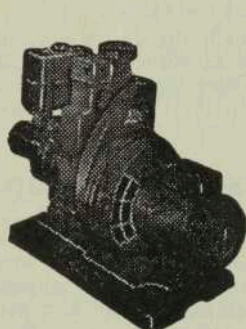
But what of Mr. and Mrs. Hay? What and who are their likes and dislikes? Who will be the in-crowd? Does one give up golf and take up tennis? Does one join the Yacht Club?

Port Moresby's active social set

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Into the drink

A light aircraft belonging to the United States National Council for Atmospheric Research, was reported in March to have crashed north of Palmyra Island on a flight from Fanning Island. The aircraft missed Palmyra and landed in the sea close to a Japanese fishing vessel. All the crew and the passengers were picked up by the fishing vessel.

currently surveying the possible pecking order with some apprehension. A close eye has been kept on all signals from Government House. But Mr. Hay and his wife, with long diplomatic experience (the new Administrator was once Australia's Ambassador to the UN, and Bangkok, and High Commissioner Canada) have given no clues. Obviously they are playing it by ear.

But it has not gone without notice at Mrs. Hay (see photo on p. 42) takes a closer look at standards of dress for Government House functions than did the Clelands. And at there will be some changes inside GH.

The Clelands were at home in the crumbling old house which dates from MacGregor's day, but it will be surprising if the Hays settle down easily to its lack of modern conveniences. It has little but atmosphere and might in fact make a better museum.

Why not a museum?

And, as a matter of fact, why couldn't it?

The Papua-New Guinea Museum is already outgrown its allotted space beneath the House of Assembly chambers in Port Moresby.

And the Assembly itself will need more room with the enlargement of numbers following next year's elections.

Set on an historic hill overlooking the harbour, surrounded by gardens that could well be the nucleus of an overdue Botanic Gardens for Port Moresby, Government House could come a superb museum, and a new Government House could rise on the hills behind.

Not that we are suggesting that this will solve the Port Moresby official set's current dilemma. Only one will do that!

That old, old Islands magic

EVERYONE knows that in the Islands time doesn't have quite the same importance that it does in metropolitan countries.

We were prompted to think along these lines on February 24 when three copies of the weekly newsletter issued by the Western Samoan Government public relations division arrived in our mail. The newsletters were for

the week ending August 26, September 2 and September 30, 1966.

The two for August 26 and September 2 were posted on January 26 (five months after the events recorded in them) and the one for September 30 on February 3 (four months late).

All were marked with the words "air mail", but each one bore only 3d in stamps, so that they were sent by sea mail.

Not that it mattered. Might just as well have been sealed in a bottle and chucked hopefully into Apia Harbour.

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

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

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

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

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

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

LETTERS

WHAT FIJI TOURISM NEEDS

Sir,—I am not entirely in agreement with Judy Tudor's criticism of Fiji's tourist industry (*PIM*, Feb., 1967, p. 121).

Mrs. Tudor says that "new zest badly needed in Fiji's tourist industry". I say that rather than new zest, a new outlook is more desirable if tourism is to flourish in Fiji.

As one who is familiar, or rather knows Fiji, I believe that what Mrs. Tudor and others of the same mind would like to see is not the answer. If their opinions were realised—the consequences would bring about even more slackening in the colony tourist trade, apart from detracting from the naturalness of the island.

The standard of things in general could be improved, but what has to be changed is the general attitude towards Fiji by those who look at it as a luxurious paradise not accessible to everyone. And the Fiji Government's attitude must also change if things are to look brighter.

The slump in tourism is unintentionally explained in Mrs. Tudor's article. There is too high a standard, an undesirable standard as far as I am concerned. Let's not try to increase the standard, but let's concentrate on a new standard of tourism. Give Mr., Mrs. and Miss Average Person a chance.

The future of Fiji's tourist industry lies in servicing the more appreciative and less demanding people of other countries only a few hours flying distance away. This stream of visitors would be continuous if it did not cost a small fortune just for accommodation. As it is, the number of visitors from Australia and New Zealand is nothing like it could be.

It is quite obvious that the existing standards are being set by tourists from a country where, for many, money is no problem and the best is essential, regardless of cost. And the new and foreign-owned hotels are there to accommodate these people.

No doubt this situation will develop; and to compete with the modern hotels it is natural that the locally-owned hotels should improve their standards and hence be forced to raise their tariffs.

Fiji cannot expect its tourist industry to boom while the cost of staying in the colony slowly climbs out of proportion. Something must be done; the Government must take steps to control the standards so that the suit everybody.

There is room for improvement catering for visitors, but not on

grand scale. And the industry doesn't need "hard-headed professionalism", as Mrs. Tudor puts it, but a thought for the more appreciative visitor.

Let the "average" tourist bring the money into Fiji, and let him see an unaffected and a natural Fiji, not another Hawaii or Tahiti.

Fiji will become a second-rate tourist trap like Tahiti only if it continues as it is. The fate of tourism in Fiji does not depend on the Americans, but the people of Australia and New Zealand.

W. S. SMITH.

unchbowl,
SW.

ANSWER TO A TRADER'S PRAYER

Sir,—In many of your issues last year, you advertised Pea-Beu, the new (alleged) insecticide. As manager of the stores of Jack Neale on Aitutaki, I am interested, but do not know where to get the stuff to try out.

Can you help me by telling the advertiser to quote me prices, etc., and perhaps (yes, they must!) send sample up. There are all sorts of new insect pests coming in. One of the worst of recent years is a small variety of cockroach. Keeping food from it is a real problem. This stuff may be the answer.

Anyway, over to you if you don't mind, and my thanks in anticipation.

E. C. (TED) MELVILLE
Aitutaki,
Cook Islands.

Editor's Note: We hope our advertiser's product does the trick, Ted. We have asked him to send you a sample and details of prices.

THE STRAIGHT AND NARROW

Sir,—Mr. Chatterton should know at the London Missionary Society wielded great political influence in early British New Guinea (*PIM*, March, p. 4).

Christian missions in the 1880's were propagators of paternalism and were instrumental in bringing the enforcement of law to the Western Pacific.

My guess is that the LMS of those days would not stop at being told that the Church mustn't interfere in "politics", unless there was some worse trading to be done. Remember, the LMS had been in Port Moresby 15 years.

Admittedly the mission was not always successful, as is shown by a letter from the Rev. W. G. Lawes in the *Brisbane Courier* on July 25, 1885.

In 1885 the Queensland Government, with the consent of the High Commissioner of Western Pacific,

had sent over 400 recruits back to New Guinea. Fifty-eight of the improperly recruited labourers had elected to stay in Queensland. Mr. Lawes wrote that he regretted that these 58 were not obliged by the Government to be returned home. He considered that their chiefs and friends would not be satisfied by the assertions of Messrs. H. H. Romilly (Deputy Commissioner for the Western Pacific) and H. M. Chester (Special Commissioner for Queensland Government) that the boys did not want to return home till they had fulfilled their engagements.

The power of the Christian mis-

sions has waned over the past 40 years. They were over zealous at times, but a moral force is needed to keep our future generation on the straight and narrow.

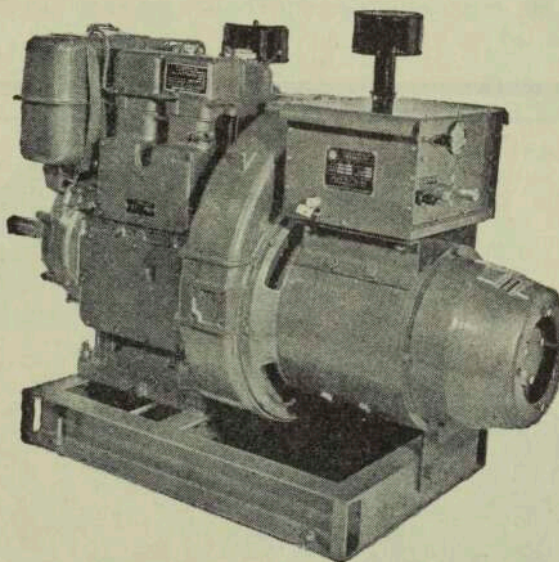
PAUL MASON

Inus,
Bougainville.

● Publication of *Ponape-Per*, the oldest continuing publication in the United States Trust Territory was suspended on February 17 to make room for a privately-run newspaper, the *Senyavin Times*, in the Ponape district.

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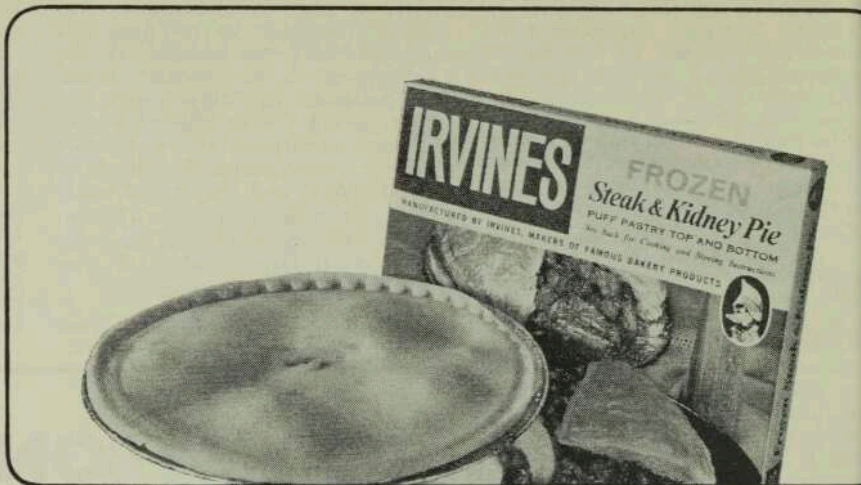
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Being a census officer is no sinecure in the rugged New Hebrides

By Robert Langdon

Once upon a time, when Britain's colonial empire was so vast that the sun never set on it, there were plenty of jobs offering for rugged young Englishmen who were prepared to hack their way through virgin forests, climb mountains, live off the land, be bitten by ferocious insects, and hand out justice and census forms to friendly and unfriendly natives.

NOWADAYS, with the empire shrunk to only a few small island groups here and there, young Englishmen of the old "go anywhere, do anything" school do not have the same opportunities.

Up in the wild, mountainous, multi-lingual, Anglo-French New Hebrides, however, there are still a few openings for men of that type; and among those who has found one is 31-year-old John Yaxley, who has been with the British Administration since 1961.

John has a BA degree in geography from Durham University (which means that he knows or can find his way around). He likes travelling which means that his superiors can send him any place, almost anywhere. He has a strong pair of legs and a ditto pair of lungs (which means that he's always good for a hard day's climb or trek). He has a pleasant personality which enables him to get on well with all kinds of people. He is a good organiser.

And he's not even afraid of lepers—as he showed a couple of years ago, when, as Assistant British District Agent on Espiritu Santo, he marched into the interior of that island to help bring 33 lepers to the coast for treatment.

Director of Census

In a word, John Yaxley seems to be the ideal man for the job he now has, which is British Director of Census for the first census ever to be held in the New Hebrides. The census will take place in the second half of May.

John has held his job for the past 12 months. He has been working in conjunction with a French colleague, and with the full-time assistance of Miss M. J. Anderson, of the Australian National University's Department of Pacific History.

Dr. Norma McArthur, an expert



John Yaxley.

on censuses at the ANU, is acting as consultant.

The census will give the New Hebrides Government its first really solid data for future planning.

The initial preparations for the census called, pretty well, for the sturdy qualities of a character from an adventure story in *Wide World* magazine, for the census officers had to tramp all over the New Hebrides to determine how the census could best be conducted.

To be precise, they had to divide the territory into "enumerator areas", i.e., units that could conveniently be enumerated by one person. Such units, it was decided, should consist of about 100 households of from 400 to 500 people each.

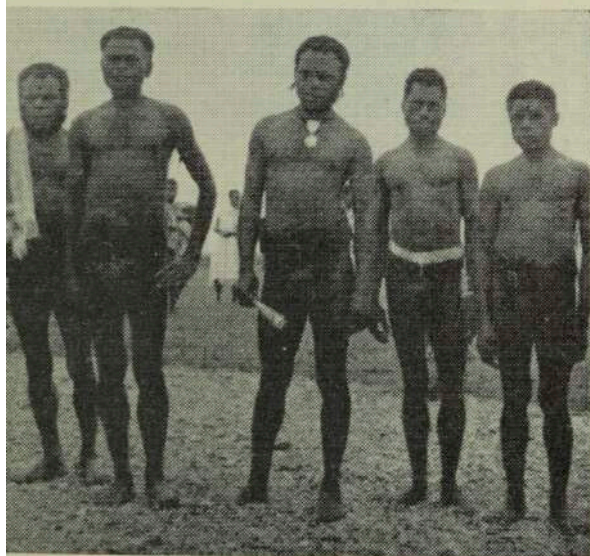
As, in many areas, no one had more than a vague idea of how many houses there were and how many people lived in them, the only way the census officers could find out was to go and count them for themselves.

Plenty of travel

This sort of work occupied about half of John Yaxley's time throughout the second half of last year.

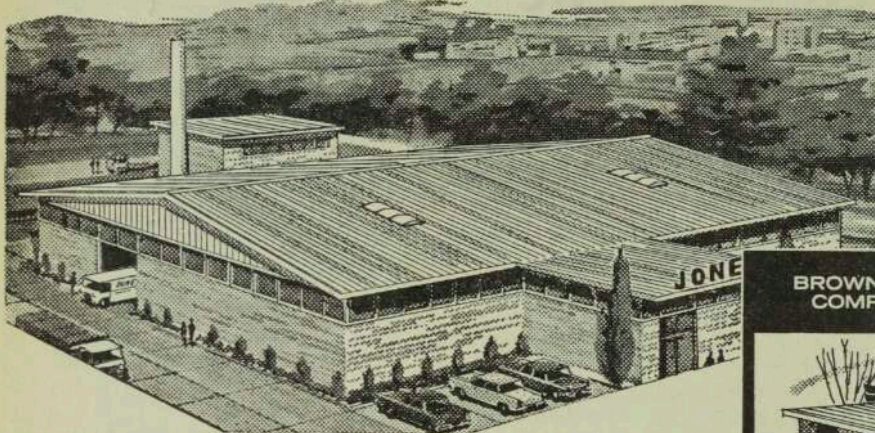
During that period, he visited every inhabited island from Efate north to the Torres Group, with the exception of the Shepherd Islands, and walked or travelled an average of four miles a day.

He poked about in no less than 150 coastal villages on Malekula; wandered fascinatedly over the lonely,



The big islands of Espiritu Santo and Malekula still contain several thousand people who have had little contact with Europeans—such as these men of the Big Nambas tribe.

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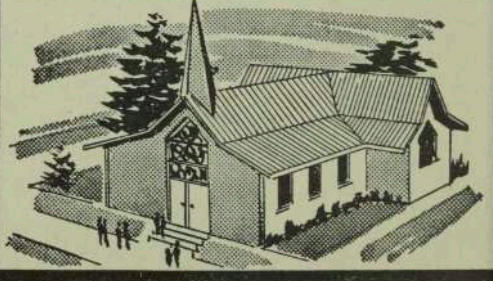
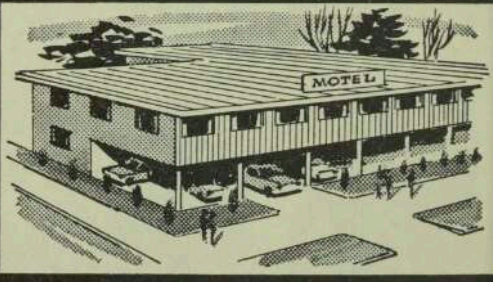
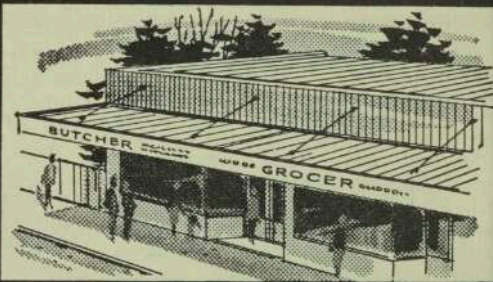
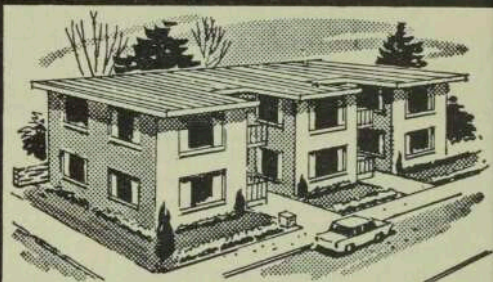


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depopulated Torres Islands; and made contact with the little-known bush people in the interior of Espiritu Santo.

When John and his French colleague had established the whereabouts of the various villages, the whole of the New Hebrides was divided into 188 enumerator's areas. Then work began on preparing instructions in English, French and Pidgin for the enumerators, and in choosing and training them.

As the success of the census will ultimately depend on the enumerators, every effort has been made to find active young people of the highest calibre for the job.

Most of those who finally were chosen are graduates of Kawenu Teacher Training College in Vila, French moniteurs. Their ages are generally between 18 and 25.

Special training courses extending over several days were held for the enumerators in Vila a few months ago when an education conference gathered many of them in the town at the same time.

To obtain the greatest possible public co-operation in the census, the reasons behind the census have been publicised over Radio Vila and the government newsletters; and where opposition to it can be expected as in parts of the cargo cult island of Tanna—the census team has done its best to allay the people's fears of taxation or military draft.

Biggest problem

Now, with only a few weeks to go before the census is held, most of the groundwork of preparation has been done, and the census officers probably have a better idea of how to tackle their biggest problem than they did when I spoke to John Yaxley in Vila late last year.

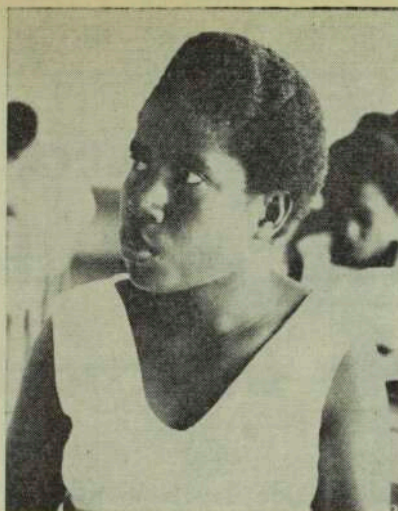
"Our chief problem," he told me at that occasion, "is going to be taking a census of the bush people in the interior of Espiritu Santo."

"The trouble is that the bush people live right on the crests of the mountains [which reach a height of several thousand feet], and to get from one of their villages to another, you have to climb down one mountain and up another."

"We don't quite know how we're going to deal with those people yet. Once the rains finish about February or March, they go walkabout."

"We therefore can't hope to census them in the normal census period, and we might have to do it with police patrols."

"One suggestion is that we hold a big feast and get them all together at one way."



This bright New Hebridean girl from the British Secondary School in Vila is typical of the type who have been chosen to help with census work.

"The bush people—there are about 1,800 of them—are scattered over an area of about 400 square miles. It takes you two to three days to reach that area from the coast, and in some parts—from Tasariki to Pic Santo, for example—it can take two days to cover 15 miles . . ."

That, of course, sounds like pretty tough going. But I got the impression that when John Yaxley climbed the peak last year, he enjoyed every minute of it.

"From the top of Pic Santo, which is just under 6,000 ft," he told me with a faraway look in his eyes, "you can see Aoba, the whole of Espiritu Santo, and both the Torres and Banks Groups. It is a marvellous sight . . ."

Such a panorama has certainly not been seen by many Europeans, for few Europeans have ever climbed the peak.

Probably few of the few who have done so would care to do it twice. But I fancy that John Yaxley might.

If so, there shouldn't really be any difficulty about finding out just who is who among those Santo bush people, for John will just go off to the interior and census them all himself.

Footnote: Because of the generally backward nature of the New Hebrides, the census questionnaires will be confined to a minimum number of useful questions, i.e., name, relationship to the head of the household, sex, age, marital status, details of children (in the case of women), ethnic origin, place of birth, religion and occupation.

FEW RELICS OF THE "BOUNTY" LEFT ON PITCAIRN

● BUT THERE ARE PLENTY OF NEW DEVELOPMENTS

By a staff writer

When Mr. J. R. Taylor, of Sydney, made a trip to Pitcairn Island in February to investigate harbour facilities on behalf of the British Government, he found that few relics of the *Bounty* now remain on the island.

MR. TAYLOR is a partner in the firm of Wilton and Bell, Dobbie and Partners, Sydney consulting engineers, who have had a hand in a number of important engineering projects in the South Pacific.

Mr. Taylor made a point of inquiring for *Bounty* relics during his two-week stay on Pitcairn. He also kept an eye open for other interesting facets of Pitcairn life.

In a talk with PIM on his return to Sydney, Mr. Taylor said that the only *Bounty* relics he was able to learn about were an anchor, an anvil, an axehead, a tinderbox, a jar, and perhaps a few copper nails. These were in addition to the famous *Bounty* Bible, which was given to an American sailor, Levi Hayden, in 1839, but was returned to Pitcairn after World War II.

In town square

"The anchor of the *Bounty* is still in the Adamstown town square," Mr. Taylor said. "But few people from passing ships ever see it because they are not allowed to land unless they have permission."

"The *Bounty* anvil is owned by Vi McCoy, widow of Floyd McCoy, the radio ham, who died a few years ago."

"Her husband obtained it from the island's workshop many years ago."

"Vi also has the *Bounty* axehead. She was given this when she visited Norfolk Island in 1956."

"I was told someone else on Pitcairn has an earthenware jar from the *Bounty*, and one of the older Pitcairners was reported to have a tiny tinderbox. But I didn't see either of those relics."

"Children have also come up occasionally with bits of copper or nails that have been washed up on

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PACIFIC Island homes are annually confronted by the irritating menace of flies and mosquitoes. These annoying insect pests invade the home to present a dangerous threat to the family's good health and clean living habits. It is in the interest of good health to see that homes are effectively proofed against flies this summer.

Threat to Public Health

Flies are known and proven carriers of hepatitis and gastro-enteritis, as well as many other summer illnesses. Government authorities are this year conscious of the serious threat to the health of children and are undertaking measures with restaurants and hotels to eradicate the fly health

problem. In many countries the "safe" Pea-Beu insecticides are recommended by Government bodies as being the only insecticide that can be safely used near food and in areas where food is stored as Pea-Beu contains no poisonous active ingredients to harm the delicate lung and nasal tissue. Powerful Pea-Beu is 50% stronger in its active killing ingredient and kills flies and all household insect pests with amazing rapidity. Supplies of the powerful safe Pea-Beu aerosol insecticide are available at chemists and leading stores.

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Trade affected

the shore. But most of these have been sold to sailors in passing ships to American tourists. Some Americans, I was told, paid \$50 for quilts reputed to have come from the Bounty."

Mr. Taylor said that one facet of life that was causing concern on Pitcairn at present was the habit of the Shaw Savill liners *Ceramic* and *Politic* turning up at the island on Saturdays.

As the Pitcairners are Seventh-day Adventists and Saturday is their Sabbath, this is hurting their trade in fruit and wood carvings.

"When the ships arrive on Saturdays, the Pitcairners cannot do any trading with the sailors and passengers," Mr. Taylor said, "and must accept the price offered, which is mostly lower than they would get if the ship arrived on a Tuesday, for instance."

Mr. Taylor said another problem for the islanders was unloading cargo from ships standing off the island. Their long boats were used, two of which had motors.

"In bad weather it takes 14 men to man each boat properly, and at present there are only 25 men capable of rowing the boats.

"Sometimes men have to row a boat from the rocks in Bounty Bay, get it to a waiting motor boat, dive over the side and—so I was told—swim back into the bay to row out the second boat.

"A big motor launch is needed, but this would have to remain afloat most all the time because it would be too heavy to lift out of the sea, the islanders do with their boats now.

"There are no shelters or natural harbours on Pitcairn for such a boat, and an artificial shelter would have to be built."

Many trees planted

Mr. Taylor said that over 16,000 trees had been planted during the past three years under a reafforestation plan, carried out by Mr. Jacob Warren and an assistant.

An expert from Otago University, New Zealand, would visit the island later this year to advise on further plantings.

Mr. Taylor said there were now several miles of road on the island and the old-fashioned wheelbarrows which had served the Pitcairners for seven generations now had com-

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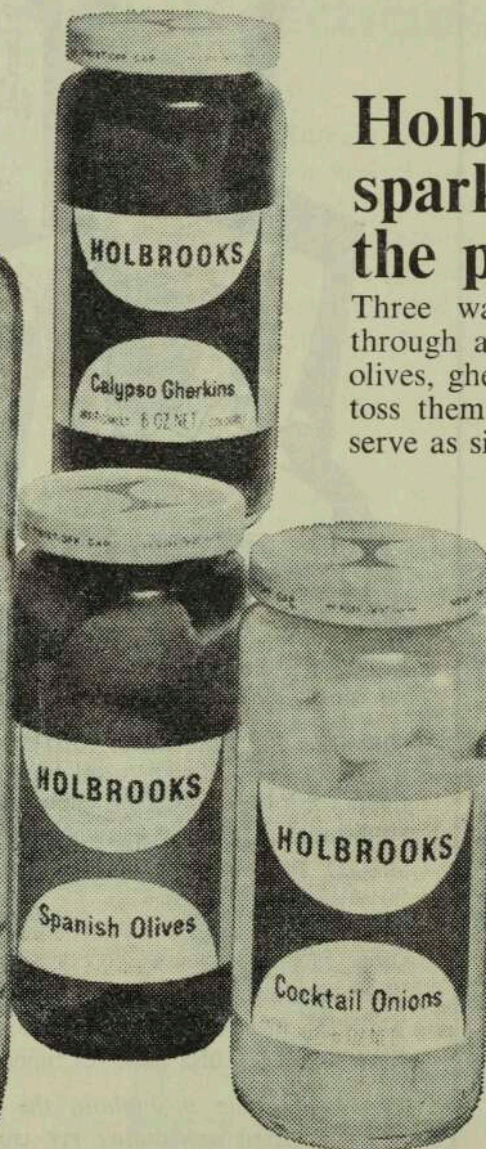
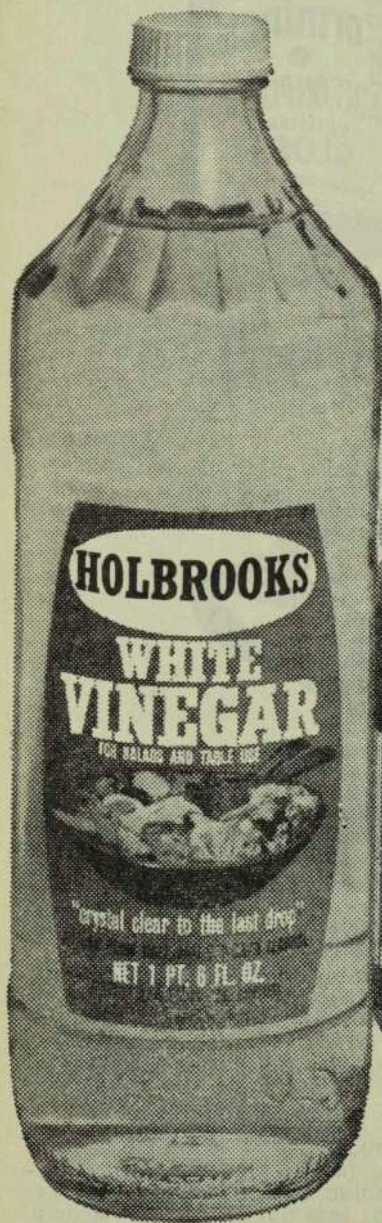
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3,756 VISITORS TO TONGA IN WEEK

Three cruise ships carrying a total of 3,756 passengers called at Nukunono in February.

It was the greatest number of visitors ever to arrive in Tonga in a single week—or month for that matter.

The P and O-Orient liner "Canberra", with 1,704 tourists, also created a record for the largest number of visitors carried in one ship.

The other two liners were the "Queen Frederica" (812 passengers) and the P and O-Orient's "Oronsay" (1,240 passengers).

The passengers from the three ships were estimated to have spent \$121,000 in the kingdom.

...tion from motorcycles and
ctors.

Licences to ride Honda motorcycles were awarded to three Pitcairners in January, and three otherlanders had gained licences to drive cars.

Mr. Taylor said a rock crusher had been delivered to the island recently to crush rocks and stones from the beaches and inland areas to make concrete aggregate.

"The islanders have a small concrete block machine and I think one or two may start replacing their thatched houses soon with houses of concrete blocks," he said. "The Methodist church is the only building built of timber at present."

Mr. Taylor said Pitcairn's able-bodied male population had recently been increased by one by the arrival of an English-born youth, John Connycad, 20, of Tasmania, who wanted to live there permanently.

The youth had settled in happily with Ivan and Dobrie Christian.

"I understand he has a permit to stay for six months," Mr. Taylor said. "If the island council then decides he is a worthy citizen, he may be able to stay for good."

"The last migrant to come to Pitcairn was John Lindsay, a New Zealander, who arrived about two years ago."

"It was a long time before that that a migrant had come to the island to live."

Mr. Taylor added that Mr. Provost Young was now the Pitcairners' leader. He was elected Chief Magistrate on Christmas Day following the resignation of Mr. John Christian who had held the position for 10 years.

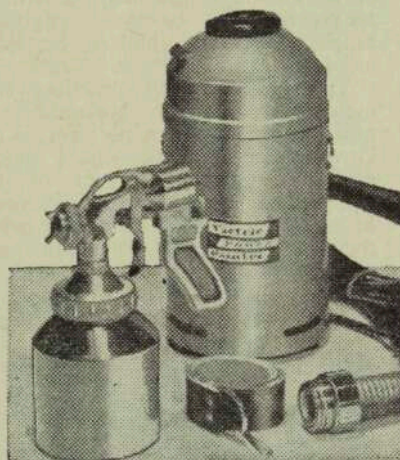
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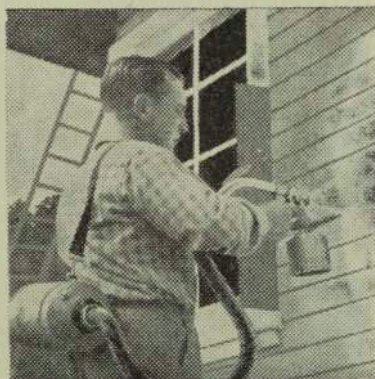
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CORONATION FEVER MOUNTS IN TONGA

NOSE-FLAUTISTS, DANCERS, BANDS HARD AT IT

From a Nukualofa correspondent

The crowning of King Taufa'ahau Tupou IV on July 4 is still four months away, but already coronation fever is rising in Tonga even though, Tonga being Tonga, it is, as yet, a controlled, relaxed kind of a fever.

YOU won't see creased foreheads or boxes of sedatives around Nukualofa.

As Mr. Alf Sanft, the genial manager of the Tongan Broadcasting Corporation, says: "Tonga will cope in Tonga's way".

The day of the coronation, the first in Tonga for almost 50 years, is also the King's birthday.

The King and Queen have recently been to England to order their European-style coronation robes. Their crowns are ready already, and have been standing on a dais in the Royal Chapel where the crowning will take place. The King's crown is decorated with a carved, six-pointed wooden star cut from the *koka* tree under which all the old Kanokupolu (temporal) kings were installed at Pangai, Hihifo.

Although the coronation will be strictly confined to invited guests, plans are afoot for a dress rehearsal to which the Press of the world will be invited. This will enable the great public, which, since Queen Salote's magnificent appearance at the coronation of Queen Elizabeth in London more than a decade ago, has given Tonga a special place in its affections, to see as much as possible of the new monarch's coronation.

The robes for the religious ceremony are based on the coronation dress worn by British sovereigns.

But for the Tongan ceremony, involving a sacred kava presentation by the kingdom's 33 nobles, King Taufa'ahau will wear Tongan dress. This ceremony may also be restricted.

The rest of the festivities, which will extend over a week or more, will encompass as many of the King's loyal subjects as possible.

The feasts which will take place

will be so great as to make the imagination boggle.

Each village will contribute its share of the food and each is already cosseting fat porkers and chickens.

Yams, taro and bananas are being almost hand reared to ensure that they give of their best.

And, in the sea, a few yards from the Palace garden, a large pen holds 30 turtles which, if not destined to end up, as the old song has it, as "the turtle in the Lord Mayor's soup", will surely be in a soup of even greater notability.

Rehearsals

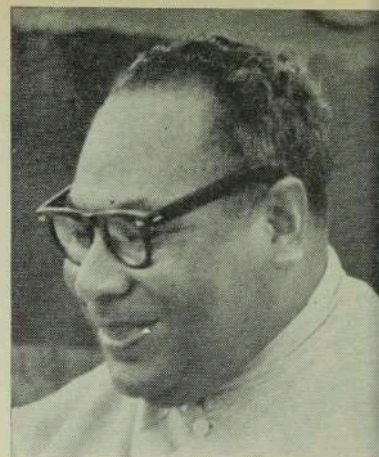
Everywhere, dancers are rehearsing the *lakalaka* to produce a dance which will tell the story of the coronation in supple body and hand movements in the way originally taught to Tonga children by early missionaries.

The police band's practices ring melodiously through Nukualofa on more afternoons than not; and if the Government officials, whose offices are immediately in front of the band's tiny, circular rehearsal room have to close their windows when they need to make a telephone call of any privacy . . . well, it's all in a good cause.

The same goes for the "square-



The late Queen Salote, at her coronation in 1918.



King Taufa'ahau.

bashing" and rigorous drills to which the Royal Guard is currently being put.

Nose-flautists are among others who are putting in some hard work and it is to be hoped that some enterprising person will arrange for recordings to be made of these delicate, dawn serenades so that the wide world may enjoy their miniature music.

Everywhere white paint is being applied liberally; torches are being fashioned for the traditional flaming torch guard which will ensure no evil approaches the monarch; and children are growing wide-eyed at the thought of the fun ahead.

Children are being widely catered for with a variety of holidays from school, inter-school sports and picnics galore.

Rugby battles

Adult sports-lovers, too, are looking forward with relish to the arrival of the Fiji Rugby players. Something of the spirit of the battles of the "good old days" seems to be abroad at the thought of the tussle to be fought out between the two island groups on the football field of Tonga.

It's quite evident that no small measure of prosperity can be expected from the influx of visitors.

Plans are still not complete, but no doubt they'll eventually prove so attractive that more than one visitor in an official capacity will succumb to the charm of Tonga and its people—like a 90-year-old American lady did recently. This woman, who celebrated her birthday in Nukualofa, presented the Prince Regent, Prince Tu'ipelehake, with a \$1,000 gift for the recently opened Queen Salote Memorial Fund . . . for no better reason than she just loves Tonga.

He guides Fijians to athletics victory

From MATT WILSON, in Suva

The scene is Buckhurst Park, Suva, on a fine February evening nearly seven years ago. A superbly muscled Fijian, moving with the grace that marked him as a natural athlete, is loping round the field on one of his regular training sessions.

SUDDENLY he becomes aware of strange eyes watching, and sees a fair-haired young Englishman with a red beard gazing intently in his direction.

Soon the two men begin to talk and for the Fijian a turning point in his career has arrived, and for athletics in Fiji a driving new personality has appeared on the scene. Today the Fijian, Jo Navusolo, has passed his peak but he can look back on an illustrious career in Fiji athletics—thanks to the guidance given to him by the young Englishman who now occupies the top post in Fiji athletics.

Alan Scott (33), president of the Fiji Amateur Athletics Association, is a hard-working organiser, who pays as much attention to the future of athletics in Fiji as he does to the present.

Scott, Cambridge-educated, tackles his job in athletics with a missionary-like zeal. Enthusiasm, deep involvement and a straight-talking, no-nonsense attitude are his characteristics.

Trained together

Sitting relaxed behind the desk of his office in Government Buildings, overlooking Albert Park, Suva, Scott recalled how he and Navusolo joined forces to improve the Fijian's performance.

"We trained together and we reduced his half mile standard from 4 mins. 7 secs. to 2 mins. 0.5 secs. He stood as a Fiji national and Commonwealth record until November, 1965, when the present holder, Alamala, broke the record," he explained.

Afterwards, Scott was asked to organise the athletics section of the Suva Games, in 1963, which he found a "staggering job", but satisfying. The International Amateur Athletic Federation observer, Mr. F.

W. Humphreys, congratulated Fiji on the organisation of the athletics.

Scott was elected president of the Fiji Amateur Athletics Association after the Games, and his present policy is to bring a young look to athletics by getting more and more young ones to take part.

Up to now, the policy had been to concentrate on adult athletes.

"That policy has been successful. We proved that at Noumea," he said.

He pointed out that Fiji had managed to come top in the athletics score despite the fact that New Caledonia and French Polynesia had a considerable amount of capital and equipment at their disposal.

"They brought in six international coaches for athletics alone for the Games," he said.

Coaching sessions

To help in the new bid to attract the youngsters, special sections are being devoted to the under 19's and under 17's at the Fiji athletics championships on March 25.

Officials of the association are also giving up their spare time to run coaching sessions for school children.

Scott explained that for field events, particularly jumping and throwing, techniques could be learned more easily by young people, who could develop them as they grew.

"We hoped last year that through the good offices of the Education Department it would be possible to provide departmental officers to promote physical education systematically in Fiji's schools," he said.

"But for various reasons this isn't yet possible." The balanced development of the school child was important, he said.

"Although it was marvellous to have those wonderful facilities at Noumea, they are not essential for the pursuit and enjoyment of sport."



Alan Scott.

Scott said it was important that organisers of regional games bore in mind the wishes of participating territories, and maintained full communication.

On the future of athletics in the South Pacific, Scott feels that standards will rise "precipitately".

If they are to maintain their supremacy Fiji's athletes will have to devote even more time to training, and more coaches will have to be found, he says.

Fiji's plans are well under way for the 1969 Port Moresby Games.

"After the March championships we should have a nucleus of people aged 15 and upwards, and these would be our long term training group for 1969," said Scott.

A beginning

In his work Scott has had great pleasure in helping to explode the myth that Fijian athletes were not capable of middle-distance running.

"As far as I can remember," he said, "the fastest mile time in Fiji up to about 1964 was something like 4 mins. 48 secs. We now have two juniors who have done the equivalent of 4 mins. 27 secs. This is not great but it is a beginning.

"I regret that Indians, with one or two exceptions, don't come forward for middle distance running. Temperamentally and physically they appear to be quite suited to it."



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New Guinea hots up its politics

With proposals for immediate home rule, a plan for a political party of influential local government councillors to contest next year's general elections, and suggestions that New Guinea should have a presidential system sometime in the future, the Papua-New Guinea political scene had hotted up in March. The new activity was all directed at the elections.

THE home rule proposal made the greatest impact. It was contained in an 11-page submission by 12 New Guineans and one European to the House of Assembly select committee on constitutional development. The European, Mr. Cecil Abel, member of the family which established the famous Kwato mission of Papua and now working on a research scholarship for the P-NG University, is the man behind the submission. He first introduced it in a somewhat different form last August.

The submission asked for a Cabinet, elected by the House and responsible to the House, to be set up in 1968, with full executive authority, comprising eight Ministers to replace departmental heads.

There should be a Chief Minister, to head his own new department, and Ministers for Home Affairs, Local Government, Lands, Labour, Information and Culture, Local Finance and Education. Departmental heads would become permanent secretaries of their departments until they were replaced by local officers.

High Commissioner

There would be a parliamentary executive, comprising Cabinet Ministers and House steering committee members; a Public Service Board to replace the Public Service Commissioner; a High Commissioner to replace the Administrator (with a Deputy High Commissioner who had to be a New Guinean); and the Department of External Affairs would deal with P-NG affairs, not Territories.

The submission stressed repeatedly that the present system of colonial government, "with all its inevitable master-servant overtones", had to go quickly and a caretaker administration hand over.

The submission was frequently couched in blunt, almost rude terms, which resulted in an attack by one committee member, the territory's Secretary for Law, Mr. W. W. Watkins, on what he said was its "impudence". Mr. Watkins himself later came under attack by others for his attitude.

The submission is that of a minority—a minority to be found in the towns—but cannot be dismissed as the ramblings of rab-bags. Many of those who signed it—but certainly not all—are capable and intelligent.

Those who signed

The signatures were those of: Cecil Abel; Albert Mauri Kiki, a patrol officer, born in the Gulf; Mike Somare, a broadcasting assistant, of Wewak; Oala Rurua, president of the Port Moresby Workers' Association, of Port Moresby; Elliott Elijah, a co-operatives training officer, of the Trobriands; Sinaka Goava, training as a magistrate, of Port Moresby; Kamona Waro, a schoolteacher, of Hula; Karl Nombri, patrol officer, of the Chimbu; Ebia Olewale, schoolteacher, of Daru; Dr. Ilomo Batton, medical officer, of the Sepik; Gerai Asiba, a patrol officer, from Daru; Dr. Reuben Taureka, Acting Assistant Director of P-NG Medical Services, from Marshall Lagoon; and Pen Anakapu, training as a magistrate, of Suva.

Presidential system

The constitutional committee will attempt to put the submission into perspective when it gives its final report to the Assembly in June.

It might also take into account a five-page document on a proposed presidential structure for P-NG, published privately in

March by Europeans Toni Voutas and Barry Holloway, two of the youngest members of the Assembly.

Voutas is a fulltime politician, Holloway a planter—both are thoughtful, constructive men, who said they published their paper to stimulate debate on the territory's political future. They proposed no timetable.

Basis of the scheme is for a presidential head-of-state to be elected by the national parliament and be responsible to it. The President can submit a list of additional men to be appointed to the House because of their expertise, who might not otherwise win a seat. A Cabinet is to be chosen from the House, and could include these extra members.

If the President falls from office the additional members' positions are vacated.

Local Government Party

Voutas had already circularised, on his own account, the territory's Local Government councils with a proposal that the councils form a P-NG Council Party, to win seats in the 1968 elections. He told them that 30 or 40 candidates supported by councils would have to be elected to have a strong influence in the next House of 94 members.

If councils were clever, they would each decide who was the best man in their area to be nominated, not necessarily a councillor, and then ask the local people not to encourage other nominations.

He suggested party candidates meet in October to decide on their Assembly platform. The councils would be asked to contribute anything from \$100 to \$200 for expenses.

Councillors' reactions to this scheme should be known in the next month. Voutas says he has put the scheme forward in an attempt to get people thinking along practical lines, whether or not they support this particular proposal.

Nominations for the 1968 elections will be called in November, and the closing date for nominations will be some time in December. The polling period will last from February to March, 1968. P-NG has a common roll of more than a million names—everybody over 21, and with 12 months' residence in an electorate, has a vote.

● An article in PIM last month by PIM's assistant editor, Robert Langdon, suggesting that a mysterious stone wall found at Big Bay, Espiritu Santo, might be a relic of the Quiros expedition of 1606, brought a number of comments from interested readers. The wall is about three miles east of the River Jordan and about 200 yards from the coast. It was reported to PIM by a Sydney man, Mr. Ted Hebblewhite, whose family has had links with the New Hebrides for nearly 100 years.

AND WHO ELSE BUT QUIROS? CORRESPONDENCE INVITED!

What exactly is this mysterious wall in Santo—who built it and when? There were a number of different opinions available in March—and apparently some more to come.

CAPTAIN Brett Hilder, master of the Burns Philp flagship *Bulolo*, said he "could not see that the wall could have been built by anyone else but Quiros".

● Dr. Dorothy Shineberg, a research fellow at the Research School of Pacific Studies at the Australian National University, said the wall may be the remains of a sandalwood station. Dr. Shineberg made a study of the New Hebrides sandalwood trade for her PhD thesis and is to bring out a book based on this later this year called *They Came For Sandalwood*.

● Mr. Reece Discombe, of Vila, New Hebrides, also a noted student of early New Hebrides' history, said he had seen the ruins about 17 years ago, and he had always believed they were left by the Melanesian Mission in the old days.

● Mr. E. W. Lamberty, who has been a leaseholder of the Societe Agricole et Elevage plantation in Big Bay since 1956, came out flat-footed with the statement that the ruins are the remains of a trading store built in 1902 or 1903.

● Robert Langdon, who was on vacation when this issue went to press, says further research into New Hebrides history, plus a better knowledge of the topography of Big Bay, has strengthened his belief that the strange wall is a relic of the Quiros expedition. More will be heard from him.

To make it easier for the general reader, PIM has printed opposite a wartime RAF aerial photograph of the south-eastern corner of Big Bay. In the photograph the north is at the bottom, which should be considered when comparing the photograph with the map on this page.

Captain Hilder said in a note from Madang, New Guinea:

During the last 30 years, I have collected references to early settlement in the New Hebrides, but have no knowledge of any Europeans living near the Jordan except an early trader named Fysh.

For this reason, I cannot see that the wall found three miles east of that river could have been built by anyone but Quiros.

The wall, apparently of rubble and mortar, would have to be surmounted by a stockade for protection against assault, and to support a protective roof against missiles.

Over this the sail referred to in the March article would have been rigged to shed the rain.

I agree that the wall is probably buried to a depth of four feet above its base, by sand and other debris of floods and waves.

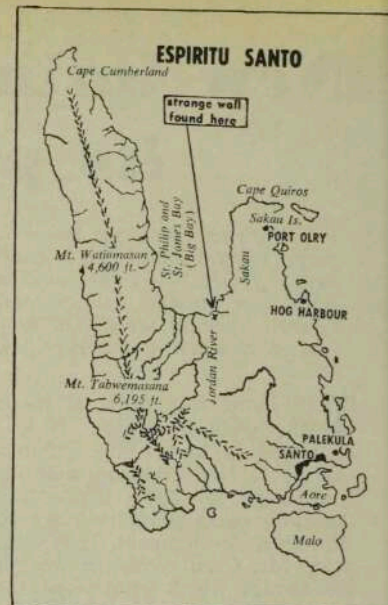
Dr. Shineberg said in a letter: "If I may add my two cents, I would be inclined to say that the Spaniards hardly had enough time to erect stone fortifications on Santo.

"I would like to suggest the possibility that the ruins are the remains of a sandalwood station dating back to the early 1860's.

Several stations

"Sandalwooders, mostly from Sydney, visited Santo regularly from 1853 to 1868, and several of them had stations there, although I have never been able to find their exact locations.

"The trader who worked Santo most thoroughly was Henry Burns, who had several stations on the island, employing large gangs of labourers from other islands to cut and clean the wood. There were many clashes between these labourers and the native population, and I have no doubt that the



sandalwood stations were pretty well fortified to guard against surprise attack.

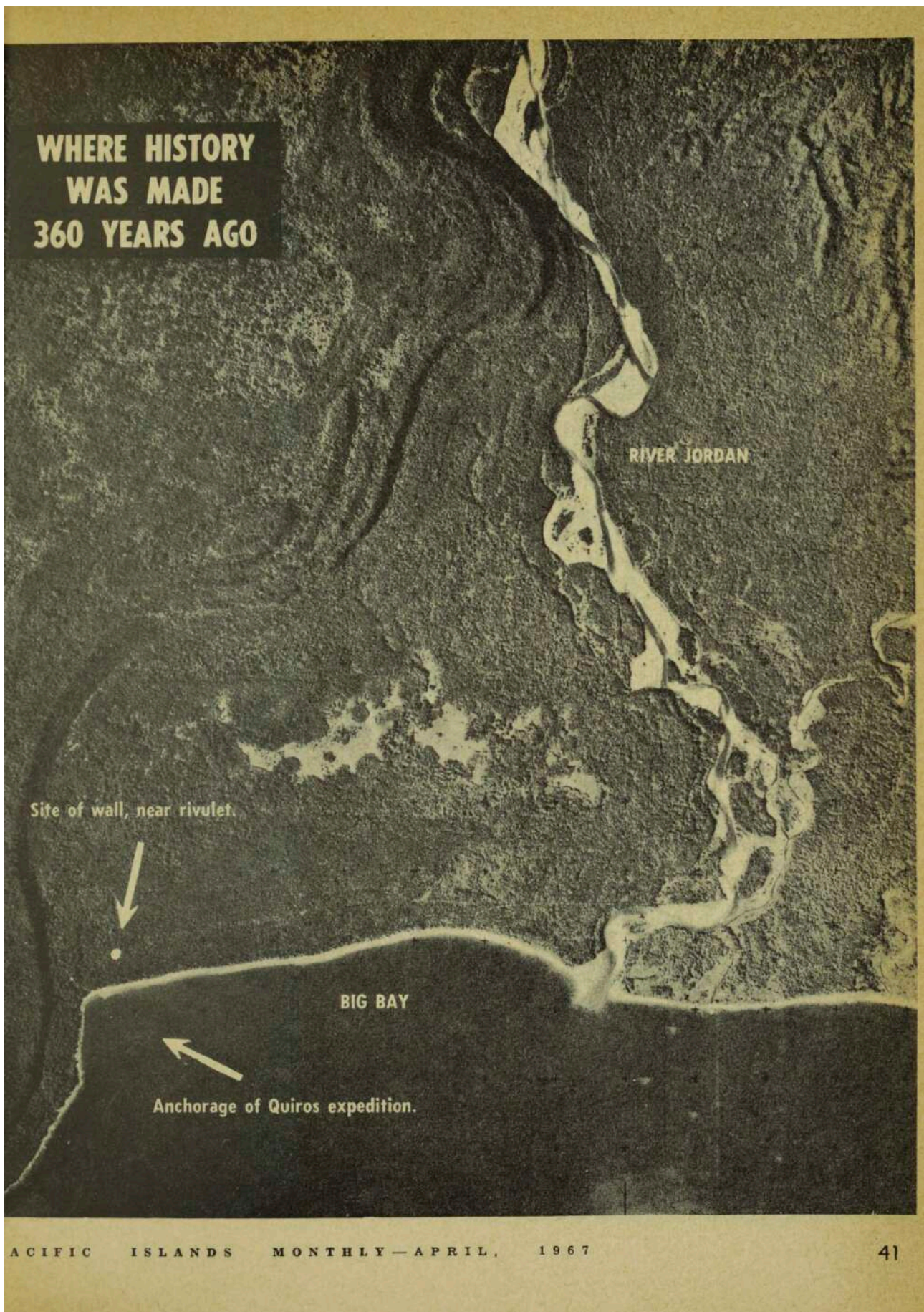
"There are the remains of a trader's house on the southern tip of Lifu; it is a regular fortress, with double stone walls. It is about 100 years old, as I recall."

Reece Discombe said in a letter from Vila: "I once found a cave in that area, and found in it iron chains like anchor chains. I know of a coil that came from Big Bay, and have been trying to track it down to see what it was. But my own opinion is that the ruins are Melanesian Mission. At Vanua Lava there are similar ruins. Perhaps Dr. C. E. Fox, in the Solomons, can shed some light on the matter."

Mr. E. W. Lamberty wrote from Santo: "These relics have been well known to me and the history of it is as told by me by my employee Mr. Joseph Santino, who has crossed the region many times. The ruins 'discovered' by Mr. Hebblewhite are the remains of a trading store built by the CCIP (Compagnie Coloniale des Iles Pacific) in 1902 or 1903.

"The manager of this store was a certain Mr. Witts, or similar name. The store was built as a kind of fortress for the simple reason that in those days the natives were still very hostile and used to attack mostly by surprise, white traders hence the 'embrasures' from where rifles could be fired."

PIM will be following up numbers of the points made, plus other information it has.



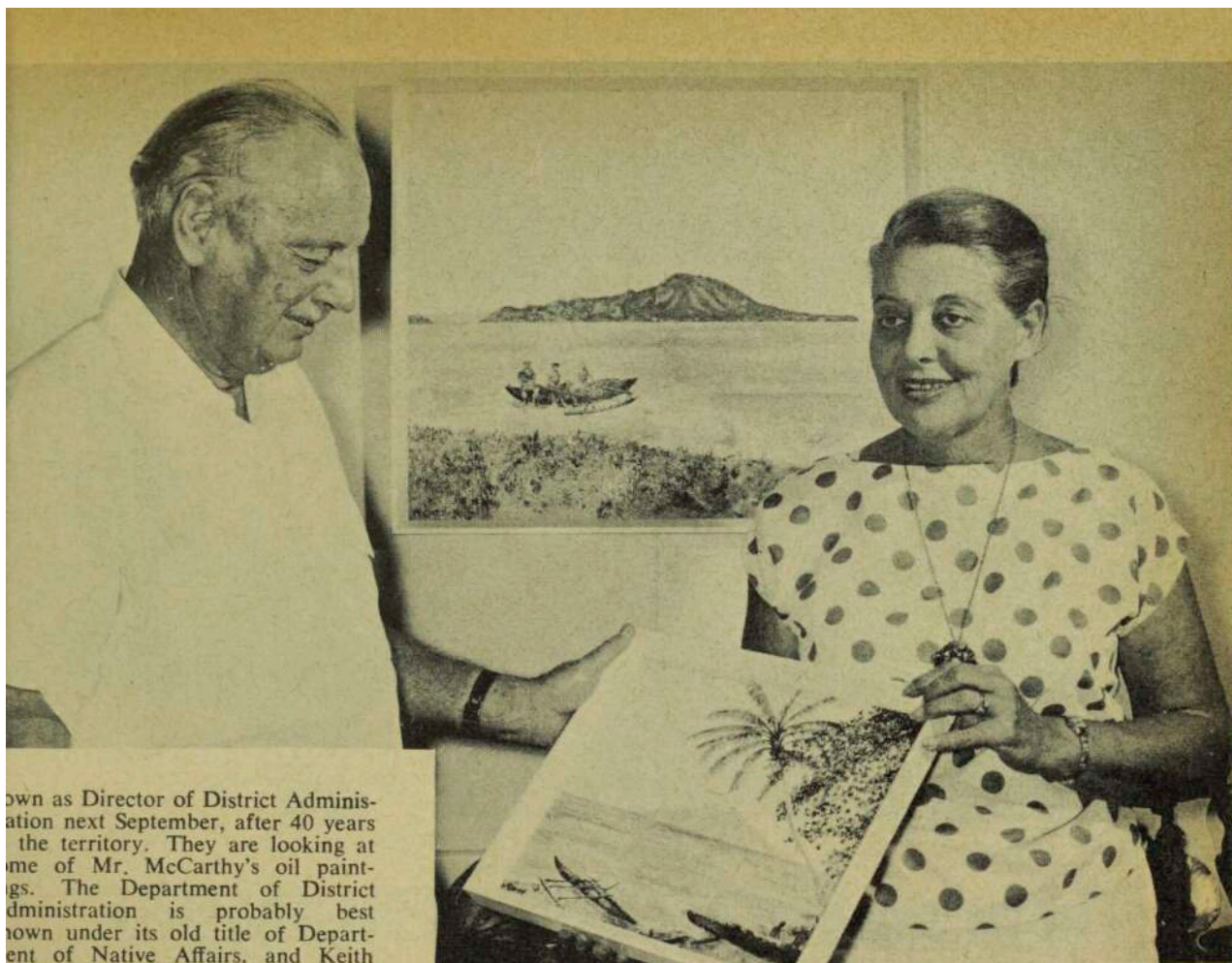


New Guinea Personalities

THIS first official picture of Mrs. D. O. Hay, wife of Papua-New Guinea's new Administrator, was taken in Government House grounds, Port Moresby, at the end of February. And the photograph below, most unofficial, is one of the last taken in the territory of Lady Cleland, wife of the previous Administrator, Sir Donald Cleland, before the couple left for overseas on retirement. It was taken in Madang, and shows Lady Cleland preparing to dive under Madang Harbour with aqualung equipment, as a guest of the Madang Underwater Explorers' Club. In the background Mr. Tom Briggs watches Mr. Warren Warburton, club president, adjust Lady Cleland's diving gear. Lady Cleland made two dives, and went down 40 ft. Sir Donald had been invited too, but he preferred to leave it to his wife.

On the opposite page is another of the territory's leading personalities soon to retire—Mr. J. K. McCarthy, seen with his wife, Jean, shortly after he announced that he will step





known as Director of District Administration next September, after 40 years in the territory. They are looking at one of Mr. McCarthy's oil paintings. The Department of District Administration is probably best known under its old title of Department of Native Affairs, and Keith McCarthy reached the top of it after a colourful career which began in 1927 when he arrived from Melbourne as a young patrol officer. He has published one book, *Patrol to Yesterday*, and recently completed another commissioned manuscript, a New Guinea history for secondary school students.

At right, Dr. Lenga Dopenu has earned herself a niche in territory records by becoming the second New Guinea woman to graduate in medicine. The first was Dr. Amelia Kombu, of Popondetta, who graduated in 1964. Dr. Dopenu spent a year as a nurse in Port Moresby before beginning her five-year medical course with the Papuan Medical College. She is seen here showing her diploma to her husband, once Corporal Lenkewe Dopenu, of the Pacific Islands Regiment, and Brigadier I. M. Hunter, Papua New Guinea Army commander. The Dopenus both come from Finschhafen.

The pictures on these pages were taken by P-N-G Administration; Pillronia Enterprises, Madang; and Army PR.





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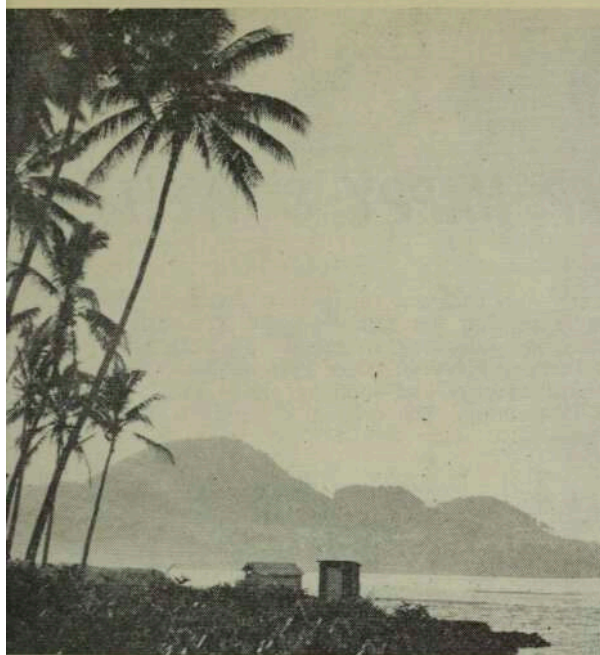
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Expedition to Taveuni finds exciting traces of Fiji's past

By JANE GREGOR

Exciting traces of Fiji's early inhabitants have been found on Taveuni, the third largest island in the colony, east of Vanua Levu.

THE relics were discovered by Miss Elizabeth Shaw, while she was acting director of the Fiji Museum during the absence on leave of Mr. Bruce Palmer.

Her discoveries far exceeded her expectations when she and a party set out to search for traces of the ancient past early in February. I accompanied Miss Shaw's party on the first week of their trip.

Mr. Palmer made the first investigations on Taveuni two years ago and found a number of traces of primitive civilisation.

But Miss Shaw's expedition has found so much more that it is to be hoped that more money will be forthcoming from some enlightened source so that Taveuni can be explored much more intensively.

On the first two days of Miss Shaw's expedition, it rained so hard that some areas became unreachable and all tracks were extremely muddy and treacherous.

We began by staying in the

village of Vuna, with Tui Vuna and his delightful family. But everywhere we went we found great interest in our search, together with open-handed hospitality, practical offers of help and a rich wealth of knowledge of local flora, fauna and ways of life.

Many people, such as Mr. Reggie Douglas, of Qacavulo, knew of sites on their own plantations to which they were only too willing to lead us.

As in Mr. Douglas' case, their own interest had been stimulated by finding stone adzes and fragments of primitive pottery.

And we found that, whether we stayed in Fijian villages or with plantation owners, sooner or later relics of the past would be handed around, memories would be dredged for sites glimpsed, and the talk would steer its way around to: "You'd better meet old so-and-so. He remembers a lot about the old days and likely he'll know some of the bush places where you might find things."

Sometimes these clues led to im-

● Taveuni, a mountainous island rising to more than 4,000 ft, is of volcanic origin. The three extinct volcanic cones seen at left are all ancient fortified sites in the Vuna area. At right, archaeologist Elizabeth Shaw gets down to business.

portant discoveries, sometimes they ended by drawing blank. But that's all part of the game, in archaeology.

It's a profession which combines a variety of curious characteristics. The good archaeologist is something of a detective, a good deal of a scholar, and he is usually a skilled workman when it comes to piecing together fragments of pottery or artifacts found on a site.

He needs, too, the stamina and knowledge of terrain, maps and weather which make an explorer, combined with the interest in people and their ways which will accurately interpret the reminders which long-gone people have left behind them.

The way to do it

Where do you begin when looking for the past?

Often by reading, thinking, following a hunch and asking endless, patient questions.

Sometimes, as at Deuba, on Viti Levu, a stream changes its course and pottery fragments are disclosed, leading archaeologists to dig and explore further in the area.

Field exploration in Fiji is very

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Ancient pottery in inland Samoa

Scientists have discovered pottery 2,000 years old in inland Samoa, according to the Western Samoan newspaper, "Samoana".

The paper says that an expedition headed by Dr. Roger Green of Auckland University, and sponsored by the Auckland University and Honolulu's Bishop Museum, found adzes similar to those found in Tonga and Fiji dating back to 500 BC.

Dr. Green said there was evidence of a deterioration in the pottery, which led to its final disuse and the use instead of wooden kava bowls.

The Samoan adzes found are the property of the Western Samoan Government, but they will be stored in the Auckland Museum until a museum is established in Apia.

ifferent from that in the ancient lands of Egypt and Mesopotamia, where great mounds or "tells" in the sandy wastes provide tell-tale clues to long-abandoned, sand-covered settlements.

In Fiji the habitations are more scattered; they endured for a shorter time, and were rarely on a large scale with the exception of forts.

They have been swallowed up by the quick-growing bush, so that unless a hunter or a local walker happens to chance on a pile of stones and realises it is not merely Nature's handiwork, there is little to guide the beginner.

However, it is astonishing how many people begin to remember things seen once interest is aroused, as it has been on Taveuni, where archaeology is now the newest "sport" and where collections of stone implements and pottery shards are beginning to rival the more commonplace ones of shells!

Still, for the present, an expedition must rely on chance encounters with the few who do know. For example, most villagers near Qacavulo knew absolutely nothing of certain rocks on the shore-line bearing carvings and pugged holes.

But Mr. Douglas and his sons knew of them and one local inhabitant remembered seeing something which had struck him as not quite natural.

So we waded through shallow water to discover what were, clearly, hollows where adzes had been ground.

One was so deep that it must have been the receptacle which held the

water to cool the stone as it was being worked.

The other stone we examined lay back from the sea a little, a black, lava lump.

The children from nearby houses watched fascinated as we clambered over it; and then Elizabeth Shaw began scrubbing some dimly-seen hieroglyphs on its side with a stiff wire brush.

Afterwards she filled in the depressions with white chalk before photographing the strange, almost mathematical-looking symbols.

That was a day of easy going. But most days involved strenuous walking and climbing into the bush.

Plantation owners were uncommonly generous in driving us in their Land Rovers to places where even a Land Rover must stop. After that, it was very much a case of Shanks' pony.

One of the most exciting of our finds was a large fort site, clearly indicated by its ditch, some 30 ft deep, encircling a high conical mound which, in its day, would have been palisaded for greater protection.

The whole area was thick with bush and trailing vines. The immediate fort area which interested us rejoiced in a covering of tall, cutting-edged grass.

Huge spiders had hung their webs between lantana bushes; and somehow these webs always managed to

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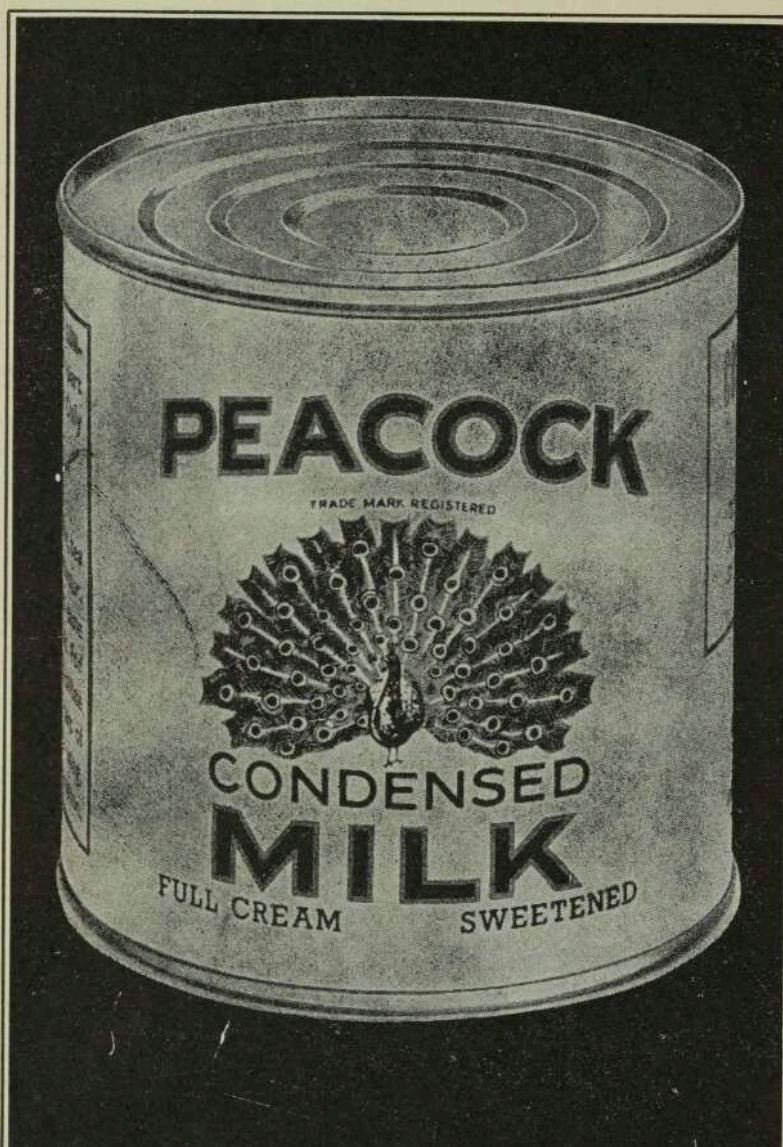
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It may not look terribly exciting to a layman, but it's the sort of thing that sets an archaeologist's pulse racing—stone paving on a house mound at a fortified village site on Taveuni.

Just at mouth level as we paused to take a deep breath.

At each site we discovered, Miss Shaw was kept busy taking notes, marking contour maps, taking photographs, and keeping her eyes open for shards and artifacts.

On top of our fortress mound her young Fijian assistant, Moce Qalo, picked up several large pottery pieces from the rubble of small stones lying in the damp earth.

These were carefully put into paper bags, marked with the site number and a record of their discovery made in Miss Shaw's notebook.

On some days our searchings took us high above the coconut planting zone, into the forest towards the volcanic peaks.

In some ways the going was easier here, for although there were rivers to cross whose boulders were unpleasantly slimy to slither over, and although thick creepers constantly tripped us up, the trees gave dappled shade and the going was pleasantly springy on the leaf-mould underfoot.

Now and again we stopped to drink the cool water which lies inside the grey creeper stems, and I was astonished at the delicate, pale-pink, fleshy inside hidden within these unattractive plants.

Again and again we were lucky. At about 1,000 ft above sea-level we found more *yavus*—small stone mounds—which had clearly been dwelling houses.

When we dug underneath one of



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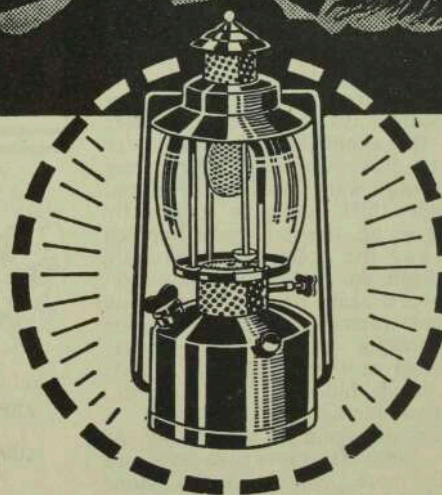
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Wealth of sites

the mounds, surely enough, we found large fragments of smooth, black pottery.

What astonished and delighted us during the whole expedition was the wealth of sites we came across. In all, some 70 were recorded, ranging from small, family dwelling places to fortresses extending for several hundred feet.

Both the homes and the forts were usually on ridges or spurs of land which gave the ancient Fijians a commanding view of any invaders.

Some of the *yavus* were found in groups of two or three; others were clustered close together and numbered as many as would be found in any village today.

Quite clearly, the island had once been far more thickly populated than it is today.

Those people of earlier times had been stout climbers, for many of the sites we came across were as high as 1000 ft up the mountainsides.

On the north side of the island, notably near Bouma, was a remarkable concentration of *yavus*.

Pottery was plentiful there, too; and from a site which appeared most like a present-day city dump, sizeable shards were brought to Suva for study and identification.

It was at Bouma that a Fijian, Ione Ola, gave Miss Shaw an artifact hitherto unknown in this part of the world—a large, stone implement, with one sharpened edge, bearing a faint resemblance to a cricket bat.

I was anxious to know just how old the Taveuni settlements might be, but Miss Shaw with the true caution of the scientist, hesitated to put an exact date to them.

Plainer pottery

"They are not as early as some we have previously found at Yanuca, Viti Levu," she said.

"The pottery found on Tavenui is plainer and not so fine as the very early pieces which we found at Yanuca and which have been dated about 490 BC.

"The Taveuni shards more closely resemble those found by Mr. and Mrs. Marks, at Sigatoka, a couple of years ago, although what they found was usually impressed with designs made of shells, or by the potter's thumb nail, or had leaf imprints on it.

"These newest finds are quite plain. They don't even bear the marks which 'paddle ware' has, from being patted into shape with an implement rather like a butter-pat.

"The Taveuni pottery is, in fact,

very similar to what is still being made today at Sigatoka, and at Nasilai and I doubt if it is more than, say, 500 years old."

No matter how old, or how young, those early settlements on Taveuni eventually prove to be, what is still supremely exciting is the fact that so many clues are being uncovered in the fascinating mystery of who the earliest Pacific settlers were, where they came from, how they lived.

Miss Shaw planned to return to Taveuni again before she went back to lecture at the university. But something tells me that she'll not be able to leave alone for long the quest for old Fiji.

EXTENSIVE TONGA FINDS

A New Zealand archaeological expedition, headed by Mr. L. M. Groube, returned to NZ from Tonga in March after having found about 22,000 shards of pottery at Ha'ateiko, near Nukualofa. Mr. Groube is lecturer in pre-history in the Department of Anthropology at the University of Auckland. He and 12 students from Otago University spent two months excavating at Ha'ateiko. Mr. Groube told the NZ Press that there was a good chance of putting together about eight complete pots.

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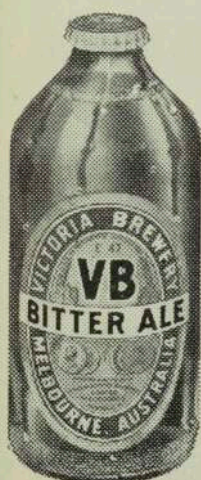
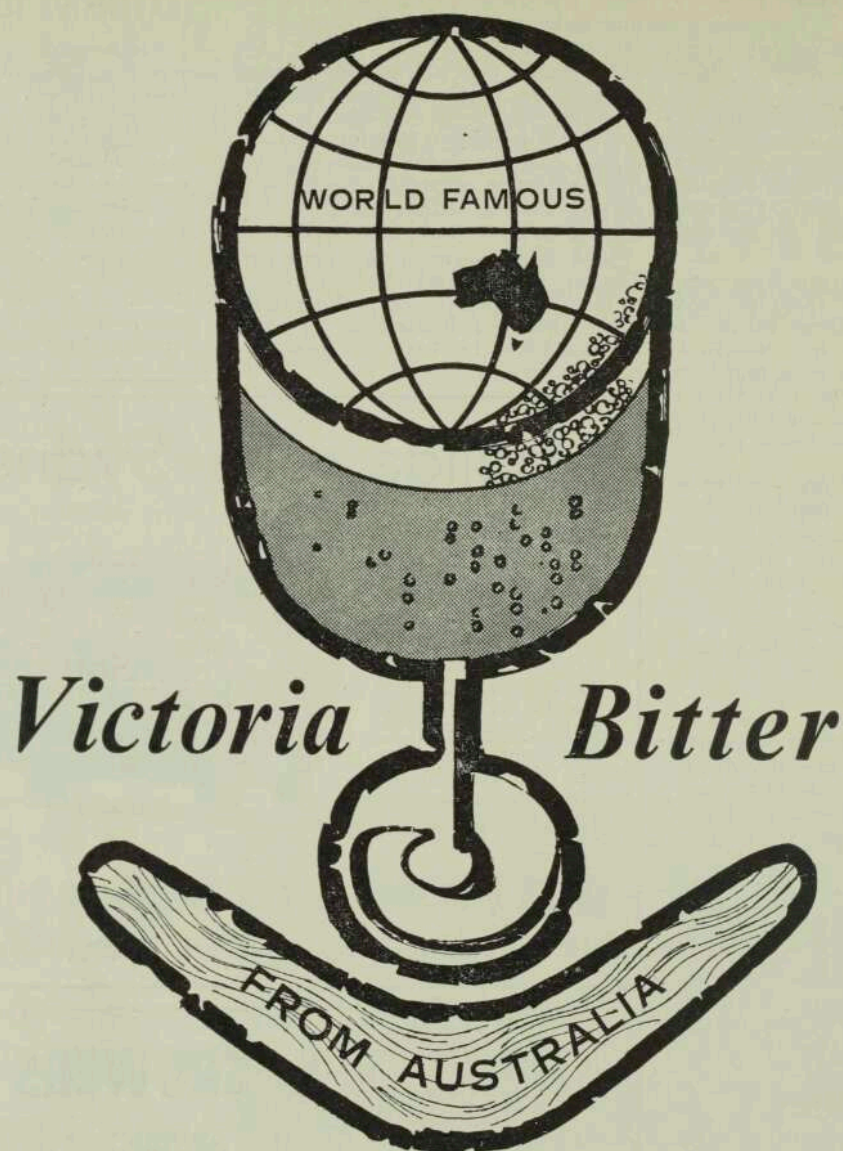
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TRouble LOOMS ON P-NG'S ELECTORAL BOUNDARIES

From a Port Moresby correspondent

Although redistribution of Papua-New Guinea electorates in readiness for the big new House of Assembly in 1968 is almost completed, there is no certainty that this vital task will remain trouble-free. There are difficulties built into the electoral ordinance.

THE 1968 elections will be held in February or March. The Assembly will be enlarged from the present 64 to 94 members—10 of them official members, as at present. There will be 69 members from open electorates, open to all, and 15 from a new type of regional electorate, open to everybody with the intermediate school certificate or its equivalent. The 15 regional electorates will cover the same area as the 69 open electorates.

All these boundaries are fixed by the Distribution Committee, comprising five members. These are the Chief Electoral Officer (chairman), the Commissioner for Local Government, the Surveyor-General and two other members—in the present instance a Papuan, Paul Mea, and a New Guinean, Samson Purapura. His team has travelled extensively in recent months asking questions on the spot.

Boundary procedure

Under the electoral laws the next step is for the committee to prepare maps of the boundaries of each electorate and display these publicly.

There will be three months for the public to make objections (the public presumably including sitting and would-be politicians). These objections will be studied by the committee and a final report, including any amendments will go to the House for ratification. This is expected to be in June.

And this is where the trouble may arise. Some sitting members of the House are awaiting the boundary decisions to decide whether they can stand in 1968. In Australian State politics it is a common allegation of opposition parties that there has been political gerrymandering over election



P-NG's Chief Electoral Officer, Mr. R. R. Bryant.

boundaries, designed to give the government an advantage. The allegations are rarely soundly based, but you can't convince politicians of this when their own seat is likely to be in doubt.

But in Australia the matter is resolved by the simple fact that governments are in power with the numbers to push through the bill.

This is not so in P-NG, where the "opposition" is in the majority, and if the politicians don't like parts of the new electoral distribution the House can reject them, although it can't alter them.

What then? The boundaries go back to the committee, to be returned again to the House. In theory, this sort of thing could continue. Yet there is no time for the machinery to be stopped if nominations for the 1968 elections are to close this November. In the 1964 elections it took six months for the rolls to be produced centrally from Port Moresby, so the electoral boundaries need to be approved in June if the work is to be done on time.

The 1964 boundaries were settled without fuss by a committee set up by the Administrator. The boundaries weren't exactly ideal, and some of the weaknesses have since been pointed out by successful and unsuccessful politicians, and more recently by the select committee on constitutional development, whose recommendations last September were approved by Federal Parliament.

Some people in the Administration are certainly hoping that the politicians will keep their fingers out of the distribution report in June.

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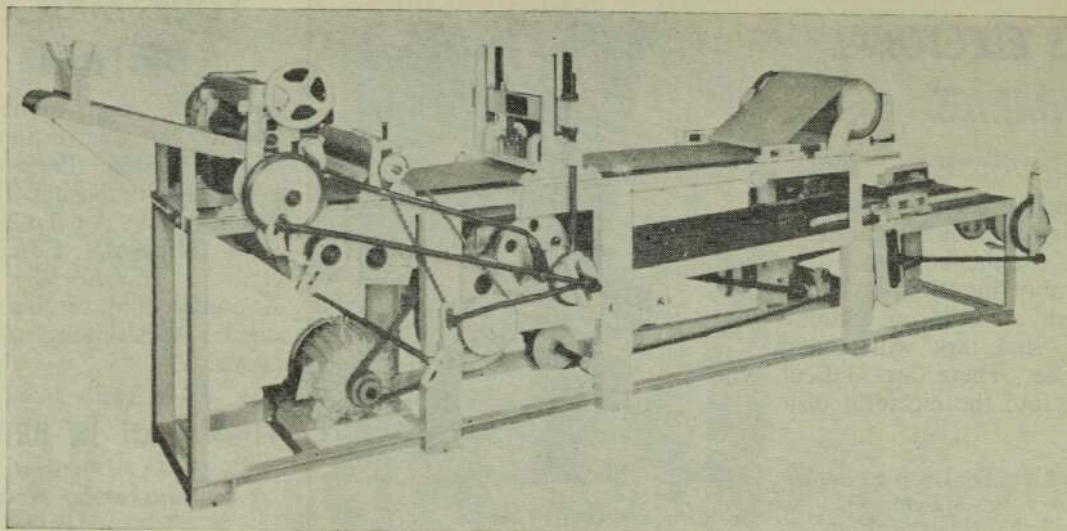
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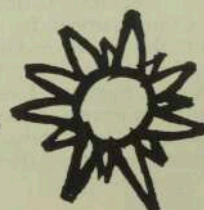
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TO THE POINT

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CHATTERTON

The girl at the bus stop was very pleasing to the eye. Smooth nut-brown skin, simple but becoming hair-do, smart well-fitting shift, and gold-coloured sandals. And, thank goodness, no lipstick.

AS I recognised who she was, my mind went back to a day long years ago when I had seen her mother standing on that very spot. Of course, it wasn't a bus stop then; there weren't any buses.

And her mother wasn't wearing a shift. She was wearing a grass skirt, or rather several grass skirts one on top of the other. The upper part of her body was unclothed, as indeed it was required by law to be. Her feet were bare, and her head was covered with an untidy mop of hair, not entirely free from insect life. And when I spoke to her, she wiggled her toes and giggled in embarrassment.

But her daughter was certainly an eye-fel. I drew in to the curb and offered her a lift. A momentary look of alarm crossed her face—she probably took me for an elderly wolf. Then she recognised me, and accepted my offer gratefully. After all,

even a seat in a Mini is to be preferred to one in a Port Moresby bus.

As we went along she chatted easily and pleasantly in excellent English, far better English than that spoken by most European migrants. And as I responded to her talk with half my mind, the other half ranged back over the years.

In the 1920s, she wouldn't have been able to wear that shift. A subsection of "Native Regulations" read: "Except as hereinafter provided natives whether male or female are forbidden to wear clothes on the upper part of the body".

The exceptions were police, mission personnel, employees holding written permission from their employers, and other natives holding an exemption

granted by a magistrate. Any Papuan was liable to be stopped by the police and asked to produce his permit.

The penalties were 10/- or one month in gaol for the first offence, and for subsequent offences £1 or two months, or, if the magistrate had indigestion, two months "without the option".

[The reason for the "bare top" regulations was that wet clothes would lead to chest complaints.]

Puritanism in reverse

So the girls who attended our mission school in those days came to school in grass skirts, and their mothers went to their gardens in grass skirts.

Most of them had dresses, not very smart or well-cut, but clean and neat, which they donned once a week to go to church on Sunday morning.

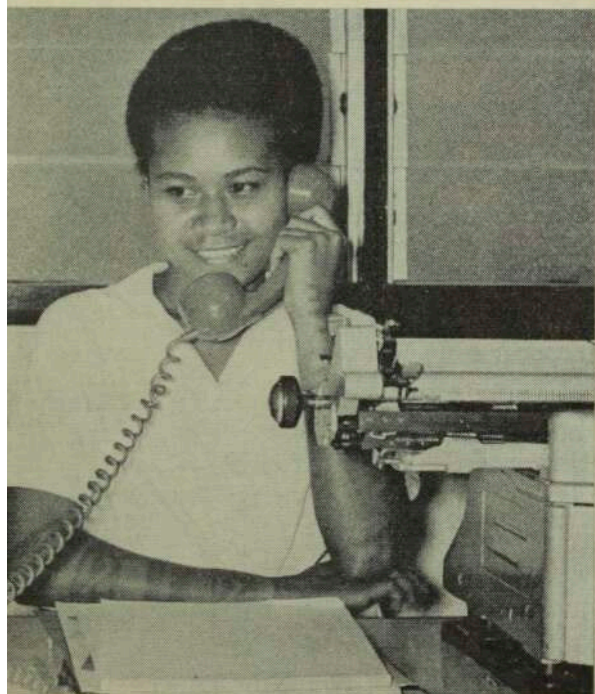
Technically they were breaking the law, and I well remember an occasion on which an over-zealous young Native Affairs officer instructed the village constable to station himself outside the church and demand that the women and girls should remove their dresses.

The tactful intervention of higher authority during the ensuing week ensured that this odd scene would not be repeated, and a few years later this bit of puritanism in reverse was deleted from the law.

In the Motu villages, women and girls were far from being downtrodden chattels. The women were proud of their traditional skills and their physical stamina, and were not without their influence in village affairs.

Their stamina was fantastic. I have often seen them coming back from the gardens, which were mostly on the far side of the range of hills, with a huge string bag filled with vegetables slung on their backs, the weight of the load being taken by a band

Papua's girls step out

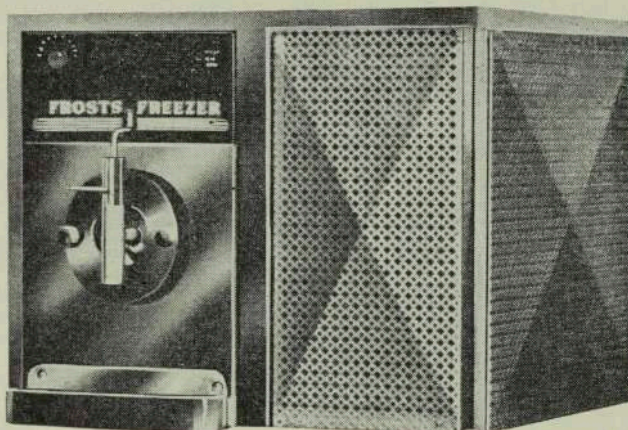


Papua's modern miss is a long step ahead of the old. Grass skirts have given way to shifts, and string bags to telephones. But tattoos may still be seen on the arms.



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Why educate girls?

across the head just above the forehead.

On the top of this load would be a bundle of firewood, and not infrequently on the top of the firewood a two or three-year-old child, steadying himself by clutching at his mother's hair.

Girls lived a busy but happy life, with plenty of chores to do, but time to spare for fun and games. They came to school, but didn't take education very seriously. Nor did their parents.

"Teach my sons to read and write, then they can get jobs in town," said a Hanuabada man when I expostulated with him about the irregular school attendance of his daughter. "But what's the use of teaching my daughters to read and write? The only use they ever put it to is to write notes to the boys."

Perhaps he wasn't too far out as regards the majority of my girl pupils. However, there was the occasional girl who was not only interested in the (in those days) very simple teaching given, but who outstripped the boys in her ability to absorb it.

One such stands out in my memory; if she had had the opportunities available today, she would have done brilliantly.

After the war, girls' education got away to a very slow start. Following the emergence of the Department of Education in 1946, most of the Administration schools which were established had for years a very large predominance of boy pupils.

Work of Miss McLaughlin

That girls' education, once it did get under way, developed so rapidly was almost entirely due to the enthusiasm of a dedicated departmental officer, Miss Barbara McLaughlin, who strove for years to secure recognition of the importance of not allowing the education of girls to lag behind that of boys, and who, when she became Chief of Division for Secondary Education, continued her efforts to see that girls had as good a chance as boys in the educational rat-race.

As a result of her efforts there are not only girls studying alongside boys in most of the territory's high schools, but there are two high schools, one near Lae and the other in New Ireland, catering solely for girls, and there are three girls' technical schools, specialising in domestic science and commercial subjects.

These are Administration schools. The missions have always attached great importance to girls' education, and continue to do so in numerous mission schools throughout the territory.

Already there are girl teachers and nurses galore. Girls and women are working as welfare assistants. We have two women doctors, and three indigenous girls are among the intake for the first year of the university.

Neatly turned out Papuan girls mix our milk-shakes, serve us at store

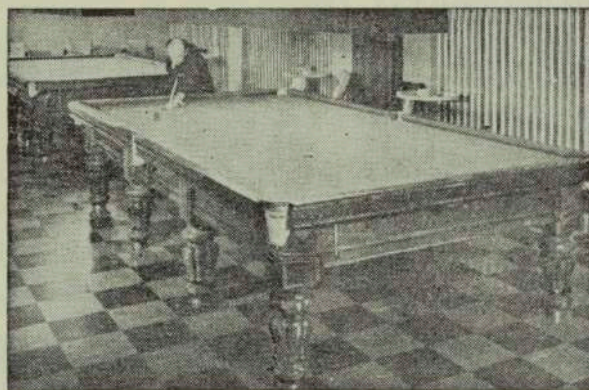
counters, take our money at the self-service exits, and sit demurely behind typewriters in numerous offices. By and large they do very well indeed, comparing favourably, I believe, with Australian girls of the same age group.

The uses of lipstick

I wish they wouldn't use lipstick. But of course more and more of them will. That being so, I wish that someone would take them in hand and teach them how to choose it and

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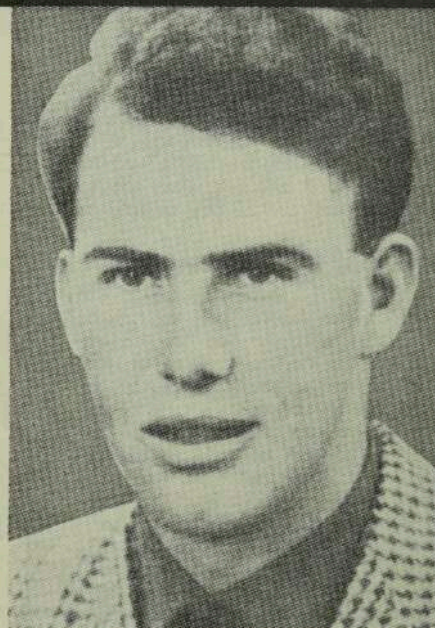
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Marriage conventions are in confusion

how to put it on. There must be some lipstick colours that look well against their brown complexions, but they don't seem to have much luck in finding them.

Of course, this revolution in a decade has not been accomplished without growing pains. What I have said in praise of these lasses is on the whole true, but there are some dreadful exceptions—girls who have lost the traditional graces and skills of their grandmothers, and in exchange have found nothing but vulgarity, empty-headedness, and idle hands for which Satan seems to have no difficulty in providing mischief. But this happens in plenty of other places as well as New Guinea.

The parents have on the whole taken the revolution calmly. There has been a certain amount of grumbling that today's young people have no respect for their elders. This also is not peculiar to New Guinea.

The marriage problem

But many parents are anxious that their daughters should have educational opportunities and they are proud of their achievements; and some of them are generous beyond their means in providing them with clothes and pocket money.

The biggest area of tension relates to marriage.

Many parents still want to select their daughter's husband, and are quite prepared to pull her out of college and marry her off to some long-haired, betelnut-chewing type in the village.

They resent the thought of her choosing a husband for herself, par-

ticularly when that choice, as it increasingly does, cuts across the boundaries of tribe and language.

All this is bound up, of course, with the bride-price system, which has not only survived but, in a money economy, has often become commercialised. The abandonment of the bride-price, with the obligations in which it involves the bride towards her husband's relations, will have to come, as the ties of village and tribe are broken; but it won't come overnight.

At present the marriage conventions are in a state of confusion. Papuans and New Guineans can be married either under the Marriage Ordinance or by "native custom".

But there is no one native custom; there are a multitude of tribal customs. How can you have a marriage by native custom when a Tolai marries a Motu girl, or when a girl from Milne Bay marries a boy from Manus?

When my wife and I lived close to a relatively unchanged Papuan village, we always knew who were married and who were not. If we didn't the first villager we asked could tell us without hesitation.

But if you ask the same question here in Port Moresby, the answer will probably be "Sedira"—a handy Motu word with a wide range of meaning depending largely on the tone of voice in which it is uttered. In this instance it might be translated, "Who knows?"

But ARE they married?

For in the towns there is a whole gamut of relationships ranging from marriage through informal temporary associations to casual cohabitation, with no sharp boundary lines.

At present marriages by native custom are recognised by law for some purposes, but it becomes increasingly difficult to come up with a clear-cut answer to the question, "Are these two people married or not?"

I think that the time is fast approaching when it will have to be laid down that a marriage by native custom will not be recognised in the courts unless it has been validated under the Marriage Ordinance.

Even then there will be a tremendous backlog of complicated cases in which Papuan couples married under the Marriage Ordinance in the days when legal divorce was for Europeans only, and then, after



separating by mutual consent, were remarried by native custom to new partners.

It would be an interesting exercise for an anthropologist to work through the Registrar-General's records and find out how many of the Papuans whose marriages are registered there are now living with spouses other than their legal ones.

I remember one flighty lass who set the courts a problem. She was married by native custom, then cut the ties and married another man under the Marriage Ordinance. Then she changed her mind again and went back to her former native-custom husband.

The "legal" husband then laid a complaint in the Court for Native Matters alleging that the native-custom husband had committed adultery with his wife—adultery being a criminal offence under the Native Regulations.

If I remember rightly the case was dismissed. But it must have given the officer quite a headache!

The new Marriage Ordinance, enacted a few years ago, together with the opening of legal divorce to indigenes, have between them unravelled some of the tangles, but not all of them.

However, I felt these problems were still in the future for my passenger as I put her down at the entrance to Koki market. She wanted to buy some fish to take home. As she got out of the car she thanked me charmingly, and "Please give my best regards to Mrs. Chatterton", she said.

Then she flitted away into the market—a gay, incongruous figure amid the gaunt sheds, the heaped bunches of bananas, the piles of betel nut, and the shabby, unkempt vendors.



From the Islands Press

I would like to ask that the attention of the authorities be brought to the urgent need to arrange the repatriation of all the unemployed people now living on the tiny islet of Betio.

I suggest that if this is done and they are all sent back to their home islands, there will be much less crime and public health will improve. All these people without work are causing a lot of trouble, crime is increasing rapidly, and people are living in very crowded and unclean conditions.

If the people are told that they must go to their home islands, they would become very valuable to their country, working on their own lands and helping the implementation of the development schemes being planned by government.

It is much better to do this than to become cowboys of Tarawa.—*Letter from Bobai Timon in "Colony Information Notes," a Gilbert and Ellice Islands Colony Newssheet.*

WITH the country [of Western Samoa] now past its second general election since independence and many of its politicians getting on in years, it is about time some consideration was given to providing pensions for long-service parliamentarians or their immediate surviving dependents.

Parliament is now regarded as a full-time job, and as this election showed, competence is no guarantee of continued employment.

As in other countries a pension scheme should be instituted whereby after, say, three consecutive terms, a politician would be entitled to some sort of retiring allowance.—*Editorial in "Samoaana," Apia.*

THE good old days are gone. Cricket is a game of the past with us on Pitcairn Island. . . . With the exception of an impromptu game between islanders and visitors, no game has been held since 1957.

The reason is obvious—there are not sufficient capable men to make up two opposing teams. Mainly we have become an island of oldsters. In 10 years the island

population has dropped from 152 to 96.

The married men, widows and bachelors are far too old (mostly) to participate in such a strenuous game as cricket.—*Comment in "Pitcairn Miscellany."*

A REVIEW of the United Nations' 1966 activities, issued last month by the organisation's Office of Public Information, shows once more the capacity for self-deception that marks the attitude of the Colonialism Committee of 24, and resolutions on colonial territories passed by the General Assembly.

The review records that the General Assembly has solemnly declared that the continuation of colonial rule "threatens international peace and security."

To the people of Fiji and the Solomons and the Gilbert and Ellice Islands Colony and Pitcairn, developing peacefully under Britain's guidance, the declaration is patently and utterly absurd.

Neither internal nor international peace and security are threatened in the slightest degree by the "continuation of colonial rule".

On the other hand, the prolonged violence in the Congo, the resurgence of tribal enmities in others among the new African states, and the racial strife in British Guiana under Jagan's control are examples of threats to international peace and security which stemmed directly from the premature ending of colonial rule.—*Editorial in "The Fiji Times," Suva.*

DRUM is that in the seven years a Boroko electrical store has been in business, it has not received one undamaged stove shipped from Australia. Recently 16 stoves arrived from England in perfect condition. The following month two came out from Brisbane with the tops bashed in.—*Columnist in the "South Pacific Post," Port Moresby.*

MOST Outer Islanders [in the Cook Islands] think that the term "Outer Islands" is a very pertinent and proper one. They contend that the Outer Islands have always been on the "outer"

when it comes to government and other help. Rarotonga, they say, is always considered first.

At present, the government is making strenuous efforts to change this position, and perhaps it would be a good idea if a new name was used for the Outer Islands. According to *Time* magazine, the Hawaiians have solved the problem by calling their outer islands "Neighbour Islands". Any ideas please?—*Editor's query in the "Cook Islands News", Rarotonga.*

I AM a Samoan educated in the United States and have made the following observations:

Many of our Samoan people are trying to make fools of the *Palagis* by lying, being deceitful and making unkind remarks in Samoan. We should realise that *Palagis* are here to help and we cannot do without them.

Getting along with them is very important because they carry impressions of us back to the United States. We live on their tax dollars and we must keep that in mind.

So let us be more careful with our manners. If we are proud people, let us be proud of being people. If we think to fool somebody, we are very mistaken.

This is not something to laugh about. Think it over.—*Reader's letter in the "Samoa Times," Pago Pago, American Samoa.*

THERE were three Wise Men who came to the Solomons—one from New Zealand, one from Australia and one from Great Britain.

And the Solomon Islander said to the three Wise Men: "I respect and thank you for the wisdom you bring from New Zealand, from Australia and from Great Britain, and I have one question to ask you."

And the three Wise Men replied: "Ask!"

"Where are we?" said the Solomon Islander. "Are we in New Zealand? Are we in Australia? Are we in Great Britain?"

And the three Wise Men replied: "We are in the Solomon Islands." "Then tell me," said the Solomon Islander, "who is to speak with the wisdom of the Solomon Islander?"—*Fable in the "BSIP Newssheet", Honiara.*



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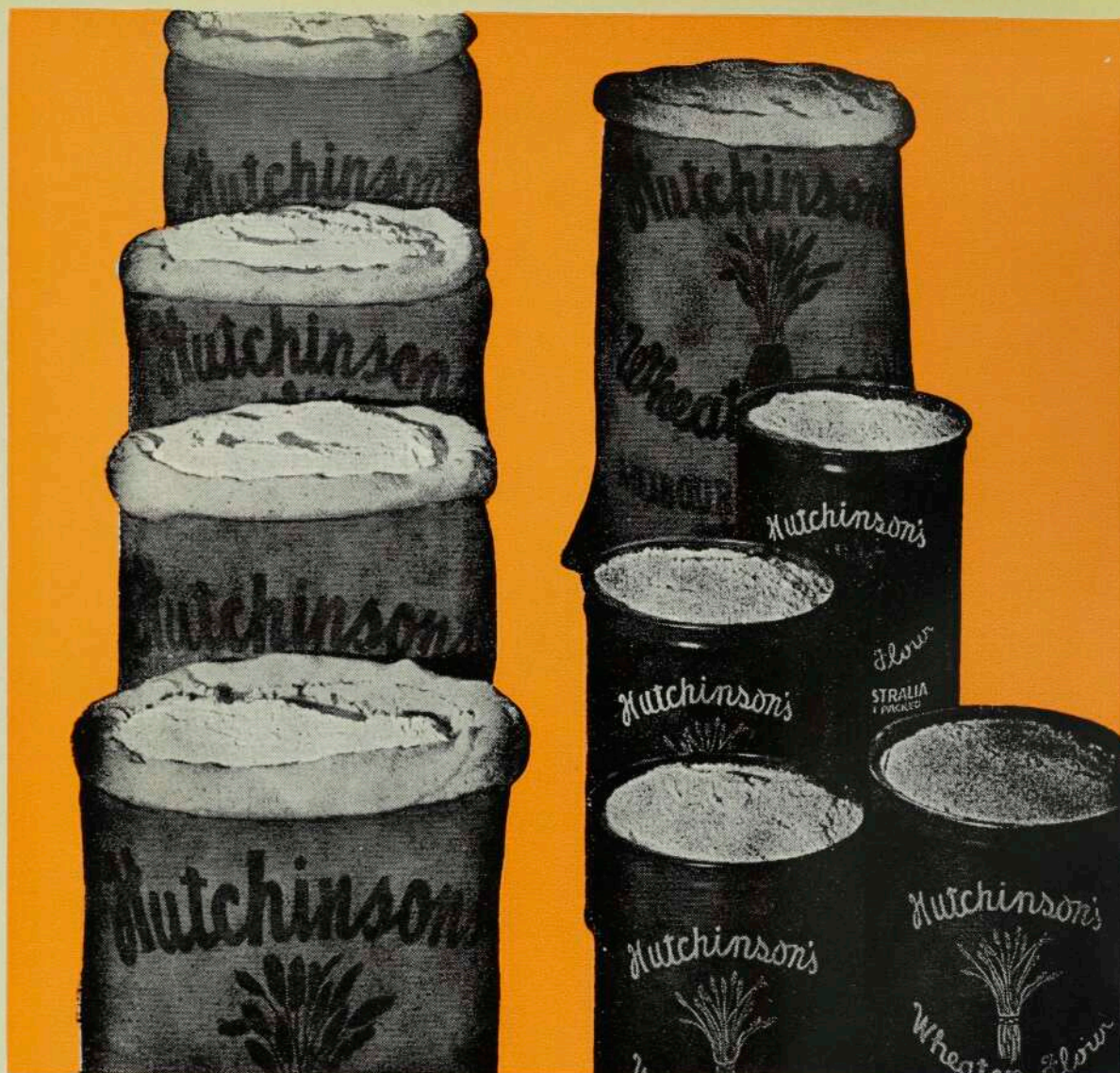
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Shoes from Paris (but not at Paris prices), objets d'art from the Orient, old-fashioned toys like wooden tops . . . they're all there for those with eyes to see.

My own loves are the slightly larger "emporium" where richly coloured Chinese bowls and ladles, gaudy enamel basins, sturdy tools and a few yards of lace or a bundle of pencils, all within a foot or two of each other.

At first sight, you might think there

sandals which might have been made to measure for my feet and my pocket book, both!

Materials, too, can be deceptive. Stacked together in bright, if dusty bales, we walk past thinking of them as "cheap".

That they often are, in price, but not, for the discerning buyer, in style, design or texture. Get a length away from its multi-coloured mates, and it can look striking.

The same thing applies to the market selling native goods. You

to seeing wooden bowls, es, cannibal forks and it is easy to overlook stic pieces of real skill. time but, as the poet, s, says:

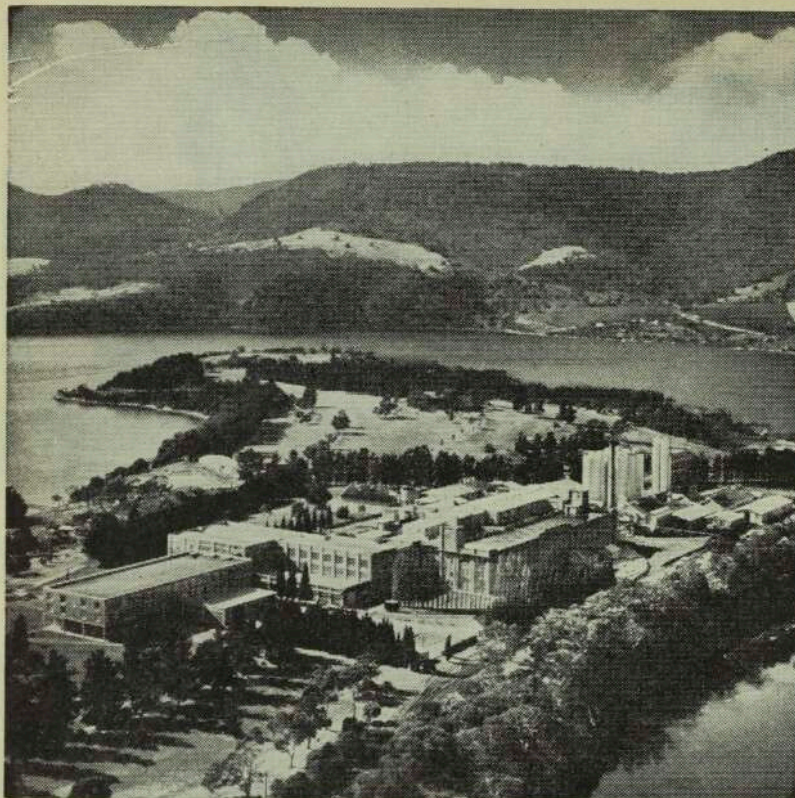
*'s life, if, full of care,
time to stand and stare?
tanding and staring" has
ne charming satin baby-
d with swansdown, for
ld; a tiny kerosene lamp
bogey-men away" all
r of Chinese figurines
ed among some cheap
pile of Indian cosmetics,
overlooked, but which,
l of flowers on a low
eally elegant; a Spanish
my fevered brow when
the thermometer goes wild; and a
host of foodstuffs which I at one
time thought were unprocurable in
Suva.*

Take bay leaves, for instance. As a greenhorn, I found that none of the more obvious stores possessed any. But talking to a *Kai-Viti* soon put me right.

They are used as wrapping for licorice, which some chemists use in prescriptions . . .

To claim a score for that, is, of course, cheating, somewhat. To play



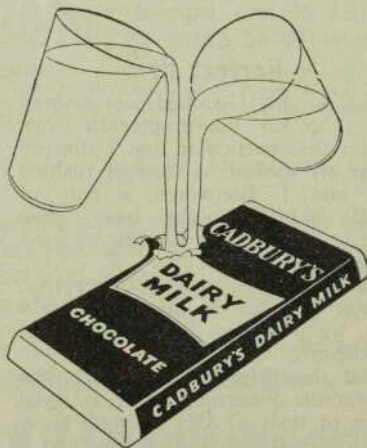


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Surrounded by lawns, trees and gardens, on a 246-acre promontory near Hobart, Tasmania, the Cadbury factory rests in a curve of the lovely River Derwent. Behind it, cloud-capped Mt. Wellington soars into the sky. The clear, pure air of this beautiful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



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Vi-Stim To restore
Vim and Vigour

● In the Suva market, "you get so used to seeing wooden bowls, shell necklaces, cannibal forks and the rest, that it is easy to overlook genuinely artistic pieces of real skill . . ."—Photo: Rob Wright.

the game properly, one should actually discover the treasures oneself—such things as hot peas, curry in roti, Indian fudge, and other sweetmeats, and, inevitably, the exotic exciting packets of Chinese delicacies.

Some of these bear only Chinese lettering and are real discoveries, but others do announce for the benefit of ignoramuses such as I, that they contain birds' nests, or dried squid or *beche de mer*.

Cooking hints

The delightful thing is that the shopkeepers are always quite happy to tell you just how to cook your new-found delicacy.

If you are really adventurous in your cooking, you can have a lot of fun buying small quantities of the various spices which go to make a gourmet curry. (There'll be none of that tinned curry powder for you once you've begun to blend your own flavours!)

What's more, the smaller shopkeepers do not scorn you if you want tiny quantities. They are much more likely to respect you as a housewife who knows how to make her husband's hard-earned cash stretch profitably.

You can do this, too, by a little haggling and will not lose face, give offence or look mean. Again, the shopkeeper is much more likely to



accord you respect instead of the scorn properly reserved for an unthrifty wife who carelessly throws money away without even trying to strike a bargain.

Substantial reductions

More time is needed for this, but it's time which not only benefits the family exchequer, it weaves a little island of personal relationships between you and the salesman, which, if the whole affair is conducted with dignity, good humour and mutual respect, as it can and should be, will sweeten your shopping.

I've had substantial reductions

offered me on such mundane objects as hair curlers, and such major items as saucepans.

There are still more unsuspected treasures to be found in Suva's lesser thoroughfares—the joy, for instance, of poking around the forlorn objects which are harboured in the city's two pawn-shops.

If nothing else, they are a saga of human nature.

Too many musical instruments tell a tale of youthful extravagances, and old-fashioned pieces of jewellery lying alongside the latest in watches shows that, after all, human nature has not changed so much, down the generations.

But who has been able to dispense with his flip-flops, or the tools of his trade?

If gazing at these tangible proofs of mankind's follies depresses you, take a good look around and you will find a small photographic studio not far away, where for a few shillings, you can have a glamourised photograph taken of yourself against a realistic background of some world-famous spot of your choice such as the Taj Mahal. That's a tonic, surely, in a workaday life?

And speaking of tonics, they abound too—strange, exotic mixtures, bearing flamboyant labels and trade-marks that speak of another and earlier era.

Dr. Johnson wrote, long ago, that "he who is tired of London is tired of life".

I reckon that, if you are tired of shopping, modern style, you'll be rejuvenated by a persistent, unhurried exploration of some of the hidden treasures which lie just off Suva's beaten track.

HOW THEY DECIDED THE GAMES SITE

NOW that Port Moresby is pushing ahead with the organisation of the 1969 South Pacific Games, there are noises off-stage which sound like sour grapes. The *Lae New Guinea Times-Courier* complains that the selection of Port Moresby, rather than Lae or Rabaul, "seems to have been a foregone conclusion". Somebody at the Lae Town Advisory Council said much the same thing.

The chairman of the Games Council, Mr. Johnstone, replied that the claims were "quite wrong". The committee appointed in 1964 by the then Administrator, he said, had looked at Lae and Rabaul; their findings had been submitted to the Administrator, who had announced in mid-1966 that Port Moresby had been chosen.

What Mr. Johnstone did not say was that the committee of five (himself, H. Niall, D. Barrett, R. Galloway and E. Flower) rejected Lae and were split on whether Port Moresby or Rabaul should have the Games. Two wanted Rabaul and two Port Moresby—leaving chairman Johnstone in the position of having to make a casting vote. He decided not to make it, and the nasty problem ended in Sir Donald Cleland's reluctant lap.

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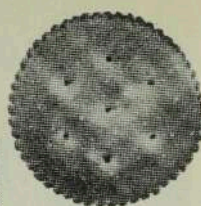
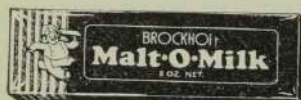
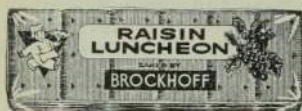
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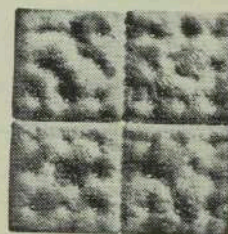
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SPC ENGLISH BOOKS BECOME PACIFIC BESTSELLERS

A set of four short books, the first of a series of 11 in controlled English with coloured pictures inside, has recently become a bestseller in the South Pacific.

THE sets are sold by the South Pacific Commission Publications Bureau to education departments and missions. In a little more than four months, 17,000 copies of each book have been sold.

In February the SPC had a backlog of 2,000 orders for sets. The Commission then planned to print a further 5,000, thereby keeping the price of the books at 15 cents and 25 cents each.

Main sales to date have been to the BSIP (3,500 sets), GEIC (2,800), Western Samoa (3,000), American Samoa (1,600) and the English-speaking section of the New Hebrides (1,000).

Sets in hundreds have also gone to Niue, Nauru, Tonga (1,200), the Cooks, Guam and the Marshalls (1,000) and Caroline Islands of the US Trust Territory.

Start of series

The books are the start of a series of school readers produced as a result of the English language-teaching project of the SPC. The series will complement the oral school syllabus and assist the teaching of English as a foreign language throughout the Pacific. Teachers' Handbooks are being produced to accompany the first few readers.

They consist of short stories about Islands family life told with essential sight-words and basic sentences. Coloured pictures inside depict islanders, who are not specifically Melanesians or Polynesians so the books hold a regional rather than territorial appeal.

The project is the work of two experienced language-teaching experts, Miss G. M. Tate (author of the Tate Oral English Course which has been in use in the Cooks and Western Samoa for several years) and Mr. G. A. Pittman, the language-teaching specialist of the SPC.

During 1963-64, the SPC obtained the approval of its member nations

to start an English language-teaching project which has succeeded in placing language-teaching materials on a regional, rather than a territorial basis. Up to that time teachers in the Islands were using variable methods to teach the Islanders English and language-teaching materials were produced individually or on a territorial basis.

Mr. Pittman has visited all main Pacific centres over the last two years and has made recommendations on syllabuses and books which are geared to the linguistic conditions of the region.

"Attention is given to the areas of difficulty of English which produced

errors—the tenses of the verbs and the plurality of nouns," he says.

"The SPC series of readers is written for all the Islands. We hope to direct the teaching effort so as to avoid error and generally make the language more understandable to the children.

"Orders have exceeded our hopes and initial sales have been encouraging and indicative of general interest. Now we intend to go ahead and complete the series with eight readers.

"I think it is a very big step forward because a regional approach to teaching English will result in better and cheaper materials for the schools."



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THE PRACTICAL PLANTER



Robusta for smallholders: But check on markets first

By Don Barrett, in Rabaul

Anybody wanting to plant coffee these days should explore marketing prospects first because of export limitations under the International Coffee Agreement. In New Guinea there is general concern that coffee may already be in over-production. Most of the coffee grown in the territory is Arabica; and such Robusta as is cultivated is usually found on smallholdings.

COFFEE is a hardy plant but it is unwise to accept this fact without some reservations. For example, the coffee nursery needs adequate shade as does the young plant. Failure to provide it often leads to unhealthy yellow-leaved plants. Basically Robusta will thrive at elevations up to 1,500 ft. While being amenable to heavy rainfall it does require good drainage and does not take kindly to heavy clay type soils, preferring loose friable soils where its largely surface roots can spread freely.

Since it is necessary to keep a coffee plantation free of weeds, thorough preparation of the area intended for planting is an advantage. It is useful to clean far more carefully than would normally be done for cocoa. Although it is somewhat tedious, cutting and heaping fallen timber prior to burning helps to preserve much of the natural mulch which will be greatly appreciated by young coffee when planted out.

As the area to be planted will be far less than with cocoa (as a general rule) this additional effort will not cost much more. Furthermore, in many areas on Islands coasts a complete burn is an invitation to kunai—one of the worst enemies of the Robusta coffee farmer.

Nursery needed early

A nursery should be established early. Natural shade can be used quite effectively or a simple shade house can be built. In any case an area of good loose soil in a well-drained location should be chosen. The actual nursery beds are worked just as if a vegetable garden were being prepared. The big time saver in the coffee nursery, as against the cocoa nursery, is that the coffee beans

The Practical Planter is a new section in PIM. It is written by people with practical experience. The section first appeared in January. It will be published each month from now on.

are not planted in plastic bags or other containers, but straight into the ground.

A common fault in planting coffee seed in nurseries is to set the seed too deep. I have seen this mistake made very often. A good bush rule is to set the seed no deeper than the fingernail width of the index-finger—roughly half an inch. The coffee bean has a straight side and a convex side. It is usual to set the straight side DOWN with the convex side UPWARDS.

Planting intervals

Self-sown coffee, sometimes seen in an ill-kept farm, seems to come up from an angle, but how often is this sort of contradiction apparent when we take things from a natural environment and put them into an artificial one? To be safe, plant the straight side down.

Germination time varies with climatic conditions but should be no more than six weeks. If a dry spell comes along after the seed is planted hand-watering is necessary but not so as to "force" the germination. Try to maintain normal conditions.

While the coffee is growing in the nursery the area to be planted can be lined and shade set out. Opinions differ as to the best interval for Robusta coffee—as they do with virtually every tropical crop. Where rainfall is over 100 inches and soil

is loose and well drained 10 ft by 10 ft would be a minimum.

I have planted at 9 ft by 9 ft but under good conditions this is too close and can lead to some overcrowding as trees grow older. It also makes for difficulties in harvesting as lateral branches which bear the fruit become partly inter-twined. Do not plant at less than 10 ft by 10 ft.

The farm may be lined on the triangle or on the square. Again this is a matter of individual preference. Perhaps the triangle planting gives a little freer access to all trees as they grow.

Leucena glauca (lamtoro) is a commonly used shade and may be planted from seed or from seedlings where these are available, or from cuttings. It is a hardy tree but good rains are needed to get your shade established. It is a waste of time and labour to plant in parched soil and in a dry spell of weather. Seed or cuttings set out when the soil is really soggy after heavy rains should be assured of germination or striking.

Shade species

In most coastal regions *leucena glauca* is a rampant grower and a heavy seeder. It has a tough wood. Since much of the initial shade will be cut out as the coffee matures it is wise to plant sparingly. Use as little shade as possible consistent with a good cover for the young coffee and to inhibit the growth of weeds or grass.

Another useful shade is *gliricidia maculata*. This is a particularly quick growing soft-wooded tree grown from cuttings only. It tends to make long cane-like branches which while they require fairly constant pruning provide good mulch and are much

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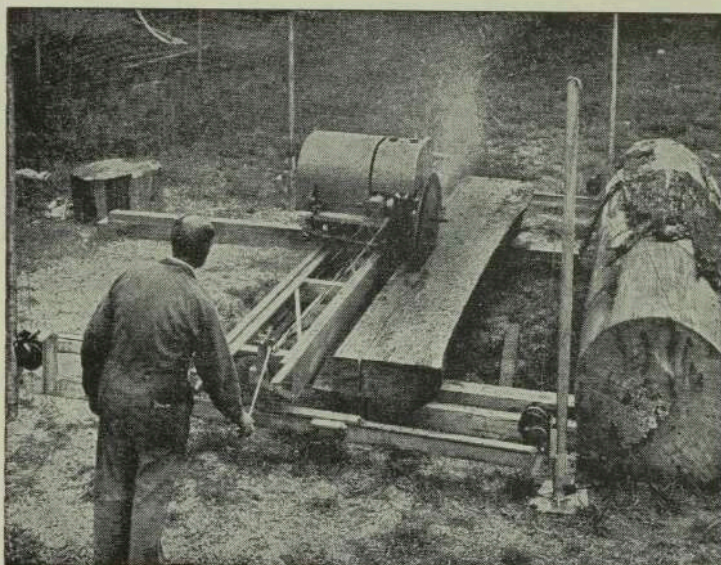
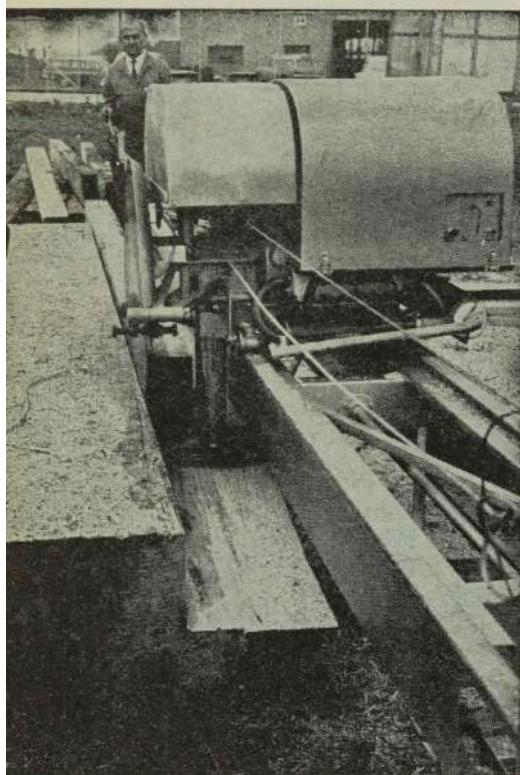
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Any size timber up to 12 in. x 6 in. including boards can be cut from logs any diameter. Resawing or edging not required.



↑ Illustration shows the machine cutting a flitch. The four support corner posts are fitted with winches for raising and lowering to desired cutting depth. The operator is holding the power feed lever which is variable speed.

Standard machine cuts from logs up to 18 ft. long. Special units are available for cutting longer than 18 ft. The cutting head and boom are moved sideways for desired width of cut by means of synchronised chain and sprockets. Graduated dial face indicates exact width of cut.

The “Forestmil” will cut timber 12 in. x 6 in. at 40 F.P.M. and remove the cut section at 50 F.P.M.

◀ Illustration shows the feed control lever in upward position returning the power unit along the boom, at the same time removing the cut timber.

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APRIL, 1967 — PACIFIC ISLANDS MONTHLY

easier to cut than *leucena glauca*. Where available I would favour *gliricidia maculata* because of its non-seeding habit. A fair density of shade plantings for the new farm area is one tree between each coffee stake or alternatively a line of shade between each proposed line of coffee at a 10 ft interval—that is 10 ft between shade in the lines of shade.

There is not the same urgency to set out your coffee seedlings as there is with cocoa. As coffee does not have a large tap-root the seedlings can be left much longer without much danger of damage to root system.

It is unwise to lift seedlings with less than eight leaves—about eight or 10 in. high. On the other hand it is quite possible to plant out trees that are well over 12 months old and two ft high provided normal care is taken.

A seedling with a strong stalk (and even leaves) about 12 in. high should be a good average specimen. When lifting seedlings soil may be balled but it is also possible to lift with a minimum of soil providing transplanting is immediate, roots are intact and are not unduly exposed.

Shade control important

A properly prepared hole for each seedling is a necessity, if the young trees are to be given a good start. It is surprising how often such preparation is neglected. The hole needs to be large enough to take the young plant's root system without this being twisted or bunched, and soil well worked to a depth that will allow the roots to spread quickly. Finally soil around the base of the plant must be well tamped down—another basic need often neglected. A little mulch around the young plant should complete the planting out.

As the young coffee grows it is essential to keep the ground around the plants clean weeded; this is because coffee feeds greedily on the surface and does not like competition from grass or other plants. This is one of the qualifications to its being a hardy plant.

Shade control now becomes important. It is quite likely that a few plants at the edge of your plantings will show a slight yellowing of leaves due to exposure to direct sunlight.

Do not worry about this, some plants have to be on the outside, and in any case as they grow older they will strengthen up. If your main body of plants is showing a yellowing in leaves then you have insufficient shade. If your shade is too dense your coffee plants will be spindly.

When the young coffee plants are

three or four ft high they should be "topped". This prevents a tree-like growth and helps to produce a bush, which is essential for ease of harvesting. Normally topping is necessary to induce early lateral growth but some few plants may produce laterals at an early age; provided these are not growing too high they need not be topped.

Once the young trees have been topped continual attention is necessary to cut out water shoots which will appear in abundance at the top of the tree and will sap much energy if not moved quickly. Since the lateral branches will be the bearing wood all strength must get to these.

Shade control must be continued. In the main this will consist of thinning out. If you use *leucena glauca* you will need to strip the bark from the stumps otherwise you will get a rapid and vigorous regeneration.

With *gliricidia maculata* there is a tendency in damp weather for cut branches to sprout where they lie. This can be overcome by a few swift blows with a machete.

Again with *leucena* there is the problem of seedlings. These are best dealt with by letting them grow from eight in. to 12 in. and then pulling by hand. If cut with any sort of grass

knife the small stems will shoot again and after several cuttings you will have a spiky little underfoot jungle which is really hard to remove. The old fashioned hand-weeding cannot be surpassed.

Weeding essential

Clean weeding of the farm is also a continuing essential. When the coffee is young it may be necessary to feed quite frequently. As the plants become bigger and make their own cover the interval between weeding will be greater. Any sort of dense grass is likely to cause real setbacks to young coffee.

Loose weeds may not be so damaging but any general cover which competes for surface moisture will affect growth of the coffee.

Quite a lot of people who have never grown coffee seem to fear the amount of work involved. Taking all factors into account there is really very little more work in establishing a Robusta coffee plantation than from establishing a cocoa and coconut plantation.

And one bonus attends the coffee grower to date—the almost total absence of serious pest or disease problems.

It may be OK for Robusta, but not for cocoa, he says

Gliricidia maculata, recommended by Don Barrett as a satisfactory shade for Robusta coffee, is a most unsatisfactory shade for cocoa in New Guinea, according to New Ireland planter Jim Grose.

HE found it very easy to establish but very hard to get rid of. It was not susceptible to hormone weedkillers.

Mr. Grose, who has 200,000 cocoa trees, mostly under coconuts, in Poliamba Estates, New Ireland, of which he is managing partner, tried *gliricidia* on a 25 acre block of cocoa.

"We put it in because we were attracted by the fact that it was easy to establish," he said. "But probably due to its rampant rooting system it seemed to be detrimental to cocoa, which didn't bear even with the shade severely thinned.

"After 10 years we pulled it all out and planted *leucena glauca*."

Mr. Grose feels planters could control *gliricidia* with constant pruning and a lot of labour, plus plenty of intelligence to see that thinning is done carefully (otherwise you end with too much shade or not enough).

"Perhaps on a small block of cocoa

you can do this," he said. "But when you have, say, 500 acres the less work you do the cheaper you produce your cocoa."

Rubber, too

Poliamba Estates have been putting more and more rubber under cultivation recently. They currently have 400 acres and in another two years plan to have 700. The oldest rubber on the plantations is one year in the ground.

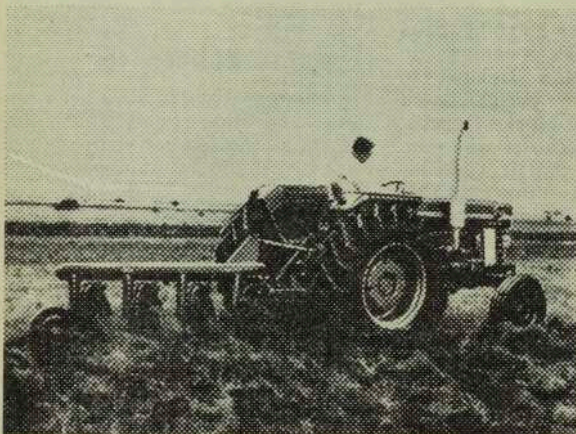
The planting is a high yielding variety—and needs to be, according to Mr. Grose.

"Rubber prices have been falling steadily, so low-yielding varieties, or any inefficiencies on the plantation could be disastrous," he said.

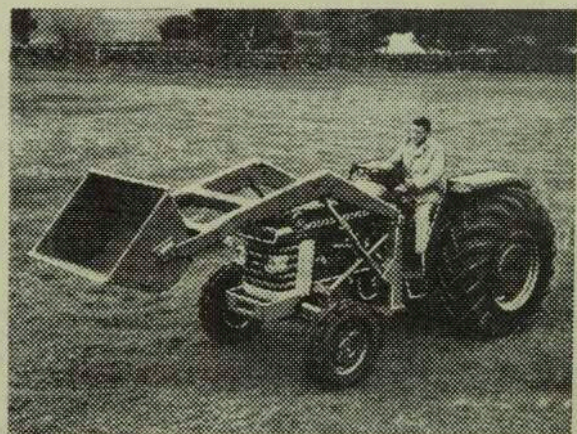
Oldest rubber on New Ireland is on Ross Irvine's Libba plantation, which should be tapped in two years. There are 200 acres on Libba.



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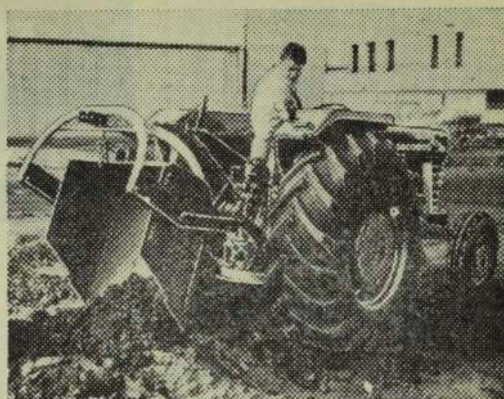
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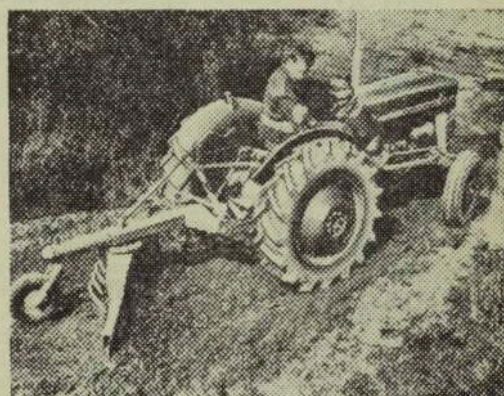


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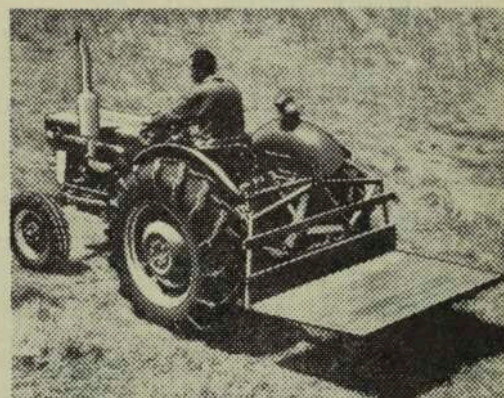
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WORKBOAT MAINTENANCE



The modern marine diesel is reasonably simple to operate, and, like most machinery, requires normal care and attention.

THE main thing to watch carefully is the fuel supply—this being the chief cause of engine stoppage. Dirty fuel and water content will cause slowing down, erratic running and even complete stoppage.

It is therefore recommended that a primary filter be fitted between the fuel tank and the feed pump or final filter.

Check to make certain there are no air leaks in the fuel lines. Air bubbles, even a few, will cause missing and ragged running.

Do not turn the fuel supply off at any time, unless in an emergency, as emptied pressure lines mean "bleeding" the lines and system.

Slowing down may be due to poor cooling water circulation and is often slower to detect than on a petrol engine. Check the pump and sea cock regularly. Restriction on the air intake will cause very inefficient running.

Air ducts

Poor performance and overheating on air-cooled diesels will result if the correct and adequate inlet and outlet air ducts are not fitted. Some manufacturers waive their warranties if these conditions are not rigidly complied with.

If the engine misses intermittently, check, and, if necessary, change an injector. If no spare is available, dismantle, wash and free in clean distillate and reassemble. Have the injector set immediately on return to port.

Change lubricating oil and filter elements regularly—usually each 100 hours or as manufacturers recommend. Oil darkens and discolours more rapidly on diesel engines.

Do not attempt to dismantle the fuel injection pump unless in dire emergency. This should be carried out where correct facilities are available. Never use kerosene as a fuel, but if unavoidable in an emergency, add lubricating oil just to discolour the kerosene. Kerosene will damage the injection pump.

FUEL MAIN SOURCE OF TROUBLE IN MARINE DIESELS

A heavy duty detergent grade of lubricating oil should be used from the beginning.

Summed up, these simple rules should be followed when using a general utility work boat with a diesel engine:

- Use clean, water-free, diesel fuel in clean tanks.
- Use clean efficient fuel filters.
- Do not turn off distillate, except in an emergency.
- Attend to cooling equipment regularly.
- Change oil and oil filters regularly.
- Do not overload a diesel by using an oversize propeller. It will cause expensive damage.
- Keep the engine clean. Above all, keep the fuel injection pump clean, as this is a very expensive ancillary.

HINTS ON OUTBOARD LUBRICATION

Outboard motors perform best when lubricated regularly. Internal lubrication, of course, is done by mixing oil with the petrol. Too much is as bad as too little. The former fouls plugs and sticks rings, the latter causes overheating. Both extremes can lead to seizure. So mix your fuel according to the manufacturer's recommendations, no more, no less.

In general you should use OMC Type A grease on all external moving, sliding, or pivoting points, and particularly you should use a grease gun loaded with Type A to lubricate the gearshift lever and linkages, and the pivot shaft on which the motor rotates when you turn.

TWO MAJOR FACTORS IN PREPARING YOUR LAND FOR TROPICAL PASTURES

By W. F. Ritchie

Early working and a good fallowing. These are key factors in land preparation if you want successful establishment of a new tropical pasture.

TROPICALS have a much longer sowing season than temperate pastures and this gives a better chance for good land preparation.

Any new plant being introduced to a paddock is going to have to battle it out with the old plant inhabitants which have been there for generations.

Their very existence there proves that they like these conditions and that they can stand off competition. They have to be jolted out of this if they are to be replaced with more productive pasture.

Seed bed preparation

Land preparation is the major weapon in turning the tide in favour of the new pasture plants. The main objective should be to make the situation as comfortable as possible for the new tropicals, and at the same time as uncomfortable as possible for weeds or old pasture plants which are not wanted any longer.

This involves:

- Getting the newly sown seed into firm contact with both soil and moisture—into a good seed bed.
- Beating competition from weeds or old pasture plants.
- Controlling drainage either to prevent waterlogging or to protect against erosion.

A tropical pasture is going to be there for a long time, and its first seed bed is the only one it will ever get. A good seed bed at the start is a long-term investment which will pay off for years in faster and better establishment of the pasture. A good start is the best insurance for a good pasture.

It really pays to give the new plants the best and most even seed bed practicable. On sloping and difficult country, this is not always easy, and you just have to do the best you can. Erosion risk also comes into the picture on slopes, as is mentioned later.

You can't make up later what skimping at the start will cost you.

~~~~~  
● W. F. Ritchie, the author of this article, is director of science services, Terranova Tropical Pastures. This is a big private organisation in Queensland which experiments with seeds and brings out new strains, etc.  
~~~~~

A smaller area well prepared will get you more milk or feed faster than a larger area done carelessly.

The first working should be fairly deep, getting shallower and shallower with each successive working, to consolidate the seed bed and to aid in weed control.

Don't leave top layers of soil fluffy and loose. That way it is very vulnerable to erosion, and dries out very quickly. Aim for a firm tilth on your final working.

Generally speaking, try to prepare what you'd consider a good seed bed for maize, or sugar cane, remembering that most tropical pasture seeds are small, and must be sown shallowly—usually less than an inch deep.

You want that seed firmly in contact with soil and soil moisture, and given a cover. Rolling after sowing can be a big help with this, if your country doesn't pack and cake with rolling.

Storing moisture

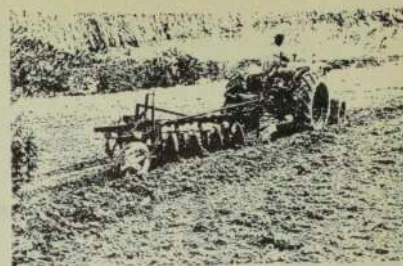
Fallow to conserve soil moisture and to consolidate the seed bed.

The planting period for tropical pastures is much longer than that for temperate pastures, ranging from September-October through to the end of March.

This gives plenty of time to work up the land and avoid a hasty preparation followed immediately by planting. At the same time, the earlier the planting, the sooner the pasture will be producing feed.

Early planting should be the aim, but not at the expense of poor land preparation.

We tend to have forgotten the value of fallowing, particularly its



part in storing soil moisture. When the land is open, it allows more of the rainfall to penetrate, getting more of the water into the sub-soil.

Fallowing also prevents the very heavy losses of moisture caused by weed plants (or the previous pasture plants) as they suck up moisture and pour it out into the air from their leaves.

So it is a double barrel method of building up the soil reserve of moisture so that you will not be so dependent on good rain at and after sowing.

One of the reasons we have neglected fallowing—something that no man sowing a crop should ever forget—is that our experience in sowing improved pastures has mainly been limited to temperate species like ryegrass and clover which are sown in the autumn.

In the sub-tropics and tropics, autumn sowing follows the main rainfall period of the summer months, so there is usually plenty of moisture in the soil for sowing.

Best sowing time

But when you sow tropicals in the spring—and that's the best time to sow most of them—you have usually just come through some of the driest months, and are in a period when the rain is mainly limited to storms.

Fallowing has proved—in these dry times—to be a wonderful insurance by storing moisture until you need it, just the way every sensible grain grower does. It has often meant the difference between success and failure.

So aim at opening your land about June to September to soak up rain, consolidate the seed bed, and get rid of weeds and competitive growth.

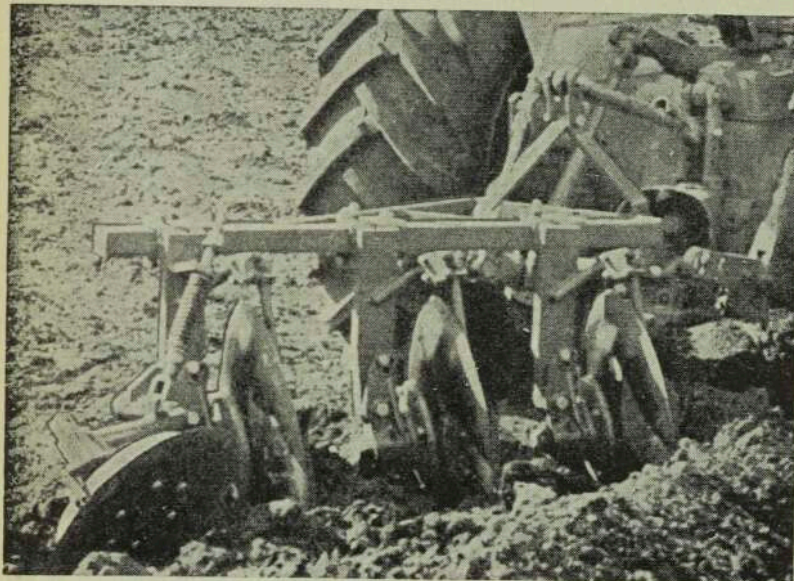
This doesn't mean you have to have your final seed bed preparation done this early. That could be very dangerous on slopes where erosion is a hazard.

Even a rough fallow can make a tremendous difference, and fallows must be rough—and preferably with contour banking of some sort—on really steep country.

Weeds cost money, and in the establishment stage of improved pastures they can be crippling. Old cultivation paddocks are the worst

CUT OPERATING COSTS

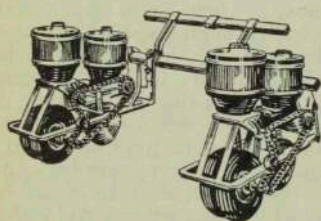
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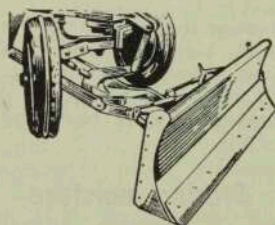
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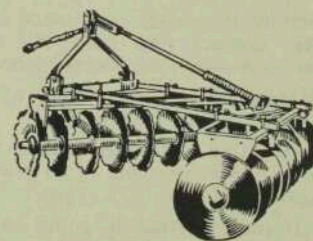
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for this, as weed seeds have been building up under the ground for years.

Land that has been under grass is nowhere near the problem, although it's bad enough. There is the existing grass to get rid of.

On these cultivation paddocks you have to be more thorough with fallowing, and you will probably need to add potash to your fertiliser treatment as well.

Weeds have two natural advantages that have to be overcome. For a start, the number of weed seeds sitting underground waiting for a chance is probably many, many times the number of pasture plant seeds growing.

Secondly, most of these will be annual weeds which are very fast growing. Generally speaking, annual plants make growth faster than perennial plants. Annuals have to grow to maturity and set seed in a few short weeks or months at the most, compared with the perennial which takes a whole year for its annual growth cycle.

Weed control

Progressive cultivations, right through from the first break to the final harrowing, all aid in weed control. If you can get the weed seeds to germinate between each working, the next working kills the young weeds and you have fewer seeds to bother you at planting time.

Picture what's going on in the top layers of soil as you get to your final workings. There's a band of weed seeds waiting to be turned up into the zone where they will germinate. The ones that do get into this zone germinate and are killed by the next working, but if the next working is deep, it merely turns some more weed seeds up in the germination zone.

If each working is shallower than the previous ones, you get rid of many of the weed seeds in the top zone without turning up many more, and you are left with a top layer of soil fairly free of weed seeds when you are ready to plant. Plant with the minimum of soil disturbance, and you avoid turning up many new weed seeds to germinate.

All these moves help to cut weed competition to a minimum, and to prevent the weeds from stealing light—and tremendous amounts of soil water and plant food—from the young pasture seedlings, and to tilt the balance in favour of the new sowings.

Chemicals like Dalapon are also very effective in some instances in wiping out competition before plant-

SORGHUM HAS ADVANTAGES

SORGHUM has shown itself well suited for growing in the Pacific Islands, and it has several advantages over maize in the field.

Sorghum can be harvested about three months after planting as compared with the five months required for maize; it tolerates long periods of dry weather, and is less susceptible to disease.

Harvesting sorghum is comparatively simple and it is easier to sun-dry than maize.

Bird damage, however, is always a problem with sorghum-growing. The birds start their attacks when the grain is in the milky stage. Bird scaring with flashing tin and so on is effective in some areas.

Wherever possible large fields, or small adjacent fields, should be planted, as it has been found that isolated small fields encourage bird damage.

Sorghum needs good seed bed preparation and good cultivation. Naturally competition from weeds will reduce yields, although if weed competition is not too severe in the early stages of growth, it is usually enough to give one or two horse-cultivations at this stage.

Usually there is no need for hand hoeing—the leafy growth of sorghum shading out weeds in the row. Closer

spacing when planting out gives slightly better yields, provided the inter-row cultivations are carried out properly.

The seed should be planted 1 to 2 inches deep, as sorghum is a crop which will not tolerate deep planting.

Fertilising on many alluvial soils is effective with a dressing of 1½ cwt of urea to the acre, applied straight after the first horse hoeing.

The fertiliser should be coupled with an application of 2 cwt per acre of superphosphate at planting time if the soil is deficient in phosphate.

Sorghum should be harvested as soon as the grain is hard; the stalk cut about 9 inches below the head, and threshed by hand or by using a Carvie rice thresher.

Sorghum not properly dried soon goes musty when stored, and it is a good policy to sell or use the grain as soon after harvesting and sun-drying as possible.

Grain sorghum is similar, to maize in food value for stock, but it averages about 2 per cent. higher in protein and 1 per cent. lower in fat. It contains practically no vitamin A.

For laying hens, broiler production, and dairy animals, maize and sorghum are identical in food value. Sorghum alone is a little inferior to maize for fattening beef animals and pigs.

ing, with minimum soil disturbances—the so-called chemical fallowing.

Whatever happens, aim at wiping out 80 per cent. of the competitive growth and give the new seedlings a chance to fight when they are young and weak. When they get going, they can look after most of the competition themselves. It's the good start they really need.

Drainage control

Poorly Drained Flats: Many a drowned pasture testifies to poor drainage on flats. One of the real advantages of the tropics, particularly the legumes, is their deep rooting system which lets them draw food and moisture from deep down once they are established. They can't do that if the water table is close to the surface.

Here again, cultivation can be a major tool. Laying out bays into "lanas" and ploughing the soil progressively towards the centre when preparing the seed bed gives strips with shallow humps, and hollows in between them for drainage. More drastic drainage may have to come

into the picture in more swampy land.

Slopes: When cultivating slopes, you need to control drainage for a different reason—erosion risk. Land being worked for the first time is usually held together fairly well by old grass roots, but there's always risk. Depending on the slope, the area, and so on, your protective measures will vary. Consult your local agricultural officers on this one.

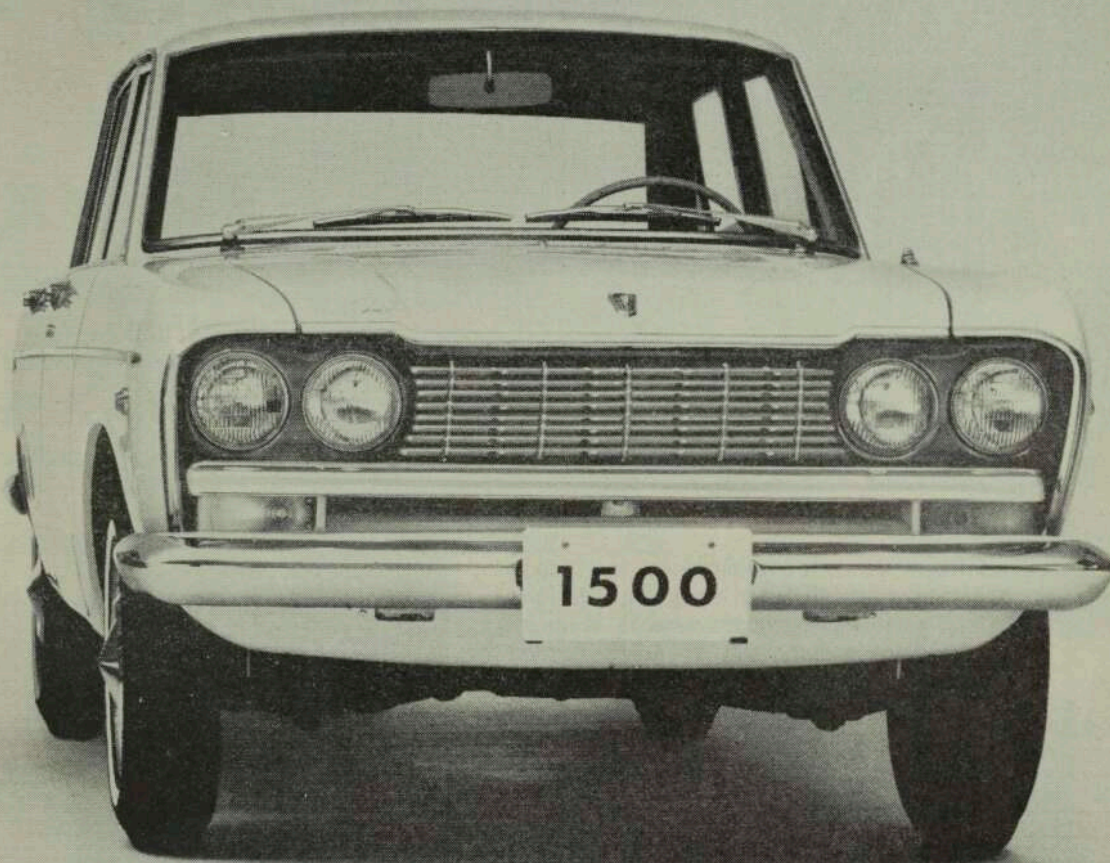
When you plant tropical pastures, you are going to expect a great deal from them. They are not miracle plants, but they have proved that they can be tremendously productive—if given a proper chance.

No one can do much about the weather, but there are many other things that can be done to give them the best chance to fulfil their role as highly productive pasture.

Like most things, they respond to good treatment. Give them the sort of start any valuable crop deserves. Where this has been done, there have been few failures, even in the dry season, but you can't expect them to help you unless you help them. ■



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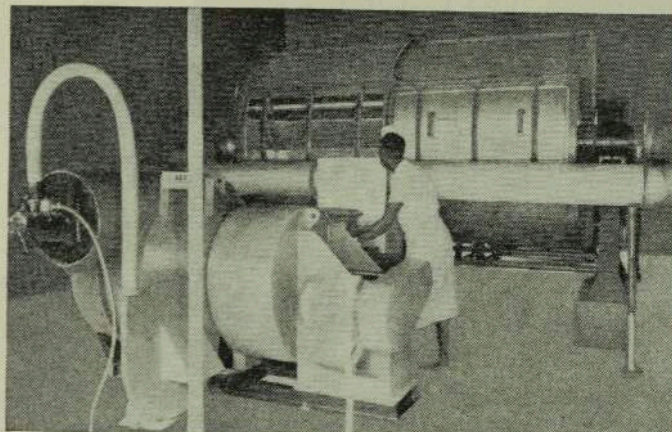
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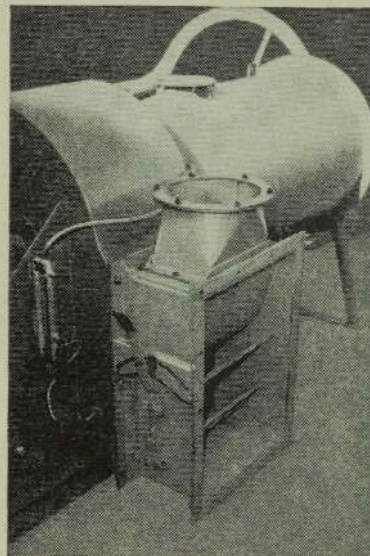
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Levuka, from the air

LEVUKA: WHERE EVERYBODY KNOWS EVERYBODY, AND OLD MEMORIES LINGER ON

There was a time when the trip from Suva to Levuka, the old Fiji capital on the island of Ovalau, was somewhat more difficult and adventurous than it is now.

FIRST, there was a drive of 30 or so miles over an extremely winding, but picturesque, road, to Lodon (London) on the Tailevu coast of Viti Levu. Then, if the tide was unfavourable, one was carried by a risky Fijian across the squelching mud flats, running the risk of being dropped en route into the murky lagoon.

Finally, one was dumped unceremoniously into a dinghy and carried to the waiting launch. Then came PROGRESS.

Marvellous innovation

There was still the winding drive (it went even further, to Natovi) but no longer the delicious uncertainty of the pick-a-back.

Instead, there was a very long jetty with a waiting-room at the end, capable of sheltering two and a half people with their suitcases.

Erstwhile mud-hoppers, considered a marvellous innovation, and cheerfully trudged with their belongings along the long, long jetty.

But the inward and outward flow of passengers increased, and the jetty was considered inadequate—"an in-

*By Lema Low, author of
"A Family in Fiji"*

finitesimal finger of concrete" was the way one MLC referred to it.

So there was MORE PROGRESS. In Fiji, it is wonderful what progress takes place when the right person waves a magic wand.

The jetty was widened, with a suitable turnaround to accommodate cars and buses.

So now—apart from the temporary but inevitable hitch which occurs when embarking and disembarking passengers mill around in a glorious tangle with cases of vegetables, bags of mail, sides of meat, bundles of taro and passengers and their luggage battling for priority—there is no waiting; no lingering for a last swig of lemonade at the Chinese store. Progress has hit Natovi.

Meanwhile, there is a lot to be said for the launch journey. Not, perhaps, in the uncomfortable old *Jubilee* (in which we went) with its inadequate seating and noisy engine. But the *Ovalau* (in which we returned) is (to coin a phrase) a different kettle of fish.



The limited area of flat land in the old capital led to residences being built on the hillsides, access being gained by long flights of steps. An excellent example is the 200-odd steps leading to residences on Mission Hill.

Photos: Rob Wright.

Plenty of seats are provided in the main cabin, facing the bows, and set high so that one can enjoy the breeze.

There's a seat across the stern for those who want to trail a fishing line, and seats up top under an awning for camera fiends and those who enjoy the full blast of the wind.

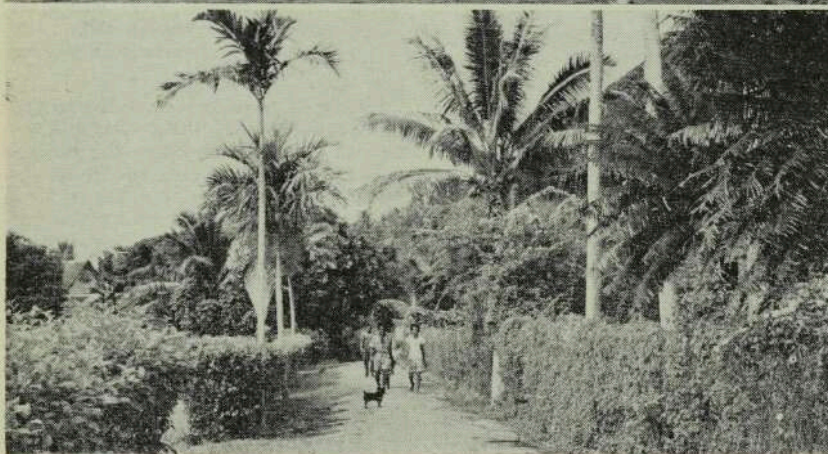
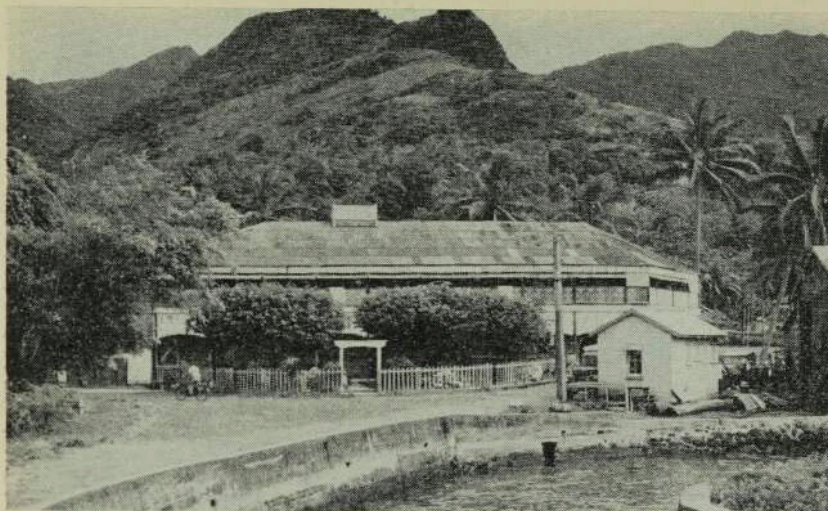
We could also trace our course on a chart on the wall.

Air of mystery

Besides the *Jubilee* and *Ovalau*, there is also the *Blue Lagoon*, a launch in which we have not yet travelled.

The island of Ovalau, its brief, narrow foreshore rising steeply to a jagged crown of mountains, has a Bali-Hai quality, an air of mystery and romance—something of Tahiti or Pago Pago.

As the launch swept along the coast, through brilliant blue seas



These three views of Levuka show (top) the Royal Hotel, last of the 22 saloons and hotels that once served the town; (centre) the main thoroughfare which follows, and is within a few feet of, the waterfront, culminating at the wharf, post office and main shopping centre at the south end; and (below) a typical back street, flanked on either side by hedges of hibiscus and palms.—Photos: Rob Wright.

tipped with scampering spray, we could see the arms of a sunny valley reaching up to its towering peaks.

The bare faces of rock resemble the stern faces of the gods of Easter Island.

Villages, homes and settlements nestled snugly near the beaches.

The launch nudged against the Levuka wharf after a trip of 2½ hours from Natovi. We had reached historic Levuka, its buildings sprinkling the lower skirts of the mountains above the town, like flowers on a crinkled line.

A waiting taxi scooped us up and took us grandly a few hundred yards to the Royal Hotel, Levuka's only hotel, a large, two-storey, rambling wood and concrete building, of a style reminiscent of bygone years, and yet so in harmony with Levuka's old world atmosphere which persists even today.

As yet, no sky-scrapers adorn Levuka's waterfront, which is, perhaps, even more peaceful than it was in its heyday, when cargo boats plied between Levuka and Auckland and Sydney, and sailing ships brought seafarers from everywhere.

Next to creek

The Royal Hotel is built on the curve of the Totogo Creek which brushes its walls when torrential rain sends the creek foaming out to sea.

It is presided over by Mr. Eddi Ashley, helped by his charming wife and a bevy of pretty daughters, who display a variety of skills.

Mrs. Ashley is as adept with paint brush and carpenter's tools as she is at the culinary arts, while the Ashley girls, in the twinkling of an eye, can switch from routine household tasks to the presentation of an entrancing floor show of Islands songs and dances.

Each morning at the Royal, a shy hibiscus girl sat in a corner of the upstairs verandah fitting her gorgeous multi-coloured blooms on to a *sax* stems. Each morning she went around gathering the withered heads. How sad that the life-span of these beautiful flowers is so short!

Ovalau's big days are during the Easter sports carnival and October Cession Day, when the island is inundated with visitors from all over Fiji and the three launches run a non-stop shuttle service, and accommodation is taxed to the utmost.

But, on the whole, except for Saturday market day, when the whole island comes to town, Levuka is mostly heavenly quiet.

On arriving from noisy Suva, one feels that, in a few hours, one has stepped back 60 years into Fiji's past.

True, Levuka's past was not really

iet. On the contrary, it was more
etic than the present. As the
ital of Fiji, the Mecca of many
the roisterers of the wide Pacific.
d of the tough old breed of Island
nters who made it their goal when
y had money to burn, Levuka's
terfront and the town itself once
stled with people.

There were ships, and the inevit-
le grog-shops. There was gay
society, too, and elegant ladies bought
their finery from Sydney stores for
parties and balls which were so
uch a part of life in old Levuka.

Homes abandoned

But times changed. That era has
ssed away. Memories of the terrible
pression years of the 'thirties still
ger. One sees old homes abandoned
their owners, who, of necessity,
ve migrated to more lucrative
ds.

In a way, it seems fitting that the
ll of the mystery ship *Joyita* is
ng on its side on the beach, wither-
g away in this graveyard of so many
pes and dreams.

But now there has come the happy
ws that Mr. Casling-Cottle, of
vuka, is to rescue her from her
vly position and bring her to a
ting-place on dry land and convert
r into a museum.

So, too, may Levuka be raised
ain by those who care, to a position
importance in Fiji.

Levuka's fortunes have ebbed and
wed like the tide.

The Japanese fish-freezing factory
s brought new life to the economy.
Not so long ago, banana boats
lled at Levuka and regularly
ried many thousands of cases of
e fruit to New Zealand. There is
reason why they cannot do so
ain.

As the place where the Deed of
ssion was signed in 1874, the docu-
ment by which the Fijian chiefs ceded
eir country to Great Britain, and
the former capital of Fiji, Levuka
s an assured place in Fiji's history.
Many countries treasure their im-
rtant and historic spots, and
oudly re-live the event which made
em famous.

On Norfolk Island, for example,
June 8 each year, the island
lebrates Bounty Day, and all
sidents join in a re-enactment of the
nding of Pitcairners in 1856. The
stumes of the time are worn, and
whole day of commemorative
ents is held.

One can visualise a similar celebra-
on in what could be called a "Back
Levuka Week", with everyone wear-
g period costume, re-enacting
enes from Levuka's past, culminat-
g in Cession Day commemoration

ceremonies and a lovely old-fashioned
ball at the Royal Hotel.

We loved Levuka's irresistible
charm, and the truly friendly people.
There is a happy family atmosphere,
where everybody knows everybody,
and the visitor is welcomed with
genuine interest and curiosity.

The Royal's back balcony has a
glorious view of Nassau Park and
the mountains beyond—the jagged
crater rim over which, in days of
yore, the fierce Lovoni cannibal tribes
crept to stage savage raids on the
terrified folk of Levuka town.

Narrow lanes, meandering delight-
fully among old homes and sweet-
scented gardens perpetuate names to
stir the memory—Robbie, Bentley,

King, Waterhouse, Hennings, Lang-
ham, Spowart, etc.

A stroll along Robbie's Lane brings
one to the Town Hall, where Freddie
Kaad, Secretary of the Town Board,
takes great pleasure in explaining the
photographs, concerning places and
people connected with Levuka's
history, which are to be seen on his
office walls.

We disengaged ourselves reluctantly
from the spell of leisurely Levuka
and returned to the rush of civilisa-
tion.

As the *Ovalau* glided away from
the wharf, the town browsed in the
early morning sunshine—homely and
cosy, living quietly on the memories
of bygone days.

Old Levuka really DID rip and roar

From F. J. RYAN, in Suva

The Levuka of the old days—
of the roaring 'sixties and 'sevent-
ies—has now become legendary,
and perhaps, with most things
legendary, the more boisterous
of the exploits of some of its
citizens may have become
slightly exaggerated with the
passing of the years.

BUT a perusal of the old files of
The *Fiji Times* proves that life
in Levuka in those days was boister-
ous enough, for that which was pub-
lished stood open to contradiction
by the town's own colourful, cosmo-
politan and polyglot population, and
there were not too many contradic-
tions.

In its issue of September 11, 1869,
for example, the *Times* stated: "We
surely have had rows enough during
the last week to satisfy anyone for two
fortnights."

"And if broken heads, black eyes,
and a narrow escape from a Japanese
disembowelling with a broadsword,
or a few gentle prickings with a 14-
inch ham slicer do not make us all
go about with revolvers in our belts,
and many of the more cautious do,
they make us all wish either for a
magistrate that would be a terror to
evildoers, or for a besom, to sweep
the beach of the drink-maddened
ruffians."

The *Times* said that on the previous
Sunday night "there was not a little

You can read about it in the papers

disorder by some of our unruly mem-
bers."

The paper added: "One individual
armed with a knife somewhat under
a foot in length made passers-by feel
anything but safe as he flourished it
before their eyes calling on them as
being the man for whom he was in
quest."

One of the slight exaggerations
about Levuka of those days which
one can probably overlook was made
by the authoress, Miss C. F. Gordon
Cummings, who, even in the "ad-
vanced" days of 1875, observed that
"ships needed no chart to bring them
to Levuka" as "they would find their
way marked by floating gin bottles,
increasing in numbers as they reached
the Group."

She added, primly: "If the multi-
tude of broken bottles which strew
the beach are any evidence of the
amount of liquor consumed, we
might imagine that the old drinking
days are not entirely forgotten."

But the good lady could see some
hope for the wicked town in the
formation of the Order of Good
Templars, although she admitted that
their work was possibly being facil-

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ated by the increased price of gin. his, she said, "formerly flowed like water at the modest price of one shilling a bottle, but has now risen to five shillings."

A year later another writer, H. Stonehewer Cooper, observed that the Good Templars Hall was among the attractions of Levuka, and that suitable entertainments and good lectures were given there. But, he said, "to put it very mildly, the teetotalers are not in a majority."

Meanwhile, the Fiji Government had introduced a tax on spirits.

But this did nothing to discourage the nice little trade in bootlegging the famous "gun barrel rum".

This was distilled by the simple process of boiling a whaler's tri-pot of molasses and sticking an old gun barrel through the bung with a receptacle underneath to catch the condensed raw and highly potent spirit that dripped out.

It was good currency to barter with trade and commerce, the commerce often being comely native girls from the bush or along the coast.

Thus ready at hand were all the ingredients for the night life so eagerly sought after by the "tourists" of those colourful days—the sandalwooders, the blackbirders and the whalers anchored in the calm waters of Levuka Bay.

There was little or no authority. Law and order was of the ready-made variety.

Lashed in street

"Last Thursday evening a native detected stealing money from Mr. Audlip's was flogged in front of that gentleman's house," *The Fiji Times* reported on November 26, 1870.

"The flagellator was an unusually powerful man who used a thin piece of Manila rope. Ten lashes were administered."

On July 8, 1871, the paper reported that in a dispute between two negroes over cards one of them had used a sling shot, and that members of the public had chased him, caught him and given him a dozen lashes.

Justice was, indeed, summary—perhaps too summary to be just at times. There was the case, for example, of a woman sentenced to be hanged within three days for murdering her newly-born baby.

It transpired, however, that the sentence was not carried out because another woman was subsequently charged with the offence!

This case would have provided fine material for anyone supporting abolition of capital punishment—if any such had existed in Levuka then.

Slow boat to England, or . . .

HOW (NOT) TO CRUISE THE WESTERN PACIFIC ON A SHOESTRING

By Graham Pike, captain of the ketch "Eilander".

The main problem we have had during our recent meandering cruise of the fascinating islands of the West Pacific has been to make enough money to continue our voyage to England.

IT'S not that the islands or the people have been inhospitable—quite the contrary, in fact. The main problem is that we've been enjoying ourselves too well—and that we've tangled ourselves in ventures that promised a fortune, and didn't quite make the grade.

We left Sydney last August. None of us had had any previous experience with any sort of sailing. Our means of trying to get to England was a 65-year-old ketch, *Eilander*, that was very much the worse for wear, although we had spent some months in refitting her for the big trip.

When we left there were six of us aboard—Chris Cole, 24, Rhondra Wraith, 20, Daryl Gunter, 29, Maureen Herbert, 26, Bill Wilson, 34, and myself, 27. In Noumea, Maureen and Bill left us to return to commitments in Sydney.

Eilander cost us \$3,200. The refit cost us another \$2,000 which left us very short of cash at the start. But we couldn't delay our departure later than August as the weather would have been against us. So we decided to push on and hope that we could "live off the land" along the way.

First landfall

Lord Howe Island was our first landfall. A gale held us off the island for a few days—during which time, unknown to us at the time, Australian papers reported us lost. (Actually we only made the lagoon after a sea anchor was shipped to us from the island).

We stayed in this honeymooners' haven for a few days, but were anxious to head off for the "real" Pacific.

Our finances were critically low when we tied up at the Noumea



"Eilander" under full sail.

waterfront, and the position became even worse when we had to engage in major repairs—replacement of all keel bolts.

We couldn't possibly afford the \$25 a day charged by the two public slips in Noumea and we were quite desperate until the commandant of the Noumea yacht club ("I wasn't their senior captain for 23 years for nothing") arranged for us to use the Nickel Company's private wharf for nothing.

Of course, we leapt at the opportunity. This resulted in a most interesting rumour. The employees of the company, who had never seen anything like the tiny *Eilander* on the slip, worked out that we were an eccentric branch of the fabulously rich Rothschild family (principal



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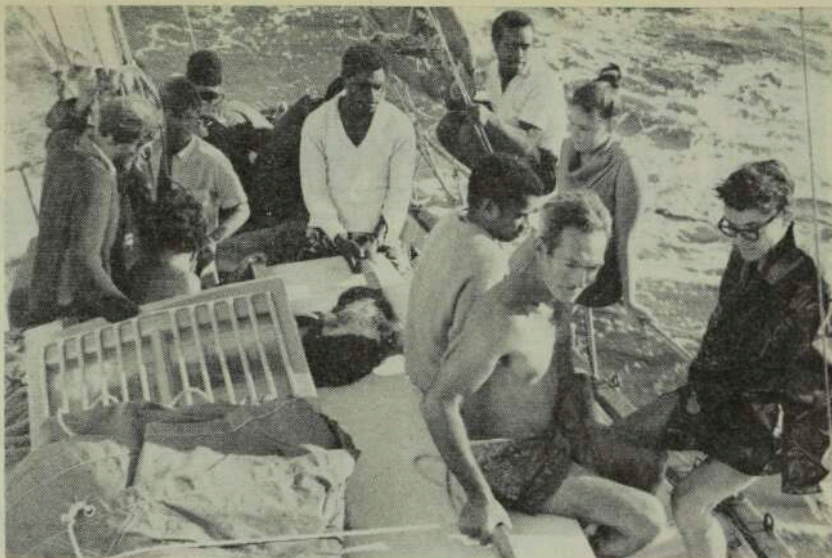
Heinz gives your baby more to grow on

ners of New Caledonia's Societe Nickel).
 In our near destitute state, we were not anxious to correct the error. We finally fixed the major repair, but still didn't have enough money to continue the trip. The four of us (Bill and Maureen returned to Sydney) searched for work with little success. However, I finally picked up a job tiling tile floors at the Noumea aquarium for \$7 a day. After a few days of this we had salted enough money to refill the larders and head for the New Hebrides.

Ideal weather

On the way, with sailing weather ideal, we took time off to explore the Loyalty Islands. The thing that struck us most about Fayahoue, the administrative centre, on the island of Ouvea, was the number and size of the churches. Architecturally, they could have been right from the Mediterranean. After a couple of days, we left this relaxed and relaxing backwater of the world, after enjoying the exclusivity of one last ale on the verandah of the hotel. (There is a total ban on alcohol for the locals). We had only one thought in our heads when we pulled into Vila, on the New Hebrides—how to make the quick cash.

After five days of fruitless search-



On a harbour cruise in Vila, "Eilander's" crew had plenty of company.

ing, opportunity came knocking on our door. We were approached to do some chartering work by an official government authority (details of which, I'm afraid, cannot be divulged here). We leapt at the opportunity, of course.

The charter was to take us to the islands of Maskelyne, Aoba, Ambrym and Emae and back to Efate. The fee was to be \$160. This sounded great.

In fact, it wasn't great at all. The round trip took us 10 days and cost us \$60 in food and petrol. This meant we netted \$10 a day—which for 12 hours work a day for four people was hardly extravagant.

So back in Vila we still had the same problem.

Green snail venture

We weren't back long before yet another proposition was put to us. This time no fixed amount of money was mentioned—but a promise of unlimited wealth was laid as the bait, and we swallowed it whole.

One of the locals (who must remain nameless), on learning about our boat, talked us into a green snail shell hunt.

Green snail shells, for the uninitiated, are used in the button industry. Our contact man told us they were currently fetching \$300 a ton, and he calculated we could harvest 40 tons in a month of work.

This really sent us into the clouds. Even with only a one-third share for us (the other two-thirds going to the divers and to our new-found friend), this would net us \$4,000.

This looked too good to be true.

But after some quick verification, we set off for Emae to look for some divers.

Then followed a long and involved escapade.

We found only a couple of casual divers at Emae—and found no green snails at all on neighbouring Cook's Reef, which was supposed to be swimming with the creatures.

So we went down to Makura to pick up some full-time divers and continued on to Erromanga, where we were assured green snails were in abundance.

Then followed problems because we had no diving dinghies, threats from Erromanga natives because we were trespassing on their reefs, and finally the decision of our divers to pull out because the work was so slow.

We therefore returned to Vila.

The whole business took us three weeks. For this we grossed the grand total of nine bags of shells—worth \$78. Out of this, our cut was \$26, with the cost of fuel \$22. So we made exactly \$4 profit!

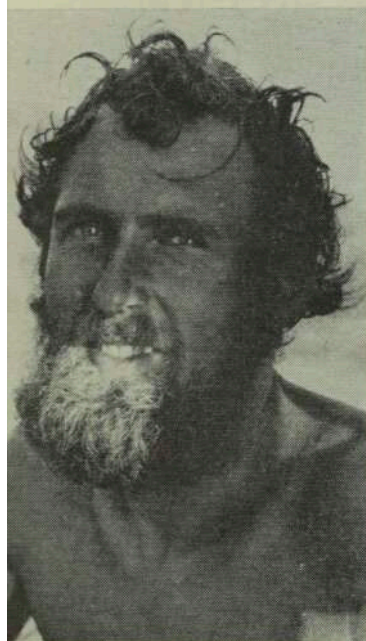
Our charter job had provided us with enough money for food, so we decided to search for greener pastures.

We said farewell to all the friends we had made during our five weeks in Vila and pointed our bow to the Solomons and Honiara on the island of Guadalcanal.

After 10 languid and lazy days at sea, we sighted our landfall.

Now we have the task of looking for work again.

England feels a long way off. But we'll make it yet—however hard the "natives" try to kill us with kindness along the way.



Ham Pike, skipper of "Eilander" and author of this article.

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Weather stories were a feature of the April issue of *PIM* 20 years ago. Mare, one of the Loyalty Islands off the east coast of New Caledonia, had been hit by the most severe hurricane in living memory, which ruined houses, schools and plantations; and in Tahiti, the Papeete harbour waterfront was a shambles following a 100 m.p.h. gale which hit the harbour, wrecking several boats and damaging many others. Meanwhile, Western Samoans were sweltering in the hottest rainy season on record.

OTHER items in *PIM* for April, 1947, included:

A CHARTER air service, Trans Oceanic Airways, to operate to P-NG, Netherlands East Indies, Malaya, New Hebrides, New Caledonia and other Pacific centres, had been formed in Sydney. The company planned to fly passengers and freight in five Sunderland Mk III flying boats.

FOR the first time Indians outnumbered Fijians in Fiji. A census taken in 1946 put Fiji's population at just over a quarter-million—120,414 of whom were Indians and 118,083 Fijians. *PIM* commented: "While the natural increase of the native Fijians and Rotumans is quite satisfactory, the growth of the Indians is phenomenal."

Another 1946 census showed there were 55,734 people in French Polynesia—an increase of 12,000 in 10 years.

HIGH prices for copra and cocoa—£190 a ton for cocoa beans—were making growers happy in Western Samoa. However, the territory was threatened with a shortage of sugar and flour because a ship bringing supplies was delayed in Sydney.

STRAY Japanese were still turning up in New Guinea and the Solomons. But several Allied troops had also gone bush. A South Australian deserter was found in the Ramu Valley, south of Madang, and an American was picked up at the back of Lae.

A SURVEY of the world copra market showed that where copra was permitted to run free, as in the Philippines, the market value was about twice that permitted where the price was under sharp control, as in New Guinea.

SIR Alexander Grantham, Governor of Fiji and British

Yesterday



High Commissioner for the Western Pacific for the previous two years, had been appointed Governor of Hong Kong.

THE first Norfolk Island postage stamps, depicting the island's famous pine trees at Bali Bay, were about to be released. Hitherto, the island had used Australian stamps. *PIM* said the new stamps were "unimaginative in design".

GEORGE AUMULLER, for many years a very popular manager for Burns Philp at Samarai and elsewhere in P-NG, had died in Sydney.

THE effects of the war were still being felt in Rabaul and Lae. In Rabaul, water and supplies were scarce, roads were terrible and there was no sanitation system.

Lack of food and water and a

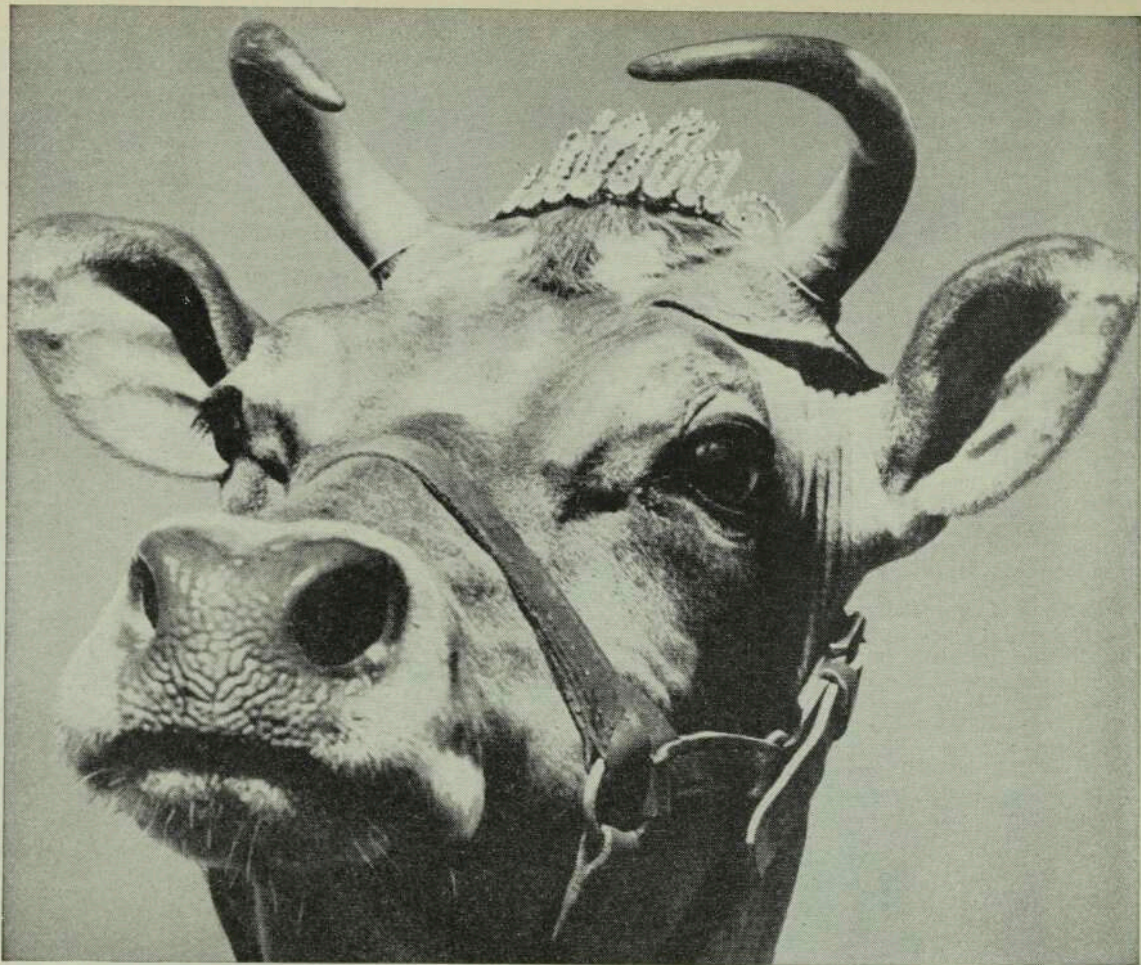
An account of celebrations in French Polynesia to mark the 150th anniversary of the landing of the first missionaries in Tahiti was among the items in *PIM* 20 years ago this month. The missionaries, members of the London Missionary Society, landed at Matavai Bay from the ship "Duff" on March 4, 1797. This famous painting of the cession of Matavai to the missionaries was done by M. A. Smirke, RA. The young chief Otu, and his wife, were carried on men's shoulders because any land their feet touched became theirs.

poor lighting system hampered efforts to revitalise Lae. No ships had arrived for months.

ISLANDERS at Pukapuka (Cook Islands) had claimed ancient rights to settle on uninhabited Nassau Island, 45 miles away.

Pukapukans had lived on Nassau in early times, but gave it up when long distance travel by canoe was interrupted by what is thought to have been a cycle of frequent hurricanes.

A FRESH supply of pareu cloth was on its way by ship to the Islands. A Papeete correspondent said Tahitians were rejoiced that the cloth was coming and importers, to avoid a "mob scene" resembling the nylon stocking riots in the United States, had advised buyers to place orders before the ship arrived.



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BOOK REVIEWS



New Guinea — but with no deep belly-laugh

This month you can take your choice of native New Guineans: Kenneth E. Read's *The High Valley* version; or the Margaret Spencer *Doctor's Wife* in Rabaul version. If neither is precisely your own native New Guinean, then this is because—as Margaret Spencer herself might have said—these things are very much according to the eye of the beholder.

THIS is the third of Mrs. Spencer's *Doctor's Wife* books. The other two cover the New Guinea Highlands and Papua.

All are based on the experiences of her and her husband had in the territory between 1953 and 1961 when he was a medical officer with the administration and she, for part of the time, was an entomologist with an anti-malaria unit.

Queenly subject; king-size tome

As an alternative to wild and gaudy whodunnits, a king-size paperback about a queen is recommended reading. "Victoria R.I.", nearly 800 pages long, by Elizabeth Longford is not only a remarkable character-study of a woman who gave her name to a whole era, but a fascinating history of Europe in the 19th century.

Queen Victoria emerges from it not only as a forbidding presence—as she undoubtedly became—who frequently was not amused; but a credible human being with very human failings, eccentricities and doubts, if, at the same time, a profound sense of duty and of destiny.

Perhaps most surprising of all she is shown to have a tolerance and a social conscience far in advance of what we now attribute to her century.

A massive amount of research has gone into this book which is written in a readable and witty style. (Pan; \$2.25).

Her new book is not concerned overmuch with mosquitoes or other bugs; and only to a minor degree with anti-malarial work. This aspect of her life in P-NG merely provides the vehicle whereby she can record the contacts she makes with the native people around her and an opportunity for interpolating the history of the Gazelle Peninsula and adjacent areas.

Contemporary non-native people do little but flit through the background like nameless ghosts—a characteristic of all her books and one that robs them of some perspective.

Highly emotional

From Rabaul excursions were made to Nissan and the Mortlocks and even as far as (then) Dutch New Guinea. But, naturally enough, a considerable amount of the narrative is devoted to the life and problems of the urban native—the semi-sophisticate on the threshold of new delights, freedoms and bedevillments.

Although no one could consider her book a study in depth of any facet of New Guinea today, it provides fair background for anyone seeking an introduction to the territory.

Read's book is a different proposition. It is a highly emotional, personal approach to primitive man, all the more unusual perhaps because Read is an anthropologist, currently at the University of Washington, Seattle, although an Australian.

As a member of the Australian armed forces in the Pacific War, he had, for part of the time, one of those specialised jobs that allowed him to practise his profession.

He spent some time in 1944 in an Upper Markham village and this

Why not solace for lovelorn Islanders?

When the *Central African Mail* in Zambia started a "Tell Me, Josephine" column, it was inundated with letters from lovelorn and troubled Africans, mostly male—unlike Dorothy Dix and her sisters, whose seekers after truth are mostly female.

A selection of the letters—and Josephine's answers—edited and arranged with explanatory notes by Barbara Hall, is an hilarious small book. Probably more than most anthropological treatises, it gives considerable insight into the mind and circumstances of the modern African.

In many ways the modern Pacific Islander is undergoing the same sort of cultural change as the African. Perhaps some Islands newspaper could tap the same source of material by copying the *Central African Mail* and inventing a Josephine of its own. (Pan, 60c).

gave him his taste for New Guinea.

After his Army service he spent two years in London; returned to Australia to teach at the Australian School of Pacific Administration, Sydney; and then, as a research fellow at the Australian National University, Canberra, found himself back in New Guinea, in 1950, at the beginning of a two-year term of field work in the New Guinea Highlands.

The High Valley is based on his experiences during those two years—not terribly far from what (to quote) "the local people called Humeleveka and the whites called Goroka".

Simon-pure primitives

Goroka at this time had scarcely struggled into being, and it was not difficult to find virtually simon-pure primitive man within a short walk of the station.

The village of Susuroka, where Read went to live, had had contacts with Europeans, however (and could be reached even then by jeep), and it was for this reason that the headman, Makis, had walked in to the District Office and asked that a white man go to live among them.

This is not unusual at this level of advancement among New Guinea people. It usually stems from the fact that the community in question



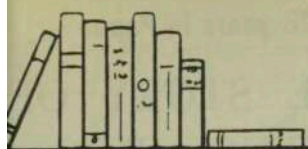
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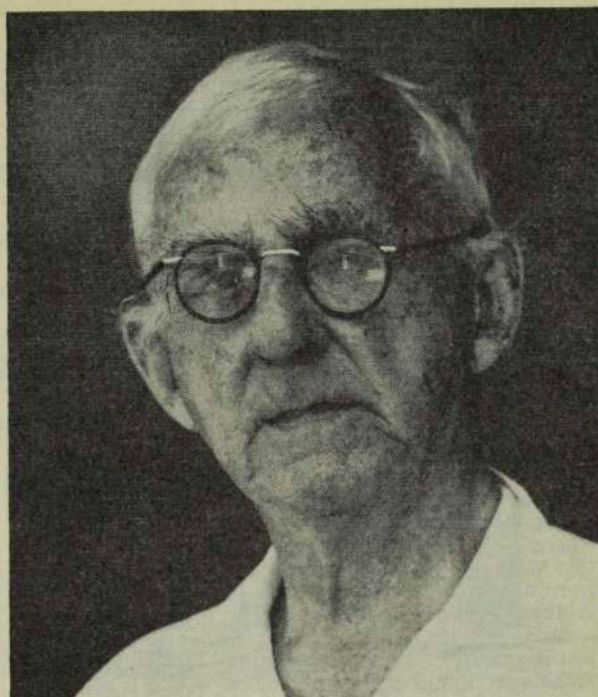
NZL



believes that the presence of a European will produce benefits—perhaps a bridge over a river, even a road; and, most of all, opportunities for trade whereby the village will obtain such desirable articles as axes and knives, stick-tobacco, salt and so on. While Read realised this, and, in fact, it produced embarrassment and heart-burning in him at later stages, it was also attributed far deeper motives to Makis' desire for his presence—a subconscious knowledge on Makis' part that change was just around the corner and a belief that Read could supply the emotional and cultural bridge between the two cultures.

Whatever might be one's own reaction to this idea, a great many people who have had long contact with Melanesians will question other of Read's assertions. This is not because, as he puts it, he wanted something from these people but to live among them, he, of necessity, had a special relationship with them. Many people, not only anthropologists, have had similar delusions. Perhaps the best answer to such people comes from another expert on primitive people, Dr. C. E. Fox, the Melanesian Mission in the

The Rev. Dr. C. E. Fox, mentioned in the accompanying review, has been working in the Pacific with the Melanesian Mission since 1902 when he was posted to Norfolk Island. He has been in the Solomons since 1908, having remained there throughout the Japanese occupation. He is the author of many articles and books on the Melanesian people. This photograph, by Ted Marriott, was taken on his 88th birthday last October.



Solomons, who has given more years than anyone now living to selfless service to them.

Dr. Fox said in one of his books that if the native people had the privilege of getting rid of every European but one, it would be the trader they would keep.

Even though the whole tenor of Read's story is the high emotional experience (Read's, not the people among whom he lives) and that it is therefore something removed from the mundane life of the territory with its "whites" who build boxy bungalows and call places Goroka when they should be called Humeleveka—there will be few who are not trapped by the author's lush carpet of words.

Plenty for students

The story has pace and even suspense and through it Read emerges as a person who is not only having his emotions stirred, but one who is a somewhat nervy individual, repelled by, as well as attracted to, the things that are part of primitive village life. He is one who can be embarrassed and tongue-tied and, although he does not say it, probably wishes a thousand times that he was somewhere else.

The Philistines among us will say serve him damned well right when, as a sworn-in, blood brother of a family, he becomes involved with rapacious in-laws; or when he reverts to European thinking and

interferes with traditional custom to the extent of sending Makis' wife to hospital when she is in difficult labour and thus displeases the village.

Nonetheless, there is a great deal in this book for the student of New Guinea affairs, even though the circumstances that prompted it are now 16 years distant and the once primitive Susurokaese are now probably successful coffee growers, truckers along the Lae-Mt. Hagen road or pyrethrum tycoons.

Specialist views

Human nature does not alter in a generation; and the New Guinea Highlanders, even more than most, have proved that they are capable of remaining themselves in spite of outward trappings.

With Read's search for fundamental realities and Mrs. Spencer's matter-of-fact skimming across the urban cream, there is little similarity between their two books, except in a complete lack of humour in either.

Nothing of the rumbustious, extrovert, deep belly-laugh New Guinea that still is, in this reviewer's opinion, the vital essence of the territory, shows through and therefore neither can be regarded as New Guinea in microcosm. Both are specialist views. —JT.

(DOCTOR'S WIFE IN RABAU. Robert Hale. \$2.37. THE HIGH VALLEY. George Allen and Unwin Ltd. \$6.35.)

THE WAR IN NG AND ELSEWHERE

Two of the best war books ever written by Australians are now in paperback: *No Moon Tonight* by D. E. Charlwood, who produced something of a classic about the exploits of young Australians in Bomber Command in England during the war; and T. A. G. Hungerford's *The Ridge and the River*, a novel based on jungle fighting in New Guinea. Both are as gripping now as when they were first published—which is remarkable for books of this kind.

Hungerford went on to write other excellent novels, although nothing seems to come from him these days; but if Charlwood ever wrote again, we have not heard of it.—J.T.

(Both published by Pacific Books; 80c each).

A BOOK FOR SHELL COLLECTORS

SHELL collectors, who are a proliferating breed, will soon have a new book on the subject of their abiding passion. *Marine Shells of the Pacific*, by Walter O. Cernohorsky, will be published by Pacific Publications shortly and will offer a good coverage of all aspects of conchology at a reasonable price.

The main section of the book will cover descriptions and plates of between 400 and 500 shells. There will also be chapters on the evolution of gastropods; the use of shells; classification of mollusca, notes on the shell, the animal and its radula; early collections and collectors; collecting techniques; photography of shells, etc.

Glossary

The whole book will be well indexed and there will be a glossary of terms and other valuable information.

The author has aimed at giving the amateur conchologist a working knowledge of his hobby, a means of identifying his specimens, and information on subjects that are of greatest interest to him—something that, at present, is available only in half a dozen separate books.

Walter Cernohorsky's interest in shells was aroused when he first explored Queensland's Great Barrier Reef in 1951 and 1952. It grew when he went to live in Fiji soon afterwards as chief

surveyor for the Emperor Gold Mining Company at Vatukoula.

His interest in shells soon became more than an idle one. Dr. F. A. Schilder, professor of zoology at Halle University, fostered in him an urge to adopt a scientific view of the subject instead of merely storing dead shells in drawers; and it was Dr. Alison Kay, professor of zoology of the University of Hawaii, who started him off on the investigation of the anatomy of molluscs by offering helpful advice.

Encouragement

Other zoologists and curators of museums and other learned institutions also provided encouragement to carry on work on the little-known molluscan fauna of Fiji and other parts of the Pacific—something he has been ideally situated to do.

There is little he has not learned about Fiji's reefs and their teeming life in the last 14 years, and he thus writes from experience as well as acquired scientific knowledge. Up to date, he has completed six parts of a study of molluscan fauna of the Fiji Islands.

Cernohorsky is now honorary conchologist to the Fiji Museum and has contributed articles and papers to the learned publications of the California Malacozoological Society, the Hawaiian Malacological Society, the Conchological Society of Great Britain and Ireland, and others.

Marine Shells of the Pacific will contain about 240 pages, including 60 plates and a score of diagrams. The final price has not been fixed but it will not be less than \$6—considerably less than other books that attempt to cover the same ground.

ANTHROPOLOGY FOR STUDENTS

READINGS in *Australian and Pacific Anthropology*, edited by Ian Hogbin and L. R. Hiatt, contains two papers on Papua-New Guinea, one on Melanesia (particularly the New Hebrides), one on Polynesia and Melanesia and four on the Australian Aborigines. All have been published before, some as early as 1931, and the purpose of this solidly bound 179 pp paperback is to bring together for the benefit of students worthwhile papers not now easily

accessible. The Islands material comprises: The Nature and Function of Secret Societies, by Camilla Wedgwood; African Models in the New Guinea Highlands, by J. A. Barnes; Problems in the Conceptualisation of NG Highlands Social Structures, by L. L. Langness; and Political Types in Melanesia and Polynesia, by Marshall Sahlins. Melbourne University Press publish it at \$2.80.

28 years in Papua

LIFE STORY OF P-NG's DR. SCHWEITZER

At 62 the Rev. Herbert Alfred Brown is a brilliant academic, a world-famous authority on fuchsias, an experienced linguist and, above all, one of the longest practising pastors in Papua-New Guinea.

HE is a bushy-haired, vigorous East Londoner, known in some circles as "the Livingstone of New Guinea".

For more than 28 years he has worked among Papuans in the Moru area, 100 miles or so north of Port Moresby, representing the London Missionary Society, or, as it is now known, Congregational Council for World Mission.

He arrived at Moru in early 1939, and began making contacts with natives, some of whom had never seen a white man, or heard of Christ.

He practised medicine, helped lepers, translated the Bible for local reading and made extensive walking patrols into rugged, virgin country to meet primitive tribes.

His linguistic ability got him into hot water during the war when he was arrested as a spy for the invading Japanese because of his knowledge of German.

Destructive Fire

In Australia in 1944, Mr. Brown married an English-born nurse, Anne Cole, who had worked in New Guinea before the war.

Three years later, the couple lost all their possessions when fire destroyed the Moru mission. But this did not deter them and they are still at Moru today.

In *Bert Brown of Papua*, an English journalist, Garry Saunders, tells the story of Mr. Brown's varied life. Saunders paid a two-month visit to Moru a couple of years ago to gather his material.

The book is a deserved tribute to a shy, but tough and versatile Englishman, whom the Papuans of the Moru area regard as their own Dr. Schweitzer.—KMcG.

(BERT BROWN OF PAPUA. \$3.85. Published by Michael Joseph Ltd., London. Our copy from Cassell & Co., Sydney.)

for Children

LITTLE CHIMBU, by Nancy Curtis

This is the story of a small boy who lives in a round house at the bottom of a tall mountain on the big Island of New Guinea. He has a father called Big Chimbu and a mother called Bigger Chimbu, and lots of little brothers and sisters. Nancy Curtis' story and inimitable drawings in colour and black and white provide a new and different book for children, and the first one to come out of the Territory. Price: \$1.95 Aust., plus postage, 8 cents British Commonwealth, 12 cents Foreign, \$2.50 U.S. posted.

Reference

THE HANDBOOK OF PAPUA AND NEW GUINEA

The 5th edition, completely revised and enlarged to 440 pages, is a reference book for businessmen, travellers, schools, universities and libraries, Government departments, tourists and territory residents. Details of structure of the administration and a summary of recent political developments. Other sections cover the Territory's history, geography, commerce, trade and banking; law and justice; finance and taxation, etc., and there is a valuable list of names, addresses and occupations of more than 15,000 non-native residents. Also an expanded tourist section with full range of maps. Price: \$2.00 Aust., plus postage, 20 cents British Commonwealth, 35 cents Foreign, \$2.75 U.S. posted.

HANDBOOK OF FIJI

Second edition published 1965—completely revised and up-to-date information on the Crown Colony of Fiji. 272 pages of data on history, structure of the administration, geography, finance, taxation, communications and social services. A full tourist guide. Price: \$1.50 Aust., plus postage, 15 cents British Commonwealth, 25 cents Foreign, \$2.00 U.S. posted.

PACIFIC ISLANDS YEAR BOOK AND WHO'S WHO

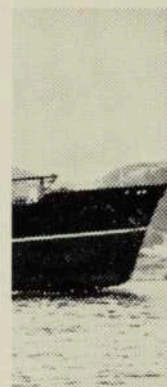
The world's standard reference book on all Islands of the Pacific. The 9th edition contains 650 pages of information on commerce, tourism, geography and the political structure of each of the Islands groups in the Pacific. The Who's Who section contains biographies of 1,500 people important in the Pacific. Price: \$5.00 Aust., plus postage, 28 cents British Commonwealth, 50 cents Foreign, \$7.00 U.S. posted. The 10th edition is now in preparation and should be available in mid-1967. The price for the 10th edition will not be less than \$6.00 Aust.

PACIFIC SHELLS OF THE PACIFIC, by Walter O. Cernohorsky.

This authoritative handbook describing approximately 500 shells found in the Pacific area and how to find, arrange and photograph them, etc., is for the collector who takes his hobby seriously. Fine plates of all shells described; numerous diagrams; over 240 pages. Now in preparation. Price will not be less than \$6.00 Aust.

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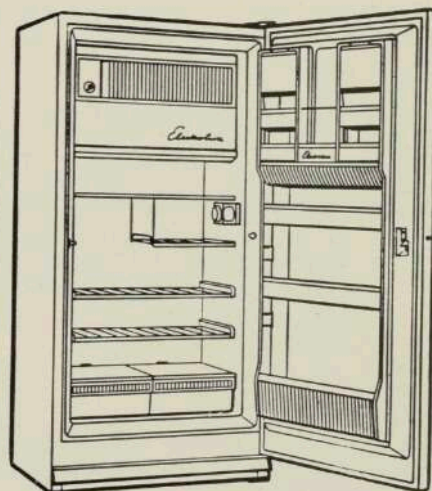
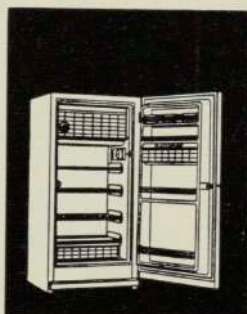
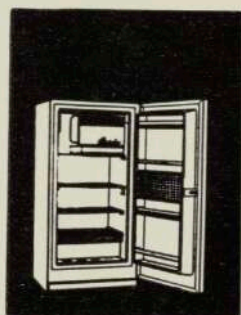
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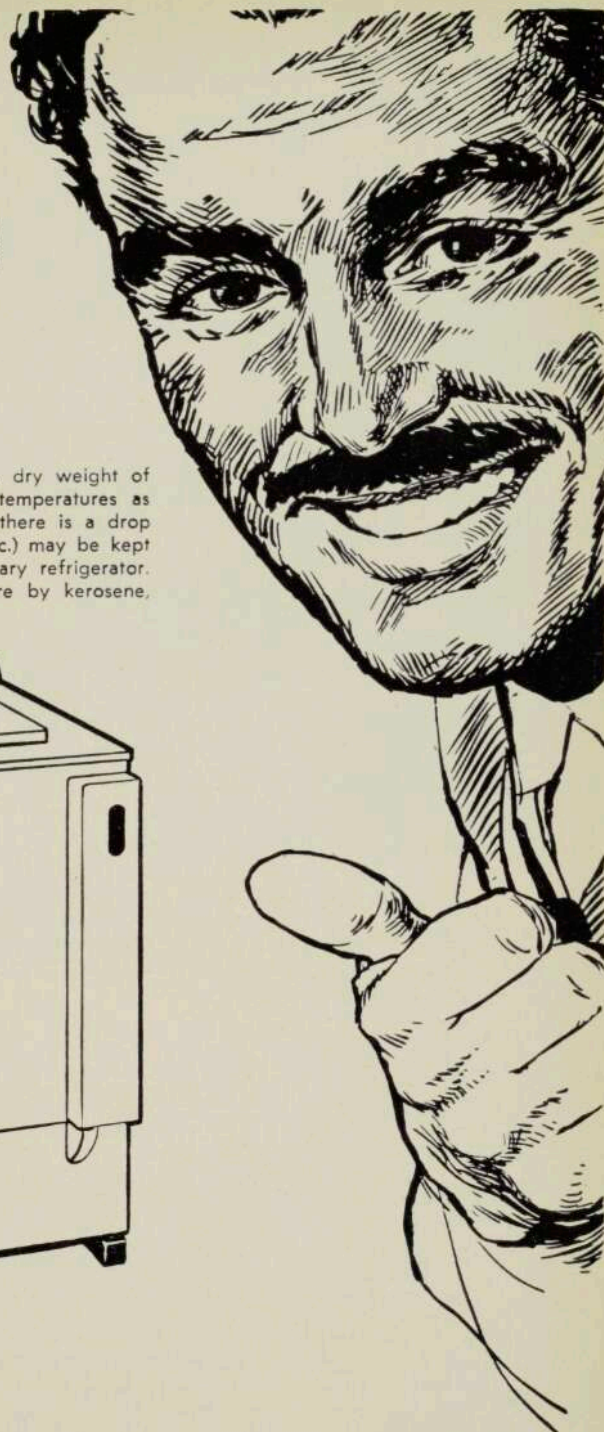
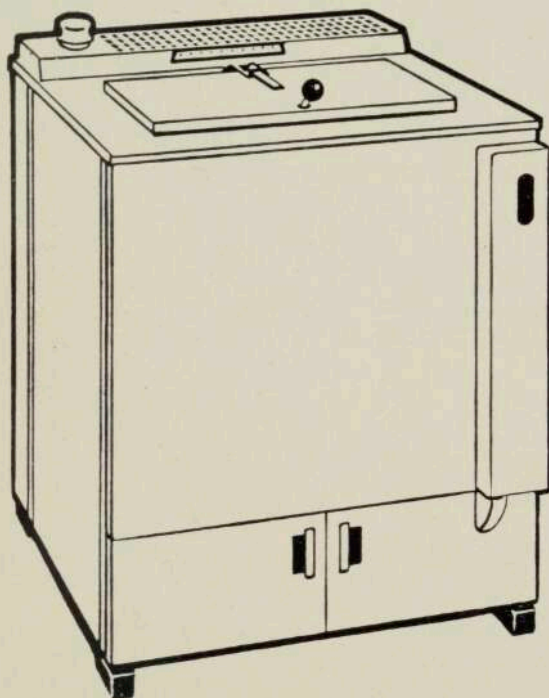
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PACIFIC ISLANDS MONTHLY — APRIL, 1967

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12-mile fishing limit for P-NG, Norfolk Island, Nauru

Australia and its external territories, which include Papua-New Guinea, Norfolk Island and Nauru, are to have a new limit for exclusive offshore fishing rights.

THE Australian Minister for Primary Industry, Mr. Adermann, said in Federal Parliament in mid-March that legislation was to be introduced in Parliament later in the session to extend the present limit for offshore fishing rights from three to 12 miles.

He said the Government had decided to extend the limit because of developments in the international law of the sea in the past few years. The Government's decision applied to external territories as well as Australia. But it related only to fisheries and did not involve any increase in the breadth of the territorial sea, which would stay at three miles.

Mr. Adermann said the new legislation would bring Australia into line with many other countries, including Britain, the United States and New Zealand.

The Government was still examining the position of nationals from other countries who fish in the new zone, between three and 12 miles out.

"Fortunately, so far as both Australia and the territories are concerned, there is no evidence of any substantial degree of foreign fishing having taken place in the new zone," he added.

The main countries that will be affected by the new legislation are Japan, Russia and Formosa.

Japanese long-line tuna fishermen, who range far and wide across the Pacific from bases in American Samoa, Fiji, the New Hebrides and elsewhere, have sometimes been reported to be operating close to the east coast of Australia, in the Gulf of Papua, and in the vicinity of Norfolk Island.

Formosan fishermen have been arrested on numerous occasions over the past three years for poaching trochus shell from reefs and islands in Papua-New Guinea. The first case was in July, 1964 (*PIM*, Aug., 1964, p. 95).

There have been no positive reports in recent years of Russian fishermen operating off any of Australia's Pacific territories, but they have been showing increasing interest in the waters of the Great Australian Bight and off the Western Australian coast.

\$40,000 NG SHIPMENT FOR CAROLINES

Foodstuffs and general goods worth about \$40,000 were loaded aboard the 392-ton United States Trust Territory ship *Kaselehlia* at Rabaul in February for Ponape in the Eastern Caroline Islands.

The buyers, the Ponape Federation of Co-operatives, intended to resell the cargo in the Caroline Islands through the federation's three trading centres at Ponape, Truk and Yap.

A spokesman for the buyers said the *Kaselehlia* had made the 500-mile

THREE DIE IN TYPHOON

A typhoon killed three people and caused damage estimated at more than \$US5 million at Palau Island, US Trust Territory, on March 2.

Winds up to 90 m.p.h. levelled most buildings and native houses at Koror and Babelthup on Palau. Hundreds of people were left homeless and 50 were injured. Government facilities worth \$US2.3 million were destroyed.

To help with salvage and restoration work, the motor vessels, *Palau Islander* and *Ran Annim*, loaded food and cargo at Saipan, the administrative centre of the territory, and the *Pater Elias* carried food from Guam. All were bound for Koror.

trip to Rabaul because the items purchased were cheaper in Rabaul than in Japan or Guam.

He said there was a businessman aboard the ship who had placed further orders for his own trading company.

In October, 1965, the *Kaselehlia* was one of three ships taken over by Micronesian commercial agencies in Ponape, Truk and Yap. (*PIM*, Nov., 1965, p. 105).

JAPANESE IN PAPUAN FISHING VENTURE

A fishing company has been set up to fish for barramundi, tuna, reef fish and prawns in Papuan waters.

Called the South Sea Fishing Company, it will use four converted Queensland prawning boats and a 146 ft Japanese mother ship.

Several businessmen from Queensland and New Guinea and one of the world's largest fishing groups, Nihon Kinkai Hoge Co. Ltd., of Japan, have invested \$200,000 to get the company started.

Selling headquarters will be in Brisbane.

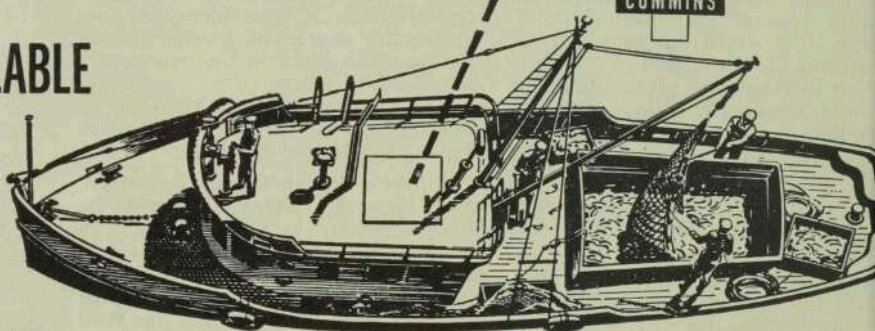
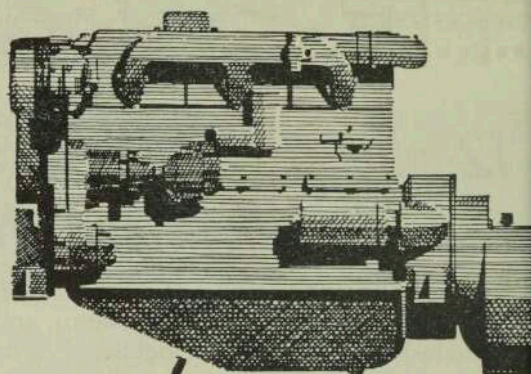
The company's fishing director, Mr. Mitsuri Sano, said recently that the

In The News This Month

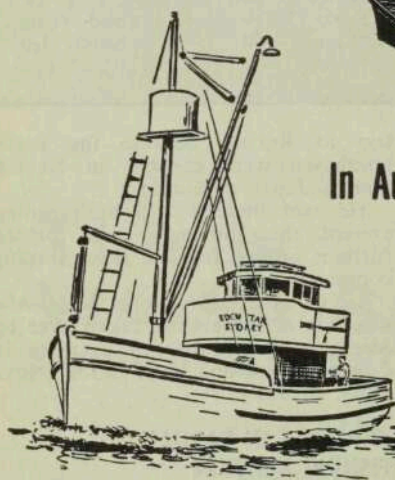
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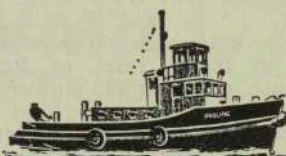
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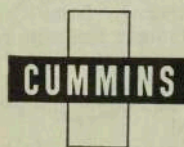
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at thing the company planned to do a survey 1,000 miles of the coast from Samarai to the West Irian border.

It would be the first outside organised venture of its type in the region. The company had received working permit from the Australian Federal Government.

It wanted to pinpoint the best territorial waters for fishing, and then its catch all over the world.

In the beginning, the mother ship would freeze and process the catches and then transship them to Brisbane in coastal cargo ships for sale and export.

The company's Australian director, J. Stewart-Moore, said stage two of the company's plans was to build a string of depots, freezing and packaging plants, throughout Papua and the Solomons in about 18 months' time.

He said the company planned to give maximum employment to the native people.

SHIP TO SURVEY COOK ISLANDS

HMNZS *Lachlan* under Commander Munroe, is to make a survey of the Cook Islands in May and June. The ship is due to arrive in Rarotonga on May 16. She will survey the southern islands from May 18 to 28, and will continue her work in the northern islands from May 30 to June 11.

The ship will return to Auckland, Apia and Suva.

TWO SHIPYARDS BUILD VESSELS FOR P-N-G

Two vessels for native societies in PNG are currently being built at shipyards at Ballina, NSW.

The Trans-Fly Co-operative Shipping Society, of Daru, is having one built for general cargo work for the Moorehead, Lake Murray and Munga buyers' societies.

The ship, which will have a cargo capacity of 25 tons, is expected to be delivered by June. She will be based at Daru.

The other ship, a 70 ft steel-hulled vessel, is being built for the New Ireland Native Societies Association Ltd. She will cost \$120,000. The ship will be used to deliver copra and other merchandise to outlying co-operative societies in the area.

She has a 60 cubic ft deep freeze, and is capable of carrying 4,000 gallons of fuel for pumping ashore. There is storage space for 1,250 bags of copra.

Delivery is expected in May.

BURNS PHILP FINED FOR STEVEDORING BREACHES

Burns Philp and Co. Ltd., was fined a total of \$1,500 for three breaches of the Stevedoring Industry Act in the Commonwealth Industrial Court in Sydney on March 13.

The company pleaded not guilty to the charges, which related to one of its ships, the *Malekula*, at Walsh Bay, Sydney, on November 23, 1965.

The *Malekula* maintains a seven-weekly cargo service from Sydney and Brisbane to Papua-New Guinea ports.

Mr. Justice Kerr ordered the com-

pany to pay the minimum fine of \$500 on each charge, plus the Australian Stevedoring Industry Authority's legal costs.

The company was convicted of having acted in a manner in which the safe performance of stevedoring operations was prejudiced, having failed to ensure that stevedoring operations were expeditiously, safely and efficiently performed, and having failed to ensure that the labour available for the stevedoring work was used to the best advantage.

Mr. Justice Kerr said the company had followed an unsafe loading practice and had unjustly dismissed

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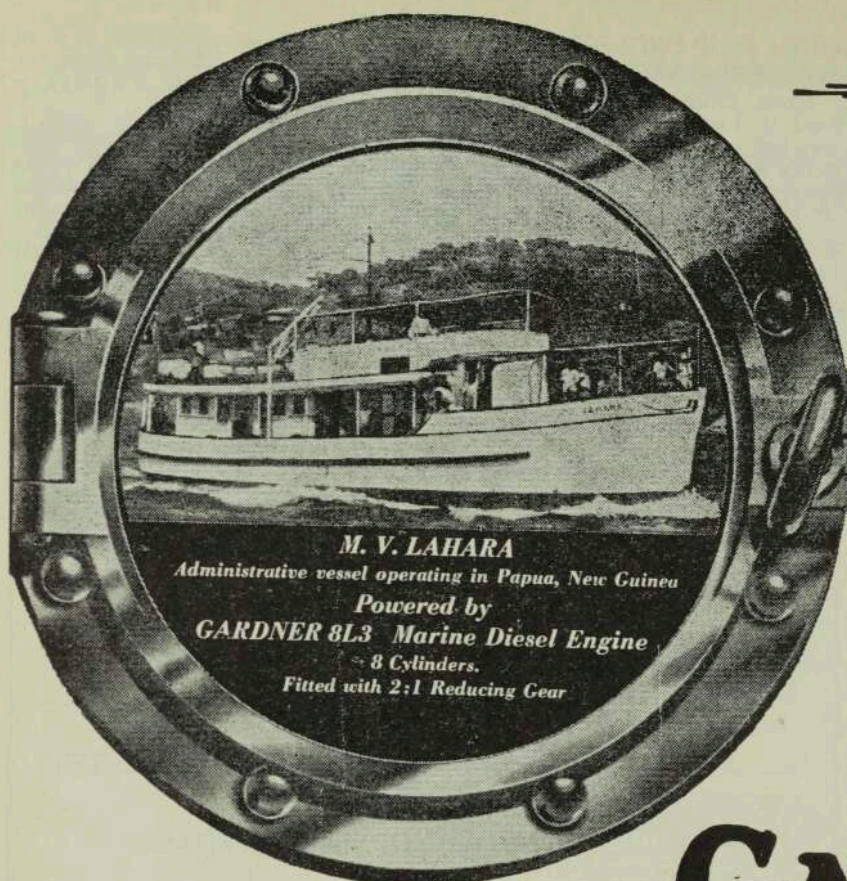
This correspondence course by Captain G. W. Dunsford, M.I.N. (Master Mariner—Square Rigged) has been completely revised. It teaches Ocean and Coastal navigation. Quick, accurate and simple methods, an interesting course beautifully bound and complete with chart instruments, etc. Special Australian Supplement on local coastal navigation.



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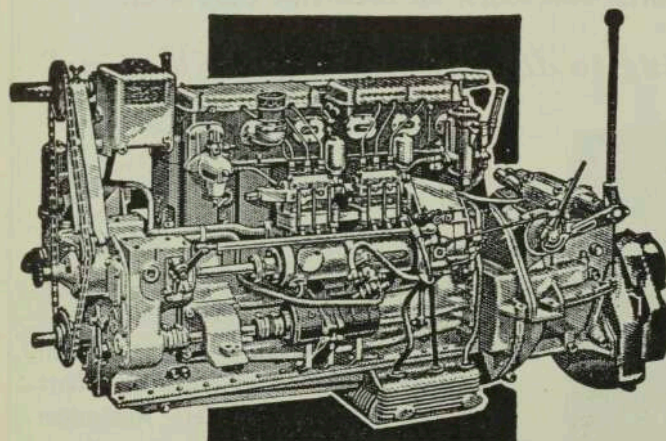
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terside workers after they had
sed the safety issue, and "stood
their rights".
The practice allowed by the com-
ny could have caused cargo to fall
d injure a hatchman and other
employees, he added.

C TO SET UP SHERIES STATION

The South Pacific Commission is
pected to make a decision on a
e for a fisheries research station at
next session in October.

The SPC's fisheries officer, Mr.
n Powell, completed a seven-week
vey early this year to look for
ssible sites. He visited American
moa, Hawaii, Guam, Saipan and
ror in the US trust Territory and
anila.

He told *PIM* the station would be
ed to teach Pacific Islanders com-
ercial fishing.

Mr. Powell, who was Fisheries
icer for the Cook Islands Govern-
nt before he took up his post
th the SPC for six months from
t July, also told us that the Cook
ands Government had gone ahead
h a long-term plan for develop-
ent of tuna fishing in the Cook
ands.

Construction of a workshop had
gun in 1962 and now a 55 ft tuna
npan and a slipway were being
ilt.

"Progress has been slow because
y little labour is available," he
d.

NICKEL COMPANY LLS FREIGHTER

The New Caledonian nickel com-
ny, Societe le Nickel, has sold its
00-ton freighter *Quebec* to Chinese
erests.

The *Quebec* was built to the order
the nickel company in Canada in
early post-war years. Her sale
ves the company with two 15,000-
vessels and the 5,000-ton *Caronte*.

ION STEAM SHIP CO. ND THE PRESS

PIM some months ago com-
ented on what was called the
archiness" of managers of the
ion SS Co. Ltd. in Australia and
ew Zealand and other places, when
ked for information by newspaper
orters.

It was mild comment; but friends
PIM's old friend, Mr. David A.
tler, who for 20 years was the
ion SS Co. manager in Fiji,
ought it might have reflected upon
n.

Actually, it did not. David Butler,
all his contacts with the public



WHERE THINGS ARE STILL AS THEY WERE

ALTHOUGH many time-honoured cultural traditions have disappeared
in the main centres of Polynesia, in the out-of-the-way islands the
people still do some things in much the same way as they have for
centuries.

On Raiivavae in the scattered Austral Islands of French Polynesia,
400 miles south of Tahiti, the Polynesians still make their elaborate
dugout canoes without using a single metal fastening.

David Fletcher, of the New Zealand yacht *Matatua*, discovered this
when he called at the island last year. He told *PIM* about it when he
visited Sydney in March.

"The islanders use the trunk of a large tree for the hull of their
canoes," he said. "The canoe is shaped by adzing and burning out the
trunk. Then they cut small holes in the sides of the boat and lash
extra pieces of timber on to give more freeboard. They make the lash-
ings from long strips of coconut leaves which can be up to eight feet
long. These strips are hand-plaited and are invaluable as very strong
lengths of rope.

"Outriggers are shaped out of smaller trees and attached to the
canoe with braces and further lashings. The whole canoe, about 20
feet long with accommodation for a dozen people, or more if they are
children, is held together by hand-made lashings."

Mr. Fletcher said there were about 300 people on Raiivavae and
every family had a canoe to paddle across the lagoon or collect coco-
nuts from the many motus (islands) on the reef surrounding Raiivavae.

"A few of the more fortunate people powered their canoes with
outboard motors, which seemed quite out of place," he added.

● The pictures show (top) Raiurua Bay, site of the main settlement
on Raiivavae, with 1,434 ft Mt. Hiro in the background, and (below)
a Raiivavae dugout canoe and a close-up of the hand-plaited lashings.



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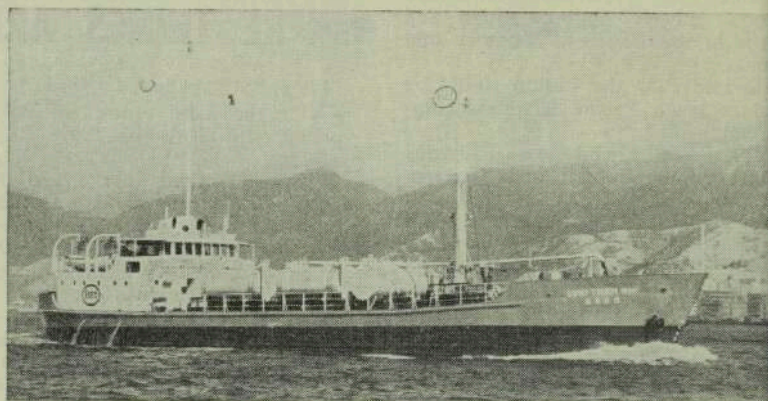
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"Esso Tsuen Wan" Twin Screw Harbour Oil Tanker for Hong Kong

The Hongkong & Whampoa Dock Company has built and delivered to Esso Standard Oil (Hong Kong) Ltd. a harbour oil tanker which will commence employment at once in her local service. The vessel was constructed to the Builder's design, to Owners specification, and to the requirements of Lloyd's Register of Shipping Class + 100 A.1. The following are the main particulars:—

Length Overall		170 feet 3 ins.
Breadth Moulded		36 feet 0 ins.
Depth Moulded		12 feet 0 ins.
Draught		9 feet 9 ins.
Deadweight		890 tons

The hull is of all welded construction. The hull is shotblasted and pointed and the internals of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.

Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m. A trial speed of 9½ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each comprising a Gardner 6LX marine oil engine directly coupled to a 35 K. 100 volts D.C. Generator, arranged for operation as single unit only.

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Other machinery and fittings include Emergency Lighting equipment, fresh and sanitary water pumping set, CO₂ system to protect machinery space and cargo oil tanks, fire and ballast pump, compressed air system, and the usual navigational and deck fittings.

The electrical installation and wiring is specially constructed to suit a tanker carrying low flash point cargo.

Steering is by an electric-hydraulic steering gear manufactured by Frydenbo, Bergen, capable of operating twin rudders from helm over to hard over in 30 seconds. It includes automatic alarm and immediate change over arrangement at helm for emergency transfer to hand hydraulic operation.

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ENQUIRIES WELCOME—either direct or through our Representatives.

Fiji and thereabouts, including the newspapers, was an agreeable and co-operative official—and testimony to his qualities in that respect was heard in the goodwill expressed at a public action in Suva when Mr. Butler returned to New Zealand several years ago.

There was a period, covering some decades, when the Union Company's affairs were ruled by a board of directors (probably of Dunedin origin!) who apparently hated publicity in all its forms, and seldom, ever, expressed any love for newspapers. Naturally, the company's branch managers throughout the South Seas had to conform.

But that grim era ended a long time ago. The Union SS Co. of New Zealand is well regarded by newspapers, who generally find it helpful and sympathetic on the rare occasions when Union SS Co. affairs come in the limelight.

HELP FOR P-NG CHURCH VESSEL

The American Diocese of Minne-
apoli will help the Anglican Church
in Papua-New Guinea to buy a
vessel to join the 18-year-old
"Isclaren-King II" on passenger and
cargo trips.

The Americans hope to raise about
\$10,000 towards the cost of the new
vessel. The new ship will have freezer
space and a motorised winch to speed
cargo handling.

NEW TANKER TO BE BASED IN FIJI

A new Shell Co. tanker, the
"Sigawale", arrived in Suva on Feb-
ruary 28 on her delivery voyage from
Hong Kong. She will operate out of
Suva, carrying petroleum products to
Tavua, Savusavu, Taveuni, and
other Pacific territories outside Fiji.

The "Sigawale" was formerly the
"Fah Chan" and was used as a
tugboat in Hong Kong.

A sister ship, the "Kuanua", also
formerly of Hong Kong, has been
transferred to Rabaul.

Captain Dick Speary has taken
over the "Sigawale" as master; the chief
engineer is Mr. Fritz Ragg; and his
assistant is Mr. Isaac Underwood.

FRENCH COMMANDER ON OFFICIAL VISIT TO BSIP

One of the French Navy's latest
long-range escort vessels, the 2,000-
ton "Enseigne de Vaisseau Henry",
with Rear-Admiral J. Gouttier, the
commander-in-chief of French Forces
in the Pacific, aboard, paid a four-
day visit to Honiara BSIP, in March.
The escort vessel is named after

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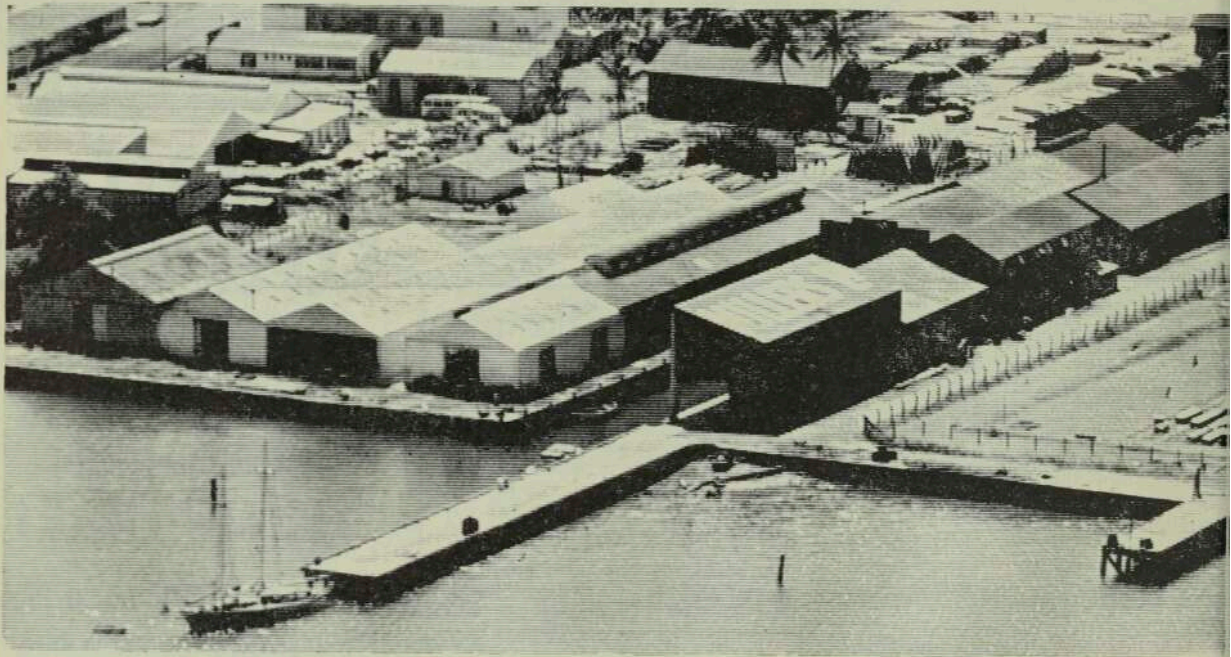
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P.O. BOX 296, SUVA, FIJI

seigne de Vaisseau (Flag Lieutenant) Paul Henry, a French naval officer killed at Peking in 1900, while defending the city against the Germans.

Rear-Admiral Gouttier has been in C Pacific since last December when he replaced Rear-Admiral (now Vice-Admiral) J. Picard-Destelan. He is a commander of the Legion of Honour, the Croix de Guerre and former commander of the Fleet Training Centre at Toulon. His headquarters are now at Noumea.

COOK ISLANDS SHIP IN FOR ANNUAL INSPECTION

The 113 ft Cook Islands schooner *Akatere*, one of three ships run by Cook Islands trader, A. B. Donald Ltd., is in Auckland in February for her annual examination of hull and cargo.

Dutch-built in 1948, the *Akatere* has been trading between Holland and the Pacific seaports when A. B. Donald bought her in 1963. She arrived in Auckland on New Year's Day, 1964, and was handed over to her master, A. J. Pickering, who is still in command.

150 SCHOOLBOYS FOR PACIFIC CRUISE

A group of 150 New Zealand secondary school boys, from 14 to 17 years old, will go on a South Pacific cruise with the China Navigation Company's liner *Kuala Lumpur* in August.

The cruise will start from Wellington on August 13 and will take in Noumea, Santo and Suva before returning at Auckland on September 2. This will be the second of two Pacific cruises by the *Kuala Lumpur* this year. The first will begin in Wellington on July 22 and will end in Wellington on August 12.

KETCH UP FOR SALE

Wellington, 80 ft ketch owned by J. H. Price, was up for sale in Brisbane in February. Price is well known in the Pacific for his voyages as skipper of the 22 ft yacht *C'est Vie*. In early 1966 he took the *Wellington* to the Solomons to look for charter work (PIM, Mar., 1966, p. 107).

INTEREST IN GEIC TRAINING PLAN

Two big shipping companies, the China Navigation Company and the Columbus Line, have supported the proposed merchant marine training school in the GEIC, according to

reports in the New Zealand Press.

The reports say they have told the GEIC Government they will give graduates of the school jobs on their ships operating in the Pacific. This could mean jobs for more than 420 islanders.

The reports say:

- The China Navigation Company has agreed to take on two deck crews, totalling 20 to 30 men, on a trial basis.

- The Columbus Line has said it is anxious to employ full islander crews—i.e. deck, engine and catering crews and that there are prospects of

at least 400 jobs with the line and its associates.

The training vessel for the school, the *Teraka*, was due to arrive at Tarawa from London in March (PIM, Feb., p. 105).

The *Teraka* will be moored in Tarawa lagoon and its captain and instructors will live ashore. From time to time the ship will go on training cruises to other Pacific territories.

While lying at Tarawa, the ship will be used for overseas cargo storage—so that trainees can gain experience in cargo handling.

The trainee intake will be phased

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35 FT x 11 FT x 6 FT, fishing vessel, 90 h.p. diesel, ideal work or tow launch. £3,150.

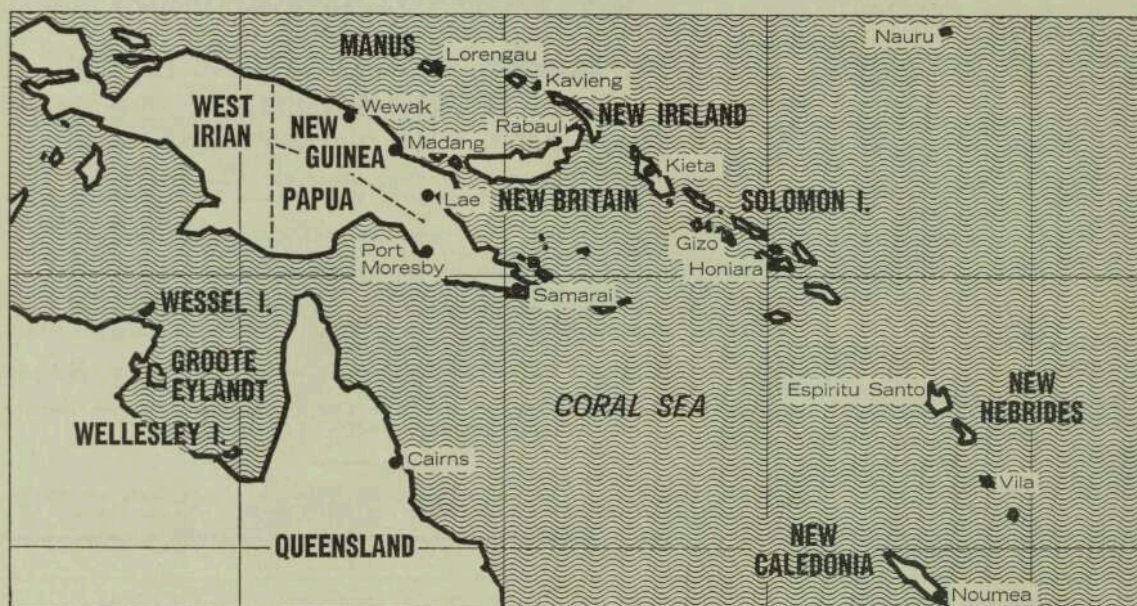
NEAR NEW WORKBOAT, 27 ft x 9 ft 8 in., 4 cyl. diesel, all new less than one year, cabin and large cockpit. £3,250.

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ON-TIKI" STYLE RAFT ABANDONED

A Kon-Tiki style raft expedition, which began in Guayaquil, Ecuador, in December, was abandoned 800 miles west of Guayaquil, near the Galapagos Islands, in March when the raft became waterlogged.

The expedition was headed by a 37-year-old Spaniard, Vital Alzar, of Santander, Spain. There were five other crew members.

Their raft was made of 11 trunks of balsa set lengthwise and nine laterally, with others set diagonally. The area was about 46 ft by 30 ft.

The raft pushed off from Guayaquil in December 25 to try to prove that the Ancavilca Indians from Ecuador could have peopled the islands of Polynesia a couple of thousand years ago. There had been a false start 10 months earlier (*PIM*, Dec., p. 7).

On March 15, a report from Guayaquil said that the raftsmen were awaiting rescue in their waterlogged and half-submerged craft near the Galapagos Islands.

A German vessel picked up the adventurers the following day.

CROWDED DAYS AT KINGS WHARF, SUVA

The Suva harbour authorities had their work cut out on March 11 when they had to berth three big overseas liners at the Kings Wharf. The ships were the *Ariana*, north-bound for American west coast ports and the Far East, the *Monterey*, on Pacific cruise, and the Norwegian ferry liner, *Sagafjord*, also on a Pacific cruise with some of America's wealthiest citizens.

NEW SHIPPING SERVICE FOR RAROTONGA

From the beginning of April, a shipping service to Rarotonga, Cook Islands, will be provided by Holm and Company Limited, of Wellington, in conjunction with the New Zealand Department of Island Territories and the department's vessel, *Pana Roa*.

The company expects to make six trips a year to Rarotonga. The service may be extended to Tahiti if trade prospects warrant.

Until a few months ago, a supplementary service to that of the *Pana Roa* was provided by the Union Steam Ship Company's trans-Pacific vessels en route to the west



Still going strong

Still going strong after 54 years in the Islands is the 97 ft schooner "Tiare Taporo", seen here at Vila, New Hebrides, recently. Built in New Zealand for A. B. Donald Ltd. in 1913, she was first used as a trader in the Society Islands, based at Papeete. After World War I she entered the Cook Islands trade, but returned to the Societies in 1949. Two notable South Seas skippers commanded her—the late Captain Viggo Rasmussen and Captain Andy Thomson, who now lives in retirement on Rarotonga. In March, 1964, the "Tiare Taporo" was sold to Mr. W. B. Christophers, of Rotorua, NZ, who resold her a few months later to her present owner, Mr. Tom Low, of Vila, who is now using her in the New Hebrides trade. The schooner was badly damaged by fire in May, 1965.

coast of North America. These vessels have now been withdrawn from the trade.

Holm and Company provide a regular shipping service from New Zealand to Norfolk Island and New Caledonia, and to the Chatham Islands. The company's vessels also undertake the annual servicing of the weather stations at Campbell Island (South of NZ's South Island) and to Raoul Island in the Kermadecs. They have also made a few trips to Fiji.

Cruising Yachts

● *BOUNTY*, 42 ft ketch, was due to sail from Pago Pago to San Francisco, via Honolulu, in March.

The ketch has a new owner. The previous owner, a Californian, Mr. Gordon Johnson, had to abandon his cruising plans because of his son's sickness. (*PIM*, Feb., p. 115).

The new owner is Mr. Ben Deathridge, of the US Navy. He is having the ketch sailed to San Francisco by a three-man crew, Lyle Hines, Jamie Lopez and another man. He and his wife plan to live aboard the ketch until his retirement next year. The couple then plan to cruise down the coast of Mexico and perhaps bring the ketch back to the South Seas.

● *LA BELLE SOLE*, 64 ft. American luxury ketch, was due to sail from Sydney for New Guinea, Ceylon and the Red Sea in late March.

On board are Roger Franson, a Los Angeles engineer, his wife Anne, their children Keith 10, and Karen eight, and crewmen Alan Hare, 27, of England, and an Ecuadorean from the Galapagos Islands, Teppy Angermeyer, 19.

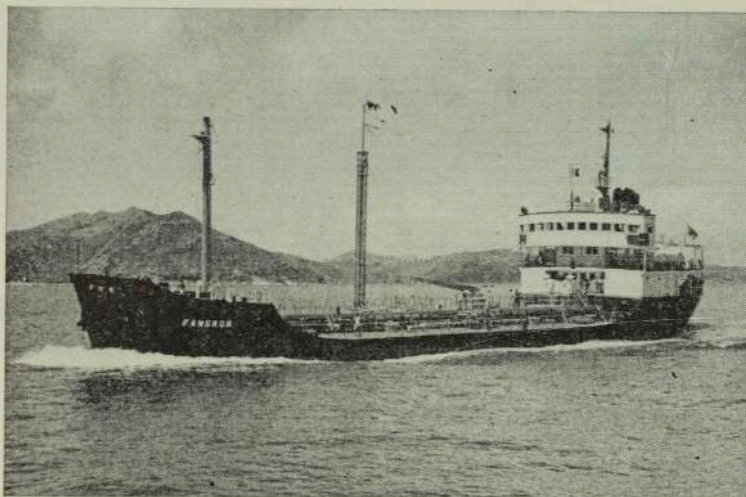
La Belle Sole reached Sydney on February 18 after a 12-month trip across the Pacific from Los Angeles.

The ketch called at the Galapagos Islands, the Marquesas, the Tuamotus, Tahiti, the Cooks and Auckland.

Matahiva, in the Tuamotus, and

TAIKOO DOCKYARD HONG KONG

SHIP AND ENGINE BUILDERS AND REPAIRERS



LEFT:—

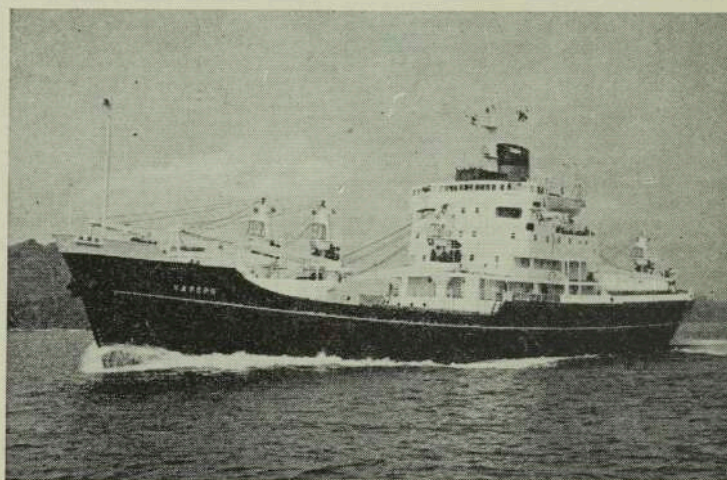
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Enquiries welcome—either direct or through our representatives.

WAITING OUT THE HURRICANE SEASON

Several yachts have been in Port Moresby recently waiting for the end of the hurricane season before heading east or west.

They include: *Atea*, 30 ft American fibreglass ketch, which crossed the Pacific from the US in 1964-65; *Cythera*, 50 ft Australian ketch, which made headlines in 1963 when she was stolen from Lord Howe Island; *Caenoo*, a yacht from Sydney; *Rendezvous*, 31 ft plywood ketch with Alan Lucas and his wife; *Red Boomer*, 42 ft Fremantle ketch; *Cimba*, a noted 38-year-old Bluenose schooner; *Kotimu*, 5 ft gaff-rigged cutter; *Morning Sun*, 32 ft Bermuda-rigged ketch; and *Vaquero*, Chuck Kenahan's 3 ft NZ cutter.

Merston Island (Northern Cooks) are two of the most interesting lands.

At Matahiva," Mrs. Franson told "we were astonished to see boys more than babies swimming and with three and four foot rks.

They were in a shallow concrete and played with the sharks, ing them on the tail and pulling r noses.

We were told it was to get the s used to sharks so they would be afraid when they went pearl ng in later years."

a Belle Sole made a detour to merston to carry badly-needed ipment, medical supplies and d to the island, as the ship which mally calls there was months rdue.

• *MATATUA*, 36 ft New Zealand er, arrived at Sydney on February after a three-month stay in Bris-e.

On board were Mr. and Mrs. orge Fletcher, of Auckland, and r 27-year-old son, David.

Since last April, *Matatua* has ted Raivavae (Australis), Papeete, ore, Raiatea, Huahine, Bora Bora, go Pago, Fiji, Vila and Noumea. Mrs. Fletcher told *PIM* that she l her husband were very disap- nted with Papeete.

The Tahitians were unfriendly and y interested in making money," said.

"We had to pay fantastic prices for

food. A sliced loaf of bread cost the equivalent of 50c, fish were 90c and \$2 each, and even watermelons were \$2.

"Old potatoes cost 10c a pound and three pineapples cost us \$1.

"I wouldn't advise any yachts to call there—Papeete doesn't cater for them. Moorea is much nicer and miles cheaper."

Matatua was to leave Sydney in March for Russell and then Auckland, NZ.

• *STORNOWAY*, 33 ft black-hulled New York yacht, reached Sydney from Noumea in early March.

Aboard were Alf Peterson and his

wife Marjorie who intended to rest in Sydney for a short period before setting off for Japan.

Fifteen years ago Alf Peterson made a singlehanded circumnavigation in *Stornoway*. Now Marjorie has had a book published about the trip called *Stornoway, East-West*.

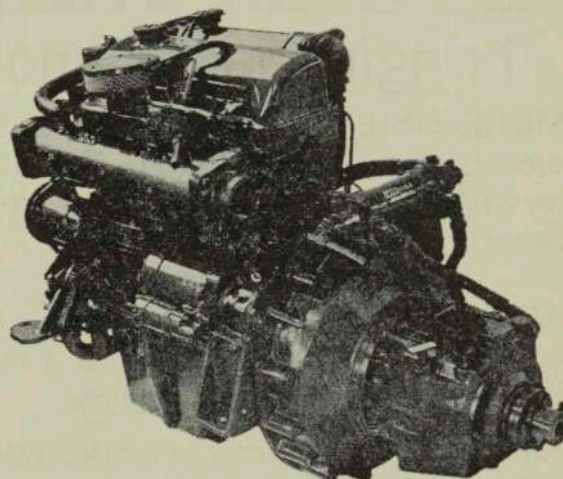
• *TAMATEA*, 48 ft 8-metre class yacht, has been sold by Suva Defence Club secretary, Mr. Heath Hemphill, to Mr. Gordon Ross Cochrane, of Auckland.

Mr. Hemphill bought the yacht in Auckland in 1952. She was sailed to Suva that year by Captain Stan Brown who had as his crew well-

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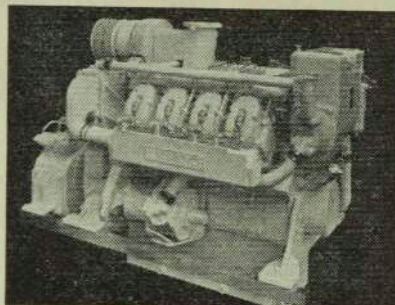
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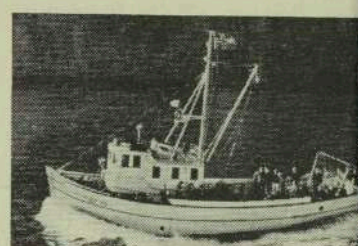
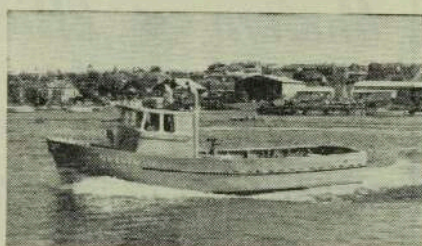
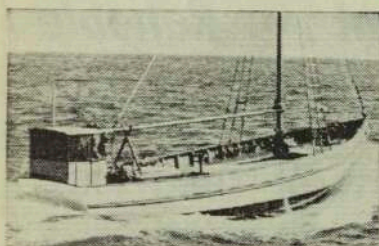
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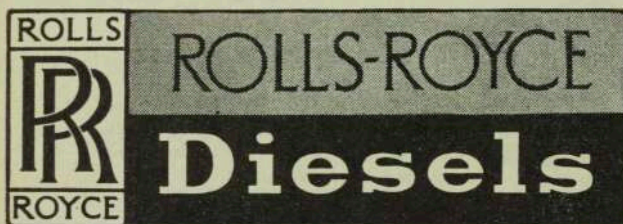
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own Suva yachtsmen, Jack St. an, Tommy More, Len Bentley the late Tommy Miller.

Mr. Cochrane plans to sail *Tamatea* back to Auckland about the of April.

The *Tamatea* was launched in 1937. was easily the best yacht in Fiji. won the Fiji open championship Royal Suva Yacht Club championship 12 times, and numerous other chies.

● *REBEL*, 35 ft trimaran from Francisco, which reached Pago o from Rarotonga last October, resume her Pacific cruise in .

In a note to *PIM*, skipper-owner, vin Glenn, said: "We plan to year for Western Samoa about 7 1, then call at Niuatoputapu Vavau on our way to Nukualofa, re we will stay for the King's onation. From Tonga we will oably go to Fiji, the New rides, New Caledonia and Aus- ia, arriving at Sydney in Dec- er."

Mr. Glenn said that he had erted" *Rebel* for a month late year to help Dr. Robert Griffith his 52 ft cutter *Awahnee* from o Pago to Honolulu (*PIM*, Mar., 115). He then flew "home" to d Christmas aboard *Rebel*.

le and his wife, who had been king for the Education Depart- nt, had also found time to cruise and Tutuila and the Manua nds.

Mr. Glenn added: "We enjoy *PIM* / much, but we don't agree with r magazine's inference that Gov- or Lee's programme is having a imental effect on Samoa. We feel the overall effect of the pro- nne is very good.

Still, it was very interesting to e an outsider's views."

● *PORPOISE*, 38 ft ketch, with Louise Myers, of Illinois, USA, three crew members, reached ney on March 15 from Auckland,

The ketch was to rest in Sydney two or three weeks and then head Japan, via the Barrier Reef, New nea, the Philippines and Hong g.

Mrs. Myers has been sailing the th Pacific in *Porpoise* since she California in 1964. She has ted Hawaii, French Polynesia, h Samoas, Fiji, Tonga and New land.

● *VALKYRIE*, 31 ft ketch, which reached Durban last September (*PIM*, Nov., 1966, p. 115) was still there in January because her 72-year-old American lone-handed skipper, John Goetzcke, had to have operations for hernia and appendicitis in December.

Mr. Goetzcke is on a round-the-world trip from the Virgin Islands.

● *ELEUTHERA*, 48 ft steel ketch, with Earl Schenck Jr., and his wife Paula will make another trip from Honolulu to the South Pacific this year. No departure date has been set yet.

Eleuthera made a trip from Tahiti to the seldom-visited Austral Islands in 1965 (*PIM*, Dec., 1965, p. 113).

● *WHISPER*, an American yacht, with Hal and Margaret Roth aboard, was to set out on a cruise in the South Pacific in March from Sausalito, California.

● *ELSIE*, 30 ft cutter, sailed solo by 60-year-old American, Frank Casper, which spent about 18 months in the Pacific in 1964-65, was at Grenada, West Indies, in December.

We last reported Frank, who rarely stays still for long, at Durban in January, 1966. (*PIM*, Mar., 1966, p. 112).

● *SLEA NO MARA*, 40 ft schooner, was being refitted in Sausalito, California, recently by Tony and Anne Carter for a trans-Pacific cruise to Australia.

Mr. Carter chartered the 75 ft ketch *Sirocco* from a Las Vegas architect, Mr. Jack Belcher, in 1964-65 and spent some time in the South Pacific.

While on the *Sirocco* in Tahiti, he met and married his wife, Anne. Now Mr. Carter has long-range plans for charter work off the Great Barrier Reef when he arrives in Australia in *Slea No Mara*.

● *NAM SANG*, 66 ft American yacht, was due to leave Sydney in mid-March for Los Angeles via the Bay of Islands (NZ), the Cooks, and French Polynesia.

Her current owner, Mr. J. Thompson, of Los Angeles, told *PIM* he planned to sell *Nam Sang* in Los Angeles and buy a smaller yacht or, if he couldn't find a suitable one, to build one.

He expected to take nearly three months to reach Los Angeles as he hoped to stop at one or two of the Austral Islands in French Polynesia.

Nam Sang has a crew of seven and an attractive girl cook, "Sammy" Malbert, 24, of California. One of

HE WANTS TO BE A DOCTOR AT SEA

Would any cruising yachtsman like a doctor aboard? Recently *PIM* received a letter from a Bougainville medico, Dr. Georg David, who says: "I would like to join the crew of a sailing yacht with the purpose of cruising the South Pacific and eventually sailing to Europe. I am ready to share the expenses and am also prepared to purchase a share of the boat, if desired."

Dr. David's address is: Department of Public Health, Sohano, Bougainville Island, New Guinea.

the crew is 21-year-old Tom Waters, of Los Gatos, California, whose 30 ft trimaran *Voladora* was wrecked at Bora Bora a year ago (*PIM*, April, 1966, p. 113).

Nam Sang will stop off at Bora Bora to have a look at the wrecked vessel, which is being looked after by one of the locals, Steve Ellacote. "I hope to return to Bora Bora one day to repair the trimaran as she wasn't a write-off," Waters told us.

● *DOVE*, 24 ft fibreglass sloop, with 17-year-old solo American yachtsman Lee Graham, reached Port Moresby on March 26 from Honiara. He has the tomcat he picked up in Fiji.

Graham left California in *Dove* when he was 16, and hopes to become the youngest solo yachtsman ever to circle the world.

When we reported that he had left Honiara in mid-December for New Guinea (*PIM*, Feb., p. 113), he was actually setting off on a cruise around the Solomon Islands.

● *DORA*, 48 ft French ketch sailed by a French couple, Mr. and Mrs. A. G. Merlot, with their daughter, Brigitte, was in Brisbane in March for repairs to damage caused by cyclone Dinah.

The ketch was blown ashore on Macleay Island, Moreton Bay, during the cyclone and the rudder was damaged. Island residents helped the couple make a jury rudder and *Dora* went to a nearby boatyard for slipping.

Dora will stay in Brisbane for two or three months before leaving for the Barrier Reef.

The Merlots began a cruise round the world in *Dora* from Cannes in 1961. They crossed the Pacific, calling at a number of islands, last year (*PIM*, July, 1966, p. 111).

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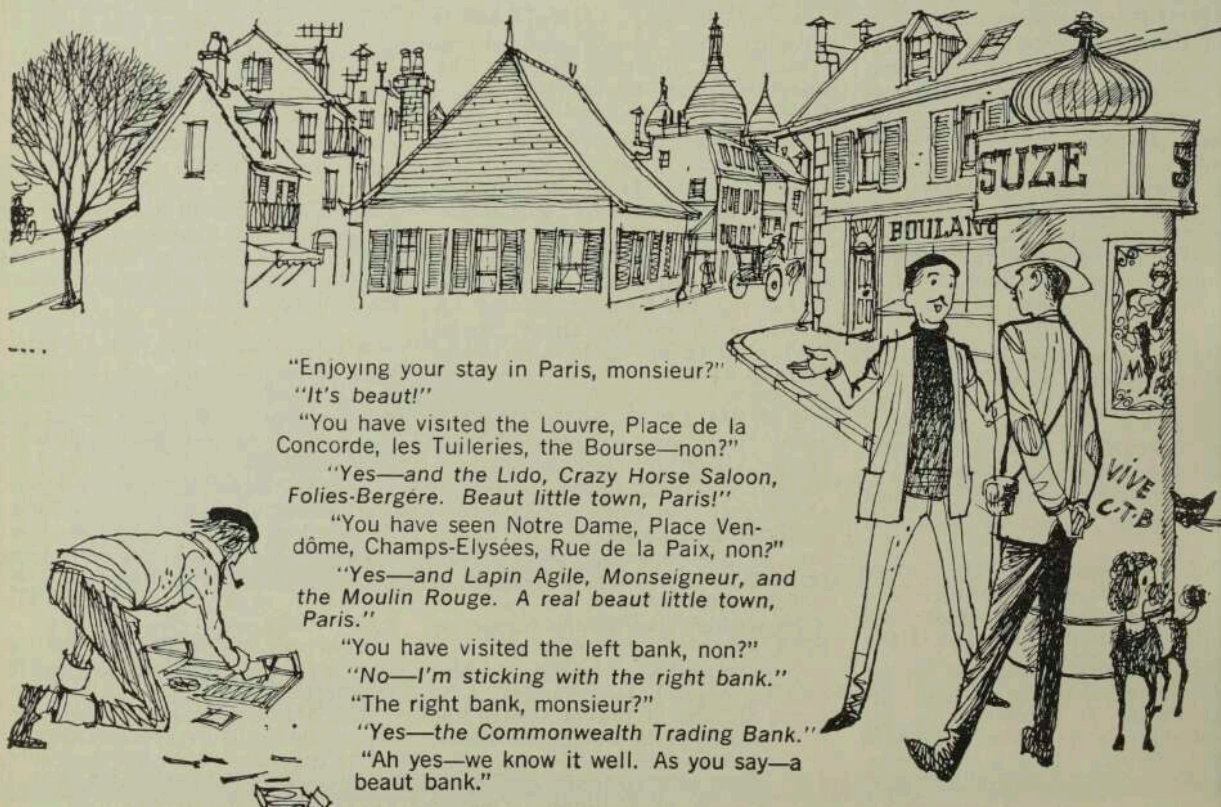
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"You have seen Notre Dame, Place Vendôme, Champs-Élysées, Rue de la Paix, non?"

"Yes—and Lapin Agile, Monseigneur, and the Moulin Rouge. A real beaut little town, Paris."

"You have visited the left bank, non?"

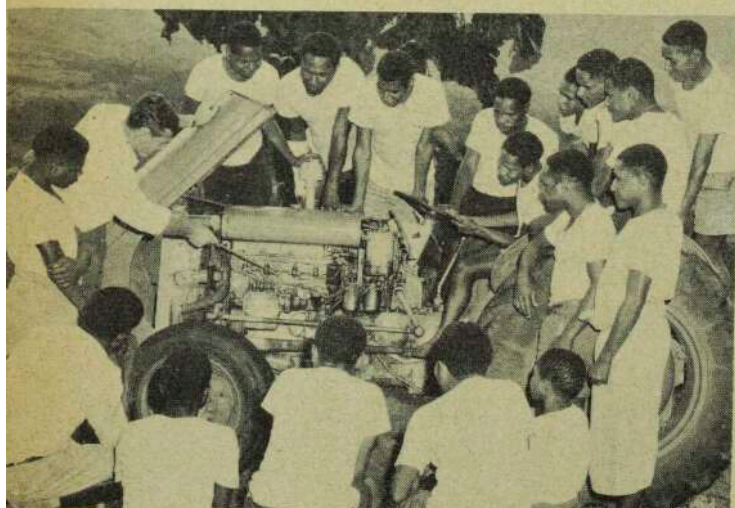
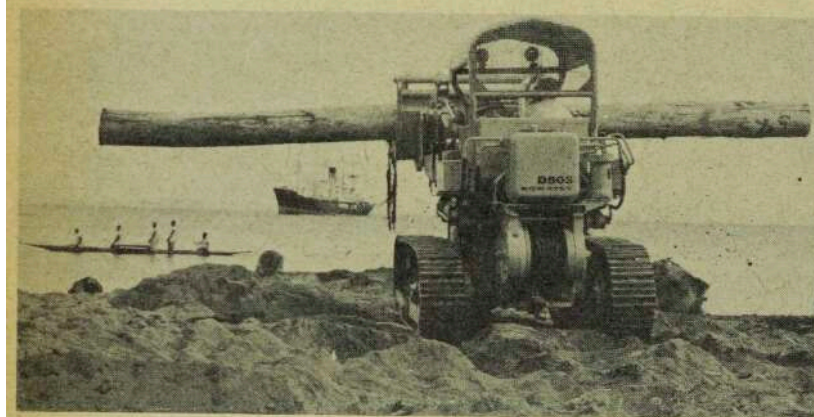
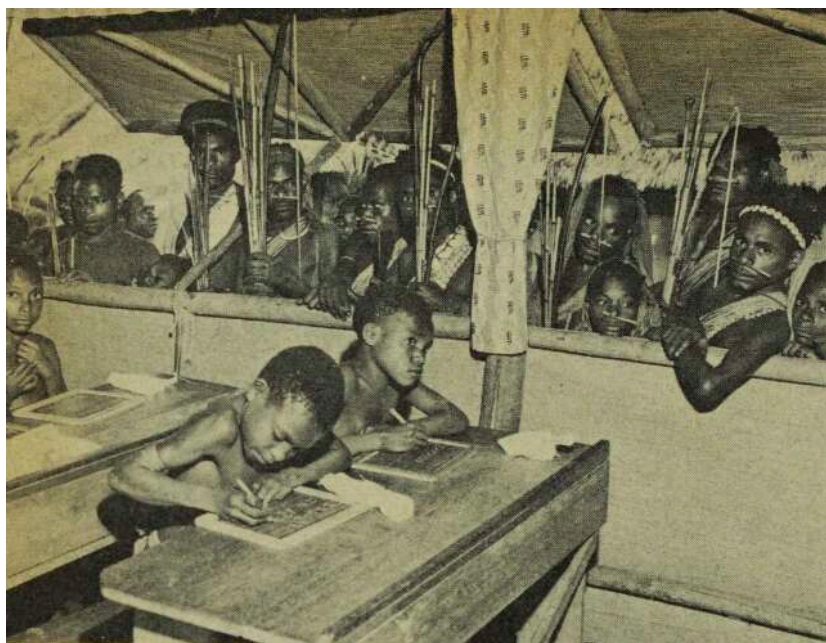
"No—I'm sticking with the right bank."

"The right bank, monsieur?"

"Yes—the Commonwealth Trading Bank."

"Ah yes—we know it well. As you say—a beaut bank."





Picturesque New Guinea

With the introduction by the end of this year of new air services which will put Papua-New Guinea on the through route (see page 121) more of the world's travellers will be seeing some of the beauties of the territory for themselves.

THE chances are they might first see these very pictures, for these have been selected from a portfolio of New Guinea pictures which was a prizewinning entry in the Pacific Photographic Fair in Melbourne in March. The photographs were submitted by Australia's Department of Territories and they will later go on tour overseas.

The opening picture on the previous page shows children at play at the Administration's primary school on beautiful Rogeia Island, in the Milne Bay district of Papua. Rogeia, within hailing distance of the island of Samarai, which can be seen on page 120, has white sandy beaches to go with the typical South Sea Island look so apparent in this photograph. White beaches are often a novelty in the South Seas; more often they are of black sand.

At top left of this page another primary school class gets down to business, this one at Menyamya, in the wild Kukukuku country of New Guinea's Morobe district. The gentlemen seen looking through the window were no doubt placed there for the sake of a more interesting photograph, but the locals really do look like that and haven't been dressed for the occasion.

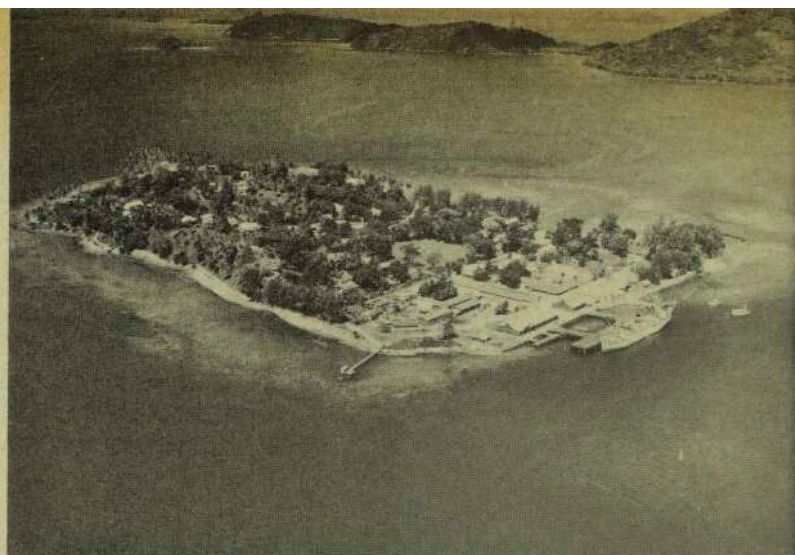
The centre picture shows logging operations at Cape Hoskins, on New Britain, where Japanese tractors load timber into Japanese ships for Japan. More and more of New Guinea's timber returns to New Guinea these days in the form of inexpensive furniture.

Below, trainee mechanics at the Popondetta Agricultural College see something of the insides of a tractor. The Popondetta area is worth a visit, for the traveller will pass close

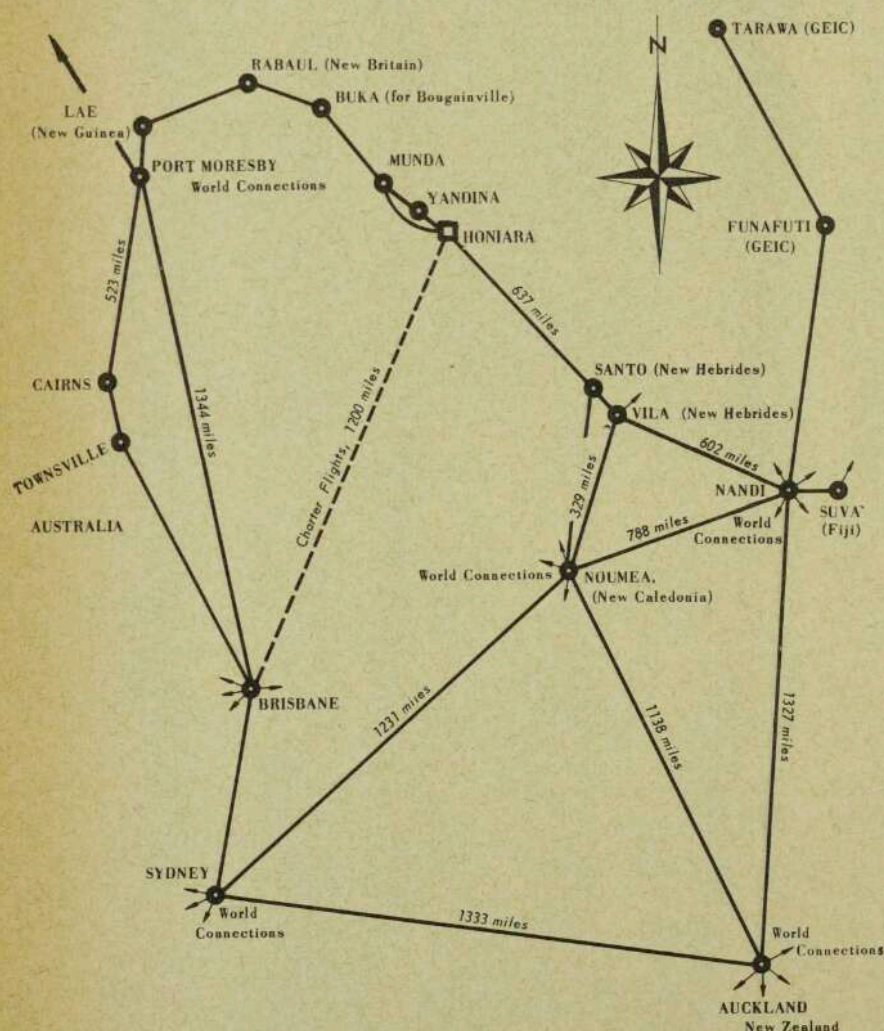


PICTURESQUE NEW GUINEA (Continued)

to the notorious Mt. Lamington, which erupted after the war with the loss of thousands of lives. From Port Moresby your aircraft follows the famed wartime Kokoda Trail, passing through a gap in the Owen Stanley Ranges. On a clear day from high above the Owen Stanleys it is sometimes possible to see right across the long arm of Papua from coast to coast.



Beautiful Samarai, from the air. In the foreground is China Strait, which leads to Milne Bay and to the route north. You can walk around Samarai in 20 minutes.



This air map shows how the projected new service from Sydney through Port Moresby, to South-East Asia, will enable the world traveller to take a colourful new route through the Solomons, New Hebrides and Fiji. The map also shows the various ways of reaching the British Solomon Islands Protectorate, which is now encouraging tourist traffic.

NEW NORTHERN AIR LINK THROUGH NEW GUINEA OPENS UP GREAT POSSIBILITIES

By a Staff writer

Australia's overseas airline, Qantas, plans to return to Papua-New Guinea in September, after an absence of seven years. It will operate a weekly return 707 jet service from Sydney to Port Moresby and on to South-East Asia—through Manila to Hong Kong. The service will open up a long-awaited new tourist route across the South-West Pacific, linking world routes with New Guinea through the Solomons and Fiji.

It will mean a big increase in tourism for Papua-New Guinea as the new route becomes known to travel agents, especially as the new service coincides with a number of other new developments which will affect the territory's tourist potential. These are:

- The decision by Australia's domestic airlines, TAA and Ansett-NA, to operate daylight 727 jet services between Australia and the territory, phasing the present overnight Electra services. These will begin shortly.

- The operation by Fiji Airways of a Hawker Siddeley 748 twin turboprop airliner to speed up the service between Fiji and Honiara. This service connects in Honiara with the New Guinea route (see detailed map opposite).

- Appointment of an executive director to the recently created Papua and New Guinea Tourist Board, which will enable the board to get down to the business of promoting territory tourism.

- A call in the House of Assembly in Port Moresby in March for the territory to launch a big tourist campaign overseas, with appointment of tourist officers in London.

- The granting of a licence for a new internal territory charter airline which will concentrate on taking tourists around the territory.

Qantas has for years been after the right to fly a through service to South-East Asia via Port Moresby, but it has met with frequent obstacles. *PIM* reported in March (p. 125) that the Department of Civil Aviation now appeared to have made up its mind that Qantas would be given permission to fly the 707's as soon as airport extensions could be made.

But permission has been granted without the immediate need of airport extensions. It means the 707's

travel

will initially operate with some weight restrictions.

The airstrip will be lengthened and strengthened eventually, and the terminal building will be enlarged.

Qantas does not have domestic rights, but will be able to pick up or put down through passengers, and take passengers out of Port Moresby to South-East Asia destinations.

There are great cargo prospects from Hong Kong to Port Moresby, as Qantas is aware.

The new service will leave Sydney on Thursday mornings and reach Hong Kong the same night. There will be a 24-hour stopover. On the northbound flight the 707 will probably reach Port Moresby about 12.30 p.m., and southbound about 6.30 a.m.

Qantas for many years had a monopoly on services between Australia and the territory, but in 1960 the airline was pushed out by the Commonwealth Government, which gave the services to the two domestic airlines.

Faster to New Guinea

Qantas at that time had been all set to introduce Electras on the Sydney-Port Moresby service, to replace the rumbling DC4's. But with the removal of Qantas, territory people got rumbling DC6's, which were retained until last year, when the Electras came on the run, six years late. The Electras speeded up flying time, and are more comfortable, but it is still necessary for the aircraft to leave Sydney around midnight and arrive in Port Moresby in the early morning.

What New Guinea people—and tourists—have been asking for years is a fast, comfortable return daylight

service between the territory and Sydney. The two airlines, TAA and Ansett, announced in February that this service would be given about April, with the introduction of 727 jets to New Guinea, and the phasing out of the Electras. The Boeing 727's carry up to 116 people compared with 81 on the Electras, and the new aircraft can reduce flying time by about two hours.

Although up to the time that this issue had gone to press no details had been announced, it would be possible for the 727's to leave Sydney at 7.30 a.m. each day and return by 8.25 p.m. Such a schedule would probably operate something like this:

Daylight schedule

Depart Sydney 0730; arr. Brisbane 0840, dep. 0930; arr. Port Moresby 1215, dep. 1300; arr. Lae 1335, dep. 1430; arr. Port Moresby 1505, dep. 1555; arr. Brisbane 1835, dep. 1915; arr. Sydney 2025.

Fiji Airways' Hawker Siddeley is expected in August. The new aircraft carries just over 40 passengers and cruises at 300 mph.

Fiji Airways plans to use it on the services at present operated by the Herons, and the service between Fiji, New Hebrides and the Solomons is the one which will pay greatest dividends. Because of weight restrictions the 14 seat capacity Heron now carries only eight passengers on the service to the BSIP.

The British Solomon Islands is also making a tourist drive in its area and this will be increased when the Hawker Siddeley begins to operate. New Guinea will benefit from this publicity, as also will the Solomons benefit from New Guinea's promotional drive.

The new executive director of the P-NG Tourist Board is Mr. Sidney Moore, who will arrive in April. Mr. Moore previously controlled tourist promotion for the Gold Coast

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THE SOUTHERN CANNONBALL — Hank Snow — I'm Movin' In; Tangled Mind; Panamama; My Blue-Eyed Jane; Under the Double Eagle; Paving the Highway with Tears; The Southern Cannonball; Let Me Go, Lover; etc. **CAM.93 \$2.50.**

GOOD 'N' COUNTRY — Jim Reeves — Don't Let Me Cross Over; There's a Heartache Following Me; The Talking Walls; Little Ole Dime; The World You Left Behind; etc. **CAS/CAL784 \$2.50.**

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ty Council, in Queensland. In his new job he receives a salary of \$10,000.

The Tourist Board is a Government-subsidised statutory body, charged with developing the tourist industry in the territory. Mr. Moore is the initial task of framing a promotional programme.

The call for a big New Guinea tourist drive overseas was made in the House of Assembly in March by Mr. John Guise, an elected member, who said the time was ripe to consider "the proper and accurate image of New Guinea overseas".

Every state in Australia had its office in London, as most countries in the world did, but Papua-New Guinea had no representation, said Mr. Guise. A P-NG office could be established in Australia House, London.

"I see this office in the first instance as an information office, dealing directly with the Press, the BBC and other information media," said Mr. Guise. "At present it is not possible for any of these organisations to obtain direct information about what is one of the most interesting territories in the world."

Publicity needed now

Mr. Guise said now was the time for the creation of such an office, not later "when it may have to be done with ill-considered haste". Nearly every country was competing in the tourist trade and most realised that they had to go to the tourist to attract him and not sit back and wait for the tourist to come to them.

There were increasing numbers of American tourists who, having visited Europe and England, wanted to go home by a different route. A proper promotional drive, through hotels, could get them.

Mr. Guise suggested an Australian should occupy the post of information officer in London, under the authority of the Australian High Commissioner, and have a staff of at least two New Guineans, who would gain in publicity work. The Australian "must be prepared to hand over within a limited time".

The man to fill the job initially should "not merely be somebody from Canberra who has been saying 'yes' for a number of years, and is given a pre-retirement holiday, but could be an experienced officer from this country with the interests

of Papua-New Guinea at heart", Mr. Guise added.

A new hotel will be operating in Port Moresby by September.

The Gateway Hotel, at Jackson's Airport, is Port Moresby's fourth licensed hotel. Jackson's Airport is seven miles from the town area. The operating company is a wholly-owned subsidiary of Papuan Airlines, itself a local company.

The building of the hotel is running behind schedule, but it should be completed in the next few months. In early March the bar opened for business.

The new air charter service in Papua-New Guinea is expected to begin operating out of Lae in April.

The new company, called Macair Charters Pty. Ltd., is owned by a group of 15 New Guinea planters and businessmen, including Messrs. Ian Downs, Jim Grose, Danny

Leahy, Ken James, E. W. Reilly and Brian McCook. Mr. McCook, formerly a pilot with Territory Airlines, and with Fiji Airways, is managing director of the new company, which has \$300,000 capital. Chairman is Mr. Reilly.

One of the members of the group said in March that the company had a licence to operate anywhere within the Highlands regions of New Guinea and the Morobe district, and to fly people out of these areas to anywhere else in New Guinea, or to fly from anywhere in New Guinea into these areas.

The company would start off with one Twin Beech Baron, shortly to be flown by Mr. McCook from the United States, and plans to add two more.

The company would carry out all kinds of charter work but expected to develop tourist work.

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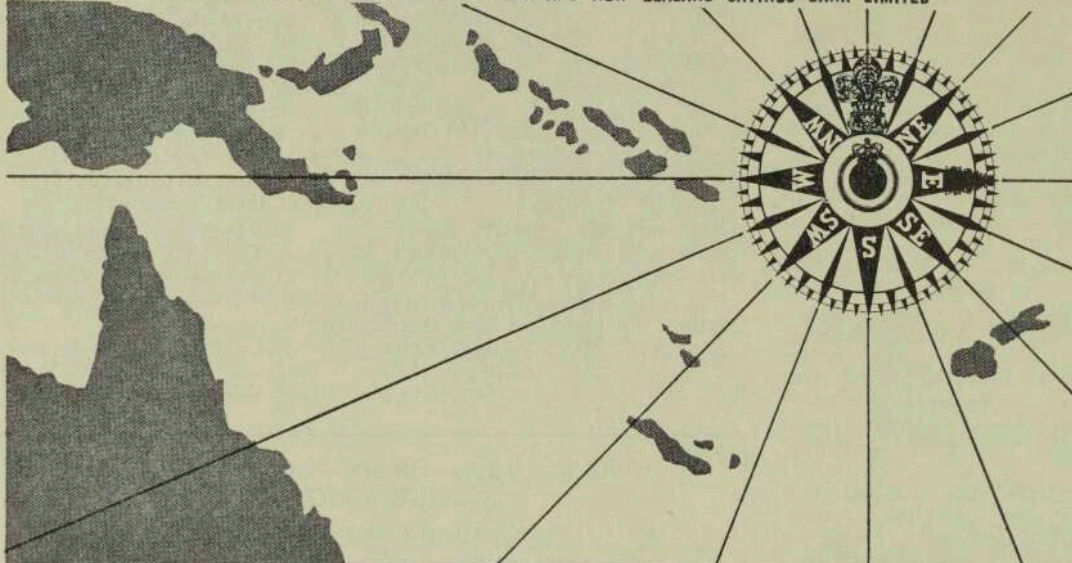
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FIJI'S FIRST LUXURY GAME FISHING CRAFT LAUNCHED

travel

Fiji's first luxury game fishing craft, *Fleet Lady* was launched in March by an 89-year-old Scotswoman who flew 12,000 miles from Devon to Suva to perform the ceremony.

THE woman is Mrs. Janie Scott Dutfield, whose son, Mr. Harry Dutfield, is chairman of Marlin Investments Ltd., owners of the *Fleet Lady*.

She sat between two high Fijian chiefs and quaffed a bowl of *yaqona* (kava) during the Fijian ceremonial which preceded the launching ceremony.

Then she threw the contents of a *ino* (bowl) of *yaqona* over the bows of the new vessel and watched her slide gracefully into the water.

Marlin Investments Ltd. is a new company formed by Mr. Dutfield for the purpose of operating game-fishing launches on Fiji's "Coral Coast" (PIM, Mar., p. 36).

The *Fleet Lady*, a 44-footer, embodies the latest and best equipment available. When ready for operation, she will have cost in the vicinity of F30,000.

She was built from the initial design of Mr. Colin White, and has been completed at Millers Boatyard, Suva.

Yanuca base

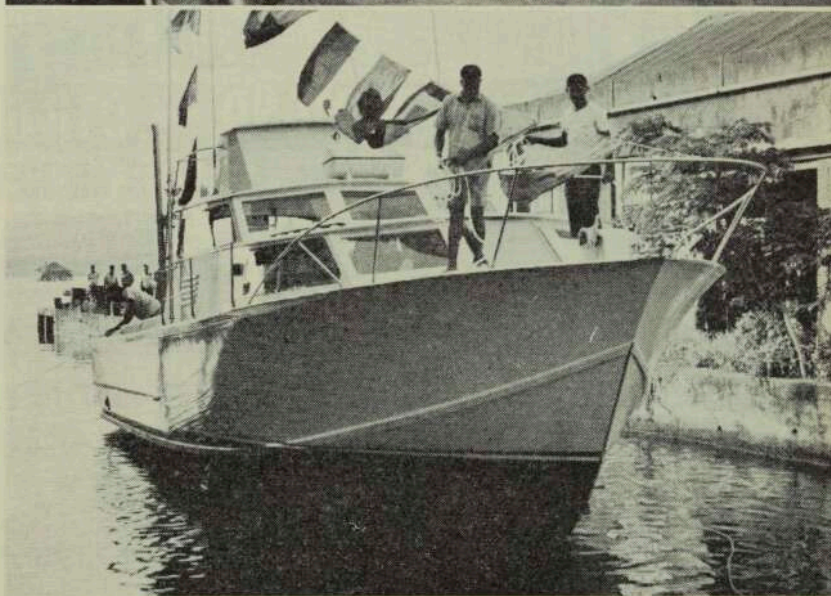
It is planned to operate the *Fleet Lady* and a second launch *Susan Jane* from the luxury hotel now being built at Yanuca Island, near Sigatoka. To complete the fleet, Marlin Investments will also have a number of runabouts, ski craft, and glass-bottom boats.

The *Fleet Lady* will have as its skipper Mr. Mike Connell, a seasoned English boat captain and general manager of the company. All types of game fish are to be caught within a few miles of the fleet's base.

In January, when Mr. Dutfield tied his hand from the *Susan Jane*, numerous *walu*, *saga*, *bonita*, *ono* and other table fish were landed.

The largest was a 161 lb yellow fin tuna. There was also a 118 lb sailfin shark.

Seven black marlin were hooked,



Seated between Ratu George Cakobau, paramount chief of Fiji (left) and Ratu Edward Cakabou, Member for Commerce and Tourism (right), Mrs. Janie Dutfield (top picture) accepts a bowl of "yaqona" during the Fijian ceremonies which preceded the launching of the big game fishing launch "Fleet Lady". Below, the "Fleet Lady" in the water after launching. Forty-four feet overall, with a beam of 13 ft 8 in., she is powered by twin Cummins diesels, and is equipped with the latest aids in navigation and handling. She is the first launch of her type in the world to be fitted with Decca/Simrad Basdic, which, apart from sounding and fish-finding, can locate reefs ahead of the vessel. The equipment can be trained through 360 degrees.—Photos: Rob Wright.



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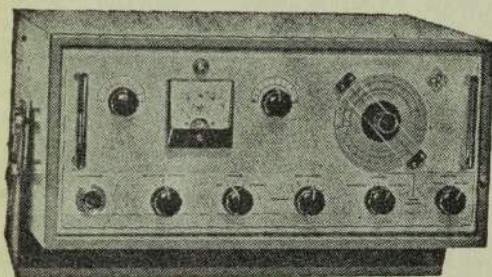
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travel

at none was landed. One of the marlin, estimated at 350 lb, was lost during the gaffing process. The largest one that got away was estimated to be in excess of 600 lb.

Since then, however, Mr. Dutfield, who has been elected first president of the new Game Fish Club of Fiji, has had some better luck.

He was on his way to a meeting of the club in Suva in March when he caught a 220 lb black marlin from the *Graham Wallace's* launch *reniwai*. The marlin took a locally-made lure trolled at $8\frac{1}{2}$ knots at a spot almost opposite Nau Passage.

New hotel named

The new hotel from which the fishing boats will operate is due to open for business on September 1. It will be called "The Fijian", and it will have 101 double rooms, plus seven large suites.

Accommodation charges per day will be: £7 to £8 for double occupancy and £5 to £6 for single occupancy, with the lower rates prevailing in most cases. Charges for suites will be from £10 to £12.

The dining room and/or outdoor terrace next to it will be open for meals from 7 a.m. to 9 p.m.

There will be an *a la carte* menu, with breakfast, luncheon and dinner *à la hôte*.

A light breakfast consisting of fruit juice, fruit, toast or roll and a beverage will cost about 6/- or 7/-. Full breakfast will range from 10/- to 12/-.

Luncheon sandwiches and salads will range from 8/- to 12/-.

There will be a luncheon buffet several times a week, costing 15/- to 16/-.

A *table d'hôte* dinner, with soup, salad, main course, dessert and beverage (with the choice of the main course determining the price of the dinner) will range from £1 to 25/-.

A small snack bar underneath the dining patio, and near the beach and swimming pool, will be open initially from about 9 a.m. to 5 p.m. If warranted, these hours will be extended.

Casino? No dice!

THE Suva City Council has rejected the idea of a State lottery in Fiji or the opening of a gambling casino to attract tourists. The council, among many organisations asked the Government recently for views on the proposal.



"The Fijian", the new hotel at Yanuca Island, near Sigatoka, off the main Fiji island of Viti Levu, is set amid tall palm trees on a narrow tongue of land at the extreme point of the island. The partially-finished accommodation block is seen in the top picture. The centre picture shows the fishing launch "Susan Jane II" anchored off the island; and, at right, is the high-roofed dining room, built to resemble a typical Fijian "bure".

Photos: Rob Wright.





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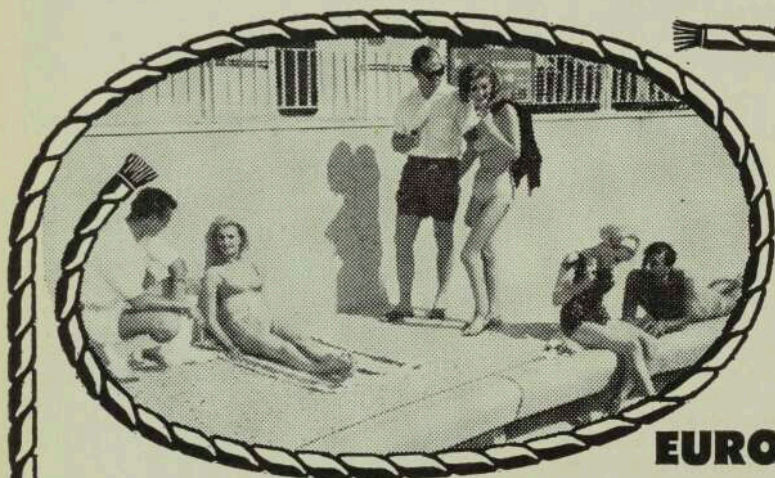
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SHAW SAVILL LINE

More travel predicted Pacific air fare cuts start

By a staff writer

Air travel across and in the South Pacific is expected to rise up to 30 per cent. in 1967-68, and the seven South Pacific international air carriers will be fighting to get more of the multi-million dollar business.

THE much-publicised air fare reductions, which were decided at last October's International Air Traffic Association in Honolulu, start from April 1. (See *PIM*, Nov., 1966, 127).

Airlines will mount intensive advertising and promotion campaigns to lure the expected extra passengers to their planes.

A *PIM* survey found that all travel agencies, tour operators and airlines expect big increases in Pacific air travel with the fare reductions. Some predicted a 40 to 50 per cent. increase, but all expected at least a 10 per cent. rise.

The biggest rises are expected on trans-Pacific travel between North America and Australasia, and the trans-Tasman route from Sydney and Melbourne to New Zealand cities.

The big two airlines in the South Pacific—Qantas and PanAm—hope to entice several thousands more Americans to take package-deals to the Pacific Islands, Australia and New Zealand.

Advantage

Qantas and PanAm's flight frequencies and big number of stops give each a distinct advantage over their five competitors.

However, in April, BOAC goes across the South Pacific for the first time, using Boeing 707-420's, which are slightly bigger than Qantas' Boeing 707-338's. The 707-420's also have converted seats from BOAC's very successful DC10's, which fly the Atlantic runs.

BOAC could have made a big hit with a DC10 in the Pacific but unfortunately operational and crewing difficulties made this aircraft uneconomical.

Air New Zealand will promote New Zealand extensively because return fares from Australia at off-peak periods carry 40 per cent. reductions. The company will also promote a "South Pacific Circle Fare

Plan" taking in New Zealand, Fiji or Noumea from Brisbane, Sydney or Melbourne. This run carries a 25 per cent. cut at certain periods of the year.

UTA-French Airlines, will, of course, maintain promotion on trips to Noumea and Tahiti. The French airline will also have a circle plan, taking in Noumea, Fiji or New Zealand.

Canadian Pacific, which opposed the fare reductions at the Honolulu meeting because it thought they weren't enough, has forced IATA to review its fare structure gain in April, 1968, with a view to bigger reductions.

travel

While Air-India has no immediate plans to double its weekly Sydney-Nadi service it welcomed the reductions and stepped up advertising for travel to Fiji.

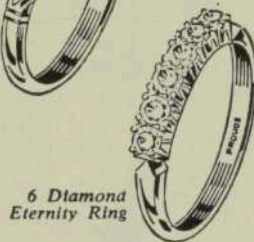
With at least two airlines skipping the Nadi stopover on their trans-Pacific runs, and poor economic conditions in New Zealand curbing the spending of its best tourist visitor, Fiji looked forward to big fare cuts from the October conference.

It hoped for a reduction of 25 per

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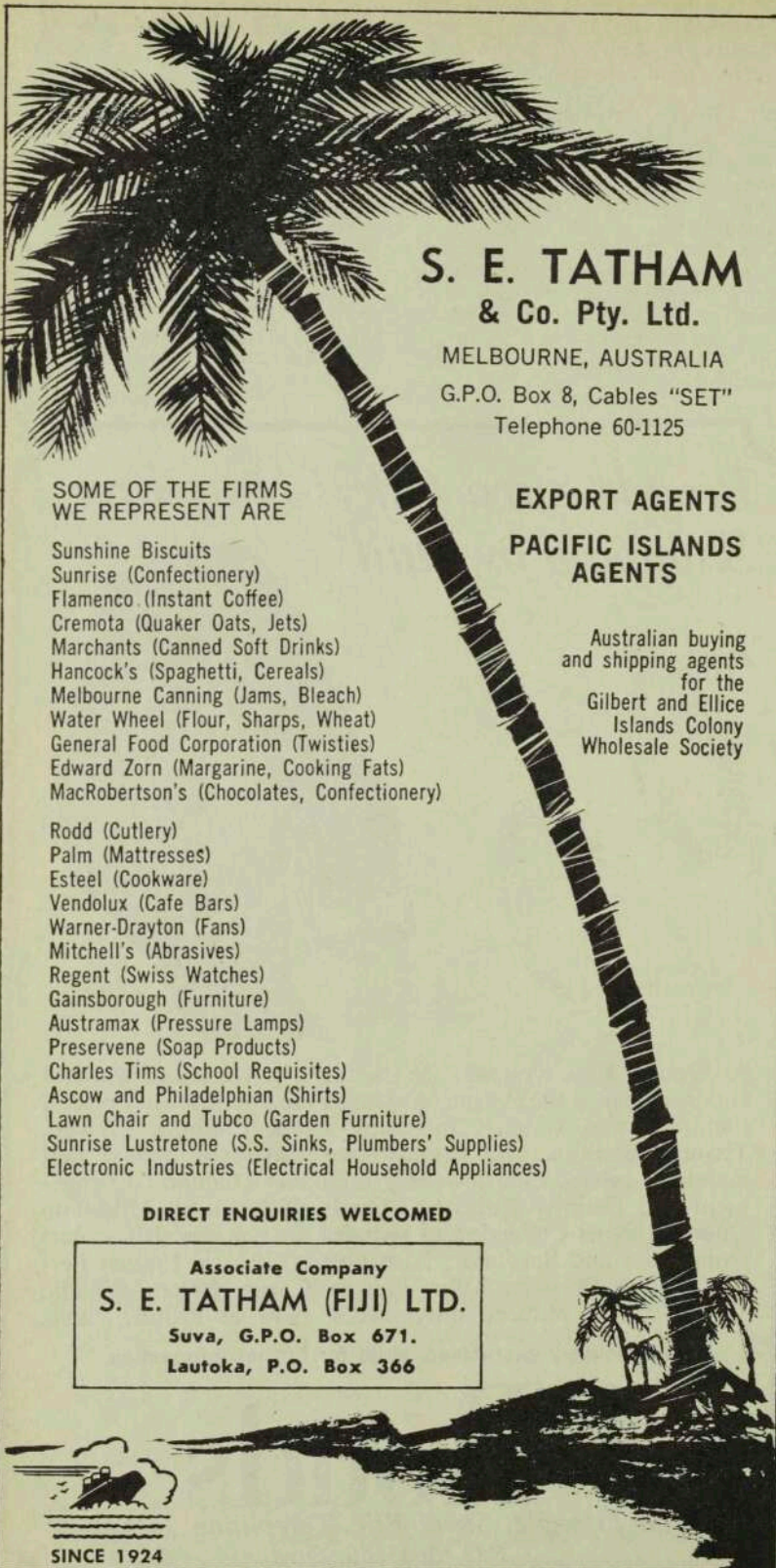
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cent. in ordinary fares across the Pacific and return fares available for the whole year. If it had pinned much on these hopes it must be now bitterly disappointed.

Return fares concessions were extended from seven to eight months for Fiji, an increase of one month. But the late—August-September tourist period, popular because Australian and New Zealand school holidays are held then, is not now included in this concession—so the airlines have in fact taken away more than they have given, and Fiji will notice it.

Package fares, or "inclusive" fares as the airlines refer to them, were made available to Fiji. These put hotel bills, plane fares, food and touring all in the one charge which must not be less than 110 per cent of the ordinary return fare.

Mr. R. M. Major, Fiji's representative in Australia, said in Sydney that package deals restricted independent travel and didn't let people stay with relatives because they would be booked into a hotel with their food and other amenities arranged.

"We welcomed the changes made at the conference," he said. "We just wish they could have gone further."

Of the seven airlines, only BOAC told PIM it hoped to draw people away from sea travel in the South Pacific.

A BOAC spokesman said he believed in many cases people would rather spend two or three days looking around an island centre such as Suva than at sea.

Despite this, the big increases in passengers flown across the Pacific will intensify competition among the air carriers, not start a sea and air war for tourists.

The shipping cruise lines in the South Pacific do not see the fare cuts as a move by the airlines to take shipping tourists away from them. They argue, as a spokesman for P and O Orient Lines put it, that a person who goes for a cruise by ship is quite different from someone who prefers to travel by air.

"It's two separate types of holiday—the person on a ship spends most of his time at sea relaxing and enjoying himself. Air travel is only a means of getting somewhere," the spokesman said.

P and O said cruises on the *Orsova* and the *Arcadia* in the Pacific are booked out several months ahead.

NEW HEBRIDES AIRLINE TO GET NEW PLANES

New Hebrides Airways, which lost one of its two Drovier aircraft in a fatal crash at Tanna last year, is to get a couple of new ones soon.

NEW HEBRIDES AIRWAYS, a British company, operates jointly under the name, Air Melanesia, with French company, Hebridair. A spokesman for Air Melanesia said at the end of February that one Drovier Mark III was under option from the Royal Flying Doctor Service, Queensland.

"We expect to put this Drovier into operation about the end of April," he said.

"A second Mark III Drovier should arrive in Vila about June or July. These rugged aircraft are considered the most suitable type for New Hebrides as to payload, safety and conditions.

"A new timetable for Air Melanesia will be effective from about April 20."

The spokesman added that Hebridair did not expect its Dornier to resume services for about four to five months. The Dornier was involved in an accident last year.

An archaeological centre is to be set up on Easter Island to investigate and restore more than 250 stone statues and other relics of the past. Experts from the University of Chile will do the work.

Easter Island is still being talked of as a possible future stopping place for tourists travelling between Australia and Chile, via Tahiti. But there have been no further reports recently of plans to build a jet airport on the island.

American World Airways started a direct weekly service from Auckland to Pago Pago, American Samoa, on March 4. The flight originates in Sydney.

It is the first direct commercial schedule between New Zealand and Samoa, and cuts travelling time between the two countries by more than two hours. The flight time is now 3 hours 40 minutes.

A new development on the lighter side of Norfolk affairs is the Norfolk Entertainment Group, which has formed a couple of months ago,

and which plans to put on two good shows a year.

These will be the Pageant of Norfolk which will take place in June during *Bounty* week, and the Festival of the Pines, scheduled for the Christmas period, at the peak of the tourist season.

Music for the Pageant will be under the direction of Mr. Eric Jupp.

CANADIAN PACIFIC AIRLINES, which runs a fortnightly return service across the Pacific from Vancouver to Sydney, will change its arrivals at Sydney from Fridays to Sundays.

From May 14 the company's DC8s

travel

will reach Sydney on Sunday afternoons from Vancouver, via Hawaii and Fiji, and leave again for Vancouver at 6 p.m. the same day.

The airline's Australian manager, Mr. Eric Birdsall, said the flights had been re-arranged to attract Australian businessmen. Executives could enjoy a weekend with their family in Sydney, leave at 6 p.m. Sunday night and arrive at Vancouver half an hour later—by courtesy of the International Dateline.

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HEAVY RAIN SHOWS UP SHORTCOMINGS OF APIA'S AIRPORT

The inadequacies of Western Samoa's Faleolo airport, which Polynesian Airlines have pointed out some time, were spotlighted in mid-February, when, after a period of heavy rain, the airstrip was flooded and the airport was closed for three days.

This upset several organised tour parties and with air services to Apia suspended, congestion at the Pago Pago Intercontinental Hotel was so great that guests were reportedly sleeping on the floor. The managing director of Polynesian Airlines, Mr. E. F. Paul, said that the deteriorating state of the landing field was noted last September by the Director of Civil Aviation and Financial Secretary, P. Heller. He then wrote to Public Works requesting that improvements be made.

"Why the field hasn't been patched before is beyond my understanding," Mr. Paul said.

It is evident that there is still no appreciation in government of the importance of tourists coming to the country.

Plan for bigger plane

"The minute the airport is upgraded, Polynesian is prepared to bring in a DC4 or a DC6."

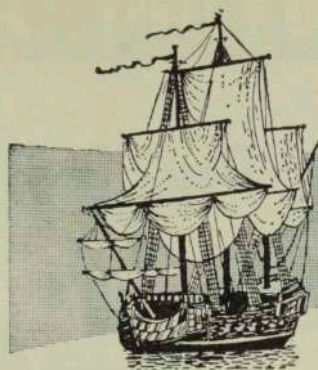
Meanwhile, Polynesian is reportedly in the happy state of having several major airlines courting it for the chance to buy in.

Top executives of PanAm, Continental and Air New Zealand have recently been in Apia for talks with Polynesian directors, and Eastern is also reported to be interested.

Public Works has plans for upgrading the airport this year by first laying a scoria surface, which would allow DC4's to land, and then by widening the strip.

The upgrading costs are estimated at £110,000.

Footnote: At the end of February, Faleolo was closed for night flights while the PWD repaired and upgraded the landing field. This seriously upset Polynesian's schedules. The service that had to be rearranged was that to Nadi. Sunday morning flights to Tafuna (Pago Pago) to connect with Air New Zealand had to be cancelled.



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U.S. INTEREST IN NOUMEA'S CHATEAU ROYALE HOTEL

From Fred Dunn in Noumea

The palatial Chateau Royale hotel at Anse Vata Beach, Noumea, which has generally been more or less empty of guests ever since it was opened a year or so ago, may be taken over by Pan American World Airways.

At a meeting of creditors in Noumea at the beginning of March, it was announced that, following discussions with PanAm's president, Mr. Juan Trippe, in Noumea in February, negotiations had been carried on in Paris.

PanAm, at that stage, was prepared to advance 22 million Pacific francs (\$A220,000) to keep the hotel afloat, and to put in two experts to help run it.

Later, PanAm would study the possibility of taking the hotel over, renting it or running it in conjunction with the present management.

Some of the creditors at the meeting expressed disappointment that the French airline UTA had not taken more interest in the hotel, although it had made a proposal to run it.

The meeting was told that if UTA were prepared to counter PanAm's offer, it should have priority as it was desirable that the hotel should remain in French hands.

The meeting was also told that an Australian chain of hotels and motels is interested in the hotel.

If PanAm should take over the running of the hotel, it would undoubtedly use its own airline to bring tourists to New Caledonia to stay in it.

PanAm already has commercial air rights for New Caledonia.

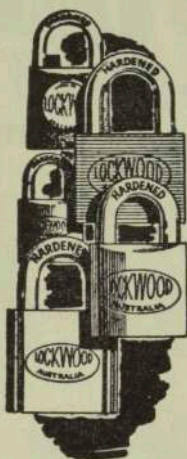
In line with rapid developments in the local tourist industry, Hertz rental cars are now available in Noumea.

The largest taxi company in Western Samoa, Gold Star Transport Co., has been made Hertz licensee.

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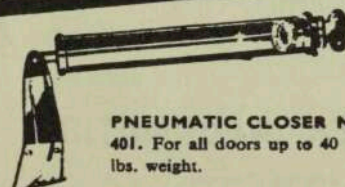
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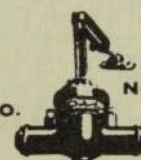
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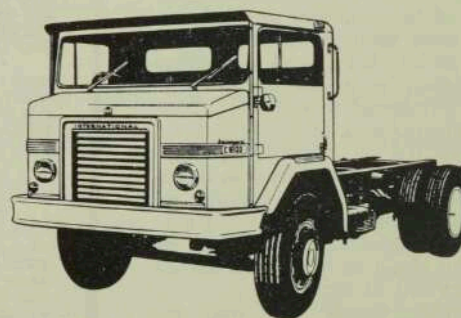
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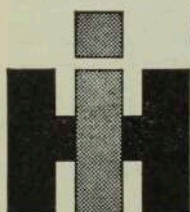


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travel

Start likely soon on bigger airport for Rarotonga

The much-talked-about plan to extend and upgrade Rarotonga's airstrip to take Air New Zealand Electra aircraft may become a reality soon.

THIS follows what a Rarotonga correspondent describes as "outstandingly successful talks" between New Zealand Government delegation and the Cook Islands Government in Rarotonga in mid-March. The talks covered the possibility of upgrading Rarotonga Airport to take Air New Zealand Electras on the proposed Auckland-Fiji-American Samoa-Rarotonga route and possible future jet services. The New Zealand delegation was led by the Minister of Island Territories, Mr. J. R. Hanan, and the Minister of Civil Aviation, Mr. P. Gordon.

Capital contribution

Mr. Gordon was reported as saying before leaving New Zealand that, on return for a considerable capital contribution from his Government to upgrade Rarotonga airport, the Government wanted to ensure that New Zealand interests in landing rights and in the airstrip itself were adequately protected.

"Since the upgrading of the airstrip will involve a need for additional land for site clearances, and since the question of orientation may be raised, I am going as Minister of Civil Aviation to satisfy the islanders of the need for this," Mr. Gordon added.

Mr. Hanan told the Press: "The purpose of our mission is to discuss with representatives of the Cook Islands Government the extension of the airport and the consequent land acquisition problems."

At present, the airport is 500 ft short for Electras.

The Cook Islands Minister of Internal Affairs, Mr. T. Henry, said he had hopes that cheap accommodation could bring holidays there within the reach of the average New Zealander.



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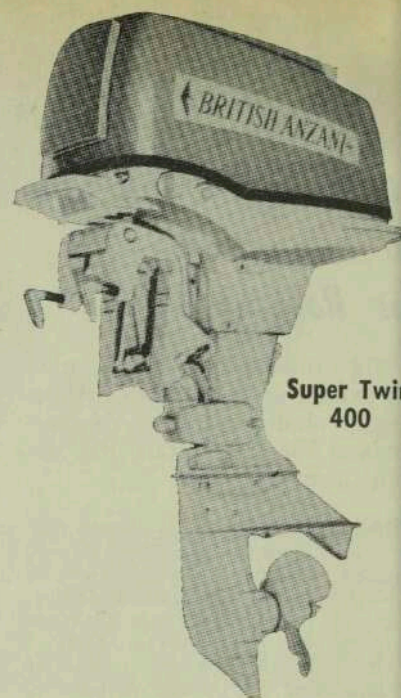
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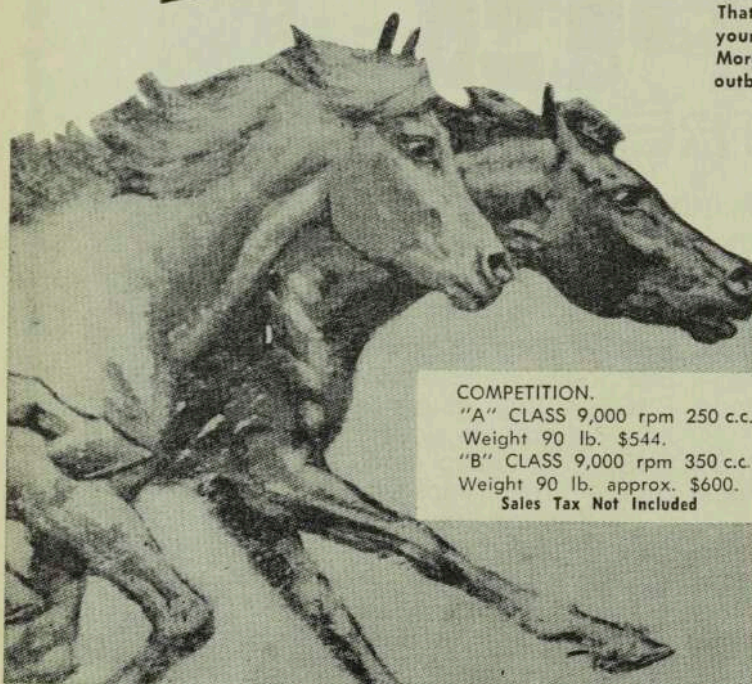
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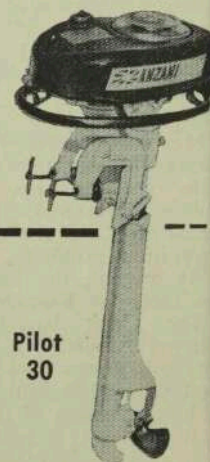
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P.I.M./April

PLEASE NOTE. The above prices as shown are correct. Those published in January, 1967, issue are Sydney retail prices.

People

● Captain Brett Hilder, master of the Burns Philp flagship *Bulolo*, is to be married in September to Jane Robertson, of Tomewin, Queensland. He was born in Suva, the daughter of the late Mr. Arthur Freeman, who died in Queensland in October, 1965. At the age of 92, Mr. Freeman was a pioneer of the Fiji banana export trade. Mrs. Robertson has travelled extensively in the South Pacific, and made frequent trips through Melanesia into the Gilberts and Line Islands. They first met in 1934 on the *Malaita*. Captain Hilder's wife, Emily, died in Sydney last year.

● After 21 years in New Guinea, Mr. Harry Plant is to leave the territory to become Director of Local Government and Community Services in the Northern Territory, based on Darwin. Mr. Plant, one of Papua-New Guinea's best-known officers, is PNG's Assistant Director of Local Government and Commissioner for Local Government. He launched PNG's first Native Local Government Council, in Hanuabada, Port Moresby, in September, 1950.

● Mr. Gerald Coppenrath, of Tahiti, is the author of one of the latest publications of the Societe des Oceanistes in Paris. It is a volume of 172 pages entitled *Les Chinois de Tahiti: de l'aversion a l'assimilation: 1865-1966*. The book traces the story of the Chinese in Tahiti from their arrival in March, 1865, of 350 coolies to work on the vast cotton plantation of William Stewart at Pita. It is the first detailed study to be published of Tahiti's Chinese.

● Jack Neale, well-known trader in Aitutaki, Cook Islands, who took over John Harrington's and Willie Watson's stores on Aitutaki when he transferred from Mangaia many years ago, has just started on a holiday of at least 10 months. He hoped to start on the *Northern Star* at Rarotonga on March 12 to go to Panama, from where he planned to motor cycle through Central America to the U.S. He will then tour the US by road bus to New York and then go over to Newfoundland, Scotland, England (to see his family), Ireland and Wales. Starting in Norway, he will then tour Europe, and, en route to Australia and New Zealand, visit

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places previously known to him in India, Ceylon and possibly Burma.

During Jack's absence, Ted Melville, an ex-farmer from Western Australia and an old friend of Jack's who has retired to Aitutaki, will be running his stores. Both Jack and Ted originally hailed from England.

● Two students from Fiji have been awarded scholarships for the 1967 academic year at the University of Hawaii under a programme run by the East-West Center. The award winners are Ratu George Tu'uakitaui, of Nadi, and Patiliali Tuisabeto, of Suva.

Ratu George is the son of Ratu Edward Cakobau, Member for Commerce, Industry and Tourism. Ratu George who has studied in Fiji and New Zealand, is now working with Pacific Hostings Ltd., of Nadi. He plans to major in hotel management at the University of Hawaii.

Patiliali Tuisabeto, now in his second year at the Fiji School of Agriculture, will undertake a course in tropical agriculture at the College of Tropical Agriculture of the University of Hawaii.

Both students will leave Fiji in September to begin their overseas studies.

● After attempting to settle at Queensland's Gold Coast, the call of New Guinea has again been too much for Mrs. Lillian Barclay-Millar. She arrived in Port Moresby in March in the *Bulolo*, and intends to work there.

● Mr. Leonard Goodman, FRCS, formerly surgeon specialist in the Gold Coast (now Ghana), Aden, and from 1959-65, Western Samoa, has been appointed Tutor in Surgery at the Fiji School of Medicine.

● Mr. Alfred J. Gergely has resigned as Attorney-General of American Samoa. He is to return to his home in Palm Springs, California, to look into the possibilities of a law practice there. Mr. Frank Swett, assistant Attorney-General, will occupy Mr. Gergely's post pending a new appointment.

● Mr. J. A. Sutherland, consultant on agricultural education for the South Pacific Commission, visited the US Trust Territory recently on the last leg of a 25,000-mile journey through the island territories of the Pacific area surveying agricultural education.

● Na Kiboboua Batiku has been appointed to be secretary-treasurer of the recently-formed Gilbert and Ellice Islands Co-operative Federa-

tion Limited. He will be seconded to the federation from the Audit and Supervision Fund. The federation's office and handicraft store, now being prepared, will be in part of the Marewen Tarawa Co-operative Society's Building adjacent to the Betio Post Office.

● Dr. Lindsay Verrier, of Suva, recently collected £22 for the Kadavulevu Dependents' Fund by opening his garden to visitors so that they could see a plant which flowers only once a year and only at night. The flower is the *Cereus grandiflora*.

The Kadavulevu Dependents' Fund was set up to help care for the dependents of nearly 100 people who lost their lives when the inter-island trading ship *Kadavulevu*, foundered in Fiji waters on Easter Sunday, 1964.

● Two old New Guinea families will be joined in Sydney in September with the marriage of Lynne Evans, youngest daughter of Mr. and Mrs. Hal Evans, now of Turramurra, Sydney, to Peter, eldest son of Mr. and Mrs. Lloyd Hurrell, of Wau. They have known each other since childhood. The couple will live in Brisbane.

● A Fijian woman, Vasemaca Muri, will celebrate her 100th birthday this year. But she doesn't know exactly when she was born. Her birth certificate shows that she was born in 1867—seven years before Fiji was ceded to Britain—but does not record the day and the month.

Vasemaca has five children, 20 grandchildren and 32 great grandchildren.

● Lieutenant Mikaele Yasa, the First Fijian to obtain a commission in the British Army, returned to Suva in March after six years overseas.

Driving from the international airport at Nadi to Suva he was impressed by tourist hotel developments and by road improvements. Of Suva itself, Lieutenant Yasa said: "It was stimulating to see that Suva is now a booming city with many fine new buildings".

Lieutenant Yasa has been serving in Malaysia with a crack British regiment, the Green Jackets.

● Mr. J. M. Carswell, who has just retired as Senior Assistant Director of the Department of Technical Education in New South Wales, arrived in Suva in March to become principal of the Derrick Technical Institute.

In the past few years, Mr. Carswell

has visited Fiji and other South Pacific territories on several occasions to advise on technical education programmes.

His first visit was in 1960 when Fiji asked the Australian Government for advice about technical education. Australia sent Mr. Carswell.

During a visit in 1964, Mr. Carswell was a guest at the official opening of the Derrick Institute.

● The Rev. Alan Quigley, MA, BD, B.Litt, was installed as temporary Lecturer in New Testament at the Pacific Theological College, Suva, on March 1. A permanent appointment will be made next year. Mr. Quigley studied in St. Andrews, Scotland, and is a minister of the Presbyterian Church of New Zealand.

● Mr. James P. Shortall, well known a few years ago in maritime and journalistic circles in the South Pacific, is still going strong as a radio operator on a ship in the US banana trade.

Says Jim, in a postcard to PIM recently: "I'm still with the bananas—shuttling back and forth, at 20 knots, between Costa Rica or Honduras, and United States ports—a three or four days' voyage each way. I will never be able to look a banana, straight or curved, in the eye again, once we get off this trade!"

Jim Shortall is a great traveller and has been into some queer ports in some little-known countries. For a time, he was serving on ships out of Hong Kong, and his New Year card for 1966 came from an unpronounceable place, up a big river in Red China.

● The former Tongan lightweight boxer Kitone Lave has been refused a licence to box by the British Boxing Board of Control, according to NZ Press reports. Lave, 35, recently completed a term in the Royal Air Force and since returning to civilian life has campaigned vigorously for a licence. The reports say that the licence was refused because of Lave's age and because he has been "out of the game for some time".

● Two schoolgirls from Pitcairn Island, Diane Clark, 16, and Julie Christian, 13, have arrived in Fiji to attend school at the Fulton Missionary College. Diane who has already done an 18-months' course at the college, is the daughter of Pitcairn's postmaster, Oscar Clark. Julie, who is attending the college for the first time, is the daughter of Ben Christian.

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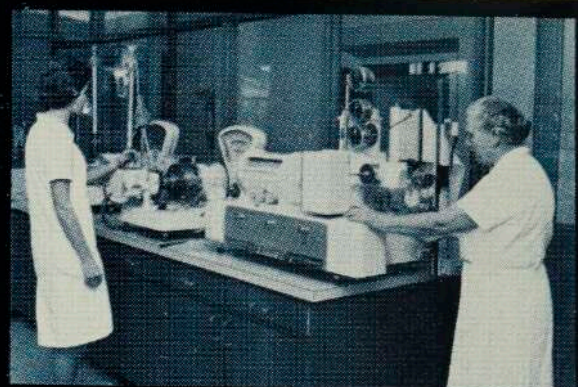
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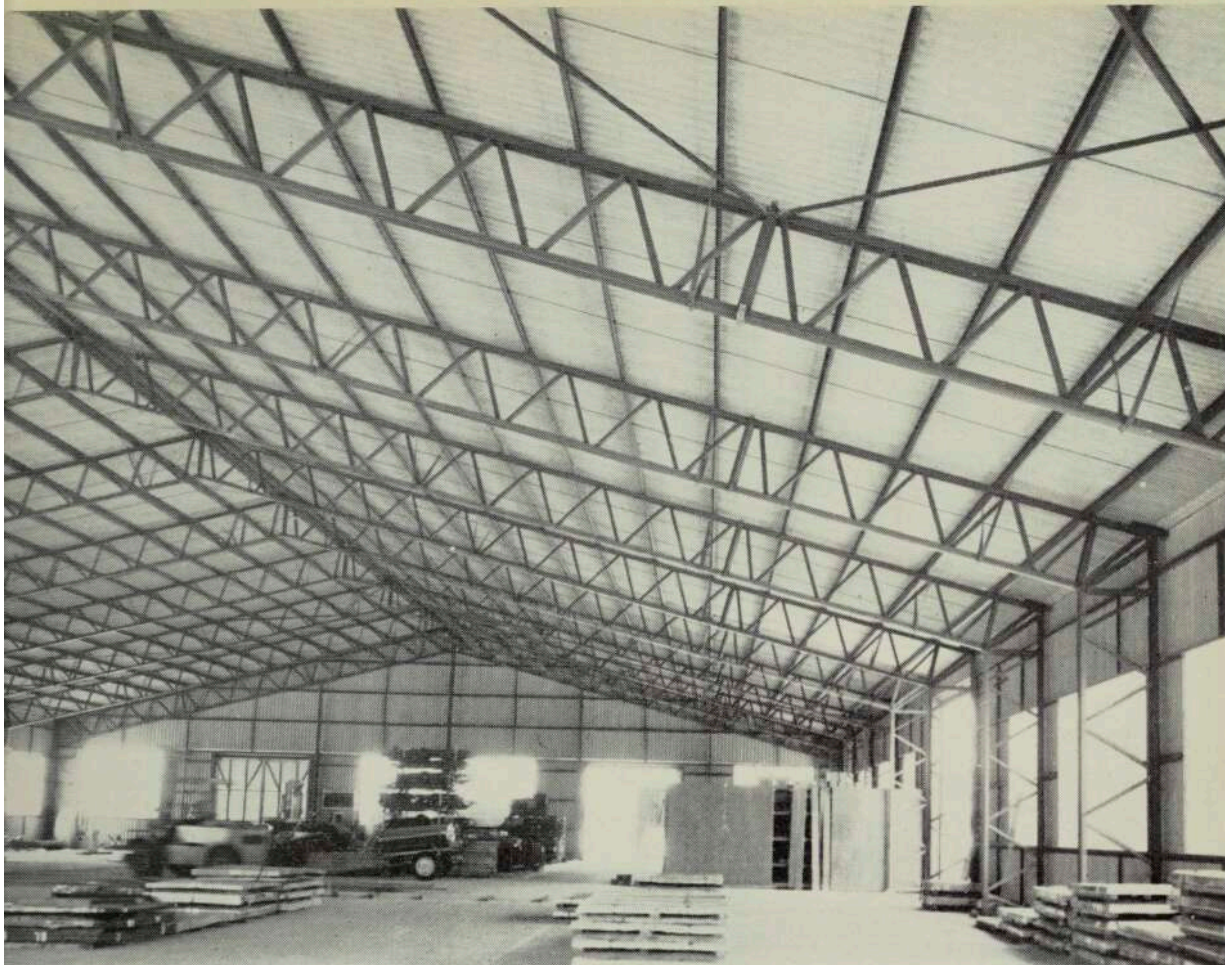
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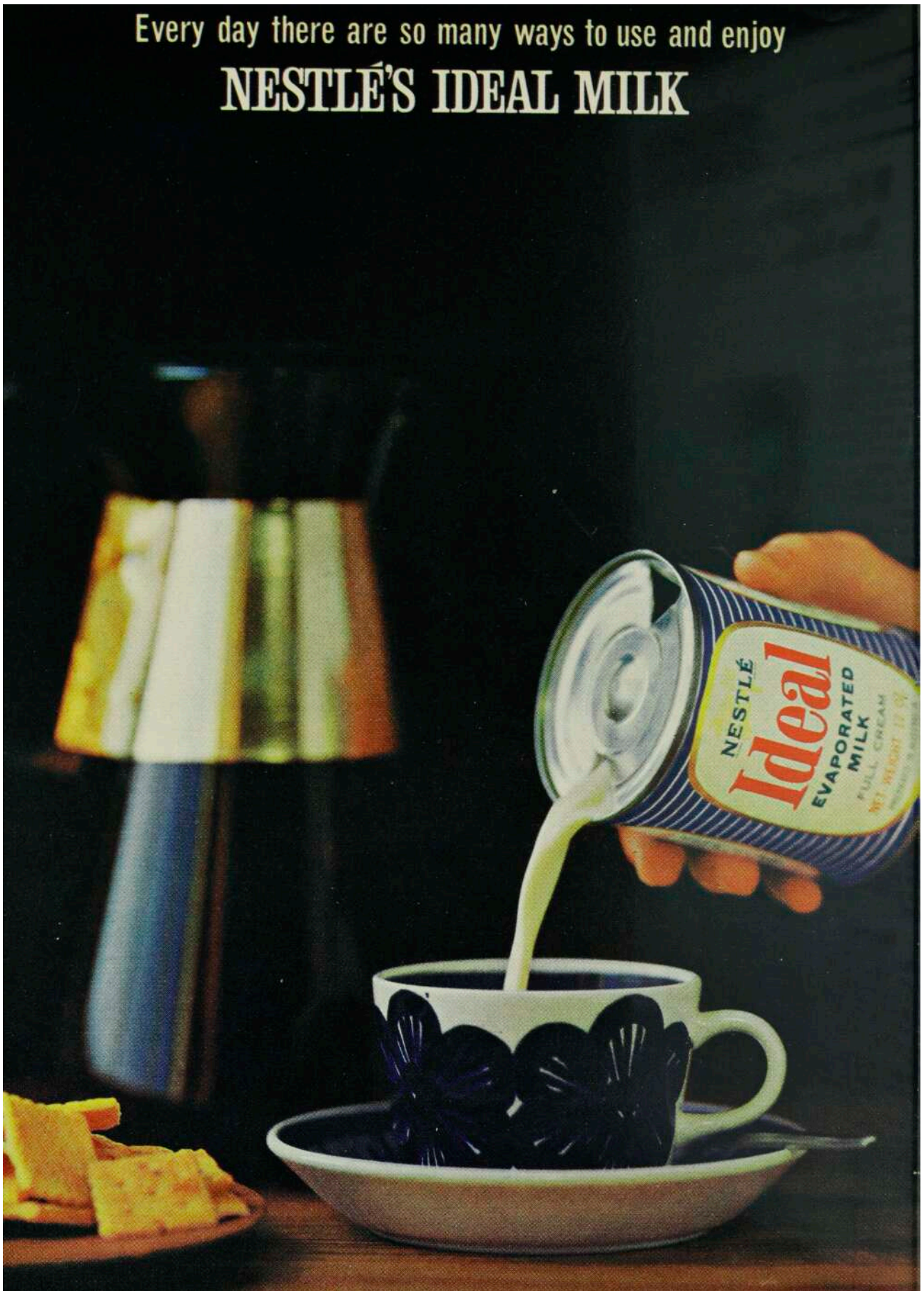
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Business and Development

Will a grading system help New Guinea contractors?

From a staff writer in Port Moresby

A plea made in the P-NG House of Assembly in March, aimed at solving the problem of territory building contractors "devouring each other", highlights some of the difficulties of the local building industry.

THE call was made by an elected member, Mr. Ian Downs, who is a member of the Administrator's Council. Speaking on the Appropriation Bill, he criticised the waste of public money on the territory's road building programmes and asserted that road and building contractors are not being properly used by the Government.

He said the attitude of "most persons" in both the Commonwealth Department of Works and the P-NG Department of Public Works was to have contractors "compete against each other as much as possible, to keep them on the run, keep them off balance, exploit them as much as possible".

Multiple tenders were offered to make the thing as confusing and as difficult as possible", said Mr. Downs, adding that on the slightest excuse

Government then often decided to do the work on day labour or else to get another contractor up from Australia".

Mr. Downs said there was urgent need for the Administration to get together with the contractors. It could be surprised at the potential of the contractors once the Works people took them into their confidence and worked out a proper programme.

Plenty of work

"There is more than enough work for every contractor in this country and it is not being properly used," said Mr. Downs. "And some of them are without work because specifications and designs are not ready for them."

He added: "I believe that you will get a lot more done here if you make use of your contractors and stop them devouring each other."

Territory contractors would agree with Mr. Downs. There are too many built snares for contractors in the territory's current building boom.



Mr. Ian Downs

Some leading builders are pressing for a graded system of contractors, and they are talking of making an approach direct to the Minister for Territories, Mr. Barnes.

There are also moves for more selective tendering to be adopted in the territory, and there is some hope that statutory bodies will give a lead on this, such as the P-NG University.

Graded systems are not new, nor is the current argument in the territory about whether they are good or not.

One man who would support a graded system is Mr. H. H. Stubbs, managing director of John Stubbs and Sons Pty. Ltd., a company which established itself in Papua in 1940. The company employs 70 Europeans and 350 New Guineans and is currently building sections of the new Administrative College in Port Moresby.

"The basis of a graded system," says Mr. Stubbs, "is that before a builder is allowed to tender for a contract he must have proved that he

has the assets and the backing to carry the job through. This way clients aren't let down by carpenters with a kit of tools under their bed claiming to be contractors."

There are those who point out that many big contractors started with a kit of tools under their bed, and that the grading system can be an unfair method of control.

Under a typical grading system contractors are graded according to the size of contract work they have the finances and equipment to handle and they cannot go above their gradings.

The bigger contractors can come down one or two grades to tender for work they might need to keep their teams together. But they are not allowed to drop further than this, nor in fact would it usually be possible for them to do so because smaller contractors with lower overheads are better placed to handle smaller contracts.

Overstretching

For all those who say this system prevents the smaller man from expanding, there are others who point out that it also prevents the smaller man from over-expanding, or the big man from devouring him.

Overstretching is one of the weaknesses of the territory's building industry.

It was probably at its worst four or five years ago, when many leading foremen and small sub-contractors who were brought to the territory by big firms engaged in multi-million dollar projects, started tendering on their own account in the hope of making real money.

Most soon went broke, or decided the game wasn't worth the candle, but they caused a lot of trouble in the process. Some of those who survived, survived because of luck. As one experienced territory builder put it, "We'll never know how many

firms, both big and small, have been saved from overstretching by the simple fact that they didn't get the contract they were after".

Although the big clients such as Comworks and the PWD have frequently been accused of not caring whether the small contractors went broke, there is no justification for this belief. The fact that the big clients have helped to send contractors broke seems to be one of the handicaps of the present tender system in the territory and nobody deplores this more than PWD officials, who have to sort out the mess. But while they are tied to the public tender system there is little they can do about it.

Under the public tender system the departments do not have to accept any or the lowest tender, but the lowest tender is usually awarded the contract. Departments find it very difficult to find an excuse not to do this, even though they might suspect a contractor's ability to carry the job through.

The contractor might be able to show he has both the finance and the know-how, yet he goes broke. A number of things have gone wrong and he has not been able to ride them out.

There are as many traps for the larger firms as for the smaller ones. Sometimes in the territory a larger firm wanting smaller jobs to fill in, will cut its quote too fine. If it takes this risk too often and strikes a long bad patch then the whole structure collapses.

A private Port Moresby architect who has used the selective tendering system for years says that on this system he doesn't have to take the lowest tender, but in fact he usually does because he is satisfied before he invites tenders that the selected contractors can do the job. But even with care there were problems. The contractor's situation might change after the tender was accepted or there might be changes in the contract that brought difficulties.

Mr. Mick Lloyd, one of the managing partners of Higgin, Lloyd and Partners, a Port Moresby engineering firm, would support the graded system for territory builders, but he issues a note of warning.

"It's a system which needs constant review—say every six months—if it is to be operated correctly," he says. "And if it is done correctly it is protection for the little man—it saves him from himself and from the big man."

Whatever the pros and cons, the matter is likely to get a lot more attention in the territory in the next few months.

TONGA EXPECTS NO PROBLEMS OVER NEW CURRENCY

From a Nukualofa correspondent

The Kingdom of Tonga does not expect any great difficulty in its changeover to decimal currency on April 3. Tonga's citizens are too used to Australian currency as it is. For many years now Tonga has been using Australian coins as legal tender and thus it changed over when Australia did in February, 1966.

AND every cruise ship that arrives at Nukualofa (there were 19 during 1966) brings an estimated \$A8,000-10,000 for circulation among the public. Although this usually finds its way back to Australia via the local Treasury, Tongans meanwhile become pretty familiar with it.

Another factor which will probably ease the problem of changeover for Tonga is the fact that there are very few machines in the kingdom to be converted. Conversion has caused delays and complications in other countries.

Tonga sent a representative from the Treasury, Mr. L. W. Robertson, as an observer to Australia last year, to watch the changeover there. What he saw has helped the kingdom a great deal.

Old currency withdrawn

Unlike Australia, Tonga plans to withdraw immediately the old currency, and authorities expect this will be done within a few weeks of April 3. But Australian currency will still be accepted.

Tonga has approached C Day without any great blare of publicity. Only during February and March have radio, Press and the schools been asked to assist. Schoolteachers have been given special instruction, and supplied with charts and other teaching aids.

Local reaction could almost be described as apathetic. The only real worry that most householders seem to have is whether the new currency will retain the same purchasing power as the old!

Tonga's new unit of currency will be the pa'anga, equal to one Australian dollar. This will be divided into 100 seniti (cents).

There will be notes in denominations of one-half, one, two, five and 10 pa'anga; and coins in denominations of one pa'anga, 50 seniti, 10, five, two and one seniti.

The colours of the old note issue will be retained in their equivalent value in the new decimal notes. The coins, apart from the one and two seniti pieces, will be the same as before.

It is the first time Tonga will be using her own currency. The coins were produced by the Royal Mint in London, and the notes from De La Rue of London, who completed designs from photographs supplied from Tonga.

Copra market report Prices steady

PHILIPPINES FM copra prices have not fluctuated to any great extent over the past six weeks or holding very close to an average of £Stg.65 per ton c.i.f. delivered weight UK/Continental ports.

Chairman of the P-NG Copra Marketing Board, Mr. Ian McDonaugh reported this in Port Moresby March 22. He added:

Actual monthly shipment prices have been: January, £Stg.63/17 per ton; February, £Stg.65/10/- per ton; March, £Stg.67 per ton. This is every indication that the April shipment price will be around £Stg.68 per ton.

This has allowed the P-NG Board to increase its purchase price to \$5 per ton. Consequently, with a bounty of \$2 per ton granted by the Stabilisation Board, tentative market purchase prices were adjusted on March 1 to the following levels: Hotair, \$120; FMS, \$117; Smol, \$115.

There has been a steadiness generally throughout the whole of the edible oils and oilseeds markets, with most edible oils following the lead of soyabean oil and showing some firmness.

This condition may be the result of recent predictions that current season world production of edible oilseeds may only exceed 1965-66 by 1.7 per cent., compared with an increase of 4.2 per cent. and 5 per cent. over the previous two years.

Whether or not this below normal increase in production will be reflected in a similarly below normal increase in world net export availability yet to be seen, but by and large there is an expectation that the markets for edible oils and fats generally will remain fairly steady, possibly with a firming tendency over the next few weeks.

Mr. Noe is confident Misima

HE was confident the Pacific Island Mines Ltd. mine at Misima Island, Papua, would go into production fairly soon, the chairman of the company, Mr. G. W. Noe, said during discussion of the company's affairs at the annual meeting held in Sydney on March 6.

Asked how the project would be financed, Mr. Noe said there had been interest by majors (major rating mining companies with experience). Cultus Exploration Ltd., Canada, which was drilling the Misima adit, could come up with a proposition.

Whatever happened, the directors would not water down the interest in PI Mines if it was avoidable.

Mr. Noe in his annual report, dealt with drilling progress, and said that February drilling was taking place in a very difficult country.

It was not yet possible to announce intersection of the Umuna lode with the Cultus adit, but upon intersection that information, and the results of assays of samples taken from the lode, when known, would be conveyed to shareholders.

Shareholders could be assured that the most rigorous controls would be exercised in taking and presenting samples for assay.

Sampling would be supervised by consultants to the company and, thus, and would be forwarded to nationally recognised laboratories in Canada and Australia for assay report.

The consulting engineer, Mr. A. G. Gerner, reported that all lodes carried gold.

Mr. Noe interjected to say there were also indications of other metals.

Umuna lode was a heavily mineralised area carrying gold, and there were also indications of silver, copper and zinc.

The primary target at present was gold lode, but he believed Misima would develop from gold to other metals.

Ford (Aust.) takes over Pacific sales

FORD Motor Company of Australia has assumed full marketing responsibility of all Ford cars and trucks in the South-West Pacific areas of Papua, New Guinea, Fiji, New Caledonia, New Hebrides, Tahiti, Samoa and the Solomon Islands. Previously sales in these areas were handled by Ford Motor Company's Overseas Distribution Operations at Detroit, USA.

Businessmen, is your biography in the Islands Year Book?

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

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

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

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

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

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

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

New P-NG moves in search for oil

SEVERAL new developments in the search for oil in Papua have been reported recently.

- Esso Exploration and Production Australia Inc. is to drill four wells at an estimated cost of \$6 million under an agreement with two operating subsidiaries of Oil Search Ltd. On completion of the drilling programme Esso will earn a 50 per cent. interest in the area.

- An independent American oil company, Nakoro Petroleum Corporation Ltd., has been granted a petroleum exploration subsidiary of \$330,000 for a stratigraphic well in Papua.

The Nakoro grant was the highest single subsidy for drilling in Papua since early 1965.

Nakoro has been operating in a 200 square mile "farmout" area about 50 miles north-west of Port Moresby for several months.

- Directors of Oil Search said in a statement in March that P-NG authorities had rejected an application by them to take a 25 per cent. interest in oil exploration permit areas held by British Petroleum.

No explanation for the rejection was given in the statement.

The area in question covers about 6,000 square miles in the southern highlands of Papua, granted to BP last May.

Oil Search has meanwhile begun drilling its first well for 1967 at Mauba, in the Central Delta region. The well is to be drilled to a depth of 10,000 or 12,000 feet.

The well is in the vicinity of the Puri well, which flowed oil about six years ago.

- From July a \$500,000 joint Australia-US project to study the thickness and structure of the Coral Sea plateau from Townsville to the Louisiade Archipelago of Papua will begin.

Scientists from the University of NSW and the Lamont Geological Observatory at Columbia University, New York, will make the study aboard the Lamont Observatory's ship *Vema* and the RAN survey ship *Diamantina*.

Gulf Oil (Aust.), Esso Exploration (Aust.), BP Development (Aust.) and the Australian Research Grants Committee will all support the venture.

Beche-de-mer factory for Solomons

THE British Solomon Islands will have a new export industry before the end of the year. Quan Hong Pty. Ltd., have begun building a factory at Kukum to process beche-de-mer (sea slugs). They will then be exported to Hong Kong and Japan where they are considered a delicacy.

The factory, equipment, and housing for the manager and workers is to cost a total of about \$44,000. The buildings are being erected by D. J. Gubbay and Co. The work is expected to be finished in September.

Quan Hong's will collect the beche-de-mer, with their own boats, and

they will also buy them from Solomon Islanders.

Mr. Quan Hong operated a beche-de-mer export industry in the Western Solomons before the war.

New capital urged for Micronesia

A REPORT making far-reaching recommendations to stimulate economic development in Micronesia has been completed for the US Trust Territory Government by a team of economists from Robert R. Nathan Associates, Inc., an internationally-known economic consulting firm.

The report states that selected capital, management and labour must

be permitted and induced to come from outside the Trust Territory a significant rate of development to be achieved.

The opening of the territory to entrance of both people and capital will be of overall benefit to Micronesian people, the report says.

New people will bring new ideas and create an element of competition from which local businesses will profit. The arrival of outside capital will create new job opportunities, strengthen the economy in general.

The report recommends that Administration budget be increased to \$US35-40 million per year (about five times more than five years ago).

BSIP will advertise itself in Sydney

THE British Solomon Islands Protectorate is to focus attention on development opportunities through a supplement to be published in the *Australian Financial Review* on May 22. The *Financial Review* is a national daily financial paper, published in Sydney. Purpose of the supplement is to publicise the BSIP as a field of investment for Australia and New Zealand.

Pacific newcomer is an old firm

D. & J. Fowler (Australia) Ltd., its purchase of the goodwill and records of the Islands trading firm Robert Gillespie Pty., Ltd., last December (*PIM*, Feb., p. 142) is extending the areas to which it now exports to incorporate most of the South Pacific.

It is aiming to continue, and to expand exports to many of Robert Gillespie's customers throughout the Islands.

Experienced staff of Robert Gillespie's Sydney and Brisbane offices have been retained and D. & J. Fowler will direct its South Pacific operations from Sydney. Although a newcomer to the South Pacific, the London-based D. & J. Fowler has had over 100 years' experience of export

Big honey project for Niue

A NEW ZEALAND apiarist, Mr. Waitoa, left Auckland in the *Tofua* on March 9 with more than three million bees to begin a large scale bee-farming industry on Niue Island. The scheme is in association with the newly-formed Niue Development Board.



Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. \$ equals approximately 8/- Stg., NZ, or W. Samoa; 1/- Fiji; 10/- Tonga; 5.381 Ceylon rupees; 98 Pac. Frs.; \$US1.125.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus is available). Prices generally tally with selling rate in Philippines with premiums for hot-air dried.

P-NG Board's purchase prices for copra delivered main ports from March 1 were hot-air dried, \$120 per ton; FMS, \$117 per ton; smoke-dried, \$115 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Tavuni. Prices in Suva to Apr. 2 were: Grade one, £F54/5/-; grade two, £F49/7/6 and grade three, £F41/10/-; scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—Official Copra board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £NZ56/12/6 grade one.

TONGA: All copra is sold to the Tongan Copra Board which sends it to Europe, under arrangement with Unilever controlled by Philippines prices, and the rest goes on to the open market.

SOLOMON IS. All production marketed

through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Prices on Mar. 17 were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$106 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at \$67.20 per ton for first grade.

NEW HEBRIDES:—Copra sold direct by planters to France and South America. Official price on Mar. 17 was about \$70 (7,000 Pac. Frs.). French price in Mar. was 865 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for next quarter, Apr., May and June, have been fixed, subject to freight adjustment, at £NZ55/5/4 1st grade, £NZ54/0/4 standard grade—both per ton, f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Mar. 21 these were approx. £Stg.235 per ton, Mar.-May, c.i.f., Sydney.

On Mar. 21, Quote No. 1: In store Rabaul, export quality \$485 per ton, ex-wharf Sydney, \$530. Quote No. 2: Best quality, ex-wharf Sydney, \$515, in store NG ports \$462 (for UK, Continent and USA shipments).

W. SAMOA:—Latest prices quoted in Sydney, on Mar. 15 were: Grade 1, £Stg.305, grade 2, £Stg.277/10/- per ton, f.o.b., Apia.

COFFEE:—P.-N.G.: Mar. 21, Quote No. 1, good quality A grade 40.5c per lb; B grade 39.5c; C grade 37.5c, c.i.f., Sydney.

PEANUTS:—P.-N.G.: Sydney agents reported Mar. 21, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER:—P.-N.G. price is based on Singapore rates, which on Mar. 18 were: Prompt shipment 56% Straits cents per lb, c.i.f. (16.45c Aust.); Apr. shipment 57% Straits cents per lb (16.57c Aust.); May shipment 57% Straits cents per lb (16.75c Aust.).

VANILLA BEANS:—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Mar. 21 were: white and yellow label processed, standard packs, \$5.70, green label, \$5.60, c.i.f., Sydney.

RICE (Aust.): Prices, until Mar. 31, 1968, are—P.-N.G.: Dried brown rice, 112 lb bags, \$128 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 112 lb bags, \$142 per ton, f.o.w. Other Pacific Islands: Polished white or dried brown rice, \$142 per ton, f.o.w.

PEARL SHELL:—Latest quotations for Australian M.O.P. Shell by Sydney independent shell agents were: Sound \$1.650 per ton, D \$1.180, E \$670, EE 470 (in store Sydney). Cook Islands: Penrhyn £NZ320 (approx.), f.o.b., Rarotonga.

TROCHUS:—Sydney buyers indicated the following quotations to Islands producers: Mar. 21 — Papua — \$160-\$180 per ton; N.G., B.S.I.—\$150-\$170 per ton, f.o.b. Islands ports.

Stock Market

LAST SALES SYDNEY

	Feb. 23	Mar. 23
Ansett .50	.58	.57
Bali Plantations .50	.52	.53
Burns Philp 1.00	3.92	3.71
Burns Philp (SS) 2.25	4.20	4.22
Camalec .50	.52	.54
Carpenter .50	2.17	2.15
Choiseul Plntn. 1.00	2.90	2.82
C.S.R. 1.00	2.80	2.90
Dylup Plntn. .50	.60	.59
Fiji Industries 1.12	2.45	2.25
Hackshalls .50	1.35	1.32
Kerema Rubber .50	.22	.22
Koitaki Rubber .50	1.45	1.20
Lolorua Rubber .50	.40	.40
Makurapau Plntn. .50	.42	.43
Mariboi Rubber .50	.35	.33
Plantation Hldgs. .50	.35	.34
Queensland Ins. 1.00	4.00	4.20
Rubberlands .50	.20	.20
Sogeri Rubber .50	.60	.60
Sth. Pac. Ins. .50	1.75	1.60
Steamships Tdg. .50	1.00	.96
Watkins Cons. .50	.47	.43

OIL AND MINING SHARES

C.R.A. .50	5.26	5.20
Emperor .10	.38	.38
NG Gold Ltd. .35	.50	.47
Oil Search .50	.15	.17
Pacific I. Mines .25	.47	.44
Papuan Apin. .50	.18	.19
Placer Dev.*	29.80	29.20

* No par value

(Quotations are in Australian dollars—\$A2 = £A1.)

Sydney stock exchange share price index for ordinaries on Mar. 23 was 322.58, on Feb. 24, it was 284.46.

GREEN SNAIL SHELL:—Sydney buyers quoted: Mar. 21, No. 1, 1st grade, \$490, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney. No. 2, \$440 (best quality), on wharf, Sydney.

CROCODILE SKINS:—On Mar. 21 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—\$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) \$1.80 per in. B.S.I. \$2.90 (small scale) del. Sydney.

PAPUAN GUM: \$190 per ton, del. Sydney; New Guinea graded gum \$185 per ton, f.o.b., Samarai.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Mar. 17, Philippines, in bulk, \$US187.50 (equal to £Stg.67/1/-) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Mar. 17, Philippines, c.i.f., Pacific Coast ports, nom. \$US167.50 per short ton. CEYLON: Spot, 1,075 Rupees per long ton.

COCONUT OIL: LONDON, Ceylon, 1% in bulk, £Stg.104/10/- per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Mar. 18, Spot 17½d Stg. lb; Apr. shipment 17½d Stg. lb; contract June shipment 17½d Stg. lb.

EXCHANGE RATES

FIJI:—Through BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji, basis £F100: Buying, \$A221.73; Selling, \$A226. Fiji-London, basis £Stg.100: B. £F112; S. £F110/15/-; NZ-Fiji, basis £NZ100: B. £F111/11/9; S. £F110/4/3.

WESTERN SAMOA:—Through BANK OF WESTERN SAMOA. Australia on W. Samoa basis £WS100: B. \$A246.67; S. £A249.08. W. Samoa-NZ, basis £NZ100: B. £WS99/11/3; S. £WS100/10/-; Fiji-W. Samoa, basis £WS100: B. £F109/17/6; S. £F111. W. Samoa-London, basis £Stg.100: B. £WS100/1/3; S. £WS101/10/-.

NORFOLK IS. AND PAPUA-NEW GUINEA:—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia.

FRENCH BANK (Comptoir National D'ecompte de Paris, Sydney, in Mar., 1967, quoted: Selling, Noumea, 98 Pac. francs to \$ Aust.; Papeete 98 (nom.) Pac. francs to \$ Aust.; 240 Pac. francs to £Stg., approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 13.84 francs to £Stg.



Shipping, Airways Information

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and East Australian ports, with the Pilar Regidor.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

The CSR Company operates a passenger/cargo service, usually with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimate from Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Fiji ports, Auckland and Tauranga.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel Australis maintains a two-monthly passenger service from Sydney via New Zealand and Fiji to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba calling at Sydney, Melbourne, Suva, Lautoka, Honolulu, Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Tahiti) to Australia and New Zealand, returning via Tarawa, Gilbert and Ellice Islands Colony (including transshipments for Mauritius) and Honolulu to Los Angeles.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, 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, occasional calls are made at Pago Pago and Nukualofa.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317), or travel agents.

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, generally calling at Sydney, Wellington, Rarotonga, Papeete and Fiji (Southern Cross only).

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Europe-Canada Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Australia-West Pacific Line operates a regular monthly service from Melbourne, Sydney and Brisbane to Port Moresby, Rabaul, Madang and Lae.

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. Bulolo maintains a six-weekly service

● 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.

from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul.

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Madang, Wewak, Kavieng, Rabaul, Port Moresby, Sydney.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Port Moresby, Lae, Madang, Lombrun, Lorengau, Rabaul and Bougainville port.

Moresby maintains a seven-weekly service from Sydney and Brisbane to Port Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Port Moresby.

Montoro sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Alexishafen, Madang, Lae and Port Moresby.

Details from Burns, Philp and Co. Ltd. 7 Bridge Street, Sydney (2-0547).

China Navigation Co. Ltd. vessel Soochow and Shansi provide a regular fortnightly passenger-cargo service from Sydney to Brisbane, Pt. Moresby, Samarai and Sydney, sailing from Sydney every second Monday.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Slettfjord, Saldor, Sarang and Sletholm leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta, and occasionally Gizo and Honiara.

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 5 Macquarie Place, Sydney (27-8311).

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 regular passenger/cargo service to Port Moresby, Lae, Madang, Rabaul, thence to Taiwan, Hong Kong and Manila; returning to Australia via Madang, Rabaul and Lae.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Woosung, Wenchow and Wanliu call monthly at Rabaul, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Abaul.
Details from H. C. Sleigh Ltd., 115 Park Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains regular passenger service every two months from Sydney via New Zealand and Cape to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney. Tel. 28-2451.

EUROPE - NEW GUINEA - BSIP, GEIC

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a service every six weeks from the Continent and London via Suez to Port Moresby, Honiara, Tarawa (alternating each voyage), Abaul, Lae, Madang, Alexishafen, Newak, Sukarnapura, Biak, Manokwari and Sorong.

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand, via Panama Canal, calling at Cape and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via Suez Canal and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and Southern Australian coastal ports.

Details from Messageries Maritimes, Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service every three weeks from the Continent and UK, via Panama, to Tahiti, Fiji and New Caledonia, calling at Western Samoa and Tonga every second voyage, is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Details from Royal Intercean Lines, 61 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman, Nanchang and Kwangtung operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via New Zealand and Far Eastern ports.

FAR EAST - FIJI - NZ - SYDNEY

Royal Intercean Lines operate a monthly passenger-cargo service with the Timanuk, Tjitarum and Tjiliwong from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal Intercean Lines, 61 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation Co. Ltd. vessels Kweilin and Chekiang maintain a regular monthly passenger/cargo service from Japan direct to Lae and Pt. Moresby, thence Tasmania, Melbourne and Fremantle.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V-13

Dep. JAPAN March 31.

LAUTOKA April 23-24.

GUAM April 5.

NOUMEA April 26-27.

APIA April 14-15.

*VILA May 3.

PAGO PAGO April 16-17.

SANTO May 4-5.

SUVA April 20-21.

*HONIARA March 2.

* Subject to cargo inducement.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Tahiti Maru", end April, 1967.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.

APIA: Burns Philp (South Sea) Company, Ltd.

PAGO PAGO: B. F. Kneubuhl.

NUKUALOFA: Tonga Shipping Agency.

SUVA: Banno Oceania Ltd.

LAUTOKA: Banno Oceania Ltd.

NOUMEA: Agence Maritime Pentecost.

SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.

VILA: Burns Philp (New Hebrides) Ltd.

HONIARA: British Solomons Trading Company Ltd.

PAPEETE: Etablissements Baldwin.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels Yochow Yunnan and Ninghai maintain a monthly cargo service from Japan and Hong Kong southwards to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo and Noumea returning to Japan direct.

Details from China Navigation Co. Ltd. (Swire and Yull Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Fiji, Tonga and Samoa.

Tofua maintains a service every four weeks from Auckland to Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Matua maintains a service every four weeks from Auckland to Lautoka, Apia, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels Ruahine, Rangitoto and Rangitane, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakal operates a six-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniua. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, and other Pacific Islands.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI AUSTRALIA

Matson-Oceanic Line operates monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia vary with cargoes offering. Vessels call at Sydney, Brisbane, Melbourne, Fiji, Pago Pago, Papeete (occas.) and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - AUSTRALIA

Pacific Australia Direct Line's vessels Parrakoola, W.R. Lundgren, Goonawarr and Boogabilla maintain a monthly service from West Coast Nth. American ports to Sydney, Melbourne and Adelaide occasionally calling at Honolulu, Suva and Lautoka.

Details from agents: Birt and Company (Pty.) Ltd., 2 Castlereagh Street, Sydney (2-0313).

USA - PACIFIC PORTS - NZ - SYDNEY - USA

Matson Line vessels Mariposa and Monterey maintain a regular service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wihl. Wilhelmsen Agency 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessel Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea occasionally Vila, Santo, Nukualofa, and return.

Details from agents: Birt and Company (Pty.) Ltd., 2 Castlereagh Street, Sydney (2-0313).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HONOLULU - NORTH AMERICA

By QANTAS (with 707's)

Thurs.: Dep. Sydney 0900, arr. Brisbane 1015, dep. 1100, arr. Honolulu Wed. 2340, dep. Thurs. 0045 for San Francisco, arr. 0730.

Thurs.: Dep. San Francisco 1000, arr. Honolulu 1255, dep. 1400, arr. Nadi Fri. 1815, dep. 1850, arr. Brisbane Fri. 2015, dep. 2115 for Sydney, arr. 2225.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

SYDNEY - FIJI - HAWAII - USA

By QANTAS (with 707's)

ss., Fri., Sat., Sun.: Dep. Sydney 0900, arr. Nadi 1440, dep. 1525, arr. Honolulu Mon., Thurs., Fri., Sat. 2330, dep. Tues., Fri., Sat., Sun. 0045, arr. San Francisco 0730.
 n., Wed., Fri., Sat.: Dep. Sydney 1900, arr. Nadi 0010, dep. 0125, arr. Honolulu 0930, dep. 1100, arr. San Francisco 1745 (to New York, London).
 n., Wed., Fri., Sun.: From New York, dep. San Francisco 2000, arr. Honolulu 2255, dep. 2359, arr. Nadi Wed., Fri., Sun., Tues. 0415, dep. 0500, arr. Sydney 0715.
 n., Sun.: Dep. San Francisco 2100, arr. Honolulu 2355 Sat., dep. 0100, arr. Nadi Sun. 0515, dep. 0600, arr. Sydney 0815. (From Vancouver via San Francisco alt. weeks Apr. 7, 21, May 5, 19, etc.).
 ss., Sat., Sun.: Dep. San Francisco 1000, arr. Honolulu 1255, dep. 1400, arr. Nadi Wed., Sun., Mon. 1815, dep. 1900, arr. Sydney 2115.

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

n.: Dep. Sydney 1000, arr. Auckland 1445, dep. 1545 for Papeete, arr. Sun. 2240*, dep. 2340 for Acapulco, arr. Mon. 1130, dep. 1230 for Mexico City, arr. 1315.
 i.: Dep. Sydney 2000, arr. Nadi 0150, dep. 0235 for Papeete, arr. Wed. 0850, dep. 2230 for Acapulco, arr. Thurs. 1020, dep. 1120 for Mexico City, arr. 1205 (to Nassau, Bermuda, London).
 s.: Dep. Mexico City 2210, arr. Acapulco 2300, dep. 2359 for Papeete, arr. Wed. 0410*, dep. 0510 for Auckland, arr. Thurs. 0855, dep. 1000 for Sydney, arr. 1105.
 (from London, Bermuda, Nassau): Dep. Mexico City 2210 for Acapulco, arr. 2300, dep. 2359, arr. Papeete Sun. 0410, dep. 0510 for Nadi, arr. Mon. 0750, dep. 0835 for Sydney, arr. 1050. (Asterisk indicates technical stop only.)

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS (with 707's)

ss., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1655.
 n.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0230), Honolulu arr. 0835, dep. 1000 for Los Angeles, arr. 1655.
 rs.: Dep. Sydney 1630 for Auckland (arr. 2110, dep. 2215) for Honolulu, arr. Thurs. 0845, dep. 1000 for Los Angeles, arr. 1655.
 : Dep. Sydney 1530 for Auckland (arr. 2010, dep. 2115) for Pago Pago, arr. 0150, dep., 0240 for Honolulu, arr. Sat. 0845, dep. 1000 for Los Angeles 1655.
 n., Wed., Fri.: Dep. Los Angeles 2100 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0545, dep. 0645, and Sydney, arr. 0900.
 : Dep. Los Angeles 2100 for Honolulu, Pago Pago, arr. Sun. 0540, dep. 0640, and Sydney, arr. Mon. 0930.
 s.: Dep. Los Angeles 2100 for Honolulu, Auckland, arr. Thurs. 0815, dep. 0900 for Sydney, arr. 1000.
 rs.: Dep. Los Angeles 2100 for Honolulu, Pago Pago, arr. Fri. 0540, dep. 0630, and Auckland, arr. Sat. 0915, dep. 1000 for Sydney, arr. 1100.

SYDNEY - N. CALEDONIA - FIJI - TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Sydney 0950 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1715, dep. 1800 for Papeete (cross Dateline) arr. 0005, dep. 0900 for Los Angeles, arr. 1955.
 From April 11 to 29 arr. Los Angeles one hour earlier.
 Fri.: Dep. Los Angeles 2359 for Papeete, arr. 0515, dep. Sun. 0800 for Nadi (cross Dateline) arr. Mon. 1045, dep. 1145 for Noumea, arr. 1230.
 From April 1 to 29 arr. at Papeete one hour later.
 Fri.: Dep. Noumea 1435 for Nadi, arr. 1715, dep. 1800 for Papeete (cross Dateline) arr. 0005, dep. 0900 for Los Angeles, arr. 1955.
 From April 1 to 29 Los Angeles arr. one hour earlier.
 Thurs.: Dep. Los Angeles 0800 for Papeete, arr. 0615, dep. Fri. 2359 for Nadi (cross Dateline) arr. Sat. 1045, dep. 1130 for Noumea, arr. 1230, dep. 1345 for Sydney, arr. 1545.
 (NOTE: Flights from Sydney to Noumea and return are operated in association with Qantas.)

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)

Alt. Fri.: Dep. Sydney 1800, arr. Nadi 2355 Fri., dep. 0040 Sat. (cross Dateline) arr. Honolulu 0850 Fri., dep. 1010 for Vancouver, arr. 1735, dep. Fri. 1900 for Amsterdam.
 Mon., Wed., Sat.: From Amsterdam—various times.
 Wed. flight: From Amsterdam, arr. Vancouver 1550, dep. 1800, arr. Honolulu 2145, dep. 2245 (cross Dateline) arr. Nadi 0305, dep. 0345 for Sydney, arr. 0600. (Alt. Fri. to Auckland, arr. 0640).
 (From May 14 jets will arrive at Sydney on Sundays. They will leave for Vancouver at 1800 from Sydney on the same day.)
 NOTE: Canadian Pacific also operate a weekly non-stop service from Toronto to Honolulu.
 Wed.: Dep. Toronto 1625 for Honolulu, arr. 2115 Wed.
 Sun.: Dep. Honolulu 1845 for Toronto, arr. 0840 Mon.

SYDNEY - NTH. AMERICA, via FIJI, HAWAII

By BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125 Wed., Fri., Mon. (cross Dateline) arr. Honolulu Tues., Thurs., Sun. 0930, dep. 1130, arr. San Francisco 1745.
 Tues., Thurs., Sat.: Dep. San Francisco 2000, arr. Honolulu 2255, dep. 2359 (cross Dateline) arr. Nadi Thurs., Sat., Mon. 0415, dep. 0500, arr. Sydney 0715.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS (with 707's)

Thurs. Dep. San Francisco 1400 for Honolulu, dep. 1815 for Papeete, arr. 2340.
 Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1555.
 Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0615, dep. 0700 for Auckland, arr. Mon. 1050.
 Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1750 and San Francisco, arr. 2005.

AUSTRALIA-NEW ZEALAND**BRISBANE - AUCKLAND**QANTAS/AIR-NZ (with 707's, DC8's and Electras)
Three times weekly, both ways.**BRISBANE - WELLINGTON**AIR-NZ (with Electras)
One service weekly, both ways.**MELBOURNE - AUCKLAND**QANTAS/AIR-NZ (with Electras)
Four times weekly, both ways.**MELBOURNE - CHRISTCHURCH**QANTAS/AIR-NZ (with Electras)
Four times weekly, both ways.**MELBOURNE - WELLINGTON**AIR-NZ (with Electras)
Three times weekly, both ways.**SYDNEY - AUCKLAND**QANTAS/AIR-NZ (with 707's and DC8's)
Daily, both ways.

BOAC (with 707's)

Twice weekly, both ways.
PAN AMERICAN (with 707's)
One service weekly, both ways.**SYDNEY - CHRISTCHURCH**QANTAS/AIR-NZ (with DC8's and 707's)
Daily, both ways.**SYDNEY - WELLINGTON**QANTAS/AIR-NZ (with Electras)
Daily both ways.**AUSTRALIA-PACIFIC ISLANDS****SYDNEY - FIJI**AIR-INDIA (with 707's)
Tues.: Dep. Sydney 1000, arr. Nadi 1545.
Wed.: Dep. Nadi 0730, arr. Sydney 0935.**SYDNEY - LORD HOWE IS.**AIRLINES OF N.S.W. (with Sandringham Flying-boats)
Three times every week from Rose Bay Base. Departure time is dependent on time of high tide at Lord Howe Island.**SYDNEY - NEW CALEDONIA**QANTAS/UTA (with 707's)
Fri.: Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.**SYDNEY - N. CALEDONIA - FIJI - NZ**UTA-FRENCH AIRLINES (with Caravelle)
Tues.: Dep. Noumea 1200 for Sydney, arr. 1420, dep. 1600 for Noumea, arr. 1955.
Wed.: Dep. Noumea 0930 for Auckland, arr. 1320, dep. 1500 for Noumea, arr. 1705.**SYDNEY - NEW ZEALAND - FIJI**BOAC (with 707's)
Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).
Tues., Sun.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Sydney 1035, thence London via Singapore.**SYDNEY - NORFOLK IS.**QANTAS (with DC4's)
Wed., Fri., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI Wed., Sat. only. (See "NZ-Pacific Islands").
Thurs., Fri., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with Electras.

NORTHBOUND

TAA: Daily exc. Tues., Sun.: Dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Pt. Moresby 0600, dep. 0650, arr. Lae 0740.

Ansett-ANA: Daily, exc. Wed., Sat., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200, arr. Pt. Moresby 0605, dep. 0655, arr. Lae 0745.

SOUTHBOUND

TAA: Daily, exc. Wed., dep. Lae 0930, arr. Pt. Moresby 1020, dep. 1100, arr. Brisbane 1455, dep. 1530, arr. Sydney 1705.

Ansett-ANA: Daily, exc. Thurs., Sun., dep. Lae 0900, arr. Pt. Moresby 0950, dep. 1030, arr. Brisbane 1425, dep. 1500, arr. Sydney 1635.

QLD. - PAPUA-NEW GUINEA

TAA (with Fokker Friendships)

Thurs.: Dep. Townsville 1300, arr. Cairns 1355, dep. 1500, arr. Pt. Moresby 1720.

Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

CAIRNS-PT. MORESBY-CAIRNS

ANSETT-ANA (with Fokker Friendships)
Fri.: Dep. Cairns 1315, arr. Pt. Moresby 1530.

Fri.: Dep. Pt. Moresby 1610, arr. Cairns 1825, dep. 1920, arr. Townsville 2015.

NEW ZEALAND-PACIFIC IS.**NZ - AM. SAMOA**

By PAN AMERICAN AIRWAYS
(with 707's)

Fri.: Dep. Pago Pago 0630, arr. Auckland Sat. 0915.

Sat.: Dep. Auckland 2115, arr. Pago Pago Sat. 0150.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Fri., Tues., Thurs., Sun.: Dep. Auckland 2130, arr. Nadi 0020.

Sun.: Electra dep. Auckland 1000, arr. Nadi 1355.

Wed.: Electra dep. Auckland 2300, arr. Nadi 0255.

Sat., Wed., Fri.: Dep. Nadi 0505, arr. Auckland 0755.

Sun., Thurs.: Electra dep. Nadi 0505, arr. Auckland 0900.

Mon.: Dep. Nadi 0930, arr. Auckland 1220.

Mon., Sat., flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

Sun.: Electra dep. Nadi 1500, arr. Auckland 1855.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)

Sun.: Dep. Auckland 2130, arr. Nadi 0020
Mon. Dep. Nadi 0200 (cross Dateline) arr. Pago Pago Sun. 0445.

Sun.: Dep. Pago Pago 0715 (cross Dateline) arr. Nadi Mon. 0815. Dep. Nadi 0930, arr. Auckland 1220.

NZ - HAWAII - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Sydney 1500, arr. Auckland 1945, dep. Auckland 2100, arr. Honolulu 0720, dep. 0900, arr. Los Angeles 1555.

Wed., Fri.: Dep. Los Angeles 2000, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr. Sydney 1005.

NZ - NEW CALEDONIA

AIR-NZ (with Electras)

Fri.: Dep. Auckland 1315 for Noumea, arr. 1540.

Fri.: Dep. Noumea 1645 for Auckland, arr. 2105.

NZ - NORFOLK IS.

AIR-NZ (by Qantas DC4's) (Charter)

Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.

Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

UTA-FRENCH AIRLINES (with DC8's)

Fri.: Dep. Auckland 2345 for Papeete (cross Dateline) arr. Fri. 0630.

Thurs.: Dep. Papeete 0900 for Auckland (cross Dateline) arr. Fri. 1230. From May 4 arr. and dep. 2 hours earlier.

INTER - TERRITORY SERVICE**FIJI - GILBERT & ELLICE ISLAND**

FIJI AIRWAYS LTD. (with Herons)

Fri.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Sat., dep. Funafuti 0700, Tarawa, arr. 1140.
Sun.: Dep. Tarawa 0630, Funafuti, arr. 1130, dep. 1230, Nadi, arr. 1625, dep. 1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with Herons)

Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Ne day (Tues. or Fri.) dep. Vila 0900, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.

Wed., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1200, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC8's)

Tues., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1200, dep. Nukualofa 1245, arr. Suva 1400, dep. 1600, arr. Nadi 1645.

Details from Fiji Airways Ltd., Victoria Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)

Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0750 (cross Dateline) arr. Apia Fri. 1300.

Fri.: Dep. Apia 1350 (cross Dateline) arr. Suva Sat. 1700, dep. Sat. 1730, arr. Nadi 1815.

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS
(with 707's)

Tues.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.

Tues.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735.

NEW CALEDONIA - NEW HEBRIDES

UTA-FRENCH AIRLINES (with DC4's and Herons)

Tues.: Dep. Noumea 0800, arr. Vila 0910, dep. Vila 1035, arr. Santo 1150, dep. 1330, arr. Vila 1445, dep. 1515, arr. Noumea 1710.

Sat.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1225, dep. 1400, arr. Noumea 1555.

NEW CALEDONIA - WALLIS ISLAND

UTA-FRENCH AIRLINES (with DC4's)

Monthly service (second Wednesday)
Wed. (Apr. 12): Dep. Noumea 0800, arr. Wallis 1530.

Monthly service (following Friday)
Fri. (Apr. 14): Dep. Wallis 1000, arr. Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendships)

Alt. Tues.: Dep. Lae (Fokker) 0900, arr. Rabaul, Buka, Munda, Yandina, Honiara, arr. 1625.

Alt. Wed.: Dep. Honiara (Fokker) 0700, for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545.

Alt. Tues.: Dep. Lae (Fokker) 0845, arr. Rabaul, Buka, Munda, Honiara, arr. 1630.

Alt. Wed.: Dep. Honiara (Fokker) 0900, arr. Munda, Buka, Rabaul, Lae, arr. 1625.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

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Suva - Labasa - Savusavu - Labasa - Suva: Sat., Thurs.
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Bora Bora-Raiatea-Papeete: Daily.
Bora Bora - Raiatea - Huahine - Moorea - Papeete: Thurs.
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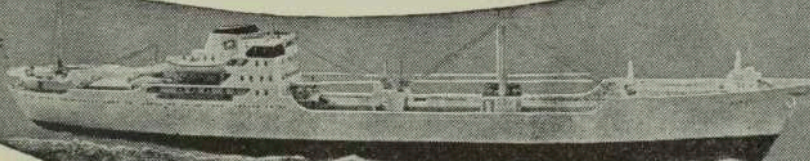
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Koror-Yap-Guam: Fri. (DC4).
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Guam-Truk-Kwajalein: Tues. (DC4).
Kwajalein - Majuro - Kwajalein - Truk - Guam: Wed. (DC4).
Truk - Ponape - Kwajalein: Tues. (SA16).
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 Noumea-Thio-Noumea: Daily.
 Noumea-Houailou-Noumea: Daily.
 Noumea-Poindimie-Noumea: Daily.
 Noumea-Hienghene-Noumea: Daily.
 Noumea-Kouaoua-Noumea: Daily except Sun.
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 Tues.: Vila - Lamap - Norsup* - Santo - Norsup*-Lamap-Vila.
 Wed.: Vila - Lamap* - Norsup - Santo - Norsup-Lamap*-Vila.
 Vila-Tanna-Vila.
 Thurs.: Vila - Epi* - Longana - Walaha - Santo - Walaha - Longana - Epi* - Vila.
 Fri.: Vila-Tanna-Vila.
 Vila - Lamap* - Norsup - Santo - Norsup-Lamap*-Vila.
 Fortnightly: Tanna - Aneityum - Tanna (Apr. 7, 21, etc.).
 Sat.: Vila - Epi - Lamap - Norsup* - Santo - Norsup* - Lamap - Epi - Vila.

NOTE: Walaha and Longana are on Aoba; Lamap and Norsup are on Malekula and an asterisk means optional stop. Details from Air Melanesia, Vila, or local agents.

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PT. MORESBY-WEST PAPUA (Twin Otter)

Tues., Fri.: Pt. Moresby-Kerema-Baimuru-Kerema - Pt. Moresby. Reservations beyond Kerema subject to administration requirements.

PT. MORESBY-EAST PAPUA (Twin Otter)

Tues.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.
 Wed.: Pt. Moresby-Gurney*-Pt. Moresby.
 * Launch connects at Gurney to and from Samarai on Wed. only.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU (Friendships)

Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.
 Mon.: Rabaul-Kavieng-Manus-Wewak. Daily (exc. Wed.): Lae-Madang-Wewak. Daily (exc. Wed.): Wewak-Madang-Lae.
 Mon., Wed., Thurs.: Kavieng-Rabaul.
 Mon., Tues., Fri.: Rabaul-Kavieng.

RABAU-NEW IRELAND (Beechcraft)

Fri.: Rabaul-Namatanai-Rabaul.

CENTRAL HIGHLANDS (DC3)

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.
 Tues.: Lae - Goroka - Minj - Banz - Mt. Hagen - Baiyer R. - Madang.
 Wed.: Madang - Wabag - Hagen - Banz - Minj-Goroka-Lae.
 Fri., Sat.: Lae-Goroka-Madang-Wewak.
 Thurs.: Lae - Goroka - Minj - Banz - Hagen-Wabag-Madang.
 Tues., Sat.: Mt. Hagen-Goroka-Lae.
 Sun.: Lae - Goroka - Minj - Banz - Mt. Hagen-Madang.

PT. MORESBY-HIGHLANDS (DC3)

Thurs., Fri.: Mt. Hagen - Pt. Moresby - Mt. Hagen.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Pt. Moresby-Kokoda (opt.)-Popondetta-Garaina-Lae.
 Sat.: Lae - Garaina - Popondetta Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-BULOLO-LAE (DC3 and Twin Otter)

Thurs.: Pt. Moresby-Bulolo-Lae.
 Thurs.: Lae-Bulolo-Pt. Moresby.
 Sat.: Pt. Moresby-Wau-Bulolo-Lae.
 Sat.: Lae-Bulolo-Wau-Pt. Moresby.

PT. MORESBY-WAU-BULOLO (Twin Otter)

Sun.: Pt. Moresby - Wau - Bulolo - Pt. Moresby.

MADANG-GOROKA-LAE (DC3)

Tues.: Lae - Goroka - Minj - Banz Hagen - Baiyer R. - Madang.
 Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

PT. MORESBY-GOROKA-MADANG (DC3)

Fri., Sun., Tues., Thurs.: Madang-Goroka-Pt. Moresby-Goroka-Madang.

LAE-RABAU-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Lae-Rabaul.
 Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.
 Thurs.: Lae - Finschhafen - Cape Gloucester - Talasea - Hoskins - Jacquinot Bay-Rabaul.
 Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea - Kandrian - Cape Gloucester - Finschhafen-Lae.

RABAU-BUIN-RABAU (DC3)

Mon., Wed., Fri.: Rabaul - Nissan - (optional Fri. only) Buka-Wakunua-Kieta - Buin - Kieta - Buka - Nissan Is. (optional Mon. only) - Rabaul.

RABAU-TALASEA-RABAU (DC3)

Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea.
 Sun.: Talasea-Hoskins-Rabaul.
 Tues.: Rabaul-Hoskins-Talasea.
 Thurs.: Talasea - Hoskins - Jacquinot Bay-Rabaul.

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Mon.: Dep. (DC3) Pt. Moresby-Popondetta-Kokoda-Pt. Moresby.
 (Piaggio) Pt. Moresby-Rorona (opt.) Aroa (opt.)-Kairuku (opt.)-Bereina - Woitape - Tapini - Bereina - Kairuku (opt.)-Aroa (opt.)-Rorona (opt.)-Pt. Moresby.
 (Piaggio) Pt. Moresby - Tapini - Woitape (opt.)-Pt. Moresby.

Tues.: (DC3) Pt. Moresby - Popondetta-Kokoda-Pt. Moresby.
 (DC3) Pt. Moresby - Daru - Balimo - Daru-Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney - Paili (opt.)-Pt. Moresby.
 (Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona (opt.) Aroa (opt.) - Kairuku - Bereina - Pt. Moresby.
 (DC3) Pt. Moresby-Mt. Hagen-Pt. Moresby.

(DC3) Pt. Moresby - Gurney (Samarai) - Pt. Moresby.

Wed.: (DC3) Pt. Moresby - Kokoda - Popondetta-Pt. Moresby.
 (Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa - Kairuku-Pt. Moresby.
 (DC3) Pt. Moresby - Bereina - Pt. Moresby.

Thurs. (Piaggio): Pt. Moresby - Woitape - Tapini-Pt. Moresby.
 (Piaggio) Pt. Moresby-Rorona (opt.) Aroa (opt.) - Kairuku - Bereina - Kairuku (opt.)-Pt. Moresby.

Alt. Thurs. (Apr. 13, 27, etc.): (DC3) Pt. Moresby - Popondetta - Wanigela - Vivigani - Losuia - Popondetta - Pt. Moresby.

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(DC3) Pt. Moresby - Gurney Samarai-Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-ailli-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa-airuku-Pt. Moresby.

(DC3) Pt. Moresby - Bereina - Pt. Moresby.

(DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.

(Piaggio) Pt. Moresby - Woitape - apini-Pt. Moresby.

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Madang-Lae.

ae-Goroka-Madang.

oroka-Pt. Moresby.

t. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.

ae-Wewak-Vanimo-Wewak.

Madang-Momote-Kavieng-Rabaul.

ae-Mt. Hagen.

It. Hagen-Goroka-Lae.

It. Hagen - Wapenamanda - Wabag - Mt. Hagen.

It. Hagen-Goroka-Mt. Hagen.

It. Hagen-Madang.

It. Hagen-Mendi-Mt. Hagen.

Wewak-Maprik-Angoram-Wewak.

: Rabaul-Lae-Rabaul.

Wewak - Madang - Lae - Goroka - Madang-Wewak.

Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.

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It. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.

It. Hagen-Goroka-Lae-Mt. Hagen.

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Wewak-Telefomin-Ambunti-Wewak.

Wewak-Angoram-Wewak.

It. Hagen - Goroka - Kainantu - Goroka-Mt. Hagen.

It. Hagen-Mendi-Mt. Hagen.

: Rabaul-Lae-Rabaul.

ae-Madang-Wewak.

Madang-Lae.

ae-Goroka-Madang.

Vau - Bulolo - Lae - Goroka - Madang - Wewak - Momote - Kavieng - Rabaul.

Goroka - Pt. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.

Wewak-Lae.

Wewak - Angoram - Maprik - Wewak.

It. Hagen - Goroka - Lae - Goroka - Mt. Hagen.

It. Hagen-Mendi-Mt. Hagen.

It. Hagen - Wapenamanda - Wabag - Mt. Hagen.

rs.: Rabaul - Kavieng - Momote - Wewak-Madang-Goroka-Lae-Wau.

It. Hagen-Mendi-Mt. Hagen.

Wewak - Hayfield - Yangoru - Wewak.

It. Hagen-Goroka-Mt. Hagen.

Wewak-Aitape-Dagua-Wewak.

Wewak-Vanimo-Tadji-Wewak.

Wewak-Angoram-Wewak.

Wewak-Ambunti-Wewak.

Rabaul-Lae-Rabaul.

Madang-Lae.

Vau - Bulolo - Lae - Madang - Wewak-Momote-Kavieng-Rabaul.

It. Moresby-Bulolo-Lae-Goroka.

Wewak - Lae - Goroka - Minj - Banz - Mt. Hagen.

Madang - Mt. Hagen - Banz - Minj - Goroka-Madang.

It. Hagen-Pt. Moresby.

It. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.

It. Hagen-Tari-Mt. Hagen.

Mt. Hagen - Goroka - Lae - Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.

Lae - Madang - Wewak - Tadji - Vanimo-Wewak.

Rabaul-Kavieng-Rabaul.

Mt. Hagen-Mendi-Mt. Hagen.

Mt. Hagen-Goroka-Mt. Hagen.

Wewak - Lumi - Nuku - Wewak - Hayfield - Yangoru - Wewak - Angoram-Wewak.

Sat.: Rabaul-Lae-Rabaul.

Wewak-Madang-Lae-Madang.

Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.

Goroka-Lae-Goroka.

Pt. Moresby-Mt. Hagen.

Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.

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Honiara - Yandina - Munda - Barakoma - Munda-Yandina-Honiara: Mon.

Honiara-Avu Avu-Honiara: Thurs.

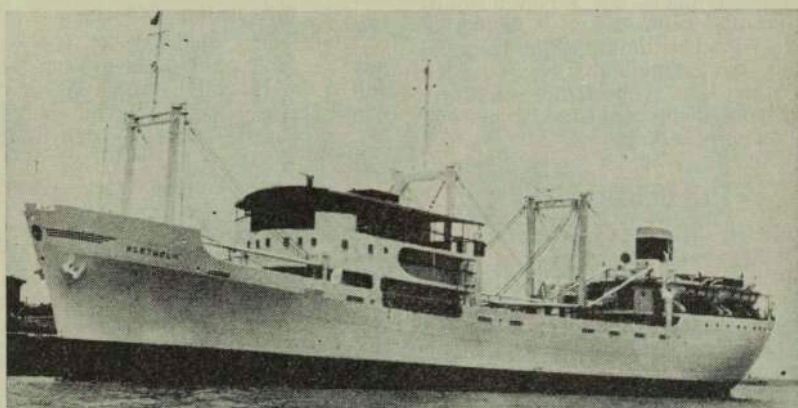
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Who follows McCarthy?

(Continued from p. 12)

Smooth in his dealings with politicians, high Commonwealth public servants and members of the Trusteeship Council and secretariat, it could be that David Hay, himself a former Ambassador at the UN, would look on him with favour. But it must be recorded that for a variety of reasons, Toogood's appointment would not be popular with the rank and file of the field staff, and with this sort of handicap hampering him, it seems unlikely that he would get the appointment.

Of the present active crop of DC's only four, at the most, are thought to have any chance of being considered. They are Ted Hicks, of Wewak; Harry West, of Rabaul; Des Bassett, of Madang and the redoubtable Tom Ellis, of Hagen.

The first three are all much of an age and have a common background in that they were all young ANGAU officers and very early appointees as patrol officers to the post-war administration. All have completed the two-year diploma course at ASOPA with distinction, and there is little doubt that they all are more attuned to the present climate of native administration than any of their pre-war colleagues.

West is quick, but sometimes impulsive and rash; Bassett is deliberate and sometimes timid, while Hicks is a bit temperamental. Nevertheless, all three have considerable achievements to their credit and any one could cause an upset.

The unusual Ellis

Ellis is in a category of his own. Brought to the territory nearly 45 years ago as a child, he has become a legend in the Western Highlands. Appointed District Commissioner in 1959, his drive, imagination and initiative have made his district into the most go-ahead in the territory. He has the undoubted backing of the native people there, and since his appointment as an official member of the House of Assembly, he has emerged as a strong and positive member on the government side.

But being a director of a key department in Port Moresby, subordinating his desires to that of the team as a whole, requires different techniques to that of running what is, after all, still a pretty remote and primitive district, and there are many who feel that his god-like attitudes—reminiscent of General MacArthur—and his steam-rolling methods, might not work out at Konedobu.

If he does get the job—and he has

an excellent chance—he will have emulated the example of Bert Jones, who started as a medical assistant in the early twenties and finished as Director of District Services (as it then was) in the fifties.

There is one man, who while not a *kiap*, has been persistently mentioned for the job, and that is Bill Carter, the Director of Posts and Telegraphs. Still in his early forties—the same age as West, Hicks and Bassett, Carter was only 32 when he came to the territory in 1954.

A post office trained engineer with an engineer's logical and objective approach to problems, Carter has demonstrated that he has most of the qualities required in a key departmental head. Patient, polite and considerate in his human relations and staff matters, he is concise and decisive in his summation of any problem placed before him. On a couple of occasions he has acted as an Assistant Administrator. Although Dr. John Gunther, for come reason, felt he was a disappointment in that high post, Carter has a blend of enthusiasm, idealism and hard headedness.

One very important factor in Carter's favour is that, not having a background of service in the field staff, he has not been engaged in internecine jockeying for place in a position which has always been a feature of the field staff service. Nobody has any reason to dislike him.

The days are now past when the head of the field staff was chosen from among those whose main qualification was a lifetime of dealing with primitive bush natives. Nowadays the job requires somebody qualified in the intricacies of public administration, set against a background of rapid and dramatic political, social and economic change.

And, of course, additionally a man chosen must have personal qualities of integrity and leadership capable of inspiring all those—brown as well as white—upon whose lives and activities the operations of the department impinge.

If I were a betting man, I'd have no hesitation in having a dollar on Bill Carter's nose.

● For a note on J. K. McCarthy see p. 42.

DEATHS OF ISLANDS PEOPLE

Mr. Julian McNicoll

The death occurred at Keravat, near Rabaul, on February 6, of Mr. Julian McNicoll. Mr. McNicoll, whose mother was a Tolai, died in his sleep at 61. He had been ill for some time.

At the outbreak of World War II Mr. McNicoll was employed as a labour overseer on Volupi Plantation, near Rabaul. During the days of the Japanese invasion of Rabaul he displayed outstanding bravery when helping with the evacuation of troops and civilians from the town. For this he was awarded the DSM, and later he won a bar to this medal. He afterwards joined the Royal Australian Navy.

After the war Mr. McNicoll returned to New Britain and was employed by the Department of Agriculture at the Lowlands Experimental Station, Keravat.

Mr. Pang Chung Sing

Rabaul lost one of its best-known identities with the death in March of Pang Chung Sing. He had been ill for some months.

Pang, who was an employee of the New Guinea Club for more than 15 years, made many friends through his activities at the club. He was right-

hand man to manager Len Kent. He looked after the needs of members and guests; nothing was too much trouble for him; everybody spoke warmly of him.

Pang was born in Rabaul in 1909 and lived there all his life. He was a member of the Kuo Min Tang for many years. He had a number of other interests.

He is survived by his parents, five brothers and four sisters.

Mr. Ugi Biritu

The death occurred in Goroka on March 15 of Mr. Ugi Biritu, a member of the P-NG House of Assembly. See p. 12 for a report.

Dr. Yves Merlet

Doctor Yves Merlet, chief of Noumea's Municipal Bureau of Hygiene, died on March 5, following an accident while skin diving. Dr. Merlet had been a keen diver for many years. The accident occurred on the barrier reef near the Amedee lighthouse.

Dr. Merlet had greatly aided the Noumea Aquarium by supplying with deep sea specimens.

He had done invaluable work as head of a flying TB detection squad. He left a widow and family.

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Fiji Council

(Continued from p. 8)

Federation man, Mr. R. D. Patel, brother of Mr. A. D. Patel, appealed in vain to Speaker, Mr. Ron Kermode, to rule the amendment out of order, because it was a substitution, not an amendment.

There was loud laughter from both sides of the House after the Speaker pointed out that an amendment could not be ruled out of order if it contained one or more words of the original motion, and in this case "the mover has been careful to leave in one word of the original motion, the word 'that'".

The Member without Portfolio, Mr. John Falvey, told the House: "This Government is here to govern and will govern for the next four and a half years, and will not be pushed into having an inquiry or committee to take over the job it has been given to do by the people of this country".

After that, a diatribe by Mr. Koya about the Government ignoring national issues, and calling on them to resign, had as much effect as a snowflake on a hotplate.

UN 'not wanted'

The meeting ended brightly with Ratu Mara firing a rocket at the United Nations, meant to burst over the General Assembly with a shower of sparks.

Replying to a comment from Peni Naqasima, of the Alliance, that his constituents were concerned about the United Nations' proposal for a fact-finding mission to Fiji, Ratu Mara said such a mission would not be welcome in Fiji.

He said they agreed with the view expressed by Mr. Herbert Bowden, the Secretary of State for Commonwealth Affairs, that he doubted whether the British Government would be able to see the value of such a mission.

Furthermore, "from information received of the debates that take place in the General Assembly it is quite obvious such a mission would come with preconceived ideas".

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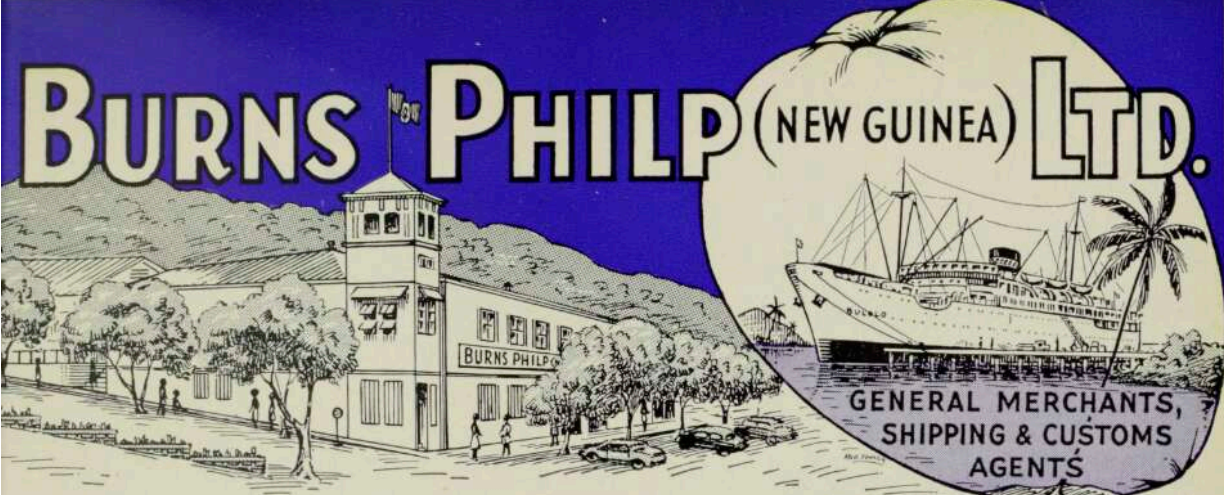
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