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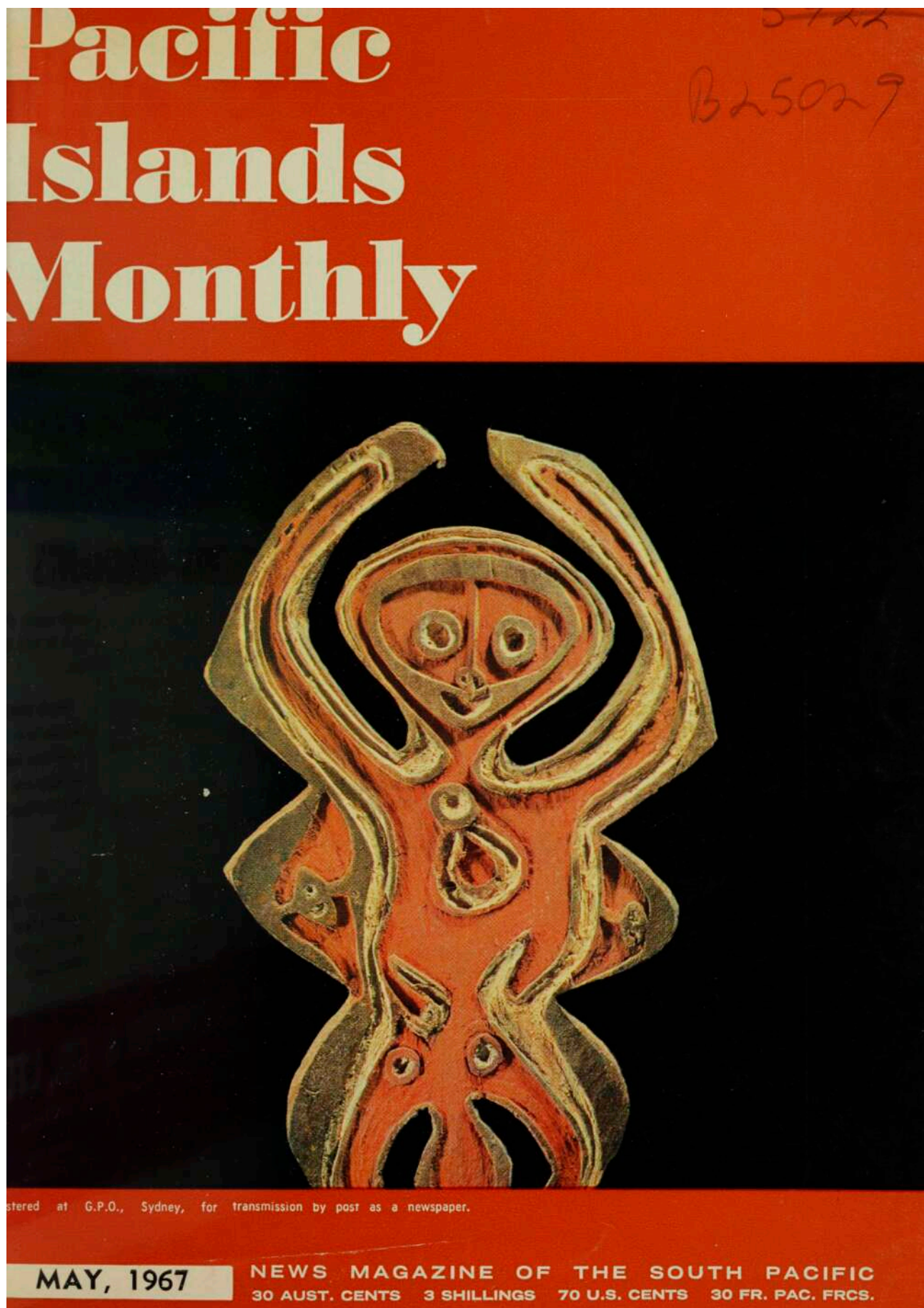
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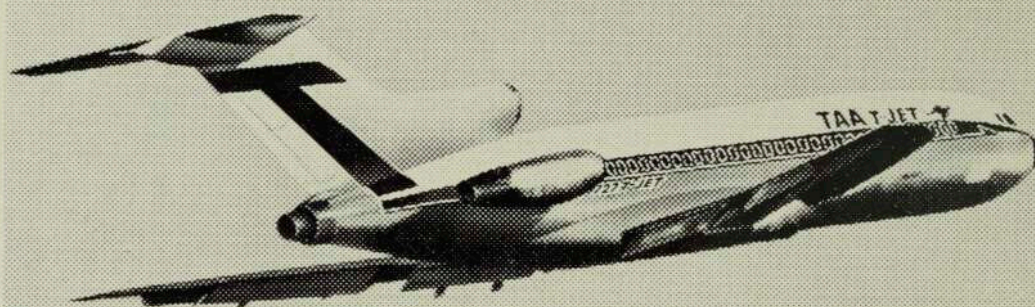
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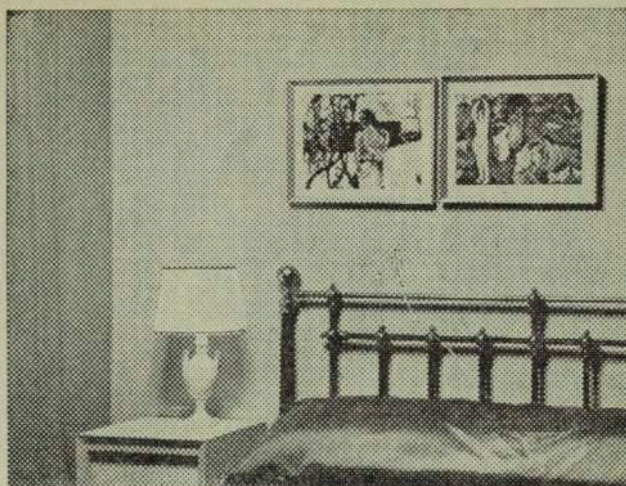




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PACIFIC ISLANDS MONTHLY — MAY, 1967

3



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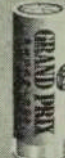
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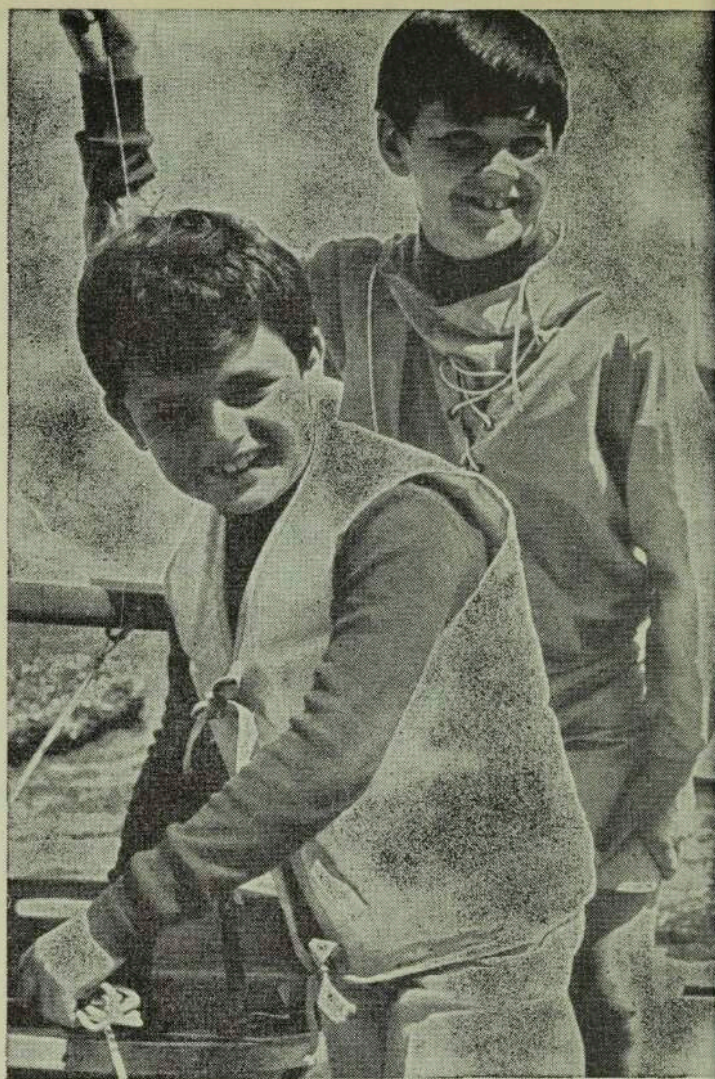


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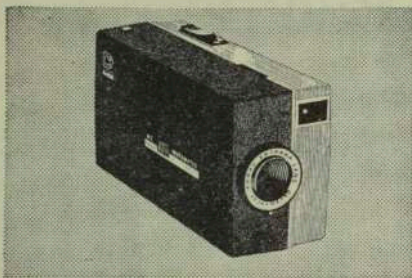
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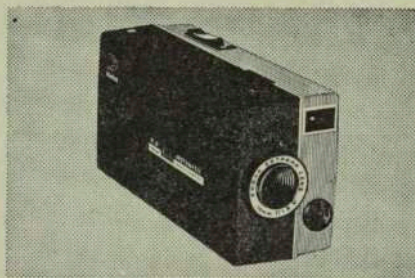


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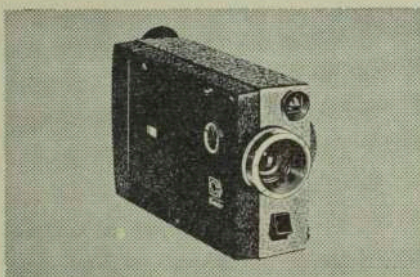
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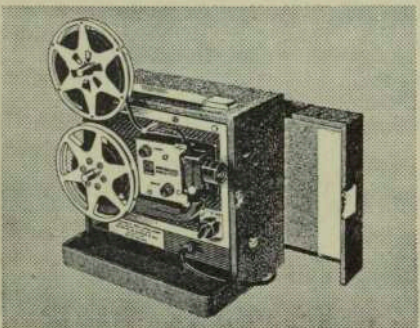
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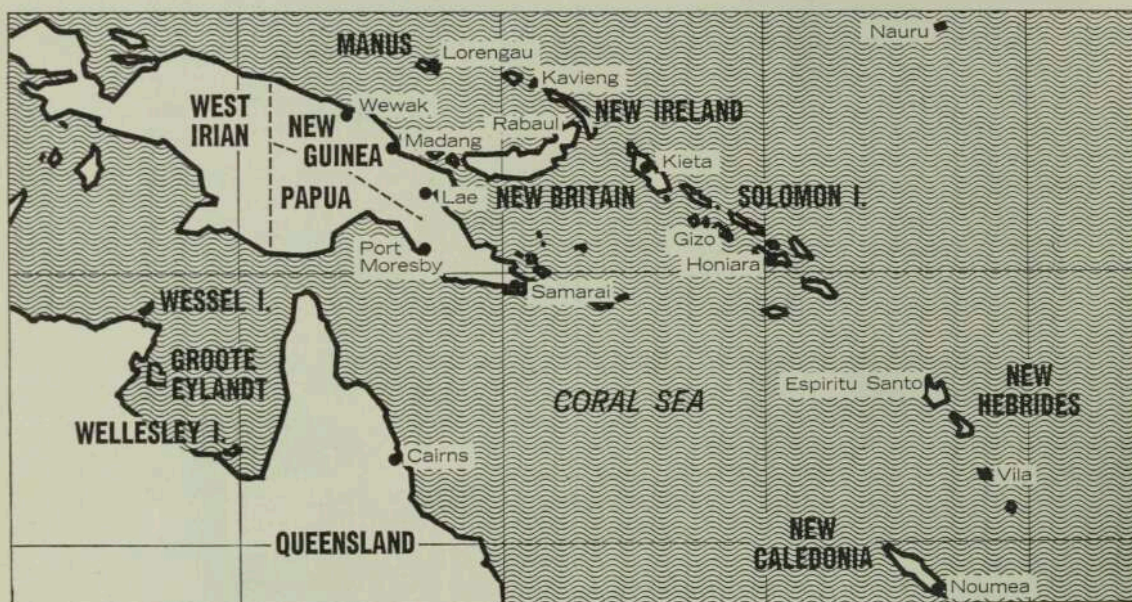
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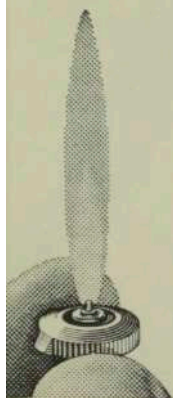
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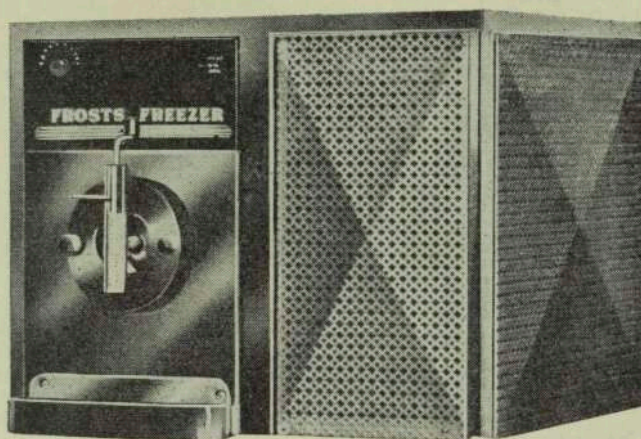
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Up Front

WITH THE EDITOR

Now that there are new people in Port Moresby's Government House, I predict we will be hearing about the need for a new and better Government House overlooking that historic harbour. And with it, I predict, will come some words in the Assembly about the cost of it all, and whether the country can afford to spend anything on a Government House while it still needs roads to Hagen and more golden handshakes for public servants.

YOU'LL never avoid that kind of comment. Which is a pity, because a new Government House is needed. The Hays can only hope—presuming they are still there when this prediction of mine comes good—that the issue won't raise heat enough to cause embarrassment when the appropriation has to be approved.

When it comes to Government Houses, it's easy to forget that those who might best know the disadvantages of such establishments are the people who live in them. And if one of the occupants also happens to be the country's chief executive with responsibility for spending a few score millions, it doesn't necessarily follow that his brain ceases to function responsibly when he is faced with the decision of having to spend some of it right on his own threshold.

The Fosters

Yet there is always the innuendo. Some nearby colleagues of the Hays, Sir Robert and Lady Foster, probably were aware of it over recent proposals to replace Government House, Honiara, which was built in 1943 as part of a New Zealand military hospital, and occupied by Army nurses before a succession of Western Pacific High Commissioners were promoted to that privilege.

Last year Gabrielle Lawson, of Honiara, referred to it in one of our issues as a "patched up army hut with a leaf roof, fighting white ants, in a hot and steamy location by the water". She said it was a sore point with Melanesians that the Queen's representative lived in a slum house; and PIM's heading (not Gabrielle's) suggested Sir Robert was losing face.

The attack on Government House was, I suspect, inspired by something said by the refreshingly frank Lady Foster, bless her, and I agreed with it in principle and in fact. I happened to be in Honiara at the time our piece was published, returning from a visit to Nauru, and developing, so it turned out, a wog which sent me to bed at the New Guinea Club in Rabaul, where I survive only because of the sympathetic ministrations of that kindly factotum Pang Chung Sing (whose death tragically, has recently been reported).

A lot of interest

PIM's few paragraphs about Honiara's slum house had caused an inordinate amount of interest in some Honiara quarters, which is the way it is in small territories without newspapers of their own, and despite my wog I took part in a radio interview with a bloke whom I gathered hadn't long been out from London.

I didn't make much of a fist of the interview, and I gather my interviewer wasn't much happier himself having failed to get across the message that he thought the PIM report was "scurrilous" (as he confided afterwards). I allowed myself to go on record as inferring that it was important for money to be spent on economic development before Government House—which was only part of the point I wanted to make.

The point is, where does economic development priority stop?

When I made my first visit to Honiara some years ago the broadcasting station consisted of a poke, announcer's room and an open verandah for guest broadcasters, but

OUR COVER

Not a gingerbread man, but a "Bioma", a sacred wooden board representing a man, originally from a men's house in the Gulf District of Papua, and now in the Papua-New Guinea Museum, Port Moresby. The original is two ft high. The colour transparency was taken by Neville Moderate, of the P-NG Administration. In this issue, "PIM" staff writer Ken McGregor surveys the New Guinea artifacts business.

One we then were broadcasting in was part of a modern air-conditioned complex. On another visit, secretariat offices still consisted of wooden and tar-paper huts, with tin roofs—and this inconvenience the officers were prepared to put up with because it was felt that other development had higher priority. Today the Honiara secretariat has modern offices.

Regrets

But Government House has not really changed much, and this reminds me of something said by Horrie Niall, after he relinquished his long-held post of District Commissioner of New Guinea's Morobe District to take on his present beguiling post of Speaker of the P-NG House of Assembly. Horrie had been proud of the fact that he worked for as DC in Lae in quarters which were sub-standard and inadequate, because he wanted the money to be spent on local developments of a higher priority. He came to regret it, because the money that Peter was being robbed to pay Paul, actually got spent on John and Luke in Port Moresby and Rabaul, and the Morobe District neither a decent administrative building nor anything much else. So it would be, I think, in Honiara, if the Government hadn't recently decided to go ahead anyway and spend money on a new Government House—tenders for which were issued the other day. What the new two-storey building will cost I don't yet know, but if there is to be any more argument, it will be on details of cost and construction, not on the principle of priorities. And that would go for Port Moresby too.

—Stuart Inder

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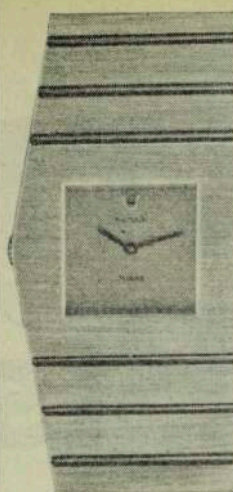
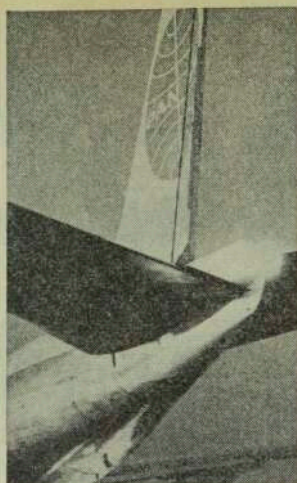
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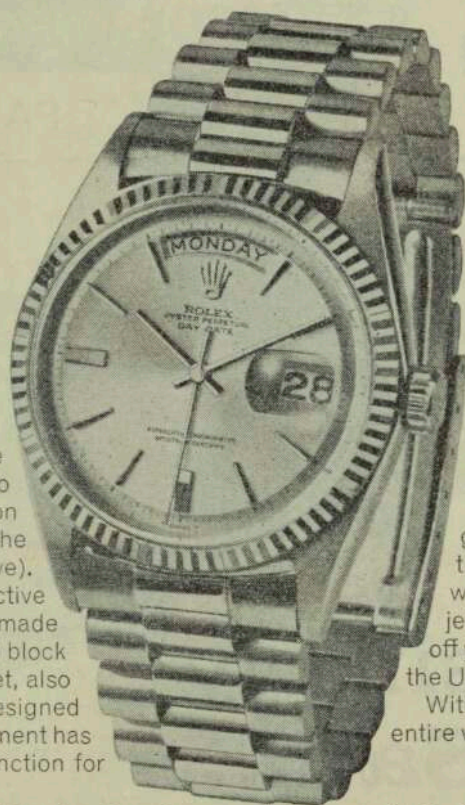
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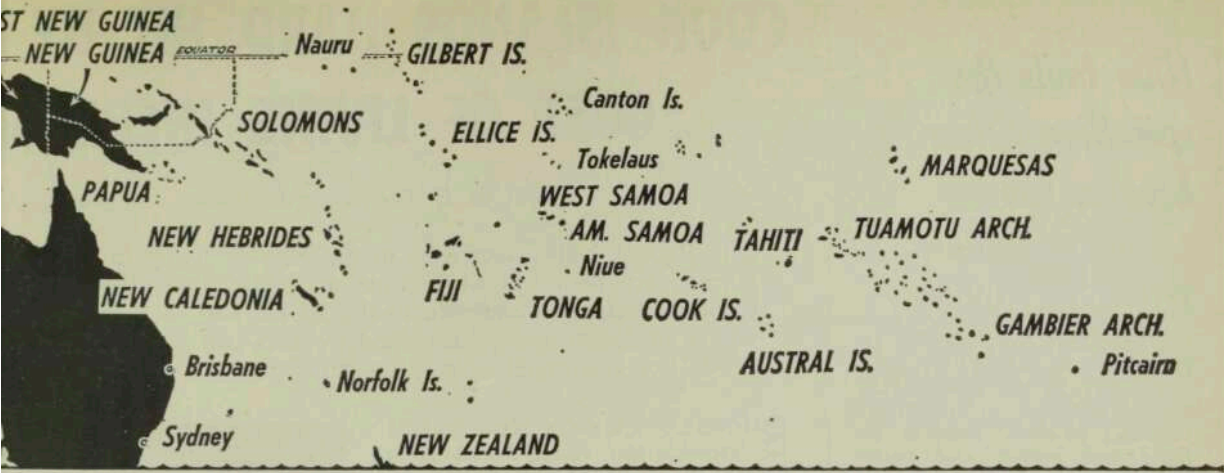
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37, No. 5, MAY, 1967

PACIFIC ISLANDS MONTHLY

This Issue

GENERAL			
Co-operation Plan	19	GILBERT and ELLICE ISLANDS COLONY	Artifacts Survey
General History of Palm Trees	94	It's Boom Time	26
by Francois Doumenge	97	Watches for Islanders	37
an Fishermen for Pacific	101	Tourist Potential	47
a Price to Rise	131	New "Moana Raoi"	47
		Training Vessel Arrives	55
AMERICAN SAMOA			57
for Union with Neighbour	22	NAURU	1919-39 Era "Misunderstood"
Ernor Lee on Land	22	Independence Talks	58
		Way Cleared for Air Services	60
K ISLANDS			69
s Go Up	18	NEW CALEDONIA	Native Author
ps Delay Explained	32	Prison Scandal	97
erial Series	41	PanAm for Noumea	Moresby-Kerema Yacht Race
r Problems	75	Messageries Passenger Service	101
		New Shipping Service	103
		NZ, Norfolk Island Service Retained	105
LOCAL SHOPKEEPERS	20		129
TEL TV DOCUMENTARY	24	NEW HEBRIDES	Coffee Planting to be Discouraged
Air Services to Tonga	49	"No Doubt" on Big Bay Wall	130
Toga Cabins	49	Key to Wall's Identity	131
Lodge Manager	49	Santo Land Disputes	
st Office for Sydney	50	Big Meat Exports	SOLOMON ISLANDS
marau Island	53	Tall Tales of Big Bay	Government House
r Mill Safety Record	69	"Tutuba" Sinks	12
elchair Sportswoman	73	Another Freighter for Rusden	Relics of the War
ries Officer Leaves	73	New Marine Head	49
nd of Tagimaucia	91		116
onfruit Troubles	130	NIUE	Airstrip Will Aid Nickel Company
o Breeding	147	Prices Go Up	131
		Rough Weather for "Tofua"	151
CH POLYNESIA			
Deputy	32	NORFOLK ISLAND	TONGA
: Starts on Taharaa Hotel	50	NZ, New Caledonia Freight Service	Filming the Coronation
eries of the Bass Islands	95		23
m Carriers Caught	103	PAPUA-NEW GUINEA	Mystery of 30-Seniti Stamp
Nuclear Tests	124	Need for New Government House	37
		Giant Snails Loose in Moresby	38
			40
			52
			U.S. TRUST TERRITORY and GUAM
			SEACOM Cable Station
			Judy Tudor on Peace Corps
			39
			Commercial Air Services
			51
			WEST NEW GUINEA
			Border Troubles
			28
			WESTERN SAMOA
			Move for United Samoa
			22
			Peace Corps Coming
			39
			Tourism Conference
			52
			Independence Celebrations
			53
			Mata'afa to Seek Aid in Japan
			75, 105
			Protests on Chinese Fishermen
			76
			Fruit Sent to NZ by Air
			131

DEPARTMENTS: Up Front with the Editor, 12; Travel, 41; Percy Chatterton, 55; Islands Press, 67; Magazine Section, 85; Yesterday, 93; Book Reviews, 94; Shipping, 101; Cruising Yachts, 109; People in Pictures, 118; People, 121; Business and Development, 129; Produce Prices, 133; Shipping, Airways Schedules, 135; Deaths of Islands People, 143; The Practical Planter, 147.

Niue feels the spiralling prices breeze, too

From a Niue correspondent

EVERYONE on Niue, particularly low paid workers, has been noticing a marked increase in the cost of living.

This is partly due to the recent removal of consumer subsidies in New Zealand on flour and butter, and partly due to other factors.

In late March, for example, the Niue Island Assembly doubled the "aid to revenue tax", which all employees have to pay on all income. It also raised other taxes, such as those on overseas insurance companies, and companies and public authority taxes.

The recent removal of consumer subsidies in New Zealand has sent the price of bread up by 50 per cent. and has increased the price of butter from 1/- to 4/- a lb.

Some Niueans have been fighting the price rise on bread by buying cabin bread—which is expensive anyway. But the bakers are still baking the same quantity of bread, so somebody must be eating it.

Some bakers are baking loaves of a smaller size and selling them at the old price.

There is also to be an increase in the price of cigarettes due to a tax increase on them; and an increase in freight rates will mean increases in prices of almost everything arriving on the island.

On the other hand, Niueans have had some relief from the general increase in prices through being able to buy fresh milk for the first time.

The first milk went on sale in March. It comes from a herd of cattle that were imported to run on the coconut plantations which are being established.

The milk is being sold at 6d a pint. It has become very popular with the Niueans, who no doubt find it easier to find the money for it than for a large tin of powdered milk.

COOK ISLANDS HARD HIT BY COST OF LIVING INCREASES

From W. H. Percival in Rarotonga

Recent heavy increases in the cost of living in the Cook Islands are expected to become an added incentive to many Cook Islanders to emigrate to the El Dorado of New Zealand, where unskilled and semi-skilled workers can earn at least five or six times as much as they do at home.

SHORTLY after the New Zealand Government vessel *Moana Roa* arrived at Rarotonga on March 22, the prices of basic food lines such as bread, butter, and canned meat rose alarmingly.

The cause of this was the New Zealand Government's decision to remove subsidies from wheat, flour and butter.

The New Zealand price increases were naturally passed on to the Cook Islands.

Many other food lines, such as biscuits, breakfast foods, milk powder, evaporated milk, vermicelli and spaghetti, were also affected.

Cook Islanders with large families and low incomes were the hardest hit, especially outer islanders living in Rarotonga. These people have no land on which to plant, and most of their income goes on food and rent.



Mr. Albert Henry, Premier of the Cook Islands.—Photo: W. H. Percival.

Tougher still

Ironically, the people who will have to pay the highest prices for basic food lines will be the inhabitants of the northern atolls who can export only limited amounts of copra and dwindling supplies of pearl shell. In addition to paying the highest freight rates in the Cook Group, boating charges from ship to shore and extra cartage costs are added to the already high costs of the canned food they buy.

Life in the outer islands has always been tough, especially in the northern group—and these sudden price increases can only accentuate the people's problems.

The first price increases to be announced were:

Flour in 160 lb sacks, £28/7/6 per ton (an increase of £2/11/6); butter, 10d per lb.

The Premier, Mr. Albert E. Henry, said in early March that to alleviate and stabilise prices, the Cook Islands Price Tribunal would

be brought into operation immediately.

All prices for goods and services were to be maintained at existing levels until increases had been authorised by the tribunal.

Mr. Henry also made these points:

- Although the Government was firmly of the opinion that wage and salary levels should be stabilised, it acknowledged that workers on basic rates of pay might have strong grounds for an increase.

- Old age pensions, which are fixed by enactment, would be reviewed when the Legislative Assembly met later this year.

- The position of Public Service salary earners would be discussed with the New Zealand Government, which had met the cost of rural rate survey increases in past years.

- Everything possible would be done to mitigate the effect of the inevitable increases in the cost of living.

The Premier went on to request that

The arrival of the New Zealand government vessel "Moana Roa" in the Cooks in March was a signal for basic food prices to rise alarmingly. Will Cook Islanders now use the same ship to flee to the greener fields of New Zealand?

operation of traders and bakers in rising price increases in basic commodities. Planters and copra producers were asked to make every effort to increase production. "There is," he said, "an unsatisfied demand for many export products, especially for fruit for processing. Every effort should be made this year to test our crops. By this means we can recover more than the extra cost of the essential foodstuffs on which subsidies have been lifted."

Prices pegged

The Cook Islands Price Tribunal for the first time on March 16, issued a Price Order pegging prices of all goods and services to the prices charged on that date. The tribunal made it illegal for prices not covered by Price Orders to be increased without its prior approval.

This action ensured that prices would not be increased until after the arrival of new stocks on the March 16 Moana Roa.



Because price control covered such a wide range of goods and services, the tribunal invited the Chamber of Commerce to present a list of goods and services that they considered should be exempted.

To save time and frustration in the outer islands, the tribunal delegated its powers to the Resident Agents and Clerks-in-Charge, enabling them to deal with applications for price increases on the spot.

The next Price Order issued showed that bread prices on Rarotonga had jumped by 50 per cent.

A 24 to 27 oz loaf now costs 1/6 instead of 1/-, and smaller sized loaves have become correspondingly dearer.

After the *Moana Roa* shipment was received, shoppers discovered a few more hard facts.

Butter had leapt from 2/8 to 3/7 per lb; a 12 oz tin of first grade corned beef now costs 4/9 against the previous 4/-, and a 12 oz tin of second grade corned beef costs 3/8 instead of 2/8. A 2½ lb tin of full cream milk powder, which is essential for rearing infants when the mother cannot provide breast milk, rose from 9/6 to 10/5. Breakfast foods had also risen. A 1½ lb packet of malted whole wheat biscuits now costs 3/9 against the former price of 3/3. There were many other price rises.

Passenger fares up

Even before the increases, the four-fifths of Rarotonga's working population, which existed and perhaps supported a wife and four children on the basic wage—about £5 per week—had found the going more than tough.

The going, it need not be said, is going to be a lot tougher now.

But that is not all.

On April 13, the NZ Department of Island Territories announced that freight rates and passenger fares to and from the Cook Islands in the *Moana Roa* would be increased the following day.

The cargo charges would go up by 15 per cent. and the fares by 10 per cent.—due to the rising cost of running the ship.

This means, of course, that it's going to be even more expensive to get to El Dorado than it used to be.

● For another angle on high prices and the problems of Islands women working to a budget, see p. 20, "The pirates are not all dead!"

European AND Pacific Common Market ?

Islands territories are studying possible trade effects as a result of Britain's announcement in April that it will bid for membership of the European Economic Community. But too few details are available for any real assessments to be made. The Fiji sugar industry could be the most vulnerable—unless Fiji can also be admitted to the Common Market as an associated British territory, and this is possible.

Meanwhile, moves for a Pacific trade federation came from two directions in April—from Tokyo at a meeting of the Japan-Australia Business Co-operation Committee and from Sydney at the Pacific Industrial Conference, sponsored by the US Stanford Research Institute.

The question of a Pacific trading federation was one of the main items discussed in Sydney. Top businessmen from the Pacific Basin discussed the subject around quite a lot. There were several Islands businessmen present, including Mr. Ian Downs, MHA, of New Guinea.

Nothing definite was decided on but it was agreed to leave the matter in the hands of the Stanford Institute to see if it could get something going along the lines of increased Pacific commercial co-operation.

The point was repeatedly made that commodity prices in the Pacific and on world markets had not increased by the same proportions as manufactured goods—and that this was handicapping primary producers such as coffee growers, banana, orange and copra planters.

At Tokyo, Australia, New Zealand and Japanese business leaders set up a Pacific Basin Economic Co-operation Committee, open to membership by American and Canadian businessmen.

The body will aim to expand trade, encourage the exchange of capital and technological information, promote tourism, joint studies, cultural and scientific exchanges.

● Happy with your local shopkeepers? Get a fair deal from them always? Get good, friendly service that makes you want to go back again? Retorts this Suva housewife, "Not on your life!" If you agree with her, wherever you live, and have some pet hates of your own, let off steam through PIM. It may help to get things changed.

But the pirates are not all dead!

From JANE GREGOR, in Suva

Ask the female residents of Fiji about shopping and you will see flashing eyes and hear indignant stories. The males of the community, coming less frequently into contact with the shops, may make tolerant noises in the background and endeavour to ensure that their womenfolk only fume gently. . . .

BUT, for once, the women are right; there's cause for complaint.

Too many housewives around Fiji can tell tales of old stock, particularly of foodstuffs, being sold without due warning or a price reduction; of prices which are far in excess of what they need be; of unfair methods in too many shops.

Most people are aware of the high cost of freight and duties. And most people who can afford to buy imported goods at all are willing enough to give the merchant his fair mark-up. But fair is the operative word.

Take the case of a young Nausori wife who, recently back from a trip overseas, gasped at the Suva price of breakfast cereal . . . three times what she'd been paying while on leave. Meeting a local citizen who also happened to be a reporter, she exploded her righteous indignation at him. Next morning, *The Fiji Times* told the story, asked why such a popular food should need such an elevated mark-up and . . . happy ending . . . the day after, that breakfast cereal in one particular store, at least, was cheaper by quite a substantial amount.

Daylight robbery!

The humble but essential plastic laundry basket, too, can be picked up overseas for a few shillings in any popular-price chain store but after it has travelled a few hundred miles to Fiji it costs something like four times the amount it retails at "back home". Now that seems to me just a little on the greedy side.

And for sheer daylight robbery, another case takes one's breath away. In a Suva shop you can have the choice of a bottle of milk or a bottle of cold milk from the fridge; but you'll have to pay fourpence extra for the cold one!

There are dozens of similar stories

being told by the shoppers of Fiji, who are growing so resentful of being taken for suckers that a Consumers' Association has now been established to try to create a better state of affairs between shopper and shopkeeper.

Another anomaly which strikes me as odd, in this land of the widely proclaimed "duty-free" bargains, is that some transistors and cameras, as well as perfumes, prove to be far more expensive if bought in Fiji than if bought in their country of origin.

Bitter complaint

One bitter complaint of Suva residents in particular is the often too short shrift given to locals in the teeth of competition from the tourists. Especially frustrating in this respect are the Indian tailors who will blithely keep a regular customer

dangling for weeks while they run off orders for tourists.

I see their point . . . tourists don't have time to be critical about alterations; they're not in a mood to finicky, they pay up and they go. Which is good if your business method is merely to take as much as you can get the easiest way possible.

I think, and so do many Suva residents, that it would be much smarter to pay attention . . . real attention . . . to building up a nucleus of good, satisfied, regular customers through them, as many merchant kings of the past have found, come eventually, the best foundation for profits.

The same grumble over tourist preference applies to shop hours. It is maddening for working wives . . . or husbands, for that matter . . .



Shopping in the busy streets of Suva is a tough enough problem without it being made more difficult by some of the commercial practices Jane Gregor complains of.



- Tourists off the ships flock around one of the stalls at the Suva markets. Service is good. But when the cruise ships are in, it's not always so good in Suva for the locals, who complain they get short shrift while the visitors get the attention.

able to shop during lunch hours to have shop doors shut in our as we try to make the most lucky break in finishing work minutes early some afternoon. often our clock-beating spurts to that essential forgotten item end disappointment. But it's even more when you see that shop-ers find no difficulty whatsoever ening at the most unlikely hours if there's a tourist ship in.

ere are many lesser complaints. or service is one you hear over over again; here, I blame the eepers . . . not the sales staff. itions of service for most sales- and women are not good and ng appears to be, in most cases, al.

n you, then, blame the counter who can't be bothered to even what they do stock, let alone d find out if and when a specific can be obtained? Like the young ho, pointing to three scraps of ing, curling-edged ham on a tray, the other morning, ly informed me that was all the the supermarket had.

unately for me, a senior sales-whom I have often dealt with, most happily, came along and e matter right.

as lucky, but too often shoppers ot. And, merchants please note, only is the would-be shopper ated, but she's just slightly more against that particular store time such an encounter occurs. at it's not only the immediate hich is lost.

ne of these incidents can, of e, be put down to the growing natural among an emerging

country's peoples.

But other trading practices are carried on by people who should know better.

Why, for instance, do shops sell inferior quality "seconds" without always telling the shopper what he's really getting for his money?

A friend of mine discovered a piece of cloth, bought in good faith as first quality material, had, in fact, a large fault in it; when she returned it to the shop where it had been bought she was told she should have noticed it at the time.

When I heard this story, I remembered that, as a newcomer to Fiji, I was warned by an "old-hand" that much of the merchandise sold was, in fact, "seconds" and to

beware. Unhappily, my informant was not wrong.

But when you move into the big money items and still find they are too often faulty, you really do begin to wonder if the days of piracy will ever end.

It is a sad fact that every major item I've bought in Fiji, that "shopper's paradise", has proved faulty. Sometimes seriously so, sometimes only to the extent, for example, that a slide-projector had a large smear across the lens which I could not get at.

Being a resident, I can get these things rectified by taking my purchases back, which is tiring and time-consuming. But one doesn't expect to pay £50 for a tape recorder, let us say, only to have the mike pack up on you a month or two later; or for a record-player which unaccountably changes speed in mid-record.

Maybe there are good, simple answers to much of this . . . like packages being clumsily handled . . . but after a run of unsatisfactory buying of what to me are major items, I begin to harbour dark thoughts. Can it be . . . even in this price bracket . . . the tailor/tourist story all over again . . . "Sell 'em anything . . . they'll never be back to complain"?

(Continued on p. 132)

THERE ARE SOME BOUQUETS

Just in case you think that what I have had to say about Suva shopkeepers is all brick bats, I would like to throw a bouquet, aimed at some of the stallholders at the Suva market. I have had excellent service and fair prices from some of these people and from many of the other one-man businesses around Suva.

Week in, week out, the bulk of the fruit and vegetable buying for our household has been done at one particular stall in the market owned by a Chinese family. Never have I had better, friendlier service or fairer prices from anybody in any country. Not only can I hand-pick my tomatoes, my apples and oranges, but I can pinch the cucumbers as much as I like until I find one firm enough to my liking, and if, for reasons beyond their control, my stallholding family feels that their produce hasn't been quite up to scratch, or if they are just feeling good anyway, I get a little gift—perhaps a couple of bananas, a coconut, a mango or two.

Shopkeepers like these, and those I knew on the Continent, and the old-fashioned Scots shopkeeper, know the value of a little "come-back-again" present dropped into the basket of a regular customer. But not, it seems, Fiji's bigger boys of the merchandise world.—JG.

MOVE FOR UNION IN SAMOA

EAST IS U.S. AND WEST IS WEST—AND, OH, THAT THE TWAIN SHALL MEET!

By a staff writer

A move by two American Samoan senators in late March to seek ways of welding Western and American Samoa into one political unit appears to have fallen on rather stony ground—at least for the time being. But it shows that, even after three generations of separation, there is still a strong feeling of kinship among the people of those islands.

THE two Samoas have been politically separate since 1899, when Germany annexed Western Samoa and the United States assumed sovereignty over the eastern islands. The eastern islands have remained under the US flag ever since; but Western Samoa was under New Zealand control—first as a League of Nations mandate and later as a United Nations trusteeship territory—from World War I until it achieved independence in 1962.

"Immediate exploration"

The move for a union of the two Samoas was made by Senators Rapi Sotoa and Mulitauaoepele by means of a joint resolution introduced in the Tenth Legislature of American Samoa.

The resolution says it would be imperative that the political union should be under the protection of the United States, but it does not make any suggestions on the nature of this protection.

If passed, the resolution would ask the United States Secretary of the Interior to negotiate with the State Department "the immediate exploration of all possible means" of uniting the two Samoas.

The resolution is the first attempt for many years on the part of Samoans in either Western or American Samoa to have the union of the two Samoas discussed on an official level.

There was a mixed reception to it among politicians in American Samoa; and almost complete silence about it elsewhere.

The main points of the resolution are that:

- There is a strong desire on the part of many people of American Samoa to form a union with the people of Western Samoa, with whom they have many ties of kinship and culture.

- A union of Samoa is the ultimate desire of the people as a race, inasmuch as American Samoans and Western Samoans are one people and

They're "shrewder than Palagis think"

Pago Pago's weekly *Samoa Times* was quick to notice the discrepancy in two important statements made by Governor H. Rex Lee in discussions with the local Legislature on his return to American Samoa in April.

One statement was that "if the door was wide open" for American citizens to enter and settle in American Samoa, the Samoan people would "lose their land, dissipate the money obtained from selling it, and have nothing".

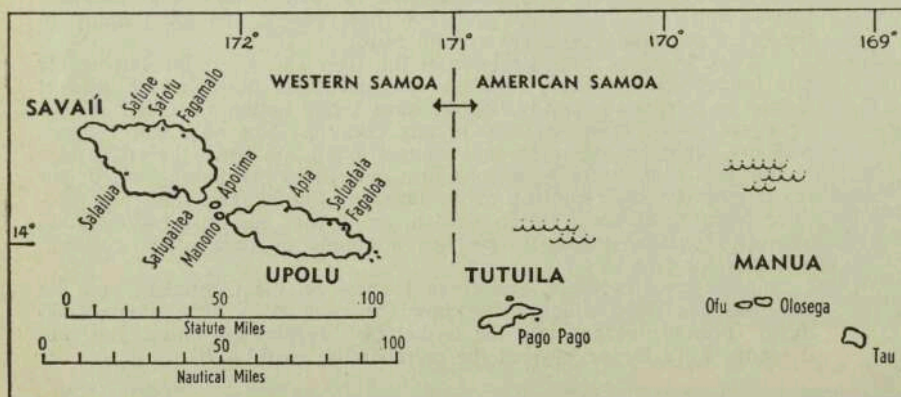
The other statement, in effect, was that the Samoans were inclined to "stifle progress" in their country because they would not willingly surrender their land to the Government for schools, roads, etc.

Pointing out that "Samoa must be shrewder than palagis (Europeans) think," the *Samoa Times* added: "With only 76 square miles of land in the territory . . . the chances of replacing family land after condemnation are very slim indeed . . . It may well come out that the Samoan people would rather risk loss of progress than loss of their most precious possession."

one colour, with the same language and culture—"an existing race of the Great Polynesia".

- No matter when Samoa was united, American Samoans would not consent to any union without the protection of the United States.

In a discussion on the resolution in the American Samoan Senate, the president, Lauvao-Lolo, said he was sure that some Western Samoans



The dividing line between the two Samoas was man-made, and has only existed since 1899.

ials would not be receptive to idea. He added that there would more support for it in Western Samoa on Savai'i than on the main island of Upolu.

Other comments were that while the idea behind the resolution was excellent, it would have been better to handle the matter *fa'a Samoa* (in the Samoan way) than through the Department and the New Zealand Government (which would be to become involved because it is Western Samoa's external relations).

The American Samoan senator said: "The official approach would be specially unfortunate considering the late's recent remarks on Dean King, and his attitude of 'no money, no friendship'. It would be better if the late and Wellington were told to make a decision by the Samoan people, instead of being asked to conduct investigations."

The *Samoa Times*, of Pago Pago, in an editorial on the resolution, said: "It should be the occasion for wide, open discussions on the hopes and expectations of the whole Samoan race."

"Silly barrier"

The idea that the two Samoas should be united was strongly urged in *PIM* in January, 1955, when the editor, Mr. R. W. Robson, said "if the silly political barrier were torn down" and American Samoa's problems were joined to that of the New Zealand problem, the problem of how to provide American Samoa with an overseas market would be solved overnight.

American Samoa, at that time, was in financial doldrums because of the withdrawal, a few years earlier, of the US Navy from the Pago Pago base. Western Samoa, on the other hand, was "rich and comfortable" because cocoa-production had been established as the chief industry in addition to coconut-growing long ago.

Now, however, the boot is on the other foot.

Western Samoa, with a population of about 140,000 and a land area of more than 1,100 square miles, is going through a lean time because of ageing coconut plantations, crop pests and other factors.

Meanwhile, the 20,000 American Samoans are having a reasonably easy time of things thanks to massive aid from the United States for various projects over the past six years.



King Taufa'ahau at Pago Pago airport, American Samoa in April, after seeing off Queen Mata'aho on an Air NZ flight to Auckland. With him is Mrs. Owen S. Aspinall, wife of American Samoa's then-Acting Governor, and a Samoan policeman.

They all want to film Tonga's coronation

From "PIM's" Nukualofa correspondent

Arrangements for the world-wide television and film coverage of King Taufa'ahau's coronation in Nukualofa on July 4 have reached an interesting stage.

THE Kingdom of Tonga intends to make the most of the publicity this important and glittering event in her history will bring; for with her five-year development plan developing well and the South Pacific being discovered by world travellers, Tonga—like other territories nearby—is anxious to cultivate the tourist industry and to get her share of people and profits.

The forthcoming celebrations are a better occasion than most to focus attention on the Friendly Islands.

First on the scene was the New Zealand Broadcasting Commission, based in Wellington and with a traditional link with Tonga broadcasting. It showed keenness to do the job.

Then the BBC representative in Australia and New Zealand, the Hon. Humphrey Fisher, on a tour of radio stations in the Pacific area, visited the kingdom, and undertook

to discuss the publicity problem with the head of the Commonwealth Television Services in London, in April.

The Hon. Humphrey's father, Archbishop Lord Fisher, was the man who crowned Queen Elizabeth.

Meanwhile, an independent American television producer and writer, Mike Grillikhes, arrived in Tonga seeking exclusive rights to do a main coverage for world cinema and television. He planned to have named Hollywood stars to host and narrate the films. But it seems the "exclusive rights" clause was regarded as a stumbling block to the negotiations.

The Fiji Public Relations Office has offered to do the film work for her smaller neighbour, and several other European and Australian organisations are also interested.

It seems likely that much of the distribution (whoever does the actual filming) may be arranged by the

NEW SENSATION IN NEW CALEDONIA'S PRISON SCANDAL

From Fred Dunn in Noumea

THERE was a new sensation in New Caledonia's sensational prison scandal on April 26 when the death was announced of Roger Maylie, head of New Caledonia's prison department.

An official statement said, enigmatically, that Maylie had died "during an acute crisis of depression".

Maylie, a *fonctionnaire* from France, who had been in Noumea since 1954, was responsible, among other things, for the administration of Noumea's Nouville Prison, whose chief warder, Henri

Pommelet, is at present in custody awaiting trial.

Pommelet and six assistants were arrested and imprisoned following the death in January of a prisoner, Marx Arsapin, 25, who was beaten up at Nouville (*PIM*, Feb., p. 15).

Two other prisoners, who had escaped from the prison with Arsapin, and who had been recaptured on New Year's Eve, were also beaten up.

At the height of the Arsapin scandal, Noumea newspapers clamoured loudly for Maylie's head, attributing to him the final responsibility for Pommelet's actions.

Subsequently, a report of a two-man commission of inquiry into conditions at Nouville stated that "Pommelet's superiors knew nothing of the continued brutalities taking place at the prison".

However, one of the two members of the commission—a

Melanesian, Theophile Wakolo Puye—refused to sign the report. The other member was Mr. Arnold Daly, a European lawyer.

Attacks by the Press on Maylie and others were cited by the French High Commissioner, Mr. Jean Risterrucci, in a speech to open the current session of the Territorial Assembly when he bitterly criticised New Caledonians over their attitude towards Metropolitan Frenchmen, particularly *fonctionnaires*.

Members of the Assembly were astonished by the speech, and bitterly counter-attacked. The president of the Assembly, Mr. Ohlen, said it was only the dignity of parliamentary procedure which prevented him from walking out.

The Nouville prison scandal has thus grown into something far bigger than it was at first. It has fanned flames of resentment of the New Caledonians towards their imported administrators.

BBC and a major American organisation.

Press and magazine writers and cameramen from many countries, including Australia, New Zealand, America and Britain, have booked accommodation for the celebrations.

Arrangements for cabling and telephoning news, and the dispatch of photographs have been made.

In April, Radio Australia, from their Melbourne studios, instigated a radio circuit through Sydney, Suva and Nukualofa to carry a report on the currency changeover, as a test for similar on-the-spot reporting during the coronation.

King back from London

Radio New Zealand has already reserved daily radio-telephone links with the Tonga Telephone and Telegraph Department for the coronation.

King Taufa'ahau returned home in April from a visit to the United Kingdom, after an absence of seven weeks, and was given a traditional welcome. While in London he was fitted for his coronation robes.

Schoolchildren lined the route from wharf to palace and as the King stepped ashore, a 21 gun salute was fired. His brother, Tu'ipelehake, the Premier, who was Prince Regent during his absence, was there to meet him; also the British Consul, Cabinet Ministers, and members of the clergy and judiciary.

As the royal car passed, the children cheered and threw flowers. The Police Band led the parade, followed by the Palace Guard, Boy Scouts and then the schools in their gaily-coloured uniforms of blue, green, red, maroon, khaki and white.

That afternoon, despite a heavy

tropical downpour, a Royal kava ceremony was held in the palace grounds. This ancient ceremony is the same that will be performed, on a grander scale, during the Tongan version of the coronation.

It included the *ha'unga* or presentation of foodstuffs, the centrepiece of which was a huge cooked pig accompanied by a large root of green kava. About 100 chiefs drank kava with, and paid homage to, the monarch.

It was significant that, for the first time since Queen Salote's death in December, 1965, the King was not wearing mourning.

One man in the crowd remarked loudly, "When our King is away, our right hand is cut off; when he is home again, it is restored".

The Tongan Government is buying a big house in London to house a diplomatic representative and also Tongan students under training in the United Kingdom. On his visit, the King inspected a number of state homes near London and located his 10-bedroom mansion set in 10 acres of grounds, approximately 10 miles north-west of the city.

The purchase offer of £34,000 has been accepted by the owners, and following a survey by Crown agents negotiations will be completed for the purchase of the estate.

● See, "Coronation expected boom tourism", p. 52.

INTERTEL WILL SURVEY FIJI

A television documentary with a world-wide distribution will shortly take a hard look at Fiji. The documentary will be one of a series produced by Intertel, and sponsored by the BBC, the ABC, the Canadian Broadcasting Commission and the Westinghouse Corporation of the United States. Members of Intertel take it in turns to produce hard core documentaries of international interest.

The Fiji film has been allotted to the ABC, and in May Sydney writer Keith Adam and director Ken Hannan will make a preliminary survey of Fiji before filming begins about June. Adam has made frequent visits to the South Pacific Islands in recent years and has produced radio documentaries on their problems.



Snails got 'em moving!

Giant Japanese snails such as these, brought to New Guinea during the war, caused a mild panic in Port Moresby in April when nine of them escaped from a tin in which they had been put by an agricultural officer who planned to destroy them. They cause serious damage to gardens, but are not yet a pest in Moresby, as in some other parts of New Guinea. Seven snails were recovered. The remaining two were suspected of having taken refuge in grass near the Treasury, so a make-shift flame-thrower was brought in to raze the area. No dead bodies were seen, but officials are keeping their fingers crossed.

NAURUAN CAT AMONG THE PIGEONS

By STUART INDER

The showdown talks held in Canberra in April to decide whether the Nauruans will achieve their aim of independence by next January, and/or ownership of the rich phosphate deposits, put the cat among the pigeons properly. And there are more ruffled feathers to come.

IE talks were between Nauru's three trusteeship powers—Australia, Britain and New Zealand—led by the secretary of the Australian Department of Territories, Mr. G. Wick Smith; and a Nauruan delegation led by Head Chief Hammer DeRoburt, and including the Nauruans' economic advisers. The April talks, which discussed phosphate only, lasted about a fortnight and then adjourned to early May, when the parties will also discuss independence. But the two subjects are vitally connected.

Hard view

The Nauruans in April took the hard view and threw overboard their proposals of last year that the British Phosphate Commissioners, working the Nauruan phosphate on behalf of the three governments, should act as the Nauruans' managing agents and continue to operate the industry for them for a fat fee. Instead they proposed they take possession, establish their own Nauruan Phosphate Corporation to replace the BPC, and buy the BPC's Nauruan assets. Present BPC would be re-engaged, and the partner governments would be guaranteed a regular phosphate supply at less than the world price. The details of the Nauruan Corporation were planned many months ago by the Nauruans and their

economic advisers, but they took the partners by surprise. The partners saw clearly enough in April that if they handed over the phosphate they might just as well give the Nauruans independence, for the Nauruans would have a richer economy than say, independent Western Samoa or the self-governing Cook Islands.

Thus, upon the decision of the partners on this question of phosphate ownership will depend the result of the May talks on Nauru's freedom. The partners could, of course, hold up the independence talks.

The Nauruans also in April drove a hard bargain on phosphate royalties for 1966-67. They are being paid 17/6 a ton for 1965-66.

Two years ago the Nauruans proposed that they should get 35/- a ton for 1966-67, a figure which made the partners' hair stand on end, but in April the partners offered to pay just that amount. But then Hammer DeRoburt wouldn't accept it—he held out for 45/-! He explained that the extra 10/- was to meet the needs of housing and water on Nauru, which really were a Government responsibility, he said. The talks reached no decision on the figure.

It is a measure of Hammer DeRoburt's toughness that it was he who first decided to ask for 45/-. To some of his associates the request didn't seem entirely wise, but a closer

look at the figures showed that on a payout of 45/- the BPC would still make a very handsome profit.

The Nauruans also continue to press for rehabilitation of the one-third of the island which has been mined. "The rehabilitation of Nauru [in the long term] will be an arduous and costly process," said DeRoburt at the end of the April talks, "and we will need all the money we can get, even if the partner governments do accept their share of rehabilitation costs."

What now? At the resumed talks in May the Nauruans will no doubt come up with a draft constitution to show the partner governments how they intend to manage independence.

Work on it is being done by Professor J. W. Davidson, Professor of Pacific History at the Australian National University, who presumably won't make any final decisions until he visits Nauru.

A Nauru constitution probably would look something like Western Samoa's. Nauru would be an independent State linked by a treaty of friendship with Australia; with a President (obviously Hammer DeRoburt), a Legislative Council, as it has now, and three or four ministers in charge of key departments.

By wedding the American and British systems, which would seem to suit the Nauruan environment, it would not be necessary for the ministers to be elected by popular vote. Expatriates with administrative experience could be used if necessary. With the huge returns from phosphate there would be no need for any grants from the partner governments.

If the Nauruans do not achieve their objectives at the resumed May talks then they plan to put on the pressure when the UN Trusteeship Council meets soon.

● See, also, "New Nauruan Post for Mr. Leydin", p. 30.

CULTURE DRAIN BRINGS NEW LOOK TO NG ARTIFACTS TRADE

By staff writer KEN MCGREGOR

The drain overseas of primitive New Guinea artifacts, which has been going on at an accelerated rate over the last 10 years, has finally had its effect. Large areas of the territory, particularly the artistically-rich Sepik, have now been almost washed out of items worth preserving, and the whole pattern of artifacts collecting in New Guinea has been changed. These are the conclusions I reached after investigating the situation with dealers and traders, anthropologists, museum officials and P-NG Government officers.

New Guinea and Australia must face it—most of the worthwhile items of primitive New Guinea culture are today in museums abroad, in Europe and America. And in getting there they have often made fat profits for middlemen.

SOME experts I talked to in Sydney believe that, as a centre of culture and art, the territory has simply had it.

"Anything left is very hard to find, because it would have to be in an isolated region," said one dealer. "I have had to go farther afield, and now I am interested only in the Solomons, where it is still possible to get genuine old material."

Professor R. W. Geddes, Professor of Anthropology at the University of Sydney, told me that old Sepik masks and several other types of native carvings were impossible to find in New Guinea.

The biggest Sydney dealer, Mr. Stephen Kellner, who has been re-exporting artifacts from Sydney for 10 years, estimated that artifacts worth \$50,000 had been leaving Sydney every year—and at least \$150,000 worth left the territory every year, most of it direct from the territory.

A big Sydney forwarding agent, Youngs Pty. Ltd., in 1965 exported 608 artifacts for Sydney dealers. Their value varied from \$2 to several hundred dollars for a fertility statue. More than 40 per cent. went to the United States and about 35 per cent. to Japan.

The firm told me of one big purchase a year ago, when the American department store, C. S. Roebuck, collected 700 artifacts for the American market.

Official P-NG figures put the value of "native curios" exported in 1964-65 at \$83,900, but the Department of Territories, Canberra, says this figure will be greatly exceeded when the 1965-66 figures are released. And it does not include artifacts taken by travellers in their luggage.

Sepik drums fetch \$400 to \$500 overseas, Mai masks no longer than 24 inches are worth \$100 to \$200, and big canoes, which have extensive carvings on their sides, have sold for well over \$1,000, but would be worth a lot more now if you could get them.

Big prices for originals

Private European and American collectors are prepared to pay big sums for original material. Sepik masks, world-famous because of their colour and carving, are constantly in demand.

Until two years ago there was nothing to stop anyone buying genuine old New Guinea art in New Guinea and selling it overseas. Many Administration officers in the



Genuine old artifacts of museum quality are scarce now in New Guinea. So the changing pattern is to make new ones which sell as readily and more cheaply. Some of the new art is junk, but most of it is good, and is as entitled to be called "genuine New Guinea art" as the old pieces. It is, after all, made in New Guinea by New Guineans, to New Guinea designs.

outback areas have made good money doing this. Most of the artifacts were, and still are, exported through Madang and Wewak—probably about 80 per cent. of them.

In 1965 the National Culture Property (Preservation) Ordinance came into force, after it had been considered since 1959.

Under this ordinance the trustees of the Papua-New Guinea Museum, Port Moresby, are responsible for issuing permits to export and have wider powers of acquisition than existed under previous laws.

The trustees can delegate this authority to District Commissioners and there is a weakness here, because the system needs to be policed by museum staff members, or others who know their artifacts. District Commissioners are already heavily burdened with work without worrying

Visiting collectors will be checked in future

But the finer points of permits, so still possible to export rare items without real difficulty.

If the museum decides that any facts are of unique cultural value, it can ban their export. The Administration has not in fact withheld permits from accredited museum collectors for export of pieces collected before the ordinance was introduced.

Genuine museum collectors and artists have donated many pieces to the territory museum and have been willing to collect artifacts for the museum when they have been asked to do so.

That does not mean that all overseas collectors in New Guinea have been honest.

Genuine artifacts have been exported under permits issued for non-genuine ones, and natives have been misled by dishonest dealers. But the natives today know values.

A misuse which has frequently been criticised in the past is for visitors to claim they are collecting for overseas museums when in fact they are merely middlemen who will offer artifacts for sale to the museums. Smaller overseas museums have often been glad enough to give these middlemen letters of accreditation, so they stood to gain some pieces from the expedition, even if only a small portion of what is collected. The middleman has sold most of it at the highest bidder.

No Australian interest

Only recently there was an example of this which has so annoyed territory officials that future collectors can be assured that their credentials will be carefully scrutinised.

Most material goes overseas because Australian agents claim there are no genuine private collectors in Australia, where, they say, little is known about New Guinea primitive

Australian museums, the dealers aren't interested. A big Sydney dealer said he offered a rare canoe to a Melbourne university. The university said it would pick up the canoe from New Guinea through the dealer's agent. But the university didn't contact the agent and as a result the canoe was given to someone else.

Another Sydney dealer, Mr. Robert Jones, said he offered a 14 ft Upper Mook canoe to the Australian Museum, Sydney, for \$500—after an American proposed giving him \$1,000

for it. The museum turned him down and the canoe is now in Alabama.

The museums say that they haven't got the money, and that they are overstocked anyway. The Australian Museum has far more New Guinea material in its vaults than it can find room to display.

Mr. Roy Mackay, preparator-in-charge of the Papua-New Guinea Museum said that the museum could not afford to buy all the material available to it at present but added: "I should like to point out that as a result of the museum's development over the past two years, since it has had effective staff, the acquisition of artifacts last year totalled 1,500, which is three times the total of acquisitions for any previous year. Already, the material to be brought in from New Guinea outstations—at great cost—points to this being another very productive year.

"The museum has no field staff and cannot afford them. To be able to compete with overseas museums we must be in a position either to pay the same prices or to restrict dealers to the sale of newly manufactured items."

A spokesman for the New Guinea Administration in Port Moresby, said native artifacts were prone to decay in their normal state, "and in

a changing society such as New Guinea today it is better for genuine articles to be preserved in museums rather than be left to rot". Administration patrols often collect artifacts as part of their routine.

He added: "The Administration has never been in a position where it could afford to purchase every piece of museum quality collected. In any case there is no reason why it should do this, as most cultures produce only a few different articles. For example, the Elima people produce literally hundreds of different designs on Gope boards, but they are all Gope boards. No one museum could have the finance available to purchase everything offering.

Costs go up

"Although a piece may be purchased for a small sum in a remote village, by the time the cost of the patrol is added, the cost of getting each piece to the post may be 10 or 20 times the price paid for it. Breakages and losses could bring this figure even higher."

The official said that of every 100 pieces exported there would be fewer than one of museum quality. The Administration was satisfied if genuine pieces went to other museums.

He added, "The vast majority of pieces are today made purely for commercial purposes. The Administration is interested in building up trade in this field as it offers a source

There are good craftsmen left in New Guinea but more official moves must be made to encourage them. These splendid carvings are by the Bipi Islanders, Manus. Their prices are from \$20 to \$30.



Genuine artists 'should be helped'

of income for many New Guinea people who have little opportunity otherwise for a cash income."

The official thus put his finger on the changing trend.

The days of large-scale collections of NG artifacts are over. Of the old pieces of individual art still left even the big dealers find the prices beyond their means. Commercial curios are now the vogue.

Mr. Mackay put it this way:

"At the same time as these collections were made and taken to overseas countries a fashion or cult of primitive art evolved. This fashion appears to be reaching its peak and with it the commercialisation of the traditional art forms is rapidly developing to meet the demand of primitive art galleries, private collectors and tourists.

"Much of this can be very good for the native manufacturers, as it tends to maintain their skill in carving and their knowledge of form and colour.

"This side of things might be considered distinct from the requirements of art museums and ethnographic or ethnological museums, where the material culture of peoples is preserved for serious study and for everyone to see and admire.

"A major crime"

"One of the major crimes committed by dealers has been the transfer of unique carvings, paintings and other artifacts into the hands of private individuals who, for their own lifetime, might enjoy having the specimens hanging up on their sitting room walls, collecting dust and gradually being destroyed by termites or borers.

"Eventually these specimens lose their value with the loss of documentation and so become entirely lost to science, to the people's own cultural heritage and to public education."

Mr. John Pasquarelli, well-known Sepik trader and member of the P-NG House of Assembly, who is the official collector for the Sepik District for the Territory Museum, believes the last really big shipment of genuine pieces left the Sepik six months ago, headed for the Basle Museum.

He said, "In the Sepik today the large-scale manufacture of new 'tourist' material is the vogue. The smaller dealers tend now to concentrate on the purchase of this newer material and some of them have tried

to pass off this new material as a genuine article. This has led to a somewhat diminishing reputation for Sepik art.

"The local government councils are also to blame, as young uninformed native clerks and European patrol officers have over-zealously purchased large quantities of this new art, and have paid prices out of all proportion. The inflationary trend has led to a fall-off in quality and has encouraged faking."

Mr. Pasquarelli said that the Sepik missions had helped mass-production take place. The Catholic Mission at Wewak (which is certainly the largest single exporter) had "virtually a mass-production workshop" and certain controls should be introduced in the Sepik to help preserve the reputation of Sepik art.

Education needed

Mr. Pasquarelli said the trustees of the museum had been approached on the matter and it had been suggested by the P-NG Chief Justice, Sir Alan Mann, that it would be beneficial if native local government clerks could be educated in the purchase of Sepik art, so they could differentiate between a good or bad article.

All agree that missions in the past have destroyed much genuine art in their zeal to civilise the people, but attitudes have now changed. Some Sepik natives have even been to the missions in an effort to obtain some sort of reparation for artifacts and ceremonial houses destroyed by missionaries before the war.

But neither Mr. Pasquarelli nor any other experts in New Guinea see the position as hopeless, and that's the important thing. There are still a large number of genuine native artists at work in the Sepik, and these must be encouraged so they can hand on to the next generation.

There's hope left

Mr. Pasquarelli suggests that genuine artists could be assisted if the Territory Museum could provide some sort of scholarship to augment their supply of tools, or to help them travel.

He adds: "The Territory Museum still has a long way to go, but with the co-operation of local and overseas dealers, and the missions, all need not be lost.

"Overseas authorities have told me that the Territory Museum now has a great collection of Melanesian art. The museum simply needs more finance and more space to preserve what it has and what is left in the territory."

More trouble in Indonesia's West N. Guinea

About 1,200 people had crossed from West New Guinea into Papua New Guinea since Indonesia took over control of West New Guinea from Holland in 1963, the Australian Minister for External Affairs, Mr. Paul Hasluck, said in April.

ON humanitarian grounds a "very very small number" of the people had sought and been given asylum by the Australian Administration of Papua-New Guinea, Mr. Hasluck said.

He was commenting on recent reports of big numbers of people crossing the border from West New Guinea. His statement followed a whistle-stop tour of the main centres of P-NG by the Indonesian Ambassador to Australia, Major-General A. Kosasih.

The visit was far from uneventful as in Port Moresby he was confronted by 13 energetic demonstrators carrying banners demanding Indonesia's immediate withdrawal from West New Guinea.

The leader of the demonstrators, a West New Guinean refugee, Mr. Gerard Kondjol, thrust a paper demanding independence for West New Guinea into Major Kosasih's hands, and cried: "Don't kill my people. . . go back to your country."

Manokwari trouble

Later, in Port Moresby, General Kosasih denied that 2,000 people had been killed at Manokwari by an Indonesian bombing raid but he admitted that "maybe some people were killed".

The Ambassador also visited the West New Guinea capital, Sukarnapura. As a result, liaison officers may be exchanged between the two territories.

Unrest in West New Guinea made news in Australian, and even Indonesian newspapers in April.

One Indonesian paper said the trouble was caused by "dissatisfaction with Indonesian Administration".

Later, in Djakarta, the West New Guinea military commander, Brigadier-General Bintoro, admitted that 40 Arfak tribesmen had been killed in three air strikes by Indonesian aircraft on January 18 when 1,000 "rebels" were strafed for having taken up arms against the government.

New Hebrides Govt. "should act"

"NO SHADOW OF DOUBT" OVER ORIGIN OF THAT BIG BAY WALL

By Robert Langdon

Despite no less than seven theories to the contrary, there is now no shadow of doubt in my mind that the strange wall found at Big Bay, Spiritu Santo, is—as I suggested in *PIM* in March—a relic of the Spanish expedition of Pedro Fernandez de Quiros of 361 years ago.



THE wall was discovered in January by Mr. Ted Hebblewhite, of Sydney, and reported to me in February. However, several people in the New Hebrides have claimed that they have known about the wall for years.

The wall is in the south-east corner of Big Bay, about three miles from the River Jordan. It is 175 to 200 yards from the coast and at the same distance from a small river, unnamed on modern maps, but which the Spaniards called El Salvador. It is about 25 feet long, 3 to five feet high, and 15 inches thick, with two bevelled apertures which answer to the description of

embrasures in fortresses of former times.

After a lot more research and a good many inquiries since writing my original article, I can think of at least 17 good reasons for believing that the wall is a relic of the Quiros expedition.

17 reasons

On the other hand, I cannot think of one good reason for pinning my faith in any of the seven theories (see panel) put forward by other people.

My 17 reasons for sticking to the Quiros theory are:

- The wall is exactly where you

would expect a relic of the Quiros expedition to be, as it is on record that the Spaniards' anchorage was "almost a stone's throw from a small river, which they called El Salvador".

- It is known that, in that vicinity, the Spaniards cut down trees, made a clearing and built a stockade to protect themselves against attacks by the natives.

- It is known that the Spaniards had good reason for wanting to protect themselves with a stockade or fortress. But I can find no documentary evidence that anyone else visiting that area did.

- The wall answers in every way to the description of the "rampart with its embrasures" mentioned in the journal of Fray Martin de Munilla, one of the Spanish chroniclers (see story p. 30).

- The Spaniards had men in sufficient numbers to build such a wall, whereas most of the people suggested in the seven other theories would not have had them.

- The wall looks like a Spanish wall, being similar in appearance to many such structures that I have seen in Spain and South America.

- If the wall is not the "rampart with its embrasures" described by Fray Munilla, what has become of the Spanish rampart? As stone does not dissolve or melt, it should be around somewhere.

- For the wall to be anything but a Quiros relic, it is necessary to suppose that the builder of it built it exactly where the Spaniards built theirs and to exactly the same specifications.

- Although seven counter-theories have been put forward, no documentary evidence has been provided

Eight people with seven other theories

WHEN these pages went to press, *PIM* knew of eight people who had put forward anti-Quiros theories on the origin of the Hebblewhite wall at Big Bay. Some of their theories were mentioned in last month's *PIM* (p. 40); others have come to our notice since.

The theories are that the wall is or may be the remains of:

- A sandalwood trader's station of the 1850's or 1860's. (Put forward by Dr. Dorothy Shineberg, a research fellow at the Research School of Pacific Studies, Australian National University).

- A whaling station. (A New Hebrides resident in a letter to Ted Hebblewhite.)

- A Melanesian Mission establishment. (Mr. Reece Discombe, of Vila).

- A Presbyterian Mission establishment. (Chief Buluk, of Santo).

- A trading store built by the Compagnie Coloniale des Iles du Pacifique, the manager of which was a Mr. M. M. Witts. (Mr. E. W. Lamberty, of Santo, who leases a property at Big Bay; and Mr. Brian Sidney, manager of Burns Philp & Co., Santo).

- A trading store built by the Societe Francaise des Nouvelles Hebrides. (The *British Newsletter* issued by the British Residency in Vila).

- A store built by the Compagnie Coloniale des Iles Banks. (Bulletin d'Information of the French Residency in Vila).

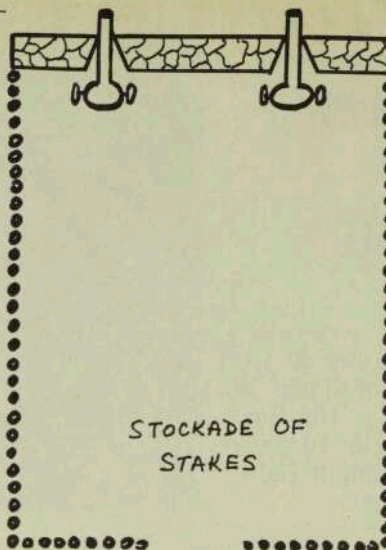
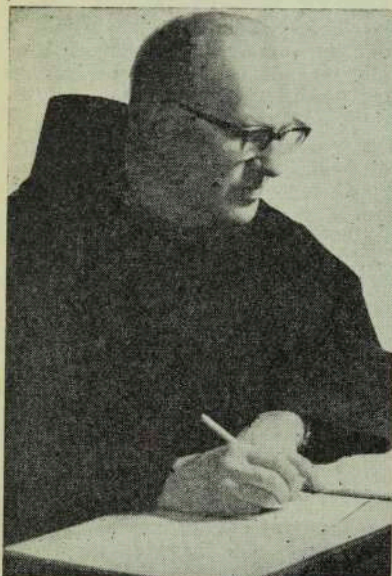
Spanish priest's journal "holds key to wall's identity"

The precise interpretation and translation of a single sentence in the journal of Fray Martin de Munilla is the key factor, in my opinion, in establishing the identity of the strange wall found at Big Bay, Espiritu Santo, in January.

FRAY MUNILLA, the father commissary of the Quiros expedition, is the only one of the seven known chroniclers of the expedition to leave more than a vague description of the fortress which the Spaniards built at Big Bay.

Fray Munilla said that some 60 men went ashore and built the fortress on May 9, 1606. His words, in Spanish, describing the erection of the building were: *Y hizieron el lastre y la barraca fortaleziendola de muy buenas estacas y faxina terraplenada con sus troneras.*

In an English translation of Fray Munilla's journal, made by Father Celsus Kelly, OFM, and published by the Hakluyt Society last year, the foregoing sentence is rendered to read: *Then they collected ballast and built a stockade, fortifying it with sturdy stakes, and earthworks with loopholes.*



STOCKADE OF STAKES

However, Father Kelly, in a letter from London, has since informed me that—"as a working hypothesis"—the sentence in Munilla's journal could also read: *And they collected ballast (heavy stones or even coral rocks) and built a stockade, fortifying it with sturdy stakes and a rampart with its embrasures.*

"I should mention," Father Kelly said in his letter, "that elsewhere I have pointed out that some passages [in Munilla's journal] could be rendered in two or even three ways."

Anyone with a knowledge of Spanish will readily agree with, and sympathise with, Father Kelly, for the key words in the Munilla passage—*faxina terraplenada con sus troneras*—are extraordinarily difficult to translate into readily understood modern English.

The literal translation of the five words is: *ramparted fascine with its embrasures (or loopholes).*

The above sketch is my idea of what the Spaniards' stockade at Big Bay would have looked like. The guns would have been pointing inland, into the bush seen in the picture on p. 29. (The bush is NOT between the wall and the sea, as was erroneously stated in a caption in March PIM).—**ROBERT LANGDON.**

● Father Celsus Kelly, OFM.—Photo: "Catholic Weekly", Sydney.

to prove or support any of them—except by the *Newletter* of the British Residency in Vila, which said: "A map of the Big Bay area shows that not very long ago there was once an SFNH store on the site where the wall was found". This, however, does not prove that the wall is NOT a relic of the Quiros expedition; nor that, if a store did exist there once, the wall was built as part of the store.

● Until the Hakluyt Society published a translation of Munilla's journal last year, together with the narrative of Juan de Iturbe, it was always assumed that Quiros' New Jerusalem was on the banks of the River Jordan. Therefore, anyone finding Quiros relics anywhere else would naturally have tried to find some other explanation for them.

● If there were enough New Hebrideans living in the vicinity of the wall to make it worthwhile for someone to open a trade store there, why—considering the good anchorage nearby—did all the Presbyterians, Roman Catholic and Seventh-day Adventist missionaries neglect these people and establish their missions miles away on the opposite side of the bay? (See map p. 86).

● Near the wall, on what would have been the inner side of it, there is a heap of stones, which were almost certainly dumped there, but were not used in the building operation. These stones, being an untidy heap, would scarcely have been left where they are if that side of the wall had been the interior of a store. But their presence is understandable if a Spanish origin is attributed to the wall, as the Spaniards used these stockade but seldom after building it.

● The lack of unanimity among the anti-Quiros theorists—even in official circles—makes one doubt the validity of any of their theories. (The *Bulletin d'Information* of the French Residency in Vila has a different theory from its British counterpart.)

NEW NAURU POST FOR MR. LEYDIN

A surprise development in Nauruan affairs in early May was the appointment of Mr. R. S. Leydin, Administrator of Nauru from 1954 to 1958 and from 1962 to 1966, as Nauru's representative in Australia. Announcing the appointment in Canberra, Nauru's Head Chief Hammer DeRoburt said: "Mr. Leydin will represent the Nauru Local Government Council in all activities in Australia that it would handle itself if it were here".

Daughter denies M. M. Witts had store

MRS. B. L. TYLER, of Berrima Road, Moss Vale, New South Wales, told *PIM* in April that her father, the late Mr. Maurice Myles Witts, never at any time owned or managed a store at Big Bay, Espiritu Santo.

Mrs. Tyler was commenting on a statement by Mr. E. W. Lamberty, of Santo, who said in a letter to *PIM* that the ruins discovered in the south-east corner of Big Bay in January were the remains of a trading store built by the Compagnie Coloniale des Iles Pacific in 1902 or 1903, and that the manager of the store was "a certain Mr. Witts or similar name" (*PIM*, April, p. 40).

Mr. Brian Kidney, of Santo, has also told *PIM* by telegram that he has supported Mr. Lamberty's trade store story, and that he is "awaiting confirmation" of the names of the owner and manager, who "may be M. M. Witts, possibly living Bowral or Moss Vale area".

Mrs. Tyler told *PIM* that her father, who died last year at the age of 89, went to the New Hebrides just after the Boer War (about 1901 or 1902) and left there after his marriage about 14 years later.

In partnership with two cousins, Arthur and Theo Thomas, and a friend, Ewen Corlette, he established a plantation at Hog Harbour.

Mrs. Tyler said she was certain that her father never owned or managed a store anywhere in the New Hebrides.

● All the documentary evidence I have been able to find on the story of Big Bay (see p. 85) actually eliminates the possibility of anyone but the Quiros expedition having built the wall.

● There is no physical evidence that any European planter has had a plantation in the vicinity of the wall in the past 70 years. There are no coconut trees in that area, though the effective life of a coconut tree is about 70 years.

● If the wall was built as a fortress in the past 70 years, or at any other time since Quiros, it is scarcely possible that its existence has never been recorded by any visitor to Big Bay, or that knowledge of its origin should now be confused or forgotten.

● If the wall was not built as part of a fortress, what are the embrasures in it for?

In the light of all the foregoing, I believe that no reasonable person can continue to argue that the wall may not be of Spanish origin—unless he has positive, concrete proof to the contrary.

I am certain that no such proof can be found.

However, as some people will probably not be satisfied merely by documentary evidence or the lack of it, I hope that the American archaeologist, Dr. Richard Shutler, who is working in the New Hebrides, will go ahead with his plans to conduct a "dig" at the wall site, and that he will be lucky enough to find something of indisputably Spanish origin.

There may be one really convincing item awaiting a finder—and that is a bottle, or some other container, enclosing a copy of the document by which Quiros took possession of the land he called Australia del Espiritu Santo and founded the city of New Jerusalem.

Dr. Shutler could therefore be on the verge of making an exciting historical discovery.

But whether he makes such a discovery or not, it seems to me that the New Hebrides Government should immediately take steps to safeguard the treasure that has already been found.

This, by a long stretch, is the oldest relic yet found of European penetration in the South Pacific. It antedates by 10 years the oldest relic ever found in Australia—the Dirk Hartog plate, which was nailed on a tree in 1616, and which is now in an Amsterdam museum.

Ted Hebblewhite's discovery is therefore something quite extraordinary.

In future years it could well be a popular tourist attraction and moneyspinner for the New Hebrides.

If legislation does not already exist in the New Hebrides to protect sites of major historical interest, I believe it behoves the Administration to enact some quickly—before some rich and enterprising American buys "the rampart with its embrasures" and ships it off to a museum or sideshow in the United States!

● See also "Land of Tall Tales," p. 85.

BIG BAY STORY BRINGS LAND TIFFS INTO OPEN

A chief of the island of Espiritu Santo has appealed to the South Pacific Commission to stop Europeans from encroaching on land in the Big Bay area, which he claims is the property of himself and people.

THE appeal is a direct result of the story published in *PIM* in March about the discovery in January, by Mr. Ted Hebblewhite, of a mysterious wall in the south-east corner of the bay.

The New Hebridean who made the appeal is Chief Buluk, who directed a letter to the SPC from Panvo, Santo. The letter was written in broken English by another New Hebridean, D. K. Olsen, of North Ambrym.

After claiming that the wall found by Mr. Hebblewhite was built "just after three Presbyterian missionaries were there," Chief Buluk said that, following Mr. Hebblewhite's visit, a European had landed 100 rolls of wire in that area of Big Bay.

In gaol

As a result of a clash over this, five local natives had finished up in the French District Agent's gaol in Santo.

Chief Buluk claimed that "all the dark bush" in the area belonged to him and "our coming native children".

He said he had "reported" this dark bush over 10 years ago to both the French and British Agents, but that "all the planters" were still cutting the bush without giving notice to "us the people of Santo".

"Please stop these planters not to do this thing any more," he added.

With Chief Buluk's letter came a letter written on February 8 by Jimmy Tubo, of Panavo, Santo, which claimed that there was trouble between himself and a French company over the ownership of "dark bush land" at a place called Matantas.

The French company, which claimed the land, asserted that the land had been paid for, whereas Tubo said he knew from his grandfather and father that no payment had ever been made.

Tubo said that all the members of his family had lived on the Matantas land years ago. But as many of them

had died of sickness, his grandfather had made the land *tabu* and the people had left it.

Although there has always been an undercurrent of discontent among the New Hebrideans over past land transactions with Europeans, it is only in recent years, as the population in the Group has begun increasing sharply, that the New Hebrideans have become outspoken on the subject.

Probably the most outstanding example of their outspokenness was at a meeting of the Advisory Council in Vila in December, 1965.

On that occasion, Dr. Philip Ilo, speaking on behalf of all the native members and claiming to be putting the views of all New Hebrideans, told the Joint Administration that the New Hebrideans regarded all previous land registrations as "improper".

Joint Court's view

AS these pages were going to press, PIM received a letter dated April 18 from the Registrar of the Joint Court in Vila, New Hebrides, replying to an inquiry from us on titles to land in the south-east corner of Big Bay.

The Registrar's letter said that the Societe Francaise des Nouvelles Hebrides (commonly referred to as SFNH) had applied on July 23, 1913, for the registration of a Big Bay property called Jourdain, of a declared area of 162,472 acres.

The letter continued: "The application was based on deeds of purchase from natives, dating back to 21st/23rd June, 1883, and on occupation, consisting of the drawing up of a plan and the building of an 'Ancient Agency' of the SFNH at Big Bay". On the plan annexed to the application for registration the location of this 'Ancient Agency' is shown at the exact position of your 'site of wall, near rivulet' on your plan (*Pacific Islands Monthly*, April, 1967, page 41).

"... the property, Jourdain, has been registered by judgment of the Joint Court, No. 668 of November 17, 1956, for an area—on expert's advice—of 66,718 acres."

● *Commenting on the above, Robert Langdon says: "Nothing in the Registrar's letter alters my opinion that the 'Hebblewhite wall' at Big Bay is of Spanish origin. But I would very much like to know what evidence SFNH has of its occupation of the south-east corner of Big Bay—beyond the plan showing its 'ancient agency' there".*

NEW DEPUTY SEEKS DISSOLUTION OF TAHITI'S ASSEMBLY

By a staff writer

Mr. Francis Sandford, the new deputy for French Polynesia in the French Parliament, had talks in Paris in mid-April with the French Minister for Overseas Territories, Mr. Pierre Billotte, on the possibility of dissolving French Polynesia's Territorial Assembly.

MR. SANDFORD claims that the Assembly no longer represents the people of French Polynesia and should be dissolved.

He said after his election on March 19 that this would be the first task he would attempt to achieve.

At the last count, the composition of the 22-member Assembly, which was elected for five years in October, 1962, was: 14 former members of the banned RDPT, a party usually described as leftist; and eight members of two moderate parties known as UTD and UNR.

Election results

The UTD-UNR candidate in the March election, Nedo Salmon, polled only 1.232 per cent. of the total votes, so it would certainly appear that the UTD-UNR is over-represented in the Assembly.

The complete election results were: Sandford, 13,633 votes; John Teariki, 13,285; and Salmon, 336.

Mr. Teariki, who is chief of Afareaitu, Moorea, and an inter-island shipowner, had been French Polynesia's deputy since 1961. He has been a frequent and outspoken critic of France's nuclear testing project at Mururoa Atoll.

His narrow defeat in the election seems to have been mainly due to a desire for change rather than to any real dissatisfaction with him among the electorate.

The new deputy, Francis Sandford, is a locally-born man whose paternal grandfather was an American.

He has gained a reputation as a dynamic administrator since he became mayor of the newly-created municipality of Faaa (Tahiti's international airport district) two years ago.

Mr. Sandford was born on May 11, 1912. He began his career as a dock

COOK ISLANDS STAMPS DELAY EXPLAINED

The Philatelic Bureau at Rarotonga in April explained and apologised to the numerous overseas stamp dealers and collectors who had not received the Cook Islands Christmas stamps as they had ordered nor their money back (PIM, April, p. 8).

The bureau said reasons for delays in filling orders were: The disruption of normal air services to the Cook Islands, infrequent shipping services, the "unexpected, ever-growing, overwhelming international demand" for Cook Islands stamps, the necessity to deposit foreign exchange in an Auckland bank because of the lack of banking facilities in Rarotonga, shortage of staff, and the delayed arrival in Rarotonga of some of the Christmas stamps.

It added that 1½ million stamps had been shipped out in the past three months.

worker and waiter, and eventually became a schoolteacher.

In 1939, he was *chef de poste* in the Gambier Archipelago, which he rallied to the Free French flag of de Gaulle after the fall of France.

He subsequently volunteered for service overseas in the French Army, but was sent instead to Bora Bora to act as French liaison officer with the American forces stationed there. His work won him America's Medal of Freedom.

After the war, Mr. Sandford remained on Bora Bora as a school teacher until 1956, when he became Director of Primary Education in the territory.

From 1959 until his election as mayor of Faaa, he occupied senior positions in the government.

He married Elisa Snow in 1939 and has seven children, of whom the eldest is 25.

Mr. Sandford has never been a member of the Territorial Assembly and was little known in the territory's public life until two years ago.

His line appears to be that French Polynesia suffers from too many sterile discussions, too much politics and not enough action.

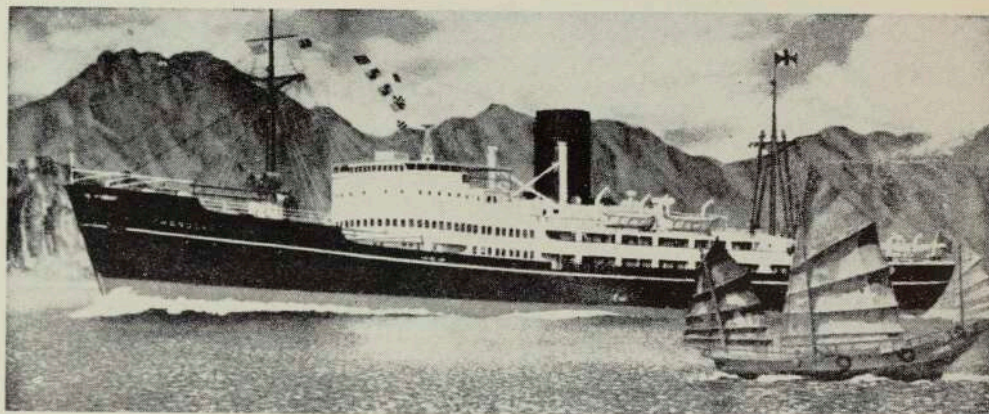
Footnote: In the election in New Caledonia and the New Hebrides for a new deputy in the French Parliament, the sitting member, Mr. Roch Pidjot, of the Union Caledonienne (nationalist party) had a comfortable win.

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NEW CALEDONIA: Etablissements Ballande, Rue de L'Alma Boite Postale 18, Noumea.

B.S.I.P.: British Solomons Trading Co. Ltd., Honiara.

NEW HEBRIDES: Les Comptoirs Francais des Nouvelles-Hebrides, Vila and Santo.

FJI: Morris Hedstrom Ltd., Suva, Lautoka, etc.

WESTERN SAMOA: Morris Hedstrom Ltd., Apia.

TONGA: Morris Hedstrom Ltd., Nuku'alofa and Vava'u.

TAHITI: Etablissements Donald, Papeete.

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, Kobe and Nagoya.

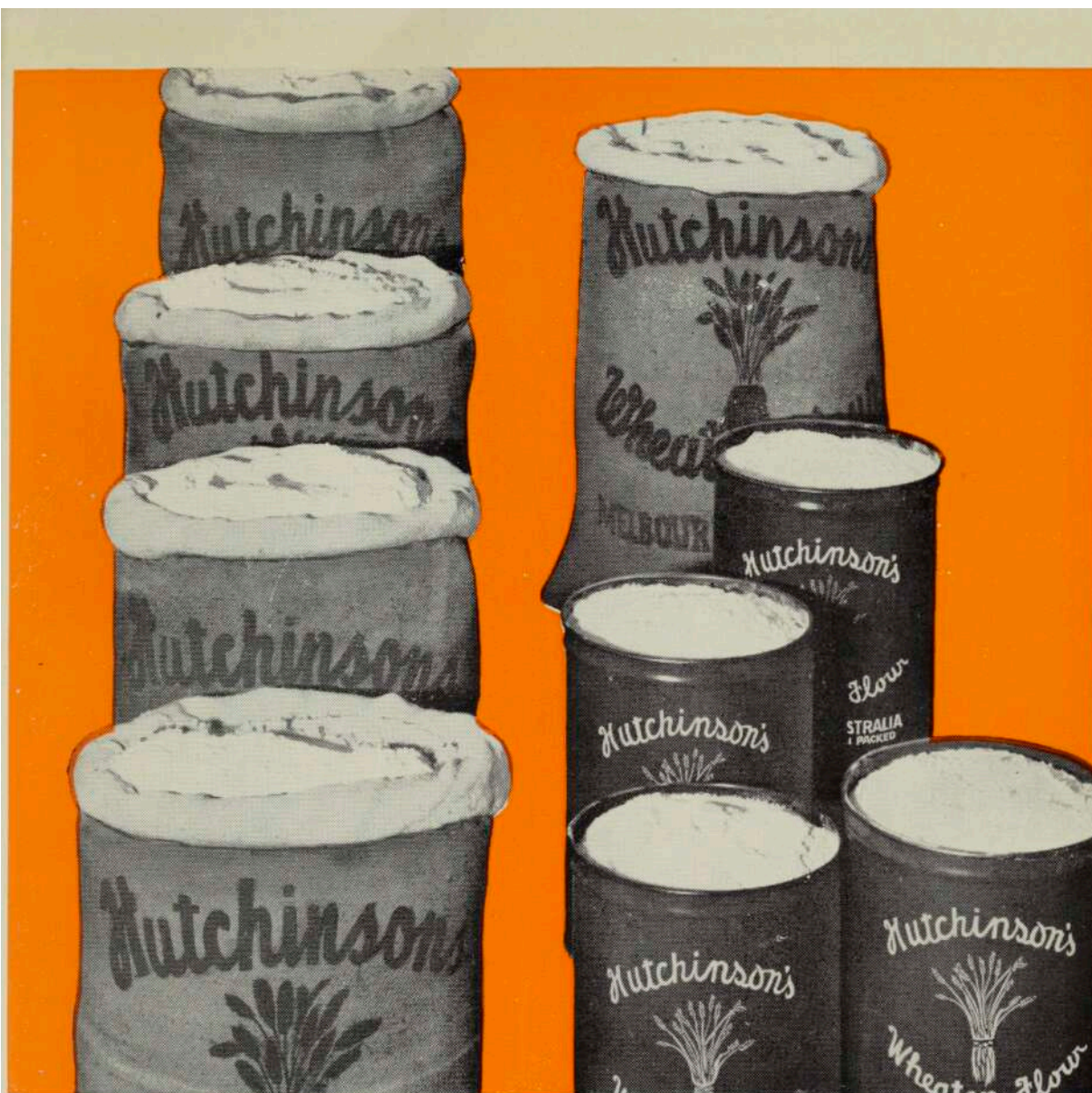
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RH57



Tropicalities

If officials of the French company, Compagnie Francaise de l'Océanie still take an interest in Pacific phosphate matters, they must frequently heave a sigh of relief that the deposits they worked at Makatea, French Polynesia, for 53 years have now given out.

THE fact is that exploiting—and you can put your own interpretation on that word—a Pacific phosphate island is not what it used to

gone are the fine old carefree days when it was just a matter of digging the phosphate out and shipping it away; when the happy-go-lucky local inhabitants were content with a 6d a ton royalty you paid them, as compensation for any trees you destroyed.

The time has now come when the islanders—having woken up to the immense value of their islands' deposits—are demanding, at every opportunity, that they be paid a fair price for their phosphate.

The world—Australia and New Zealand, in particular—has heard a deal these last few years of the success of the persistent people of Makatea.

The Banabans, from neighbouring, phosphate-rich Ocean Island, have not been able to make their presence felt anywhere near the same effect as the Nauruans, or to make anywhere near the same financial progress.

Getting noisier

But they have been moving fast and getting noisier in the last two years.

And in April, Banaban leaders travelled for London to demand more than the 7/- a ton they are getting. The delegation comprises Rotan Tito, Banabans' veteran leader, his son, Rev. Tebuke Rotan, and their legal adviser, Mike Saunders, of Makatea.

We've seen the Banabans' prepared statement. It says that "a just and equitable distribution" of the financial benefits derived from their island's phosphate would be half to them, and a third to the Gilbert and Ellice Islands Company, of which Ocean Island is a part.

At present, 88 per cent. of the money

PLAIN TALKING FROM THE BANABANS

available for distribution to them goes to the GEIC Government as tax.

This tax, the Banabans say, "is inequitable, wrong in principle, wrongly assessed, and based on figures reached by breaches of trust."

These are strong words from polite people like the Banabans. But they believe the time has come for plain-speaking.

Mystery of Tonga's 30-seniti stamps

THE current mystery among the South Pacific's increasingly cynical stamp-collecting fraternity is: What has become of all the overprinted 30-seniti stamps which the Tongan Government issued recently?

According to the *Pacific Stamp Journal* issued by John J. Bishop Ltd., of Auckland, there are supposed to be 28,800 30-seniti stamps, overprinted on the 2/- values in the 1953 definitive series. They are part of what the *Journal* describes as "an emergency provisional set . . . necessitated by technical delays in the production of the new decimal definitives". There are 16 other overprinted stamps in the set.

A friend of ours in Nukualofa, who tried to buy a couple of the 30-seniti stamps locally, finished up writing to a contact in New Zealand in an effort to get some from an NZ stamp dealer.

But the nearest he got to setting eyes on his quarry was a statement, received at about third-hand, that an Auckland dealer had had two



Tebuke Rotan.

sheets of the stamps, but had sold them to an overseas client.

Meanwhile, another friend of ours in Auckland has written to say that, after much trouble, he has managed to get one 30-seniti stamp, and that it has an error on it. There is an odd "3" at each end, so that the overprinting reads: "3 . . . 30 seniti . . . 3".

Grassy green Norfolk

IN spite of the scepticism of one interested reader, that grassy green picture of cattle grazing contentedly on Norfolk Island used on our March cover, is typical of Norfolk Island scenery. Norfolk is one South Seas island which does not greet the visitor with a vista of waving coconut palms.

The transparency, by the way, was taken by Mr. Wykeham Perry, private secretary to the Australian Minister for Territories, Mr. C. E. Barnes, and it was used on Mr. Barnes' personal Christmas card this year. Mr. Perry is a keen colour photographer.

P-NG Intelligence at work

WHILE we are in this explanatory mood, now seems a good time to say something about the background and the purpose of the New Guinea Special Branch. The branch has got a great deal of publicity in New Guinea lately and Percy Chatterton discusses it in his column this month (*To the Point*, p. 55).

The Special Branch is part of the Papua-New Guinea Constabulary, and created as a result of a decision by a former Minister for Territories,



● Guam's new SEACOM cable station

Mr. Paul Hasluck. Its creation was notified in the P-NG Government Gazette of October 15, 1964.

The present strength of the branch is 11 overseas officers, two New Guinean officers, four New Guinea sergeants and 18 constables.

We now take words out of the mouth of the P-NG Secretary for Law, Mr. W. W. Watkins, speaking in the House of Assembly:

"The functions of Special Branch are the same as in Australia and most other countries of the world, including developing countries. Its responsibility is to detect subversive activities and thus contribute towards the maintenance of internal security. Subversive activity is activity aimed at disrupting the work of Government by unconstitutional means.

"Officers of Special Branch are in fact Government Intelligence officers. They collect information and make it available to the appropriate authority in Government who decides what action, if any, should be taken. They do not take any action themselves.

"Procedures for obtaining and processing intelligence are modelled on those used by Special Branches throughout the British Commonwealth. They are standard procedures and our Special Branch is not a clandestine organisation. It acts overtly and collects the greater part of its intelligence from District Intelligence Committees, which are comprised of the District Commissioner and his District staff.

"The Constabulary at present is concerned with the development of an efficient and effective Special Branch organisation which when pro-

perly established, will be capable of forewarning the Government of the day of any serious threat to its security which may arise.

"It is hoped that such an organisation will be operating in its intelligence gathering role well before subversion is practised in the territory. It is too late to start setting up such an organisation after the Government is subverted."

That's the background. For some of the practical problems and dangers, read Percy Chatterton.

A little bit of Australia

THEY call it Guam, USA, and it is just about as American as an unincorporated territory of the United States can get. But one small part of it, high on the cliffs above Agana, is to all intents and purposes Australian.

It is the new SEACOM cable station operated by the Overseas Telecommunications Commission (Australia). The unusual looking station building and the staff houses behind it were designed and built in Guam but the personnel is Australian—a minor victory for the Commonwealth because the United States, naturally enough, would have preferred to work the station on an agency basis.

Guam is the only SEACOM station on non-British soil. It is connected to the south with Madang in P-NG, and to the west with Hong Kong. Terminal points of SEACOM are Singapore and Cairns, Queensland.

Landlines then link the cable with Sydney and COMPAC.

Although Guam OTC station does not accept business it works with United States communications operators who are joint-owners of the Guam-Philippines-Japan cables and it also gives Guam and the USA a new cable communication link with Australasia and South-East Asia.

Including wives and children there are about 20 Australian residents at the OTC compound—an Australian accent oasis in a sea of American and Chamorro. The manager is Mr. C. Hale; most of the personnel have served in other Pacific cable stations including Suva and Fanning. Some knew New Guinea in the pre-war days before AWA was swallowed up by nationalised OTC.

In April Mrs. Betty Wood was filling-in as receptionist in the front office in Guam. She used to be Betty Holland of Rabaul. Her father, one of the best-known pre-war AWA men in the territory was lost in the *Montevideo Maru*.

Niueans can get into debt now

MANY years ago, when jobs and money were scarcer than they are today, a man on Niue who got into debt would have found it almost impossible to get out of it.

For this reason, the Niue Debt Limitation Ordinance was introduced in 1923 to prohibit traders from extending credit to the Niueans, and so protect them from running into debt.

But conditions have changed on Niue, and those who could perhaps run themselves into debt, now have a chance of eventually paying it off.

In keeping with the changing times the old ordinance has been repealed and a new one enacted.

The new ordinance allows credit sales, provided that the purchaser has sufficient ability to pay the full purchase price. And provided he can pay, on most items, 50 per cent deposit.

Cable from Honiara

YOUR APRIL STORY REPORTING "DISMAL" SOLOMONS POLITICAL SCENE STOP OUTLOOK UNDISMAL AND POLITICAL SCENE DAWNING BRIGHTLY STOP OVER FORTY NOMINATIONS SO FAR FOR TWELVE OF FOURTEEN SEATS INFORMATION OFFICER

W. SAMOA TO GET 200 PEACE CORPS VOLUNTEERS

From R. F. Rankin in Apia

Western Samoa's Prime Minister Mata'afa announced in April that about 200 United States Peace Corps volunteers would soon be working in the country.

HE said that the first group of about 140 volunteers, assigned to health, agriculture and public works would arrive in November, and another group of about 60, assigned to education, would arrive in February. All will be university graduates.

They will serve for a two-year (extendable) term after three months' training in the Samoan language and culture, probably at the University of Hawaii. They will live in Samoan villages as ordinary villagers.

About 80 of the volunteers will assist in rural health and sanitation. Of the education volunteers, 50 will go to government secondary schools and about 50 to mission primary and secondary schools.

Education "crisis"

Agriculture will get about 20 volunteers for extension work, and the rest will go to Public Works for water supply, road and electrical engineers.

Some eyebrows were raised in Apia at the low numbers requested by the Education Department, especially in view of persistent claims over the past few years that education was in a state of crisis because of lack of finance and insufficient qualified staff. However, the Director of Education, Mr. I. E. Dorman, said that the primary school system was now adequately staffed and needed no European teachers.

Prime Minister Mata'afa said that Peace Corps assistance would accelerate the country's drive towards economic, social and educational improvement, which, until now, has been hampered by lack of finance and insufficient highly trained personnel.



The Director of the US Peace Corps in the US Trust Territory is Mr. John Pincetich, who is seen here explaining a problem to members of his office staff, Joan M. Rekemesik (left) and Margarette Agulto.—Photo: "Micronesian Reporter".

Peace Corps? Fine! But Micronesia needs aid at the grass roots

By JUDY TUDOR, just returned from Saipan

At present there are about 450 Peace Corps volunteers working in the U.S. Trust Territory of Micronesia and before the end of 1967 there will likely be 250 more. There then will be one volunteer to every 150 Micronesians and one and a half volunteers to every regular expatriate public servant.

THE volunteers are mostly young, mostly inexperienced, mostly eager—and therein lies the strength as well as the weakness of the system.

Although American Peace Corps volunteers have been going to other under-developed countries for years, they did not move into the US's own Trust Territory of Micronesia until late last year.

Micronesia asked for volunteers in May, 1966. A team of PC experts immediately went into operation in the US on a recruitment drive through 65 major colleges and universities. They distributed thousands of attractive booklets that were entitled, predictably enough, *The Peace Corps goes to Paradise*.

The first paragraph in the booklet said:

"Tropical islands. Enchanted evenings. Swaying palms and sunkissed maidens. Under-staffed schools. Bad

roads. Insufficient medical facilities. Inadequate water and sanitary systems. An island territory that has to import its seafood. In short, there are problems in paradise."

Some of the usual tests were dispensed with, applications were called for through newspapers and television advertisements and the usually exhaustive application form was cut down to suit. As a result the Trust Territory may have got a few more misfits than normal.

In no time at all, 3,000 applications were in from people who wanted to go to Micronesia and set paradise right. By August, 1966, 500 had been selected and were in training programmes in the United States or Hawaii. By the end of October the first 300 volunteers were in business in the Trust Territory.

The average age of the volunteers is 24; 70 per cent. are recent college graduates although some have inter-

Saipan: Until recently, a school for spies

rupted college courses for financial or other reasons. (Service in the Peace Corps can earn deferment from military service but does not carry exemption; while I was in Saipan two volunteers were, in fact, drafted.)

About 70 per cent. of the corps are what are termed "generalists". They have a BA degree and the theory is that they are, at this stage, easily trained for a variety of jobs—health work, social work, teaching English as a second language (which was the main aim of the programme in the initial stages).

Some are trying—and I say "trying" advisedly—to show Micronesians how to run hotels and small businesses.

Each volunteer is paid \$80 a month plus \$10 a month rental allowance. A further \$75 per month "readjustment allowance" is paid to them in a lump sum when they get home. Washington foots the bill. Corpsmen serve for two years, including the initial training period.

Altruistic ideals

Directing the volunteers, who are scattered over the territory's 2,100 islands (total dry land area 687 square miles, afloat on three million square miles of water), is a headquarters staff in Saipan of about 13 who are on normal salaries.

The whole scheme is based on altruistic ideals, but it allows great scope for initiative and original thinking among these young volunteers, so it can have a practical value to them as well.

There are, for example, quite a proportion of young lawyers fresh out of law-school who would probably be sitting on their behinds in offices for some years before cases came their way.

In an undeveloped country like the Trust Territory, with no non-government legal opinion available, they have a ready-made clientele. They get good experience and, as someone pointed out to me, they may even get to write the constitution in some emerging country and get a good background knowledge of international law.

The same goes for budding engineers, architects, surveyors and others who have already assisted the Trust Territory and its people in practical ways.

Nonetheless, the bias up to date has been on social services and as the whole basis of the scheme is for the volunteers to get right down to grass

roots level with the indigenous people, this gives plenty of scope for starry-eyed and impractical idealism in all its aspects.

It is this which occasionally produces friction between the volunteers and the more mature public servants on Saipan's Capitol Hill, and out in the District Headquarters.

The volunteers are not subject to public service discipline, although it is laid down in their agreement that the High Commissioner must approve the number sent to the territory and the type of service to be performed by them. Otherwise, it seems up to the corps to decide what to do and how to do it. There appears to be a great deal of scope for both the corps and also individual members of it to initiate programmes or abandon them.

Some energy is thus dissipated in unproductive directions and there are complaints that because service is "voluntary" some corpsmen feel that they can fix their own hours of work, and also the kind of work, regardless of departmental or anyone else's convenience.

The 1967 intake of volunteers is to be trained in Truk and not the United States; there has been time to screen them better and, I believe, there has been some effort made to recruit those with agricultural, horticultural and other scientific skills.

No veterinarians

There is, at present, not one veterinarian in the whole of the Trust Territory, although private enterprise has now set up a ranch that occupies a quarter of Tinian and has stocked it with imported cattle.

There is a lamentable lack of tradesmen of the ordinary motor-mechanic, carpenter, plumber type and—with respect—it appears to me that this is the class of help the Trust Territory needs rather than an endless stream of young academics.

Peace Corps volunteers in the Trust Territory, at present, do in fact reflect the American education system that seems to turn out BA's *ad nauseam*—graduates with often no place to go.

The civilian administration of the Trust Territory has had a tough time since the end of the Pacific war. It inherited three completely different groups of islands and people, scattered over vast areas of ocean. The most governable islands, the Marianas, had been literally beaten into the ground by active warfare;

CORPS FOR TONGA?

Three members of the United States Peace Corps visited Tonga in April and had discussions with members of the Government and church leaders "to define"—as Tonga's "Chronicle" put it—"the areas in which the Peace Corps may possibly be of assistance to the kingdom".

its people bewildered after having been administered by Spain, German, Japan and then the United States, less than a century. The Mariana Carolines and Marshalls are not economically rich and the annual budget of the civil administration has never been of a size capable of covering more than essential expenditure.

Furthermore, from the early 1950s to the early 1960's, the main island of the Marianas were again taken from the civil administration. Behind the facade of the US Navy, they were used by the US Central Intelligence Agency as a huge school for training master-spies from Nationalist China for the infiltration of Red China.

During this time the Trust Territory headquarters operated from Guam.

It is only in very recent years that the government has been getting around to grappling with the real problems of the territory and now, of course, it is doing it in a Pacific that is alive with new political thought.

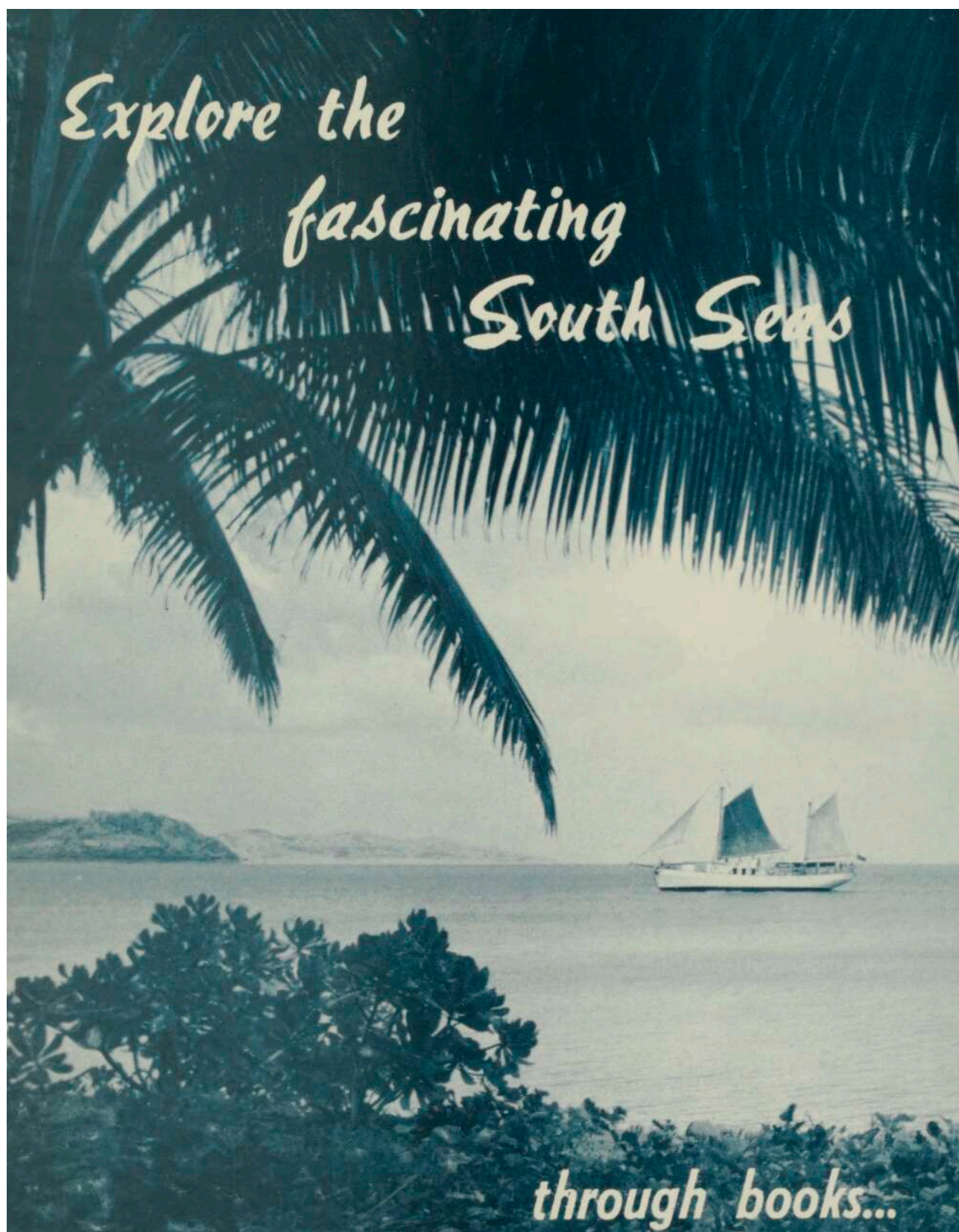
The territory needs practical help quickly and to this extent the Peace Corps volunteers are an expedient. But I doubt that they can ever be more than that.

The people of the territory are like unwanted orphans who have been handed around among indifferent relatives too long. What they want now is some sort of fixed father figure; someone whom they can curse and blame, if they wish, but essentially someone who will stay put and not go off after two years.

In short, they need well-trained field officers, permanent, mature expatriate public servants and practical technical experts.

They probably also need outside private enterprise to come in and provide a living example of how efficient businesses operate—but that is another story.

I don't see the Peace Corps volunteers, idealistic although their motive are, fulfilling any of these vital and down-to-earth needs.



...from Pacific Publications Pty. Ltd.

General

MANY A GREEN ISLE, by Judy Tudor

Too many peregrinating writers on the South Seas provide pictures which are out of focus. To them, palm fringed shores and smiling brown islanders conform to a pattern, and nothing emerges of the real Islands atmosphere. Now in "Many A Green Isle" experienced Pacific editor, Judy Tudor, presents a different survey—diverting, light-hearted, packed with incidents embellished with dry humour and cynical insight, but, above all, different because it is authentic. Illustrated 256 pages cloth bound. Price: \$3.50 Aust., plus postage, 12 cents British Commonwealth, 34 cents Foreign, \$4.50 U.S. posted.

QUEEN EMMA, by R. W. Robson

This is the romantic story of Emma Coe, daughter of an American father and a Samoan mother, who married an Englishman but who sailed away from Apia in the 1870's with her Australian lover. In then unknown New Guinea, in the next 30 years, she founded a commercial empire; married a German officer before the turn of the century; and died tragically in Monte Carlo in 1913. This book is the result of 20 years of research by the author in New Guinea, Samoa, the United States, Europe and Australia. Illustrated; 220 pp., cloth binding. Price: \$3.00 Aust., plus postage, 15 cents British Commonwealth, 27 cents Foreign, \$4.25 U.S. posted.

PIM'S PACIFIC

A collection of stories that have appeared in the "Pacific Islands Monthly" in the last 15 years, written by people intimately connected with the area. Their subjects range through history, adventure, personal experience, travel; and, because the authors are as interesting as their subjects, a feature has been made of short biographical and background introductions to each story. This is the Pacific from the INSIDE looking OUT! PIM's kind of Pacific. Illustrated, 220 pages, cloth binding. Price: \$2.75 Aust., plus postage, 15 cents British Commonwealth, 27 cents Foreign, \$4.00 U.S. posted.

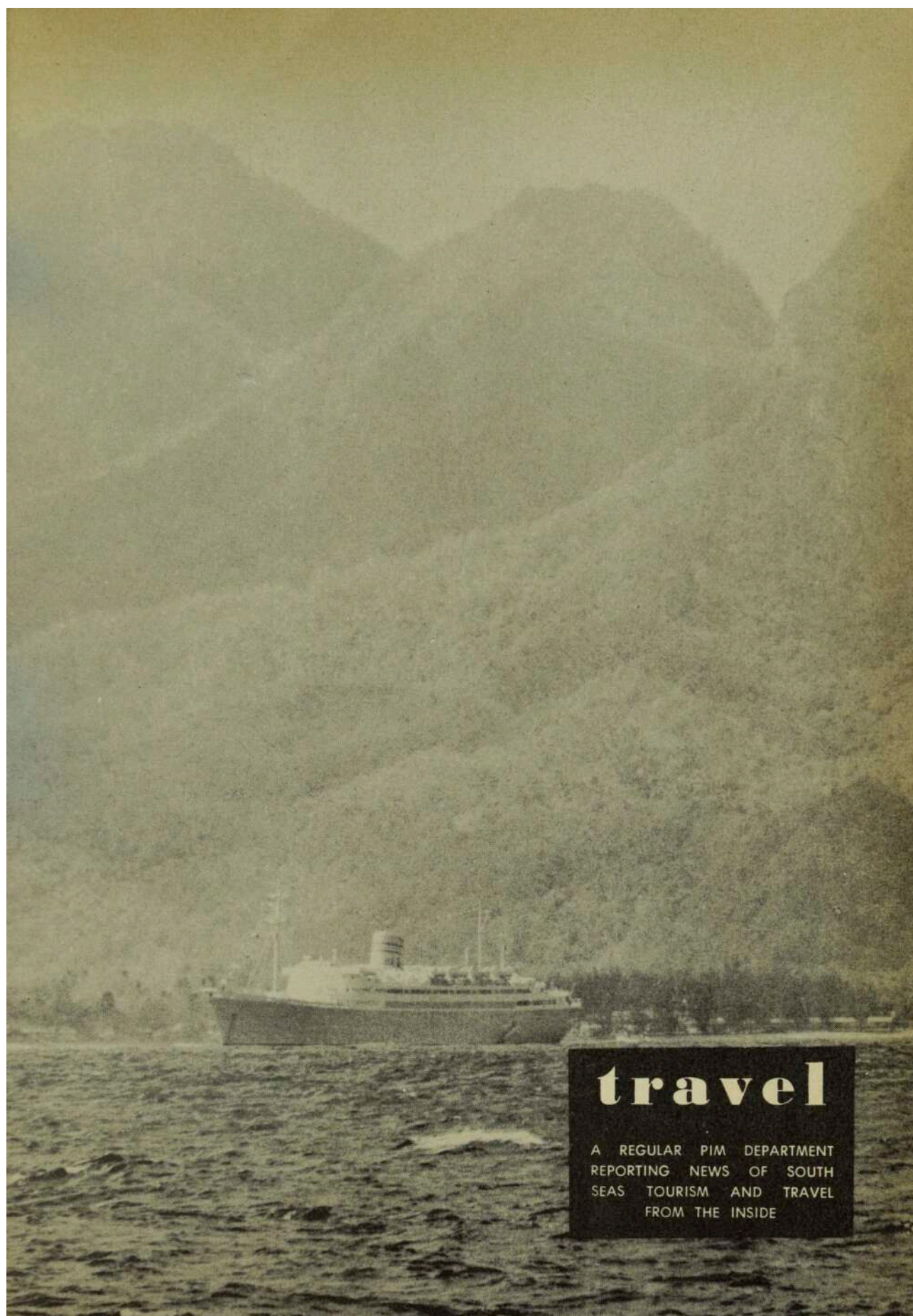


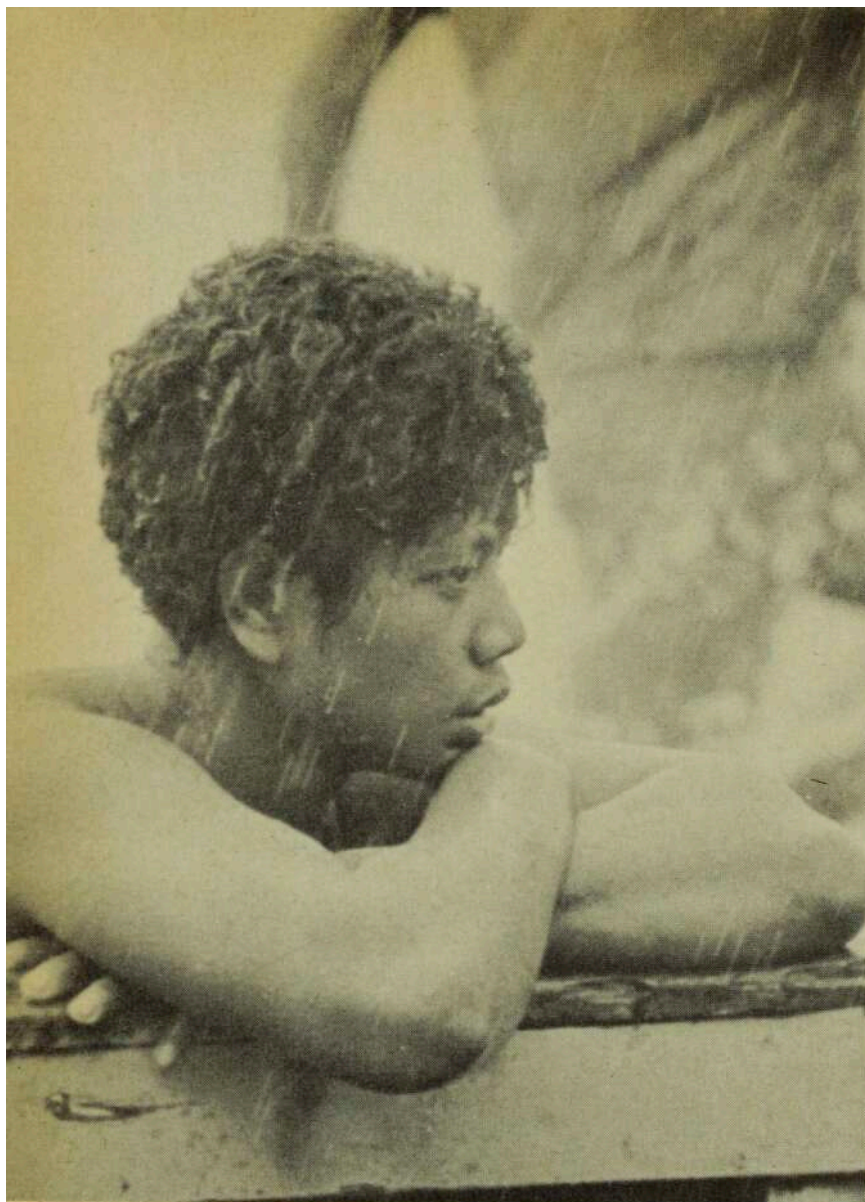
RAMBLER'S GUIDE TO NORFOLK ISLAND, by Merval Hoare

A history and visitor's guide to historic Norfolk Island, the result of years of research by an island resident, Mrs. Merval Hoare. With the aid of large-scale sectional maps this valuable and fascinating book takes today's visitors to every point of interest on this tourist-conscious island—colonised in 1788 as the second British settlement in the South Seas. With six maps, a fold-out chart and attractive two-coloured cover. Price: 78 cents Aust., plus postage, 7 cents British Commonwealth, 12 cents Foreign, \$1.00 U.S. posted.

A FAMILY IN FIJI, by Lema Low

A delightful story of a family growing up on a copra plantation in Fiji, written by one of the family. A book that will please youngsters as well as adults. Price: \$1.88 Aust., plus postage, 12 cents British Commonwealth, 22 cents Foreign, \$2.50 U.S. posted.





Keep your eye on the Cooks

THE atolls and islands of the Cook Group are small and isolated, a far flung aggregate of only 93 square miles of land rising out of 850,000 square miles of ocean. There are 12 islands, lying almost exactly in the centre of the South Pacific—astride the 160th meridian and 1,660 miles nor'east of New Zealand. Tahiti is some 650 miles to the east of the main island of Rarotonga, and Samoa is 750 miles in the other direction. To the south the ocean stretches away to the Roaring Forties and to Antarctica.

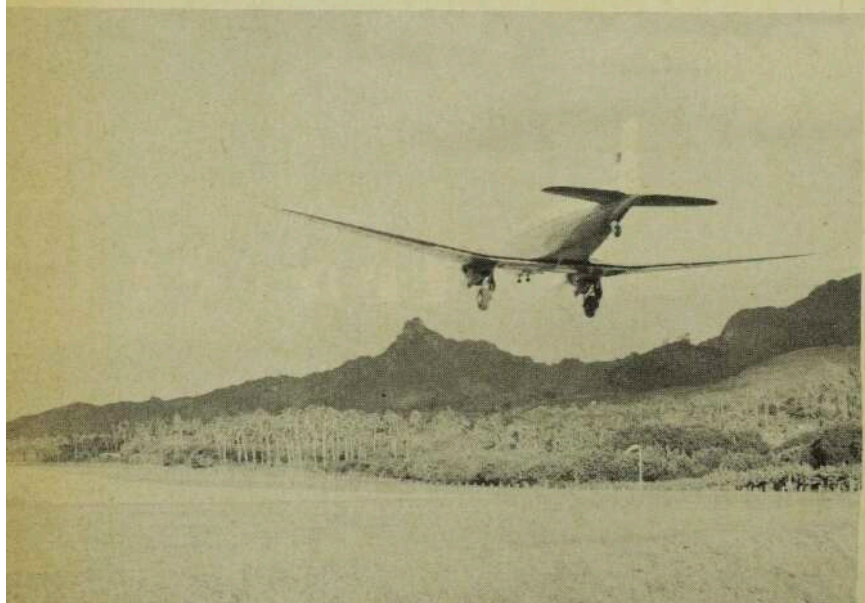
Cook Islanders are New Zealand citizens, but since August, 1965, they have been internally self-governing with a New Zealand High Commissioner representing the Queen. A Premier and a Cabinet handle the business of the day.

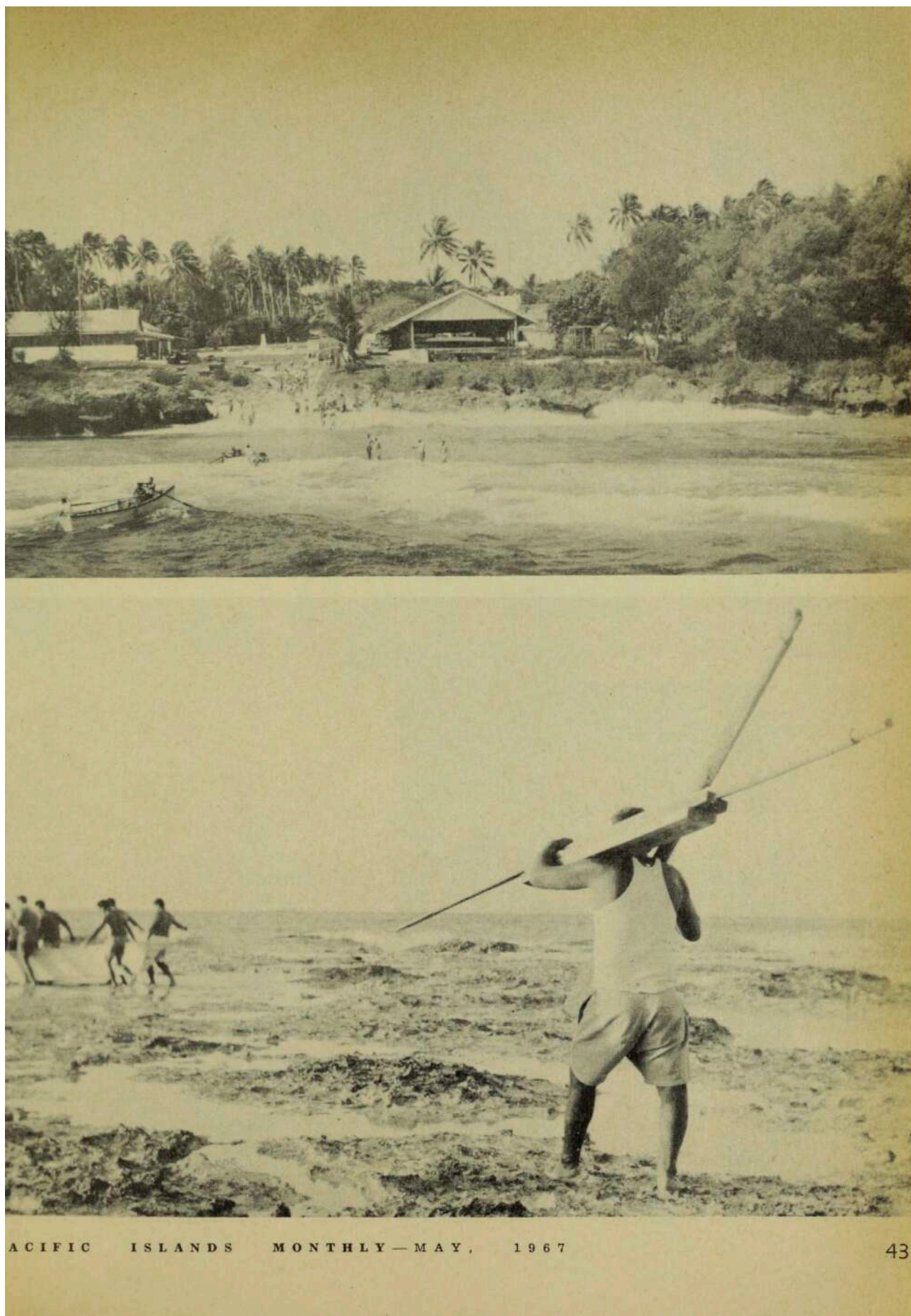
You travel by ship

The traveller gets to the Cooks by ship—either in the 2,750-ton *Moana Roa*, which makes monthly calls to Rarotonga from New Zealand, or in the Matson liners *Mariposa* and *Monterey*, which call alternatively every three weeks on the south-bound voyages from the US. There are occasional cruise ships, such as the *Bergensfjord*, which makes a dramatic picture on p. 41 as it anchors off Rarotonga against a remarkable mountainous backdrop.

No regular air service these days calls at the Rarotonga airstrip (below), for it is too short for the commercial aircraft available to use it. But there are plans to extend that strip so that more travellers may see the Cooks, and the Cook's official policy now is to encourage them. So keep your eye on the Cooks.

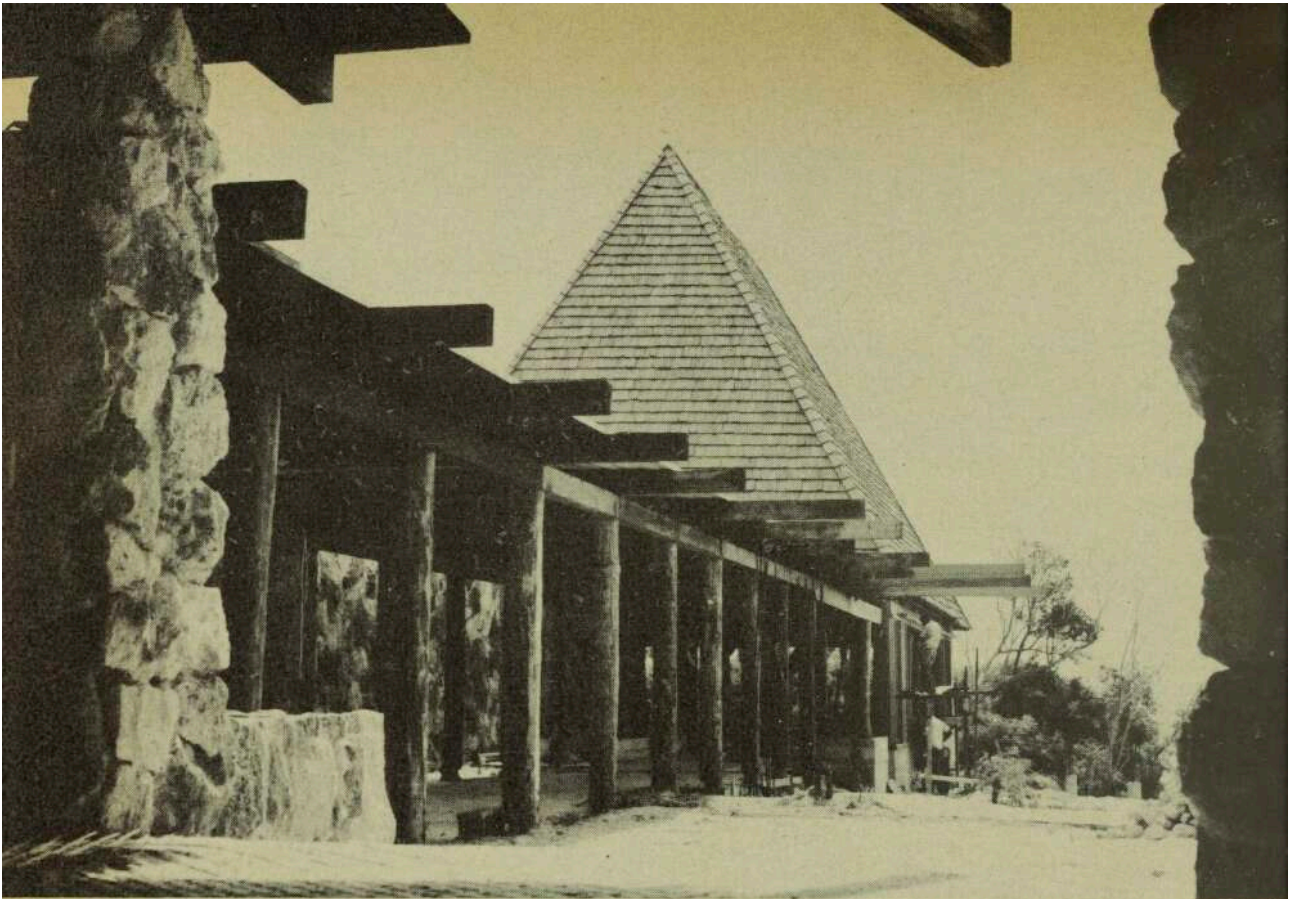
Extended airstrip or not, the visitor will still need to travel by sea to reach the fascinating outer islands such as Mauke (right top), and Mitiaro (right, below). In the outer islands you land through the surf and take your chances with the rest. But what's a little tropical rain? The photos are by Van Eijk and Meers. ■





PACIFIC ISLANDS MONTHLY—MAY, 1967

43



HOTEL TAKES SHAPE

Work is going ahead steadily on Fiji's late luxury hotel, the Fijian Hotel, on the beach at Yanuca, about two hours from Nadi international airport. This is the unusual dining room, built on a rocky promontory, overlooking the reef and beach. The photograph was taken from the reception area. All photographs on this page are by Rob Wright.



When work began recently on the foundations of the new Travelodge Hotel, next to the Grand Pacific, at Suva, a problem was to locate wartime tank traps, of steel rails embedded in concrete, which were thrown into the area for fill after the war. They were pinpointed in this aerial photograph, taken by the Fiji PRO in 1946; then carefully counted and removed without further trouble (right).



PACIFIC AIR SERVICES WILL SOON BE LIKE HEYDAY OF TRANS-ATLANTIC'

By a staff writer

The South Pacific air travel boom, which has been predicted for years, is right on the doorstep now according to three airline chiefs who all visited Sydney in April. They said the next few years would be "like the heydays of the trans-Atlantic run", and economies of the Islands territories could expect to benefit in a big way.

LOWER return fares and more to come; package air tours, faster jumbo jets, plus the lure of the Pacific as a different kind of holiday from Europe, will mean tourists in larger numbers.

The three top executives were all in Sydney to arrange for a bigger piece of the new business.

The executives, Sir Giles Guthrie, chairman of BOAC, Mr. J. C. Gilmer, president of Canadian Pacific Airlines, and Mr. J. G. O'Donnell, a vice-president, Pacific sales, of PanAm, met up in Sydney within days of each other.

Sir Giles was inaugurating BOAC's first service across the South Pacific from San Francisco to Sydney through Nadi and Honolulu. It started on April 1, with Boeing 707's.

IATA fares

BOAC flew out nearly 60 travel agents from Europe and the United States to promote the flight and publicise the South Pacific. At a Sydney press conference, none of the writers displayed the slightest interest in the South Pacific, and instead bombarded Sir Giles with questions about the Concord and the Boeing 747. Nevertheless, the Pacific travel build-up has too much money behind it to stop.

Mr. Gilmer was in Sydney to attend the Pacific Industrial Conference held at Qantas' new Wentworth Hotel.

Mr. O'Donnell flew to Sydney for PanAm's celebrations of its 20 years trans-Pacific flights to Sydney.

The three discussed their reactions to the new IATA fares, the 747 jumbo jets and what each airline had in mind in the way of South Pacific services.

Sir Giles Guthrie said BOAC expected revenue from its new run across the South Pacific to be worth £10 million by 1972-73. This seemed to indicate that BOAC has its eyes, not in the too-distant future,



Sir Giles Guthrie.

for increasing its three-a-week flights to make that sort of money.

Sir Giles felt travel potential in the South Pacific was "fantastic" and noted that two-way passenger traffic in the air between Australia and the United States was growing at a rate three times greater than that of the Atlantic run.

The IATA fares were "pretty reasonable" and the new package deal fares would be a major factor in the big travel increase.

Later, speaking in Melbourne after he had noted that cheaper fares were an important question to Australia and the Islands, Sir Giles said that a further cut of 25 per cent. in Pacific fares could occur within two years. The cuts would be discussed by IATA within 12 to 18 months.

Sir Giles also had a word to say about hotel investment, and said that

while BOAC was not committed like some big airlines, such as PanAm, it was looking at the hotel situation in Fiji with the British Development Corporation.

There was need for more hotels there, he said. He added that he could say no more.

Canadian Pacific's Mr. Gilmer said the IATA fare reductions, which had taken effect in April, had not gone far enough. He believed that ordinary fares and return fares, without any conditions, could have been lowered by at least 45 per cent. and up to 50 per cent.

Another 25 pc cut?

The new fares could be cut by a further 25 per cent. and airlines could still make a profit. Mr. Gilmer went on:

"We want to get the wage-earner or the average man to fly and for this the existing fares are still too high. Canadian Pacific operates a fortnightly service from Vancouver to Sydney and can make a profit on this run. We would be prepared to cut our fares more if IATA would agree to it."

He said Canadian Pacific had been overruled by the six other international air carriers at last year's IATA conference when it urged 45 and 50 per cent drops in fares.

"All we managed to do was force the operators to reconvene the conference in 1968," Mr. Gilmer said.

Canadian Pacific, although in the South Pacific for 18 years, is still small fry in this area. In May it was negotiating with the Australian Government for a weekly air service across the Pacific. Mr. Gilmer met the Prime Minister, Mr. Holt, in Canberra and no doubt raised the matter. He said in Sydney he was "hopeful" the weekly service would be approved because the current fortnightly run was not a service, but an "infrequency".

Canadian Pacific wants a greater

travel

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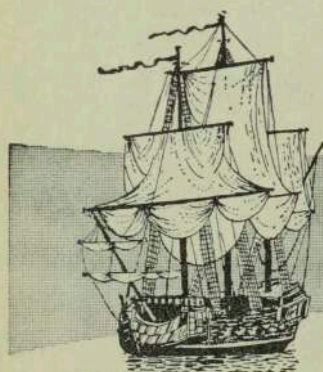


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travel

frequency on its present run and new stops at present in the South Pacific.

It will continue using DC8's and has not ordered any Jumbo jets. Late this year it expects delivery of the new DC8-63 jets, which will carry 205 passengers (the present DC8's carry 141 people).

However, the DC8-63's will fly south only as far as Hawaii and there are no plans to put them in the South Pacific.

Jumbo Jet Boeing 747's, capable of carrying 350 passengers, will fly the South Pacific in 1970, possibly late 1969, on a United States-Australia run if PanAm's current application to the US Civil Aeronautics Board is approved.

Mr. O'Donnell said as PanAm was the first airline to order the Jumbo jets it will get the first delivery and so be ahead of its six rival international air carriers in the South Pacific.

The Jumbos, so called because of their immense size, are being built at the Boeing company's plant near Seattle. They will be the world's biggest commercial jet airliner and fly at 625 mph. The first prototype is scheduled to be ready early next year and fly before the end of 1968.

Cabin arrangements at present include nine-abreast seating, split by two aisles.

The 747 is seen as an air-bus of the future on long-distance routes around the globe, although the problem of airports to take them has not yet been solved.

Jumbos daily

Mr. O'Donnell, said the Jumbo 747's would fly daily from Los Angeles to Sydney and Melbourne via Honolulu and return.

"The 747's will only need the one stopover on the run from the US and we are hopeful they will need only one stopover, at Honolulu, on the way back to the States, but this is not certain yet," he said.

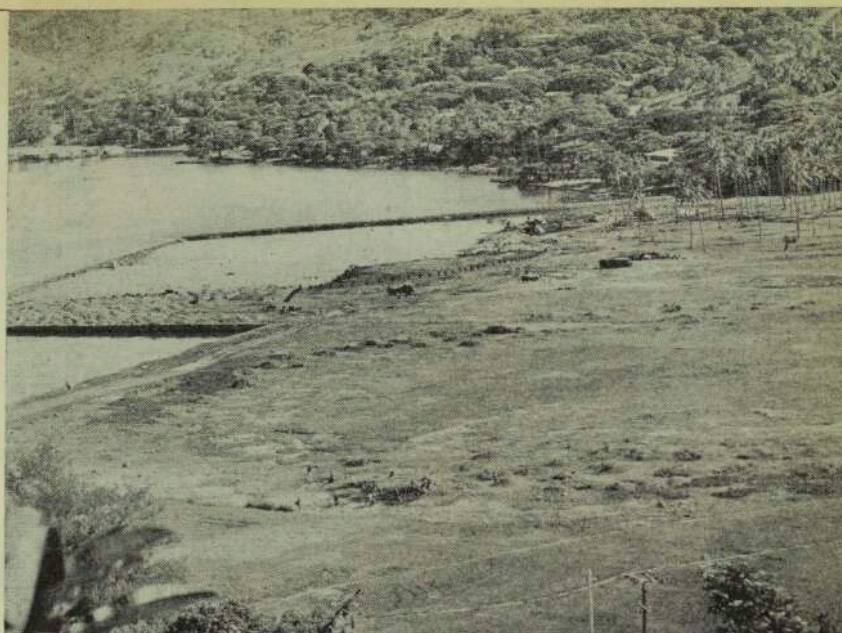
PanAm at present stops off at Fiji, American Samoa and New Zealand on its trans-Pacific runs with Boeing 707's and in June will also operate through Noumea. (See p. 49).

Mr. O'Donnell said 707's would be retained when the 747's went into service and the 707's would continue stopping off in the South Pacific.

To PIM questions, Mr. O'Donnell said PanAm had examined the idea

THIS IS THE SITE OF SOUTH PACIFIC GAMES 1969

This is where the 1969 South Pacific Games will be held. On the Sir Hubert Murray Memorial Reserve at Konedobu, Port Moresby, this big section of the foreshore is being reclaimed, and only about three acres remain to be filled to complete the seven acre project. The arena faces the harbour and is seven miles from Jackson's Airport. The area will later become Port Moresby's main park. For size, note the group of men working in the foreground.



a triangle route from Honolulu to Pago Pago and then on to Guam, or via Majalein in the Marshall Islands of the US Trust Territory. The three stops were well within the flying range of a Boeing 707, he said.

"We just don't have any immediate plans to fly a commercial service to the Trust Territory because the office doesn't warrant it," he said. "But we certainly haven't ruled out the idea."

He said the IATA air fares, which came into operation in April, were "all of a good progress" towards providing cheaper fares for trans-Pacific travellers, but he had nothing to say about moves to lower them further.

Meanwhile, with all fares pegged under the IATA agreement, and similar jets in service on all lines, the thing which will win or lose customers in the South Pacific is the standard of service.

In a battle for the tens of thousands of travellers who will spend millions of dollars in the South Pacific, something like an original menu, a genuine smile or a comfortable seat could make an awful lot of difference.

Footnote: Pacific managers of the French airline UTA were to meet in Port Moresby early in May to discuss plans for coping with the increasing tourist interest in the region. The airline's business manager, Mr. Gilbert Mascher, was to come from Paris for the meeting.

AT LAST, AIRLINES LET IN THE DAYLIGHT ON NG SERVICES

By a staff writer

The introduction of pure-jet Boeing 727s on the Australia-New Guinea route cuts the return flying time by three hours and enables travellers, at last, to visit New Guinea and return to Australia in daylight hours.

IN addition, on some days each week the New Guinea service will begin from Melbourne. Until now all NG services have originated and ended in Sydney.

From May 11 the two Australian airlines, TAA and Ansett-ANA, will replace their Electras with the 727's, which carry up to 116 people.

The 727's will terminate in Port Moresby instead of Lae; and onwards passengers will travel either by Viscount or Fokker Friendship. This is a backward step for Lae travellers, made necessary by airport restrictions.

Flying time of an Electra on a single trip from Sydney to Port Moresby will be cut from five hours 35 minutes to about three hours 55 minutes with the 727's.

For example, the 727 will leave

Sydney at 7 a.m., arrive at Brisbane at 8.10 a.m., leave Brisbane at 8.50 a.m. and arrive at Port Moresby at 11.35 a.m.

After over an hour's break, the 727 will leave Port Moresby at 12.45 p.m., arrive at Brisbane at 3.30 p.m., leave Brisbane at 4.11 p.m. and return to Sydney at 5.20 p.m.—only a couple of hours more than a day's work.

Ansett-ANA will make 727 flights to Port Moresby from Melbourne, via Sydney and Brisbane, on Mondays, Wednesdays and Saturdays; on Fridays the airline will fly to Port Moresby from Sydney via Brisbane.

All flights will return to Sydney or Melbourne the same day.

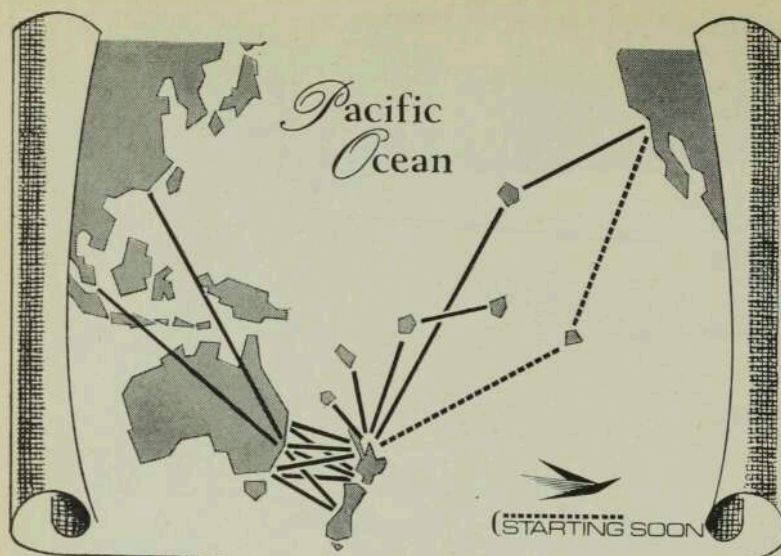
TAA will make two flights a week to Port Moresby, starting at Melbourne (Tuesdays and Thursdays) and two from Sydney (Saturdays and Sundays).

From May 11 both airlines will introduce Viscounts on their Queensland-Port Moresby runs to replace Fokker Friendships. The Viscounts will cut flying time on the Cairns-Port Moresby hop by about 20 minutes.

The new daylight schedules between Australia and P-NG have been long-awaited, and are long overdue.

Present services make it necessary for midnight departures from Sydney, and flights through the night ending in dawn arrival at Port Moresby.

All very well for airline traffic-scheduling offices, but plane-hell for NG travellers, whose needs have been made subservient to the glamour inter-capital runs.



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NAURU CLEARS WAY FOR REGULAR AIR SERVICES

An Air Navigation Bill, paving the way for regular air services to Nauru, was introduced at a meeting of the island's Legislative Council in March by the official Secretary, Mr. Vizard.

At present, the only aircraft visiting Nauru are those on charter flights—usually to take official visitors or schoolchildren to and from Australia.

However, the United States Government has recently shown interest in establishing an air link between Nauru and the Marianas District of the US Trust Territory. (*PIM*, Nov., 1961, p. 131).

Explaining the Air Navigation Bill to the Nauru Legco, Mr. Vizard said that before any regular air service to and from the island could be established, control over the aerodrome and any air service that would operate should be placed on a proper legal basis.

Control

He said the bill provided for such control and incorporated the basic principles of Australian legislation on the subject.

It provided for the establishment of an aerodrome and associated services and facilities to be under the general control and management of the Administrator.

Mr. Vizard said it was extremely likely that any aircraft operator would be prepared to fly aircraft regularly to and from Nauru unless port facilities were of an acceptable standard of safety. He added that the bill did not provide for any particular type of aircraft to be operated.

SYDNEY surgeon, Mr. N. H. Morgan, and his wife, have invested £8,500 in three beach cabins, built a house at Korotoga, near the eastern end of Fiji's "Golden mile". The manageress in charge of the project, known as Korotoga Cabins, lives in one of the cottages, which is available for letting.

Each cottage has a bed-sitting room, with sleeping accommodation for four, a kitchen and bathroom-toilet.

There are three double bedrooms



The things you find!

Although more than 20 years have passed since World War II ended, visitors to the Solomons can still find plenty of evidence of the fierce battles that raged there. Here Rhondda Wraith, 20-year-old member of the crew of the Australian ketch "Eilander", holds a shell that she picked up on Guadalcanal. The BSIP is currently making a drive for tourists.

in the house, and a big living room, about 40 ft by 40 ft, plus kitchen, bathroom, toilet and laundry.

The buildings are only 15 ft from the sea, and about three-quarters of a mile from the Reef Lodge Hotel.

Mr. and Mrs. Morgan expect that electricity will be installed within six months.

Each unit is fully self-contained. All a tenant has to provide is food.

The rent for the cabins is £12/10/- a week, and the house is available at £15/10/-.

Hunts Travel Service is in charge of bookings.

travel

FROM May 6, subject to Government approval, Fiji Airways will have three weekly services between Nadi, Suva and Nukualofa instead of two. The existing services are on Tuesdays and Thursdays; the new service will be on Saturdays.

On Saturdays, the plane will leave Nadi at 0845 and Suva at 1000, arriving in Tonga at 1400. The return flight will begin at 1445, reaching Suva at 1645 and Nadi at 1815.

PAN AMERICAN AIRWAYS from June 17 will fly through Noumea on Mondays on its trans-Pacific runs and so provide a daily trans-Pacific service in both directions.

The Noumea run will leave Sydney on Monday at 4 p.m., and arrive at Noumea at 7.35 p.m., leave at 8.30 p.m., arrive at Pago Pago at 1.45 a.m. Monday (having crossed the International Dateline), leave at 2.25 a.m. and reach Honolulu at 8.30 a.m.

The return flight will leave Honolulu on Sunday at 1 a.m., arrive at Pago Pago at 5.10 a.m., leave at 6.10 a.m., arrive at Noumea on Monday at 7.55 a.m., leave at 8.45 a.m. and reach Sydney at 10.45 a.m.

PanAm from June will operate to the US West Coast from Sydney on Mondays via Noumea and Pago Pago, Tuesdays via Nadi, Wednesdays via Nadi, Thursdays via Auckland, Fridays via Nadi, Saturdays via Auckland and Pago Pago and Sundays via Nadi.

All flights will go through Honolulu.

LES PEARSON, one of Fiji's best known businessmen, was to take over as mine host at one of the colony's leading resort hotels at the beginning of May.

Mr. Pearson severs a long connection with Burns Philp (South Sea) Co. Ltd. to take up an appointment as sole executive manager of the Reef Lodge Hotel, at Korotoga.

Built four years ago by New Zealand financiers on property purchased from Barry Philp, the hotel has had several managers. Until lately it was administered by Fiji chartered accountants R. S. Kay and Company, who have now handed control over to a firm of accountants in Christ-

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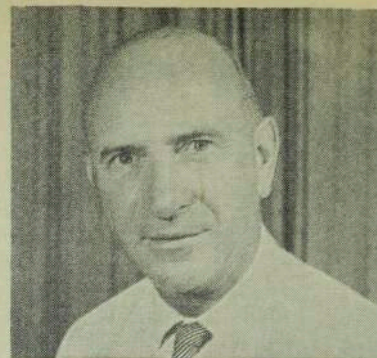
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church, NZ. They have employed Mr. Pearson.

Mrs. M. Hardwick, well-known in Fiji's hotel industry, who has managed the hotel for the past year on behalf of the Fiji accounting firm, is to make a world-tour before rejoining the staff of the Fiji Mocambo Hotel from which she was seconded at the request of R. S. Kay & Co.

For the past six and a half years Mr. Pearson has been Burns Philp manager at its large Lautoka branch and for several years before was the assistant manager at the Suva head office of the company.

Mary Pearson will join her husband at the Reef Lodge.

Following her marriage she worked with the Fiji Mocambo, and before her marriage she worked for many years with the Northern Hotel Limited chain as a receptionist and tours director.

AN indication of the growing importance of tourism in the New Hebrides was seen in mid-April when Miss Tessa Franklin, who is in charge of the Tourist Enquiries Office set up by the Chamber of Commerce in Vila, left for Seattle to attend a conference of the Pacific Area Travel Association. Mr. Pierre Bourgeois, of Coral Tours in Vila, is also attending the conference.

THE foundation stone of the 200 room hotel to be built at Taharua, about 2½ miles east of Papeete, was laid on April 20 in the presence of about 500 invited guests.

The hotel is being built by a French-registered company, Societe Hoteliere de Taharua, of which Mr. Joseph M. Long, of San Francisco, is president (PIM, Mar., p. 135).

THE Fiji Visitors Bureau expects an increase in travel to Fiji as a result of the establishment of a new

ice in Sydney. The office will be
ened shortly.

Tourist inquiries are at present
ndled by the Fiji Government Rep-
entative's office in Sydney, which
s had such an increase in requests
it it became obvious that a special
ice was required. Sydney manager
l be Mr. Russ Gribble (pictured),
o has been Fiji Government Printer
ce 1960. His first task will be to
duct a market survey.

IVITATIONS to more than 25
prospective contenders among
ding air carriers to submit
posals for the operation of com-
ercial air services in the Trust
rritory of Micronesia were sent out
April. Advertisements in aviation,
de and financial journals will invite
other interested parties to make
offer for at least five years of
vice.

an American Airways has served
Territory since July 1, 1960, and
present agreement will expire on
ember 31, 1967. Because of the
ence of local commercial facilities,
Trust Territory is contracting for
mercial air transport.

Present commercial service consists



of a daily DC-4 service, except Sun-
days, between Guam and Saipan;
bi-weekly DC-4 service between
Guam, Yap and Koror, Palau; and
weekly DC-4 flight service between
Guam, Truk, Kwajalein and Majuro,
Marshall Islands. Weekly service be-
tween Truk and Ponape, and Ponape-
Kwajalein, is provided by SA-16
amphibian aircraft making connec-
tions at Truk and Kwajalein with
weekly eastbound and westbound

travel

DC-4 flights. The current air service
system consists of 2,589 unduplicated
route miles and it is expected by the
Administration that approximately
30,000 revenue passengers will be
served during the current fiscal year.

THE Matson company next year is
to re-schedule its ports of call
in the South Pacific as a result of
increased traffic between Australia
and the US.

For the first time the *Monterey*
and *Mariposa* will each make a call
at Melbourne. The *Monterey* will be
the first to call, in September next
year, arriving from Auckland and
sailing on to Sydney and then Vila,
New Hebrides.

Vila has been added to the schedule
for the first time, and this port is
being visited instead of Noumea.

The *Mariposa* will visit Melbourne
later in that month and from Sydney
will sail direct to Suva, missing the
Noumea stop again.

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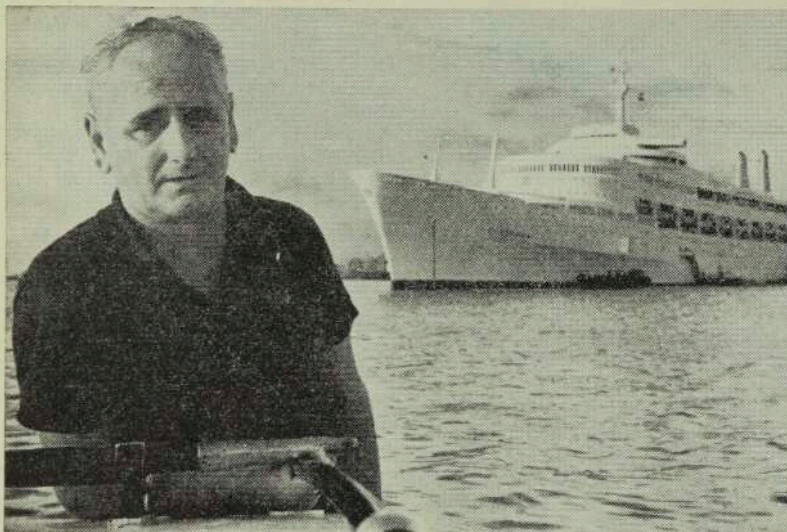
QANTAS, with AIR INDIA, AIR NEW ZEALAND, BOAC and S.A.A.

7Q/

PACIFIC ISLANDS MONTHLY — MAY, 1967

51

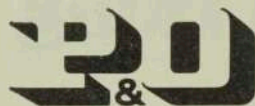
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travellers all over the world. Nine big, fast, comfortable ships (all stabilized and fully air-conditioned) sail regularly from Australian ports to Europe, via Suez and Panama; to Canada and the United States; the Far East; on holiday cruises. In fact, with P & O, you can sail right round the world!



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CORONATION EXPECTED TO BOOST TOURISM

From a Nukualofa correspondent

The big "Heart of Polynesia" tourist conference to begin in Apia on May 29, which is aimed at finding ways of attracting visitors into the Polynesian triangle of Western and American Samoa and Tonga, is proof that this part of the world is taking tourism seriously at last.

THE details of the conference were given in *PIM* in March (p. 121). The Heart of Polynesia Conference is designed to prove to the masses that authentic Polynesians don't all come from over-publicised Tahiti.

Certainly there is no doubt that there is a new consciousness of tourism in the kingdom of Tonga. Tourism is a much discussed subject.

Work on the new deepwater wharf at Nukualofa is progressing and soon modern ships will be able to come alongside instead of being anchored in the stream with passengers being lightered ashore, and subjected to an occasional drenching.

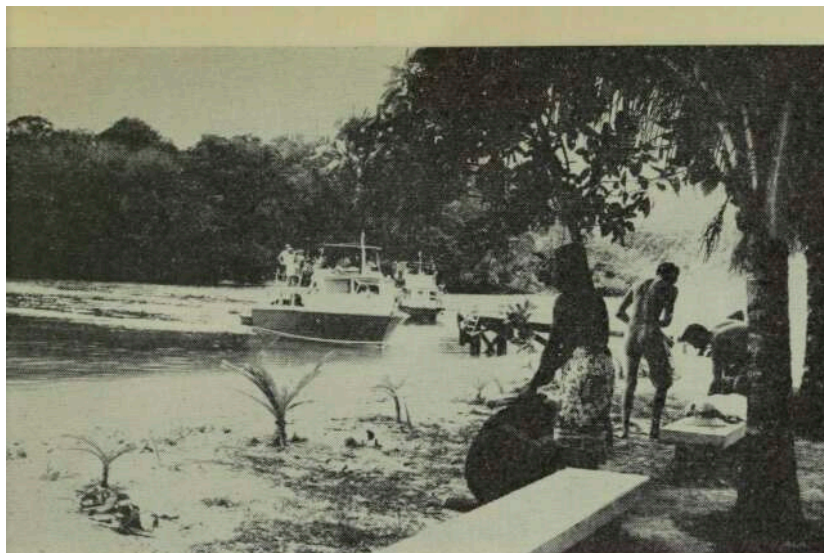
Most local Tongans are aware that the new wharf will mean a stepping up in the cottage industry business with still more souvenirs, shells, hats, shoes, baskets, maps and tapa being required.

This will suit the local residents who now await the arrival of cruise ships to make their own purchases in the *malae*, since on boat days the selection of native ware is far greater and the price cheaper than on ordinary days.

But the biggest publicity spurge for Tonga will not come from the Heart of Polynesia Conference but from something much nearer home and dearer to Tongan hearts—the coronation of King Taufa'ahau on July 4.

At the end of April this broad outline of the coronation programme was released in Nukualofa, and gave visitors an idea of what to expect:

JULY 4: Morning: Coronation service — Royal Chapel. Evening: Choir festival, and Tupakapakanava



QUIET SPOT ON SUVA CRUISE

Hundreds of tourists visiting Suva each month take advantage of Storck Cruises visit the main reef fringing Suva Harbour in glass bottom-boats, "Oolooloo" and "Oolala". On the way back to Suva a call is paid at Nukumarau Island, in Suva Harbour's colourful Bay of Islands, for about an hour of swimming. An attendant meets the launches by beating a big lali (Fijian drum), shown in the foreground here. The "Oolooloo" and the "Oolala" are seen in the background. Storck Cruises have added another craft, a double-hulled launch called "Lagoonda", for their cruises.

ceremony (thousands of flaming torches outside the palace).

JULY 5: Afternoon: Royal Feast and dancing festival. Evening: Brass band concert, and Tupakapakanava.

JULY 6: Tongan Traditional Coronation, and the Taumafakava, or Royal Kava Ceremony—all day. Evening: Tupakapakanava.

JULY 7: Afternoon: Royal Feast and dancing festival. Evening: Tupakapakanava.

JULY 8: Morning: Yacht Regatta. Afternoon: First of three Rugby tests between Tonga and Fiji.

JULY 9: Morning: Combined Thanksgiving Service.

WESTERN SAMOA'S annual independence celebrations, to be held this year from June 1-3 promise to be the brightest since they were first held in 1962, *PIM* correspondent F. Rankin reports. He adds:

"The Thursday, Friday and Saturday have as usual been declared public holidays. The celebrations will start with a parade from town to the wharf for the flag raising ceremony. This will be followed in the afternoon by traditional singing and dancing competitions.

"Friday will see the annual regatta with its spectacular racing of long

boats carrying up to 46 oarsmen. Following the regatta there will be a parade of decorated floats through Apia. This will be sponsored by Retzlaffs Samoan Tour and Travel Co.

"Friday afternoon and Saturday will be taken up by activities by the Sports Federation, the Turf Club, the Rugby Union and the Tennis Association. In addition, over the three days there will be arranged a display of Samoan artifacts, an agricultural display and an art display by local artists who have reached a surprisingly high standard under instructor Fr. George."

FOR the first time in many years, through passengers were not allowed ashore when the *Tofua* called at Niue in March. The weather was too rough. The weather, however, was not bad enough to stop cargo operations, but it would have made landing conditions for passengers difficult.

The sellers of baskets and hats and fans, and other Niue woven ware, who sell to passengers on boat day, had a disappointing day.

During the day, one of the launches used for towing lighters between the wharf and the ship went aground on the reef and was badly damaged. Its keel was partly ripped off, it was holed and its rudder was bent.

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FIJI — SAMOA — TONGA



TO THE POINT

WITH
PERCY
CHATTERTON

I sensed that I had lost the attention of my pupils and looked round to discover why. The reason was immediately apparent. The village constable was standing in the doorway, and he didn't look at all pleased. I took him into my office to find out what was the matter. He was very hot and very annoyed, and he plunged straight into his story.

A N overseas vessel had been in port over the weekend, and, as was the custom in those days, a number of small boys from the village had sailed across the harbour in a canoe to provide the passengers with entertainment, and themselves with pocket money, by diving for pennies. Standing on their canoe or splashing about in the water they shouted "Throw me", "Throw me", to the passengers lining the rail.

(Incidentally this practice added neologism to the Motu language. "Eha teroumi", volunteered a young boy in explanation of a fellow-pupil's absence from roll call . . . "He's gone to dive for pennies". Puzzling at first hearing, but simple enough when you've worked it out).

A quarrel

Presently a quarrel had arisen among the young divers, and they had started abusing one another in good, colourful Australian. Unfortunately for them, our Resident Magistrate (the pre-war Papuan equivalent of District Officer) had been on board visiting friends among the passengers, and he had overheard them.

Now, our RM had been recently transferred to Port Moresby from an outstation, and was unaware that the Australian expressions he had overheard were among the small change of Hanuabadan conversation. He was shocked.

So on this Monday morning, as soon as the village constable had reported at the RM's office, he was ordered back to the village to discover the young culprits and bring them in for a magisterial reprimand.

The VC was not amused. He had already walked the 2½ miles from Hanuabada to the RM's office in town; there was no motor transport to speak of in those days.

He had had to retrace his steps, and he would now have to return to town with the culprits, and finally

Role of the New Guinea police

trudge back to the village in the afternoon—ten miles instead of five.

I assembled the school, between 400 and 500 young Papuans of both sexes and all ages from six to 16, and handed over to him. From my own experience in similar situations, I expected that it would take him several hours to uncover his victims.

I misjudged him; it took him five minutes.

The seven small swearers were lined up in front of the school, the cynosure of all eyes. Then the VC turned to the assembled pupils and addressed them.

The use of European swearwords, he said, was reserved for Europeans only. Europeans did not like to hear Papuans, and particularly Papuan children, using them.

Their use was forbidden by the Government and (with a deferential

gesture in my direction) frowned on by the Church. Moreover it was quite unnecessary.

As his hearers well knew, the Motu language contained some expressions quite as abusive, and reflecting quite as unfavourably on the abused person's parentage, as any of those introduced by the white men.

These could safely be used in front of, and even about, Europeans, as very few Europeans understood what these expressions meant except (with another deferential gesture in my direction) quite unusual ones such as their missionary.

But the use of European swearwords was an offence against God and the Establishment, and worse still, caused him, their constable, a great deal of trouble. This must not occur again.

His eyes travelled slowly over the

Hanuabada is still the same distance from the Port Moresby District Office as it ever was—and still built for the most part over the sea, although the houses themselves have been rebuilt since the war. This photograph was taken in March.



lines of children, producing an effect reminiscent of a gust of wind passing over a wheatfield. Then he turned menacingly on the luckless seven.

"Now", he roared, "you come with me, you little b.....s".

The cortege withdrew. The sudden expulsion of air from the lungs of nearly 500 children who had all been holding their breath at the same time dislodged a large map of the world, which fell to the floor with a crash. Peace reigned.

He wasn't a bad VC, though, that chap; and Hanuabada was a better behaved village than it is today.

Village constables are a dying race. As local government comes in, the VC's are retired. Many of their former functions are now performed by local government council officials, while their purely police functions have been taken over by regular police of the Royal Papua and New Guinea Constabulary.

'Amateur' village constable

In an increasingly sophisticated society in which the force of "tribal law" is fading, it is probably just as well that the professional policeman should take over from the amateur, which is what the village constable generally was.

Of course, it did occasionally happen that an ex-regular policeman

was appointed as VC of his home village. But often village constables were chosen for qualities which were not immediately apparent.

"He was my cook for years and looked after me well," said an ADO of one of these. "When he decided to go back to his village I thought it would be fair enough to make him VC". He may have been a good cook, but he was a very indifferent village constable.

As I have said, Hanuabada was a more law-abiding place in pre-war days than it is now. So, for that matter, was Port Moresby town, with its one European policeman, Tom Gough, assisted by a small squad of Papuan constables.

True, there were only about 400 Europeans in the place, and a mere handful of non-local Papuans, mainly cooks from Suau and wharries from Goaribari. And Tom, trudging around on foot, gentle and soft-spoken, managed to keep us in order without too much trouble.

Today, with 10,000 Europeans and 30,000 Papuans and New Guineans, it takes a small army of police—European and indigenous—dashing around in patrol cars equipped with sirens and searchlights, to keep the

But is Port Moresby really so lawless?

place under control; and according to some of my fellow MHA's the control is not too good.

At the last meeting of the House of Assembly, some members had hard things to say about what they regarded as the lawlessness of Port Moresby, the inadequacy of the police, the too lenient sentences passed on offenders, and the too luxurious conditions in the gaols.

On the last point, our Contoller of Corrective Institutions has reacted with vigour, commenting tartly that the honourable member who compared our Port Moresby Gaol with the Chevron-Hilton Hotel had probably never stayed in either.

I certainly haven't, so I refrain from comment. But I do think that a point made by the Controller, that the most rigorous and austere conditions which our civilised consciences will allow us to impose may well appear luxurious to some of the territory's more primitive citizens, is well taken.

No easy solution

There doesn't seem to be any easy solution to this difficulty, short of acceding to the demands of those Highlands leaders who cry with Alice's Duchess, "Off with their heads!"

On the general question of lawlessness, we cannot expect as low a crime rate now as we had when the town population was numbered in hundreds and tribal sanctions were still strong in the neighbouring villages. Lawlessness has been on the increase during the intervening years not only in Port Moresby, but throughout the "civilised" world.

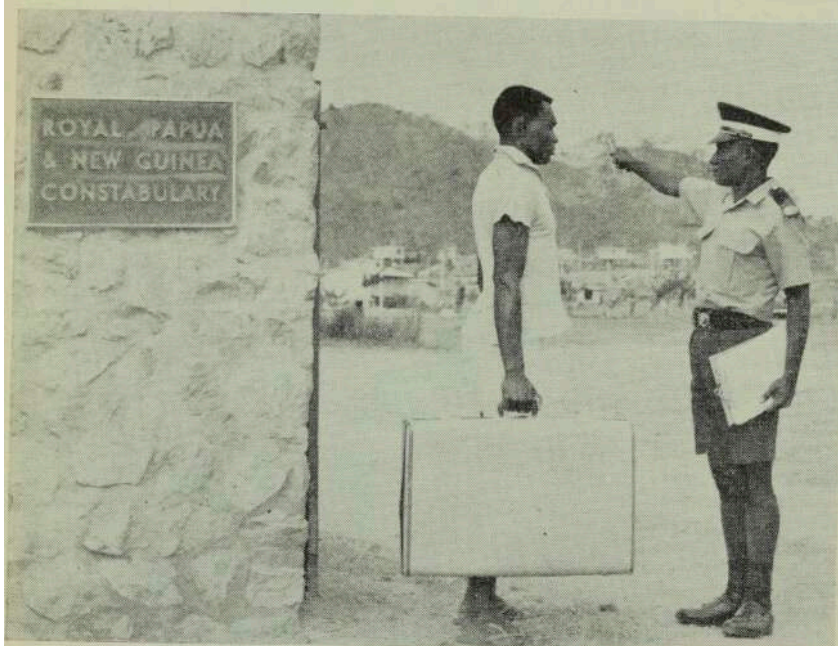
Is Port Moresby really so lawless? To date we have had no bank hold-ups, and I have heard of only one mass-rape case.

We don't have raids on betting offices, because, fortunately, we don't have any TAB offices to be raided. We have our occasional murder, but so have Australian cities.

Not a high crime rate

I have no figures to go on, but I would venture to guess that, in proportion to population, our rate for murder, rape and other crimes of violence is not higher than that for Sydney or Melbourne.

My wife and I live in an area which was shown by the 1966 census to be the most thickly populated



In an increasingly sophisticated society it is just as well the "professional policeman" should be trained to take over from the "amateur"—the old village constable—says Percy Chatterton in this article. Here, one of the new professionals, a police recruit, gets his first instructions at the P-NG Constabulary training centre, Port Moresby.

ector of the town, and the population of this area is predominantly indigenous. But we have no worries; we feel at least as safe as we would in a Sydney or Melbourne suburb, perhaps safer.

Our nights are quiet enough too, except for an occasional guitar party on a pay night. Occasionally a brawl breaks out, and then, as we have one of the very few telephones in the area, I am generally asked to ring for the police.

My experience is that on such occasions they arrive with a minimum of delay and, contrary to criticism which has been levelled at them from some quarters, deal with the situation promptly and effectively.

It is an advance in relations between police and public that in such situations the police are called for at all. Only a few years ago, if I had approached the scene of a brawl, half-a-dozen of the brawlers could have rushed up to me and said, "Don't call the police, we'll settle this ourselves".

So on the whole I don't go along with the critics.

Police are improving

I think that the police are not too bad, and are steadily improving in efficiency and, in spite of some discontent over pay and working conditions, improving in morale.

The change to a more sensible dress, picturesque, uniform, and the training of Papuans and New Guineans as sub-inspectors, has a lot to do with this. And I think that any increase in lawlessness which has taken place here is far less serious than the increase in lawlessness which has taken place in Australia, or in almost any country you could name in the "western world".

Anyway, our police force is now equipped with all mod cons, including photography, ballistics and fingerprinting. We have police dogs too, and by all accounts these live in some measure of luxury even if the gaol-rats don't.

Finally we have a Special Branch. Should we have a Special Branch? So, what should it do and how could it go about it?

Individual freedom

That enterprising body, the Papua and New Guinea Society, recently staged a panel discussion in Port Moresby on "Individual Freedom and the Police Special Branch".

Two of the three speakers who opened up the subject were lawyers, one being the Professor of Law at



PORT MORESBY PERSONALITY

Ex-nurse Pam Kirke has been living in Port Moresby since her marriage 14 years ago. She belongs to Inner Wheel and the Victoria League—owns a fashion shop at Boroko and a children's wear shop at Badilli. Her husband is a Port Moresby solicitor. They have a family of two boys and two girls, aged 13, 12, 11 and 8 years. The three eldest are schooling in Sydney.

Sibyl Lloyd

the University of Papua and New Guinea. The third speaker was a Papuan high school teacher who is also a part-time student at the university.

The stream of questions which followed their addresses reflected the keen public interest in this subject.

It appeared to be generally agreed that in this age of conflicting ideologies we have got to learn to live with a "special branch"; though the Papuan member of the panel had reservations about this, and thought that Australia should have waited until the indigenous people asked for

Particular fear of the Special Branch

one instead of wishing one on to them.

The lawyers made great play with the fact that members of the Special Branch have no powers over and above those possessed by other members of the police force, but some members of the audience seemed sceptical about the value of this safeguard.

It emerged very clearly that what Papuans and New Guineans fear is not that the Special Branch will take them to court, where their guilt or innocence can be established before an impartial tribunal, but that it won't.

Instead, so the fear goes, it will communicate inadequately substantiated reports on its files to employers, to the detriment of the employee's chances of promotion, opportunities for educational visits overseas, and even continued employment.

This fear undoubtedly, and understandably, looms large in a situation in which a very large majority of educated and politically aware indigenes are employed by the Administration itself.

Assurance needed

An assurance that the contents of the Special Branch's files will not be divulged either to Government departments or to outside employers unless and until it has been decided to institute court proceedings against the persons to whom the files refer, would do much to reconcile Papuan and New Guinean public opinion to the existence of the Special Branch.

A second point which emerged from the discussion was that special branches throughout the Commonwealth seem to have adopted "Eyes Left" as their motto, and don't seem to be much worried about threats to security from other sources than Communism.

Is this attitude realistic in the territory situation? In the light of events in other parts of the world, is not an army take-over at least as likely as a communist one?

And in our local situation, is a seizure of power by a communist minority more likely than a coup d'etat by fanatical seventh-staters, or a secession plot by Western Highlanders bent on establishing a Rajahdom of Pyrethrumia?

Eric Feldt believes (and he was there) —

NEW GUINEA'S BETWEEN-WARS ADMINISTRATION IS TOO FREQUENTLY MISUNDERSTOOD

By ERIC FELDT, pre-war District Officer

A new edition of Dr. Peter Lawrence's, *Road Belong Cargo*, issued in paperback by the Melbourne University Press in April, will give many people the chance to read the work of an anthropologist who applies his specialist knowledge to New Guinea as it is, and does not inhabit an ivory tower in a static native society.

DR. LAWRENCE'S book is an investigation of cargo cult in the southern part of the Madang District, and he derives most of his information from natives. To do so he had to win their confidence, and thus his book is not only a work of anthropology but a valuable account of the course of native thought.

As such, it is a book that I welcome and it should, I think, be required reading for all at the United Nations who make trusteeship decisions.

Dr. Lawrence traces the rise of cargo cult from the landing of Baron Miklouho-Maclay on the Rai Coast in 1871 to the beliefs which have persisted to the present day.

When Maclay landed, the white man's goods—firearms, knives, axes, cloth, ships, shoes and sealing wax—were so far beyond native comprehension that they could only ascribe the creation of such goods to magic. And yet today the beliefs persist despite the evidence of the participants' own eyes that bullocks can be turned into tinned meat.

Future not easy

Dr. Lawrence points out that cargo cult can become an important feature in the political relationship between Australia and Papua-New Guinea, and discusses ways in which the belief may be guided into an evolution towards modern thinking.

But in my view it will not be easy. The native has such an ability to twist anything he is told into his own different version that no one can be assured of the outcome.

It is, for instance, because Dr. Lawrence has derived so much of his information from native sources that he is, I think, less than just to the between-wars Administration of New Guinea. For the record, I would like to say something on these aspects.

In the early twenties, our first con-

cern was to avoid the drastic decline in population which had taken place in every other Pacific area after contact with western culture. Anthropological advice at the time was to leave the native, as far as possible, to lead his own life in his own way until he adjusted himself to a commercial world.

There was no real fall in population in New Guinea, but for this we get no thanks.

Dr. Lawrence reports the plea that natives were deprived of their land. I do not defend the acquisitions by the Germans in the early days, but it should be pointed out that all of

these were investigated and the wrong righted as far as possible.

Today in New Guinea the plea is being raised that natives did not understand the transaction and so the land should be restored to them. First of all, such a small proportion of land has been alienated that this cannot be a general claim.

Further, it is noteworthy that native claims to restoration are almost always for valuable land—land which has only become valuable by reason of European development. There are claims today for land at Lae, but none for land at Morobe and Salamaua.

We had no financial assistance from the Commonwealth in those early days but lived on our own revenue. Our first duty was to bring the country under control and so establish a peaceful order. This with the supervision of native labour and the supply of medical services (which themselves cost more than the head-tax collected), left no money for anything else.

Cultural indigestion

We could have done more in education, but not much more in view of the cultural indigestion of the natives.

Opportunities were there for the native to make money if he would. He had his own land, he knew how to grow coconuts and make copra, as he had worked at it on plantations, and there was a ready market. But only rarely would he do it.

In the early twenties, I remember that Goi, of Namatanai, was one man who did so, and he had a European-style cottage. His wife would not live in it, and occupied a native material hut alongside.

Some officers, at the risk of being accused of having used forced labour, ordered natives to plant coconuts on the excuse that they were food crops,

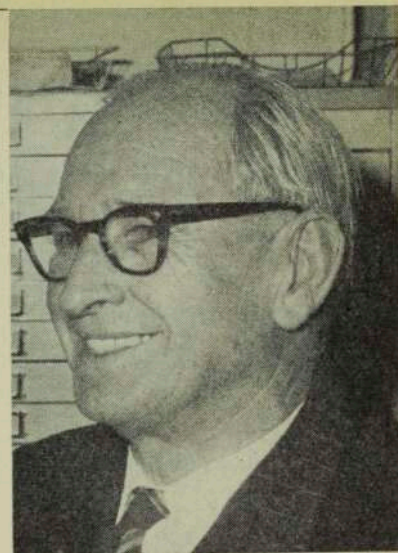
"Road belong cargo"

Peter Lawrence, author of *"Road Belong Cargo"*, is Professor of Anthropology at the University of Queensland. The new paperback edition of his book (published by Melbourne University Press in April at \$3.00) follows the original hard cover of 1964, with the exception of a brief preface in which he makes one or two corrections, and a two-page "Postscript for 1966", which brings cargo cult development in the Madang area up-to-date. In the postscript he says that since 1958 many natives in southern Madang seem to have accepted development as a potentially satisfactory alternative to cargo cult. The main problem is still how far progress is being impeded by a series of small but active cargo cults, or by diffuse cargo thinking.

MAN BEHIND THE COASTWATCHERS

ERIC FELDT was an officer of the New Guinea Administration from 1923 to World War II. As a wartime commander with the Australian Navy, he was responsible for the organisation and supervision of the Coastwatcher intelligence network. He now lives in Brisbane. Mr. Feldt takes advantage of the publication of Peter Lawrence's "Road Belong Cargo" in paperback to explain and defend some of the attitudes of the pre-war New Guinea Administration. In some things, he feels, the Administration is not given sufficient credit for attempting to do a difficult job with insufficient resources. By happy coincidence, the Australian publication of Lawrence's "Road Belong Cargo" coincides with the release of the first Australian paperback of Feldt's own book, "The Coast Watchers" (Angus and Robertson, \$1.25). "The

Coast Watchers" has had only one hard-cover edition, the original one of 1946, which is now a collector's item, likely to fetch as much as \$20,000 on the second-hand market. There have been two previous paperback editions—one published in America and another in France, in French. The American paperback is a more concise edition of the original; and the French one is not a literal translation, and also it has been rearranged. The new Australian paperback is thus the closest to the original 1946 edition, and therefore of special interest. It is a reprint of it, omitting the foreword, the photographs and the lists of those Coastwatchers who served—but it has a final chapter bringing the story to the end of the war, as have the French and American editions. Some controversial items about the com-



mandos at Kavieng, and Coastwatcher Murphy at Rabaul have been amended or omitted, on legal advice, in this new edition as in the others.

out really with the object of increasing their money income. But the natives were lethargic.

It has been pleaded that the natives had no money, but it was later estimated that 10 million shillings were hoarded in villages by the time World War II broke out. Another excuse is that they did not know enough about money, but anyone who tried to take it off them found, finally, that they knew something.

When the depression came, many of us believed that the native producer, having no overhead, would weather it better than the planter. But it did not work out that way. Native-produced copra was of such poor quality that it could not be sold, and copra inspection had to be introduced to protect the market. There was no minister plot to prevent the native making copra.

Wages compared well

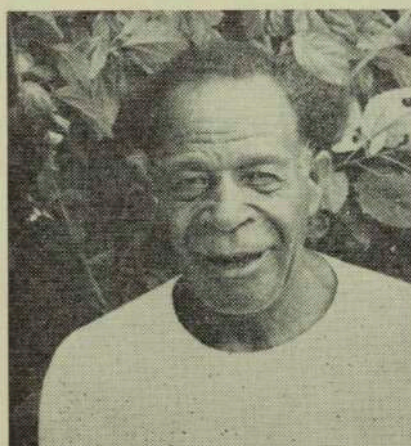
Incidentally, native wages were not reduced during the big economic depression—a rare distinction. Overall, the wages of the unskilled worker compared well with those in such countries as the Philippines, Hong Kong, Malaya and Java. And there were so few skilled native workers in New Guinea that no comparison can be made at this level.

But copra production was for the coastal natives. For the inlanders

there was no economic solution apart from going off to work, unless the country round was auriferous. Though hundreds of them had worked alluvial gold, they would not work their own areas. Both as DO and as Warden, I tried to induce them to do so without success. The Waria Valley was perfect for it.

Today natives are working gold but there is no reason why they should not have done so 30 years ago—nothing except conservatism and laziness.

Our Administration was admittedly paternal. But I still believe it was



A recent photo of Yali.

the most humane way of governing the country at the time. If we had forced the native into a civilised commercial way of life then, he would have died off in thousands. The other alternative was to have imported Eastern coolie labour, in which case the result would have been worse still.

Such a long time

We waited for the native to adjust himself to modern life, giving him the opportunity to learn from what went on around him, and from activities in which he participated. But we did not realise that it would take such a long time.

While we were doing what we could with a shortage of money and staff, cargo cult waxed and waned through the years, as Dr. Lawrence now tells us. It never died out, even with missionary influence—for Christianity had them searching for a new way to break the white man's hold on cargo—the search for the correct ritual.

Most whites knew nothing of any of this at the time. In the two years I was District Officer at Madang I heard not a whisper of it (although, admittedly DO's, like husbands, are the last to hear).

Might I make a comment about Yali, that native of great courage and strong character, who became the

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(1) OUT OF THE PAST

A wartime Japanese fighter plane of the type known as "Tony" has recently been discovered in the Sepik jungle about 40 miles from Ambunti. Cadet Patrol Officer Alan Stevens in April reported it in "exceptional condition" with the rear controls still working smoothly, the air-frame sound, and the ammunition still good and covered with a thin film of grease.

All ammunition trays were full.

cult leader? He claimed that promises were made during the war but were not kept.

Colourful but vague promises were made, but it is just possible that Yali asked someone if ships would bring cargo (in the cult sense) and had got an affirmative reply meant in the ordinary commercial sense.

I think it is important to remember that Yali gave his story after his failure, when he was an embittered man following his savage gaol sentence (and he has my full sympathy for what happened to him there). But after failure we all enhance points which protect our self esteem.

There is criticism of our Administration that any District Officer could legally put any native in gaol if he set out to do so; for that matter any traffic cop can catch any motorist in Sydney or Brisbane if he tries hard enough.

Cargo cult is, basically, a belief in a ritual solution of a practical problem. But ritual cannot be dismissed altogether; we have our own people who believe in it. Apart from religious ritual, some people vote for the same political party every election; some attend universities and acquire degrees they will never use; others collect orders and decorations.

In *Road Belong Cargo*, Dr. Lawrence shows how native thought works when confronted by the modern world, which is a step towards knowing why he thinks that way, and so combating it.

But it remains to be explained why, in areas as far apart as Bougainville and the Vailala, whose myths are quite different, the same cargo cult beliefs have appeared. I hope that Dr. Lawrence will be able to apply himself to this problem.

IT'S BOOM TIME IN THE GILBERT, ELLICE ISLANDS

From a Tarawa correspondent

Nobody, it seems, quite knows why, but in recent months an era of rapid development has begun in the Gilbert and Ellice Islands Colony such as the colony has never known before.

THE colony's Marine Department is getting more and bigger ships; the Public Works Department is racing ahead with all sorts of projects; the Wholesale Society has begun several ambitious schemes; the Copra Board and the co-operative societies are on the march; and the Loans Board seems anxious to provide funds to promote new fields of business.

The opinion is widely held that the various developments are part of a Government scheme to prepare the colony for eventual independence; yet total independence seems unlikely, as it is hard to see that the colony can ever stand on its own feet without financial aid.

Whatever the answer is, the new era has brought increased wages and an abundance of work; more motor vehicles and more traffic offences; and more of the various other social problems that go hand in hand with progress.

New ships

Until recently, the Marine Department controlled three vessels—the sister ships *Nivanga* and *Ninikoria*, each of 140 cubic ton capacity; and the 50 ft survey craft *Nei Auti*. Now the *Ninikoria* has been sold, and the department is to get two new 85 ft passenger vessels, a 50 ft landing barge, a 200-passenger vessel, a passenger ferry for lagoon service, and a training ship.

With flexibility the keynote to current planning, the larger passenger vessel will be reconvertible to a freighter, if necessary; and the landing craft will be capable of ploughing through open seas as well as on the calm waters of the lagoon.

Meanwhile, the Wholesale Society has sold the *Moana Raoi* to Noumea interests and has replaced her with a faster vessel of twice the capacity.

The new *Moana Raoi* is expected to be able to handle all inter-island freight as well as recently promoted

transhipments to Majuro in the US Trust Territory.

The Government training vessel mentioned above is to become the home for 90 students, each to undertake a year of instruction as seamen, greasers, or caterers. Running expenses and instructors will be provided by the Columbus Line, of Hamburg, and graduating cadets will be offered employment contracts with Columbus at the same pay rates as the German crewmen they will replace.

It seems likely that port facilities at Betio will be improved soon following a recent engineer's survey under Australia's South Pacific Technical Assistance Programme.

Mushrooming houses

The odds are Betio to a brick that substantial capital will be shortly poured into port improvements by all interested parties and that a competent port authority will be established.

It is also expected that much thought will be given to the old question of moving the government stores to Betio or building a causeway to link Betio with Bairiki and Bikenibeu.

Meanwhile, Public Works are racing ahead with various projects.

Contemporary homes are mushrooming throughout Tarawa; modern

CONSUMERS UNITE!

Efforts are being made to organise a Consumer Association in the GEIC. Its aims are to improve the general standards of retailing in the colony; and to pass complaints and suggestions from customers to retailers. There is no membership fee.

(2) OUT OF THE PAST

Two Gilbert and Ellice islanders have recently received unexpected gifts of wrist watches from a former American serviceman who found he was unable to forget.

The American, Mr. Felix Fox, of Bloomfield, New Jersey, wrote to the Resident Commissioner, GEIC, that he had been in charge of GEIC labour during World War II, under the command of Colonel Fox-Strangway. He added, "Many times my thoughts go back to those days and it makes me feel happy to recall the loyalty and devotion of the Gilbertese and Ellice. Two of them particularly stand out in my memory, Iosefa and Peter Kanere. Will you please send on to them watches I am enclosing". Iosefa Lameko, BEM, is these days Headmaster of the Ocean Island Primary School, and Peter Kanere Koru lives on Tabiteuea.

The *Colony Information Notes* commented: "Mr. Fox's generous gesture is a reminder of the firm bonds uniting these old wartime friends, and at the same time reflects great credit on Iosefa and Peter, held in such regard after over twenty years."

workshops are churning out school, office and hospital furniture; building materials, prefabricated frames, and skilled construction teams are flowing to the outer islands; heavy equipment for road, airfield and causeway construction are beginning to arrive; and four additional power generators are to brighten the lights of Tarawa.

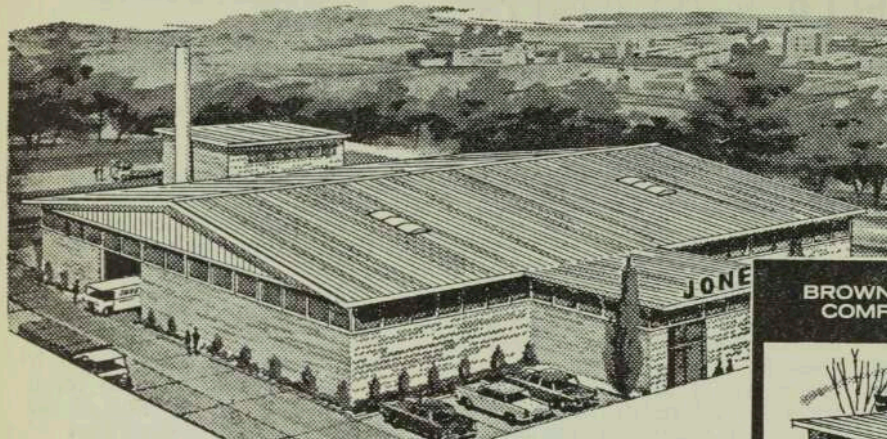
In addition, an expatriate officer has been appointed to control outer island development.

Wholesale society

Communications deserve special mention too for the three "B" headquarters (Betio, Bairiki, Bikenibeu) are almost isolated by the limitations of the existing systems. Installation of a new seven channel VHF link up will be completed before 1968 dawns. The Residency may even boast a "Hotline".

Early last year, the Wholesale Society began several ambitious schemes which broke colony tradition. Its scattered offices are now joined

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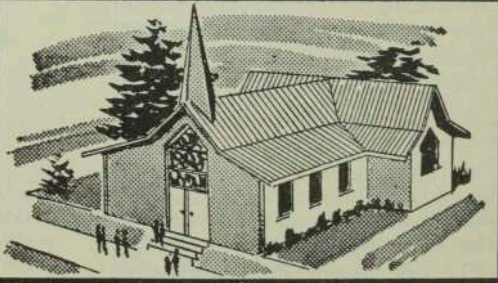
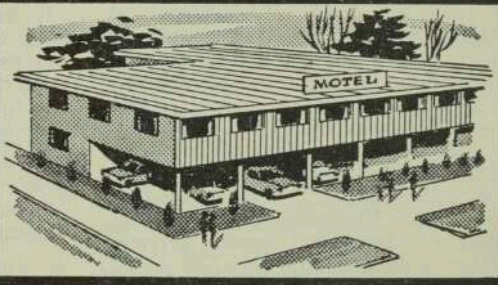
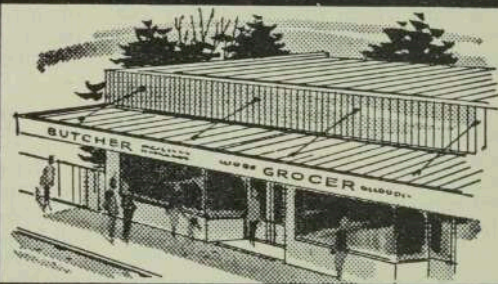
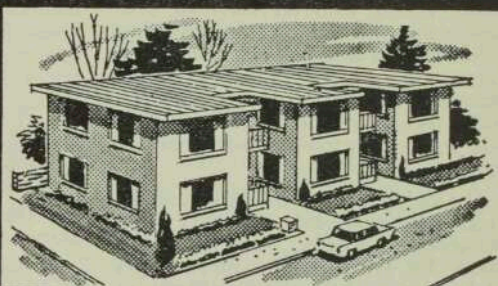


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Copra Board on march

by a 25-extension telephone service; and the new wing of their general office—the envy of all white collar workers—was smartly completed.

A partly-erected, two-storey office, store and amenities block at the boatyard, has already assumed "skyscraper" proportions; foundations have been laid for a workshop complex to house mechanics, joiners, plumbers and shipwrights; a new timber store has been completed; slipping facilities will shortly be available for craft up to 100 tons; and the roofing of all these buildings will drain to a huge underground water storage.

Not satisfied with all this home front activity, the society has undertaken contracts to erect copra stores for various island co-ops. One store has been completed, and two more are under construction.

The Copra Board is on the march, too, for an experiment has been conducted in producing copra at Ponely Gardner Island in the Phoenix Group.

Similar schemes elsewhere in the uninhabited Phoenix Islands may follow.

Meanwhile, the various co-operative societies are almost reeling under the introduction of modern management ideas. They are gradually adopting the idea of allocating reserve funds for future capital development.

Pushing hard on their doorstep to increase copra production and to introduce new food crops, chicken stocks and better bred swine is the Agricultural Board. Additional funds have just been granted for agricultural work.

Fisheries, tourism

The Loans Board, financed by the Copra Board, appears to be anxious to provide funds to promote new fields of business. Expert advice has been sought on various schemes, including fisheries and tourism.

Recent shipping developments, the decision to proceed with construction of airfields for an internal service, and dreams of a through air link with Guam and Honolulu, could give birth to a tourist trade (see p. 65).

British Petroleum have already made a survey for the installation of proper refuelling equipment at Onriki.

Apart from all these physical developments, there have been proposals for a new constitution from

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the Administration, local government elections and the appointment of Island Executive Officers to the newly created Local Government Service Board. The board is destined to be the backbone of an independent administration.

All appointees are graduates of the first course in basic law and accountancy run by the Local Government Training School.

One condition of service is that appointees will not be permitted to serve the local government of their home islands, for the Gilbertese and Ellice Islanders are followers of the old adage, "blood is thicker than water".

Another new development is the proclamation of the colony's first registrar of trade unions, which could inject increased enthusiasm into the colony's political parties.

Until now the colony has boasted only one union, that formed by Wholesale Society employees some time ago.

All of these briefly outlined changes have wrought an effect on the community.

Increased wages and an abundance of work have naturally followed; purchasing power and taste are altering dramatically.

Cars doubled

Private car registrations on Tarawa almost doubled in 1966 while registrations of new motor cycles soared to 129.

In 1967, registrations will greatly exceed the 1966 total as the Wholesale Society is now importing machines for sale in all of the islands.

The extra motor vehicles have brought more convictions for traffic offences, and drunken driving has caused three fatalities.

There are now more prisoners in HM gaols than there used to be; and drunken brawls and organised crime have appeared and trespassing and delinquency have become part of the GEIC scene.

On the credit side missions, Red Cross, youth movements and adult education programmes are rapidly expanding.

Just like a Christmas pudding, sleepy hollow has been well stirred.

● The development of cattle raising and the establishment of canning factories at Santo and Vila, New Hebrides, have become significant factors in the Condominium's economy. Nearly 100,000 cans of meat worth over seven million NH francs were exported in the year ended July, 1966.

ATOLL LIFE STRONG POINT OF GEIC

The Gilbert and Ellice Islands Colony Government in April was considering the report of Mr. P. Wales-Smith, a tourist consultant who was asked to investigate tourist potential in the Colony.

AMONG the proposals made in the report are the suggested construction of a 32-bed tourist hotel on South Tarawa, and the establishment of "atoll camps" at Abaokoro, Abemama and Funafuti.

The report says an improved air service is needed, as the present necessity for visitors to backtrack to Fiji is "frustrating and expensive".

With a better, and preferably, through air service, enough traffic might be generated to warrant hotels and atoll holiday camps, which 'would really get the colony's infant industry under way'.

Mr. Wales-Smith said tourism should be one of several means of strengthening the colony's economy against the day when the phosphate island of Ocean Island was abandoned. The tourist potential of the area was "both novel and adequate enough" to warrant the creation of the facilities required at an early date.

Fine fishing

He said no islands in the Mediterranean or the Caribbean had anything similar to offer in the way of scenery, and none of the islands in either the Pacific or Indian Oceans which were already discovered by tourists was of the atoll type. The atoll was a strong selling point. On a flying visit to the colony nobody could fail to marvel at their beauty from the air, and on the ground the atolls had an intimacy which must appeal to visitors.

About sport, the consultant said: "Marlin, sail-fish, tuna, king-fish and other big game have been caught off the Gilbert and Ellice Islands, usually by the islanders in canoes. The construction of these canoes, in particular the carved-plank canoes of the Gilbertese, requires real craftsmanship. The fishing trip arranged for my visit was rewarded by a fine catch of a 42 lb bluefin tuna and a 28 lb king-fish, before breakfast, under overcast conditions and with poor visibility."

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From the Islands Press

THIS afternoon, an RNZAF Sunderland will fly over Suva for the last time as an operational aircraft based on Laucala Bay.

It is not easy for the people of Fiji, and particularly those of Suva, to realise that Sunderlands will be seen no more overhead or at their moorings in Laucala Bay, and that the last training exercise, the last air-sea rescue search and the last mercy flight have been made from the Bay.

The gratitude of the people of Fiji for the protection given in time of war, and the service freely offered since then to meet needs and to cope with emergencies outside the military sphere, will remain for a very long time in the hearts of the Colony's people.

So they will say good-bye this afternoon with sadness, the sadness with which one parts from a true friend.—*Editorial in the "Fiji Times", Suva.*

LOOKING for a good investment? Observer in charge of Mulinnu Observatory, Phillip Muller, suggests that there is no better investment for the future than a club, for there is every chance that in another fifteen years Apia will be seriously short of water, and beer may well be the only thing fit to drink.

According to Mr. Muller's figures, at the present time Apia has about three times as much water available than the town needs—but with the rapid growth of population this surplus will soon disappear.

In most countries no one is allowed to set foot in water catchment areas. In Samoa people pass through these areas with their animals daily, hunters kill pigs leaving the entrails to rot and seep into reservoirs, and farmers use dangerous sprays above the areas.

Mr. Muller said that after the French nuclear test last year, radioactive contamination of Apia's water for a week went five times above the permissible safety level.—*Item in "Advertiser", Apia.*

IT is now a popular habit of small children (mainly on Betio) to stay awake all night, which is not very wise. This habit

will certainly bring the children to a poor education, and which will not raise their people to a higher standard. If these children are left neglected they will never learn what life means to them in the future. It would be advisable for parents to stop their children from roaming about at night doing things that are not very pleasant.

Children should be reminded that life during their childhood is very precious and it would seem worthwhile for parents to consider and improve their children's lives.

If, however, mothers take time to explain, patiently and lovingly, the child will listen and soon will learn what he does not understand.—*Letter in the GEIC "Colony Information Notes".*

FOUND: One bar of laundry soap outside the Post Office last Thursday. Claimants please enquire at the Post Office.—*Notice in "Tohi Tala Niue", Niue.*

I AM writing to ask why do people who work in District Headquarters (like Buka, Manus, Kavieng, Daru, Wewak and other places) receive many allowances and also get higher wages than people who work in the out-stations?

I think most of the money comes into the Territory from the work of people outside the District Headquarters, from the plantations and out-stations. I think that in a few years people might not want to work in these places any more. They will want to work in towns and get bigger pays.

There should not be a big difference between our wages. We have the same knowledge, we work the same, we all have wives and children to look after.

It also costs more to live outside the towns. A trade store at Kunua in Bougainville, where I work, sells a tin of corned beef for 60 cents. The same tin costs 45 cents in town.—*Letter in "Our News", administration newspaper, Port Moresby.*

A NEWSPAPER report from New Plymouth (NZ) gives what appears to be some alarming

statistics on the motor traffic here [on Niue]. Interviewing Constable Viliamutama while he was undergoing part of his training as a traffic officer, the reporter has elicited the amazing news that 15 new cars arrive on Niue every month from New Zealand.

What we would like to know is where do all these shining new vehicles go to and how do they come? Unless they are the kind of car that comes in a box the size of a match box the *Tofua* would arrive here every fourth Saturday absolutely chocka-block.

Visions of queues of happy owners lining up at the Treasury to take delivery, the problems of finding parking space each morning, traffic lights at Utuko Corner, rise before our eyes. Alas, the vision fades.

Investigation shows that about 15 new cars arrive each year, not each month. And they come from Suva, where delivery is given promptly and cheaply—all we get from New Zealand are a few old fourth-hand rattletaps that should never have been allowed into the country.—*Editorial in "Tohi Tala Niue", Niue.*

AN octopus caught an eagle in a West New Britain river last week. A correspondent, Mr. James Tomalagene, said he was walking near the Russemi River with a friend when he saw the eagle swoop down into the river, apparently to catch a fish.

When the eagle did not come up again, the two men went to find out what had happened.

They found that an octopus had caught the bird.

Mr. Tomalagene said he and his friend killed both the eagle and the octopus.—*News item in the "Times Courier", Lae.*

MAY I inquire when, if ever, we are going to have television in this country? I believe television has great educational value. If American Samoa can have it, why can't we?—*Letter in the "Fiji Times".*

WANTED: A regular supply of hen eggs to enhance the growth of a small child. Apply Peterson.—*Notice in "Pinnacle Post", Nauru.*

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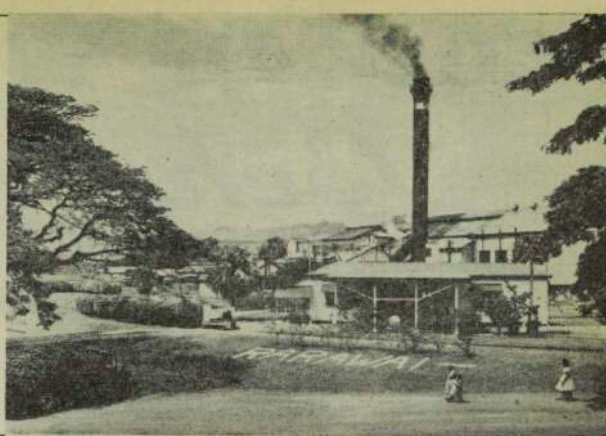
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Rarawai breaks a record

Fiji's Rarawai mill in April broke the safety-first record for sugar mills in the Southern Hemisphere. At 5 p.m. on April 7 its workers had clocked 3,000,000 man hours without a single lost-time accident. Rarawai is owned by South Pacific Sugar Mills, a subsidiary of the CSR. One of the oldest mills in the South Pacific it began crushing on July 12, 1886. The nearby plantation which served the mill was originally owned by partners Spiers and McIntosh, who were murdered in 1871 by Fijians from the middle of Viti Levu who grew cotton. They were buried on the site of the present Ba Post Office and Court House. The plantation was the scene later of the planters' revolt against the Cakobau Government, which resulted in the deportation of De Courcey Ireland.



Oh, what fuss and bother over decentralisation!

From a Port Moresby correspondent

Papua-New Guinea's Institute of Higher Technical Education, educational companion to the University of Papua-New Guinea, has also opened for business this year—and found itself with more growing pains than the university.

THE institute is currently in temporary accommodation at dubada, Port Moresby, because plans to give it a permanent home in the territory's capital have been upset by pressure from the House of Assembly to decentralise.

Thus the institute is to be moved to the New Guinea side of the territory, on a site five miles outside of Lae, next to an area where the Australian Army is spending a few million dollars on barracks for the 1st Battalion of the Pacific Islands Regiment.

Nobody can say exactly when it will be moved.

The Administration, in a deliberately blunt statement of the facts, told the House of Assembly's March meeting that the move to Lae would cost at least an additional \$417,000—plus another whopping sum for facilities which in Port Moresby it would have been able to share with the university.

The Assistant Administrator (Services) Mr. L. Johnson, pointed out that it had been planned to share roads, sewerage, electricity and other services between the institute and university, and in the early years it would have been possible for the two student bodies to share the library, sporting fields and dining rooms.

Now the basic engineering facilities

needed at Port Moresby would not be "significantly reduced", even though the institute wouldn't share the site. Therefore the cost of establishing both the institute and the university "would be increased by a substantial amount".

Facilities to be built at Lae in place of those the institute would have shared with the university would require an additional \$360,000 in the



Mr. L. W. Johnson.

next three years, although this may not have been necessary for some time later.

Mr. Johnson said all the extra money needed to relocate at Lae would have to be met from territory revenues. Money would have to be diverted from other projects, or else both the institute and the university would have to be developed at a slower rate.

Mr. Johnson then twisted the knife: "When the bill to alter the location of the institute to Lae was before the House it was proposed (by the Administration) that consideration of the amendment be postponed until the effects of the possible change could be examined, so that the House could make its decision in the light of the implications of the proposals. The House did not accept this suggestion. . . .

"The purpose of this statement is to draw the attention of the House to the financial consequences which the House did not consider at the time it passed the amending ordinance."

Dismissed with a sniff

The Assembly appeared not to be impressed, and virtually dismissed Mr. Johnson with a sniff.

The decision to move the institute to Lae was made as a result of a private member's bill, introduced by Mr. Don Barrett, of Rabaul, into an Assembly whose members frequently deplore the development of Port Moresby ahead of other territory centres. Thus it was obvious the bill would be supported.

And despite the extra cost, Lae is a better site. There is likelihood of considerable industrial expansion in Lae or Madang if the Ramu River hydro electric scheme goes ahead, and there is also a greater volume of road construction going forward on the New Guinea side, requiring

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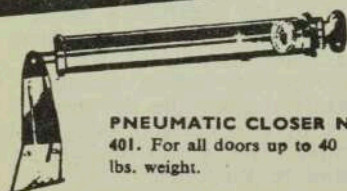
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Moresby not popular

survey and design work. Students will be closer to fields of practical training.

But more importantly, institute students, most of whom will come from the New Guinea side, will prefer Lae. Port Moresby has never been popular with New Guineans because of its long dry seasons and the lack of native foods and vegetables.

In the current wet season Port Moresby is positively beautiful, with the hills and valleys green, but this is an unusually wet wet and for most of any year Port Moresby looks like the brown North Queensland out-back.

Like the university, the institute was established by an ordinance in 1965. It is governed by a council, two of whom are members of the House of Assembly.

Chairman is Dr. Louis Matheson, vice-chancellor of Monash University, Victoria, who is also a member of the Papua-New Guinea University's interim council. Director of the institute is Dr. W. E. Duncanson, who was director of a similar institute in Ghana and later moved to India where he was chiefly responsible for establishing a technical institute.

Has 32 students

The P-NG Institute opened its classrooms at Idubada this year with 32 students. Six of them had begun last year on a surveying course conducted by the Department of Lands, and they will now complete it as students of the institute.

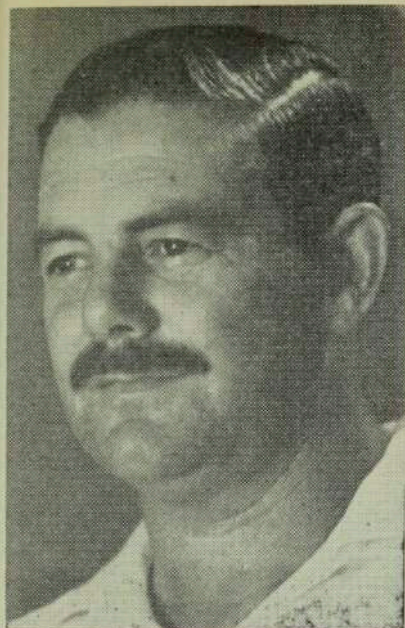
The other 26 have started basic studies which will lead some of them to a Diploma in Civil Engineering and others to a Diploma in Surveying.

The decision to start with these two courses makes sense. The territory is in urgent need of local surveyors in considerable numbers—whether employed by the Administration or on their own account.

The institute also plans to undertake research into hydraulics, soil structure and stability, and the importance of these subjects is underlined when one looks at the huge annual sum spent on road construction and maintenance in the territory.

Professor John Lavery, who heads the civil engineering division at Queensland University, is a foundation member of the institute's council.

Next year there will be a course



Mr. Don Barrett.

in business and accountancy—a field which needs attention in the territory. The House of Assembly public accounts committee has reported on the serious lack of trained accounting staff, which has handicapped administration departments. (This year for the first time there is a course for clerks at the Administrative College in Port Moresby).

Mechanical and electrical courses should start at Lae by 1969 if the building programme goes to plan. The P-NG Electricity Commission is already training its own staff and will want to put its best trainees into a diploma course.

Most of the new institute's students will study under Administration scholarships, but this year's first intake includes two students sponsored by Conzinc-Riotinto, the company involved in copper exploitation on Bougainville. More privately sponsored students will no doubt follow.

The Council of the Institute of Higher Technical Education is also conscious that standards have to be high. No institute or university is of value unless it accepts, and produces, students with proper qualifications.

The present territory secondary school system allows of only four years leading to a school certificate. English, surprisingly enough, is not compulsory for a school certificate, but the institute demands good passes in English, mathematics and science, with at least one other subject, for those seeking entry.

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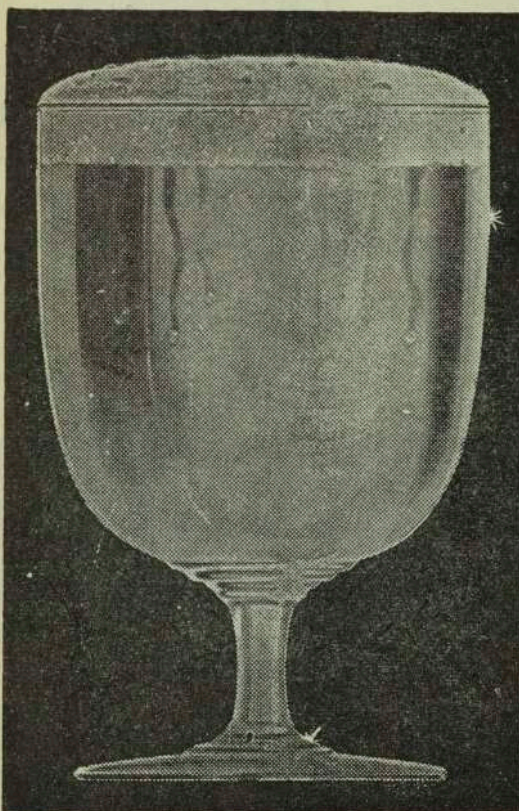
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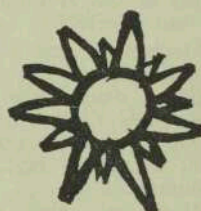
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FIJI'S WONDER IN A WHEELCHAIR

From Beryl Cates, in Suva

Joint holder of Fiji's Sportswoman of the Year award is archer Mrs. Margaret Ross, mother of three teenage boys. She's a wonder in a wheelchair!

MRS. ROSS shares the award with Tarika Varo, the 30-year-old mother of five, who during the past year made an astonishing comeback to Fiji athletics, to carry off the national and allcomers record for the 100 metres.

Eight years ago Mrs. Ross' life was typical of that of the wife of a South Pacific Sugar Mill official living on one of the company's estates on the north-west of Viti Levu. She had no wheelchair then, nor suspected she would ever need one.

Born in Fiji, she was educated in Australia, and her education included five years at East Sydney Technical College, studying textile design and crafts.

She returned to Fiji as soon as she achieved her diploma, married David Ross shortly after her return, and settled down to marriage. She spent her leisure hours not in painting but at basketball, hockey and tennis, at all of which she excelled.

At first, despondent

About 1959 she became aware of a persistent backache, which began hampering her activities. Eventually she went to Australia, where doctors discovered a tumour in the spinal column, inoperable because of possible damage to nerves.

Two years of pain and distressing treatment followed, and Mrs. Ross returned to Fiji in a wheelchair. Doctors said the tumour was arrested, but beyond that they could do nothing.

She was despondent at having to give up her active outdoor life but the founder of the Nadi Archery Club, Arnie Anfinson, told her she should try the sport, and one day her husband wheeled her chair to the ground, they gave her a bow, showed her how to set the arrow and she fired.

The sport gripped her imagination, and she and her husband soon were regular shooters with the Nadi Archery Club.

Meanwhile, in other ways Mrs. Ross was successfully rebuilding her life. She began giving art lessons, and in so doing revived her own desire to paint.

She began making pictures of dried flowers and wood, which find sale with tourists to Lautoka. She also drives the car, shops, sews, and takes an active part in her church guild and Nadi Multi-racial Women's Club.

Between times she practises her archery. "As with most sports you have to keep at it," she says. "Playing only weekends you'd get nowhere."

During her husband's after-work hours the pair make arrows, buying the shafts and doing the assembling themselves.

Her big chance

She got her big chance while on leave in Australia in February last year. She shot in the NSW State paraplegic competitions and bettered by one the Commonwealth record for the Columbia Round. The record had been set at the Perth Games at 507.

With that success, Commonwealth Games officials invited her to go to Jamaica to compete in last year's Commonwealth Paraplegic Games.

The Archery Club at Nadi soon



Margaret Ross, joint holder with Mrs. Tarika Varo, of Fiji's Sportswoman of the Year award, has not allowed a wheelchair to keep her from a busy and successful life.—Photo: Nitin.

had organised an appeal for funds, and Mrs. Ross began practising with grim determination to keep faith with the people who were financing her trip.

Her determination paid off. From Jamaica she brought back a gold medal for a score of 564 for the Columbia Round, the one in which she had scored 508 in Australia.

Life today is full for Margaret Ross. She rises at 5.30 a.m., sees her husband off at 6 a.m. to start the labour on the sugar company estate, and is ready to breakfast with him when he returns to the house at 8 a.m. She sees him off again 8.30 a.m., and at 9 a.m. is ready for her art students, who arrive three mornings each week.

She's a fine choice for Fiji Sportswoman of the year.

● Mr. L. Devambez, Fisheries Officer in the Fiji Department of Agriculture since early in 1965, left Fiji in April to take up a new appointment as Fisheries Training Officer for a Food and Agricultural Organisation project in the Caribbean. He will be based at Barbados. Before going to Fiji, Mr. Devambez spent 15 years with the South Pacific Commission.

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HE'S HELPING ISLANDERS SOLVE THEIR WATER PROBLEMS

From W. H. PERCIVAL, in Rarotonga

One of the major handicaps to agricultural development in the southern islands of the Cook group is the inadequate water supply.

IN the Legislative Assembly last December, a Member for Aitutaki, Mr. Matai Simiona, said that Aitutaki "was a dry island" and that agricultural production had suffered because of lack of water.

An increased water supply on Aitutaki is certainly necessary if the Banana Replanting Scheme, to be carried out there at the cost of £53,000, is to be successful.

In another southern island, Atiu, where coffee is being grown as an export crop, modern processing machinery and factory equipment is ready to be installed—but the factory cannot be built until a site with a water supply can be found.

In Mangaia, some of the pineapple growers are bitter about losses due to their fruit ripening before it can be uplifted to the fruit juicing factory in Rarotonga. The pineapples have to be delivered to the Rarotongan factory in a half-ripe condition, and the growers feel that if a small fruit juicing factory could be established on Mangaia their losses would be avoided.

Again, the chief objection raised against the establishment of such a factory is the lack of an adequate supply of water.

Three generations

So it was good news for a lot of people when in late March, Mr. D. J. Gilberd, who is an expert on the practical side of obtaining good water supplies, arrived at Rarotonga. His grandfather founded a water engineering firm in New Zealand, and his firm was the first to use a water drill in that country.

He is here to decide on the type of machinery required to drill water wells on some of the southern group islands.

He works from information supplied by previous water surveys and then decides whether to dig or drill for water.

Once he knows what type of machinery is required he has the habit of scouting around until he

locates it at the cheapest price. He will overhaul it if necessary.

Mr. Gilberd has already visited Aitutaki and Mangaia and he told us in Rarotonga that there is plenty of water available on both islands. There should be enough for a fruit producing factory on Mangaia.

Aitutaki, he mentioned, was "very hard" and would require the use of diamond-tipped drills.

Water is dug for when the required depth of a well is between 20 and 30 ft, and sometimes when it is impossible or impracticable to get machinery ashore. Wells that have to reach depths of between 120 and 160 ft require machinery to bore them.

Success elsewhere

Mr. Gilberd carries out his water-procuring activities for six months of the year, and spends the remaining six months working on his farm near Whangarei, on the northern finger of New Zealand's North Island.

He has had considerable success at drilling for water on remote Pacific islands. Due to his initial efforts, 20 wells are now being drilled on Niue Island, and four in American Samoa.

He trained the Niue people in the use of the drilling rig and now they do all their own water drilling.

Cook Islanders, Mr. Gilberd told us, need educating in the treatment of drinking water. They should also be shown where to dig so as to obtain the best water available. Parents should be made aware that when their children swim in reservoirs they contaminate the water and render it unsuitable for human consumption—even if it does look clean.

Mr. Gilberd was due to leave Rarotonga by air in early April and plans to spend five months on Niue where he will continue his work on water supplies.

He will make recommendations to the Cook Islands Government on his findings at Aitutaki and Mangaia.



Fiamē Mata'afa

Says Mata'afa: 'Aid, and more aid!'

From an Apia correspondent

Prime Minister Fiamē Mata'afa will probably leave Apia for Japan in June in an effort to seek more foreign aid for independent Western Samoa.

HE said this in April following his re-election as Prime Minister for a third three-year term.

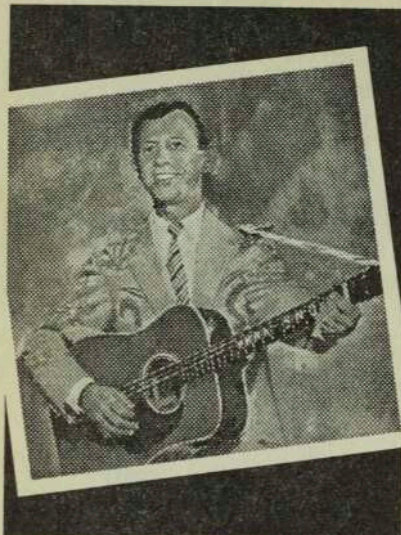
He reiterated the statement which caused some slight panic in some places last year, that if "he cannot get help from the West he will be forced to seek aid from the Communist bloc".

"This does not mean we are turning Communist. But we must get help from somewhere to maintain our development programme," he said.

The Prime Minister said the Samoan Government over the next three years would concentrate its main efforts on seeking economic aid and investment, "through which the standard of living of the ordinary people can be improved".

He said he was not satisfied with the achievements of the first five years of independence.

"Much more was needed than we



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were able to do," he said. "All our efforts have been hampered by lack of finance."

Western Samoa intends to seek a development loan this year from the newly formed Asian Development Bank, of which she is a member. Informed local sources say about \$1 million will be sought.

Prime Minister Mata'afa added that in the six years of independence he had noticed a marked increase in political awareness among the Samoan people. In this the Prime Minister was supported by Samoa's retiring Financial Secretary, Dr. P. P. Heller, who returned to New Zealand in April.

Dr. Heller said before his departure that Samoa faced the future now with more confidence than had been possible six years ago. There was greater appreciation for the need of development and of the efforts being made to increase and diversify production.

SP Games aid?

The question of aid in its various forms was again underlined in April with the arrival of Mr. Gordon Skipper, director of the Volunteers for Service Abroad organisation in New Zealand. He was visiting the 13 New Zealand volunteers who are currently serving in Western Samoa.

He said that like all developing countries Samoa had shown growing appreciation of the effectiveness of volunteers and was asking for more.

"In view of the special relationship between NZ and Western Samoa, the VSA intends to give Samoa all the assistance it possibly can," he said.

The day that Mr. Skipper flew to Tonga, by coincidence a three man team of officials from the US Peace Corps arrived in Apia to talk about aid prospects with the Samoan Government.

With an eye on the next South Pacific Games, one request that Samoa intends making to the Peace Corps is for athletics and sports coaches.

● The Western Samoan Government recently asked the New Zealand authorities to inform the National Chinese Ambassador in Wellington of the government's concern over an increasing number of reports of Chinese fishing boats, stationed at Pago Pago, illegally entering places in Savai'i.



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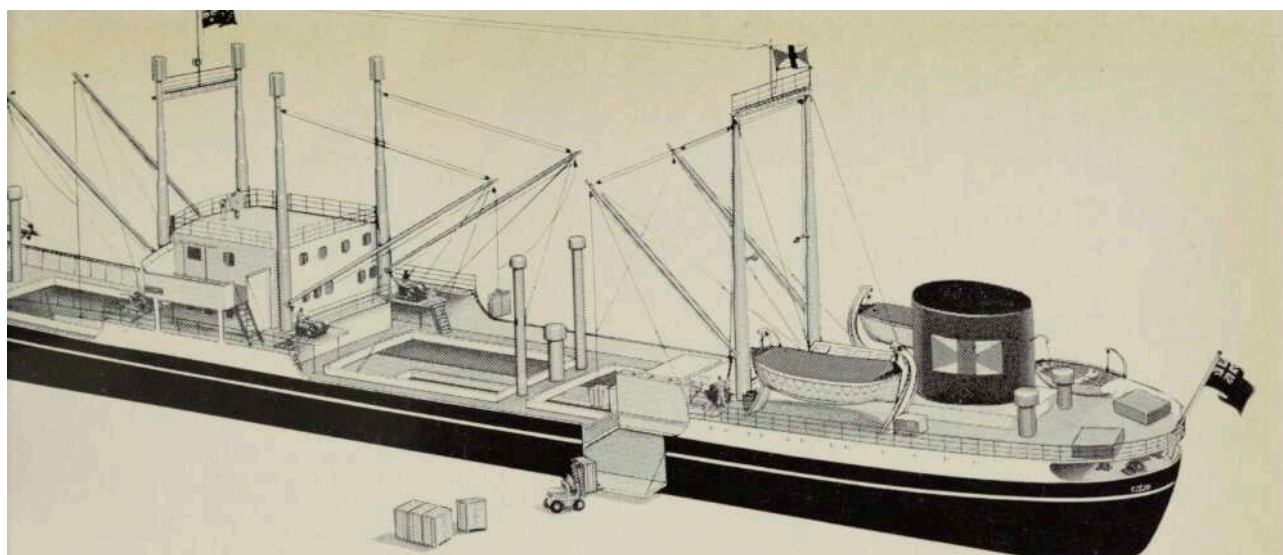
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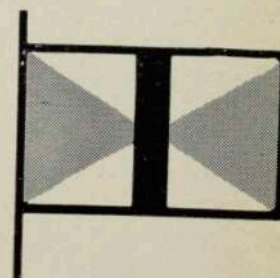
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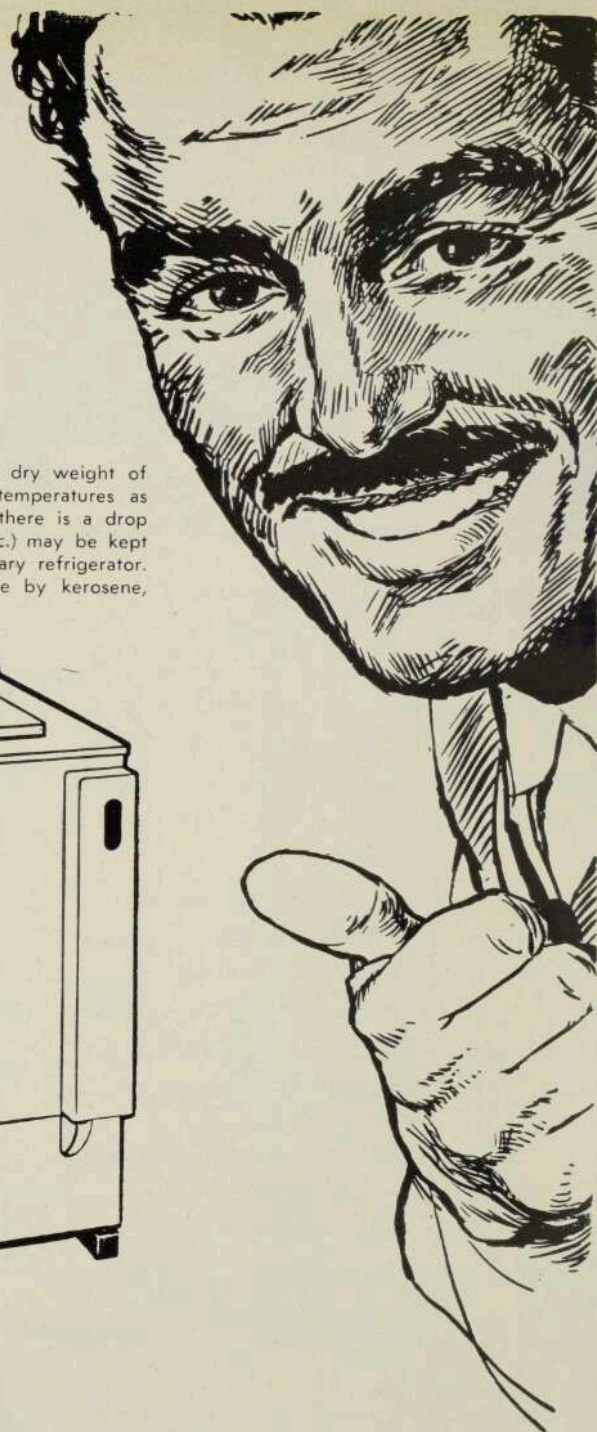
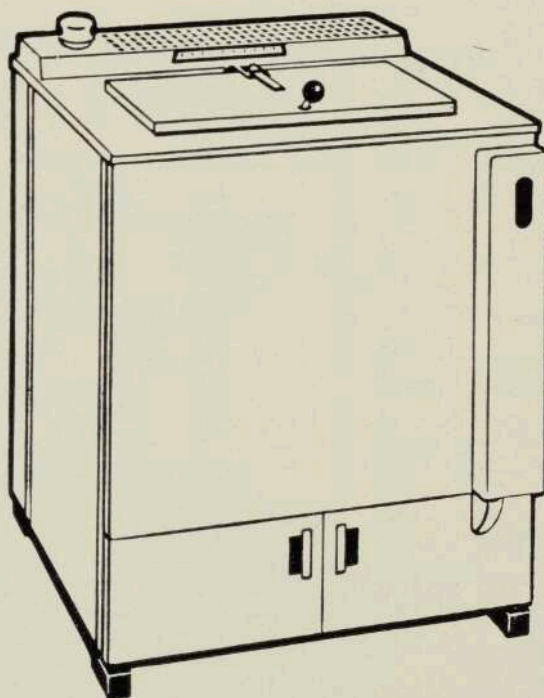
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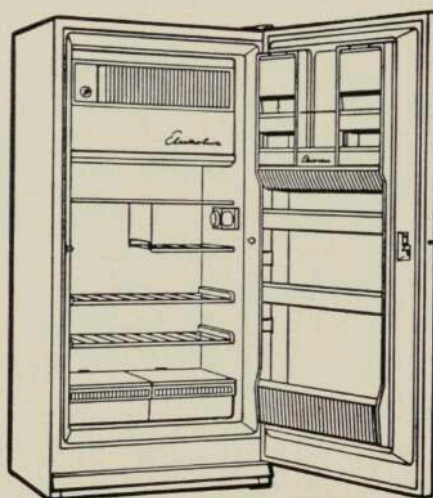
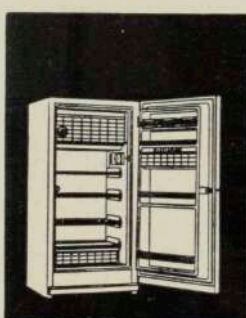
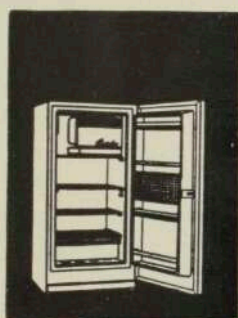
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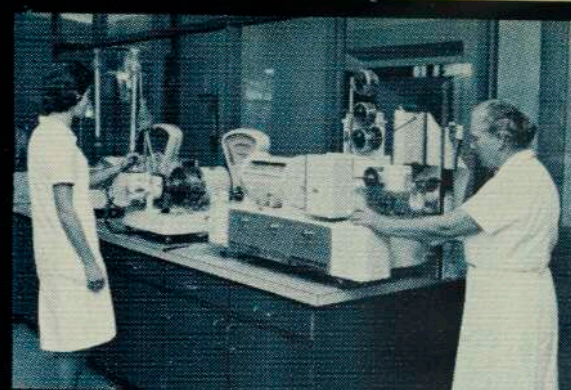
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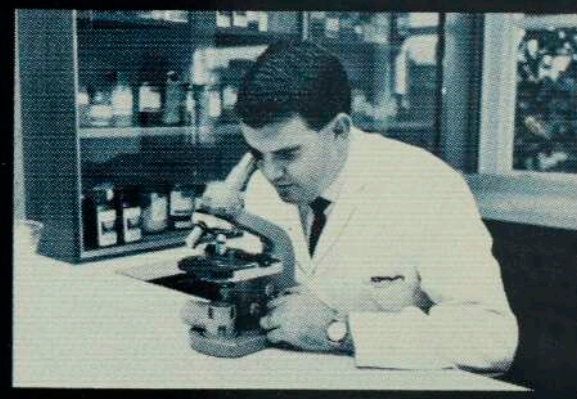
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BIG BAY, ESPIRITU SANTO: LAND OF TALL TALES AND WEIRD IMAGININGS

By Robert Langdon

Ever since April, 1606, when the Spanish navigator, Pedro Fernandez de Quiros discovered and named St. Philip and St. James Bay at Espiritu Santo, New Hebrides, the bay has been a place of weird imaginings and very tall stories.

THIS is one of the conclusions I have come to after reading enough such literature on the bay I have been able to find, following discovery there in January of a range wall, which I have suggested may be a relic of the Quiros expedition (*PIM*, Mar., p. 13).

Another of my findings is that, except for the Quiros expedition, there is no documentary evidence of Europeans ever having lived in the south-eastern corner of the bay, where the strange wall is situated, or of having attempted to establish themselves there. (Some people have suggested that the wall is the remains of a trade store).

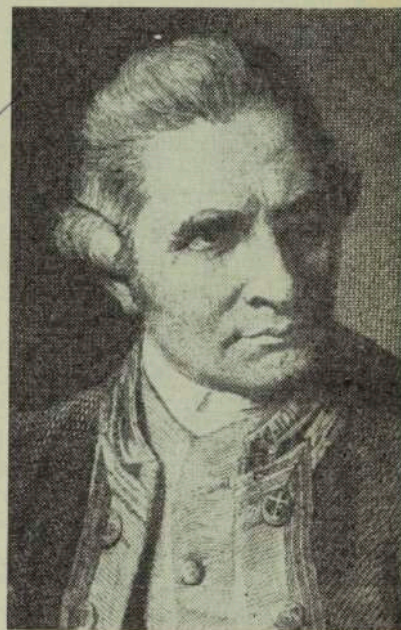
The European history of the bay is usually known these days as Big Bay, and is, in fact, quite brief, for though the bay was one of the best places in the Pacific to be discovered, it is only in the last 70

years that Europeans have been living in any part of it.

The tall stories and weird imaginings, however, have been going on for much longer than that. Indeed, it was Quiros, himself, who started them, for on the very day that he sailed into the bay, he imagined that the outcroppings of white coral rock that he could see on his port side were deposits of the finest marble, and he immediately had visions of building a huge cathedral with it.

Later, when he got back to Spain, Quiros insisted, among many other fantasies, that the land he had seen abounded in gold, silver and pearls, and he implored the king to allow him to lead another expedition to Espiritu Santo to exploit them. The king refused, fortunately, as no gold, silver or pearls have been found there to this day.

For the next century and a half,



Captain Cook.

thanks to Quiros' fantasies, Big Bay remained in the realm of the semi-fabulous.

Then, in 1774, it was visited again by the down-to-earth Captain Cook, whose descriptions of the bay contained none of the fairy-tale qualities of his Spanish predecessor.

"Ruined edifices"

But fantasy again crept in when an anonymous seaman, who visited the New Hebrides several times in whalers between 1828 and 1834, wrote about the Cape Cumberland peninsula of Big Bay in the *Sandwich Island Gazette* for February 10, 1839.

"Not far from Cape Cumberland," this man said, "are to be seen appearances of several antiquities in the shape of ruined edifices of great size, pillars of regular shape composed of large stones, and detached portions of wall.

"Fragments of cemented masonry are scattered over a plain about three miles in extent. The mortar with which the stones appear to have been connected resembles chena. . . ."

The writer went on to speak of ruined cities in various parts of the world, and so gave the impression



Pedro Fernandez de Quiros and his flagship "San Pedro y Pablo", as they appear on a new Pitcairn postage stamp. Quiros discovered Ducie and Henderson Islands on his voyage across the Pacific to Espiritu Santo. These islands are now under British sovereignty as units of the "Pitcairn Islands".



that Cape Cumberland had once been the centre of a great civilisation.

His descriptions were later incorporated into the sailing directories for the South Pacific, whose compilers had no way of knowing that the "ruined edifices of great size", that the writer had described were merely huge white rocks, strewn about extravagantly, by landslides.

Faith in those "ruined edifices" persisted in some quarters well into the present century. Meanwhile, other writers had added their mite to the legends of Big Bay.

Gold dust

One of the most blatant liars of them all was an American, Thomas Jefferson Jacobs, who published a book called *Scenes, Incidents and Adventures in the Pacific Ocean*, in New York in 1844.

In this book, Jacobs claimed that he was a member of the crew of the brig *Margaret Oakley*, which sailed from New York in March, 1834, on a trading and exploratory voyage under Captain Benjamin Morrell.

In the course of the voyage, Jacobs

claimed, the *Margaret Oakley* anchored in Big Bay, where she was soon surrounded by canoes full of natives—"stout, well-made Negroes, who wore nothing but the cocoa girdle or sash around the waist".

Next day, some of the natives were retained on board as hostages, and Jacobs and his friends went ashore to a village.

"I showed a loquacious young woman some samples of gold and gold-dust," Jacobs wrote, "though they happened to be brass and brass filings. 'She said the latter abounded in a mountain stream in the interior and promised to send her brother to get some for me.

"The next day, when the anchor was apeak, she came alongside and presented me with a folded banana leaf that contained what W. . . and myself firmly believed to be gold-dust, mixed with sand.

"We intended to keep it to ourselves, but the captain, who was on the lookout for such things, politely pocketed it, and pleased the young woman greatly by presenting her a beautiful gold (brass) earring by way of payment. . . ."

Almost immediately after this, the *Margaret Oakley* set sail and was "soon coasting northward"—surely an extraordinary proceeding for a ship on a trading voyage when gold could be obtained so easily!

It was not until 1864-65 that Big Bay is definitely known to have seen its first authentic European ship since Captain Cook's.

Mission ship

This was the Melanesian mission vessel *Southern Cross*, under Captain T. C. Tilley, which called at the bay in the course of a tour of the New Hebrides and Southern Solomons.

The southern islands of the New Hebrides, by this time, had been settled for 20-odd years by a number of Presbyterian missionaries, sandalwooders and other Europeans, who travelled frequently from island to island. Yet, strangely, none of them ever seems to have visited Big Bay before the 1870's, although the sandalwooders are known to have had stations in various parts of Espiritu Santo in the 1850's and 1860's.

Captain Albert Hastings Markham in his book, *The Cruise of the Rosario*, published in London in 1873, stated categorically that Big Bay had "only twice been visited since the days of Quiros—once by an officer and boat's crew sent on shore by Captain Cook in 1773, and again a few years ago, by Bishop Patteson in his mission schooner, the *Southern Cross*".

Labour trade

Markham's statement, made after an extensive tour of the New Hebrides from November, 1871, to January, 1872, to police the often nefarious labour trade, suggests that Big Bay was still a closed book to the labour recruiters who were then operating in the group.

The shipment of native labour from the New Hebrides to plantations in Queensland, Fiji and New Caledonia began in 1863.

By 1870, between 3,000 and 4,000 New Hebrideans are estimated to have been abroad; but the first one to go from the Big Bay area does not seem to have been recruited until two or three years later.

The first writer to mention the recruitment of labour from there was Commodore J. G. Goodenough, the senior naval officer on the Australian station, who visited Big Bay in August, 1875, en route to Santa Cruz to investigate the murder of Bishop Patteson.

Commodore Goodenough steamed

to the bay in HMS *Pearl* on August and stayed three days.

Less than two weeks later he was mortally wounded by a poisoned blow.

He was therefore unable to refute the fantastic claims about himself and Big Bay, made by a Frenchman, Henri Le Chartier, in a book called *La Nouvelle Calédonie et les Nouvelles Hébrides*, published in Paris in 1885.

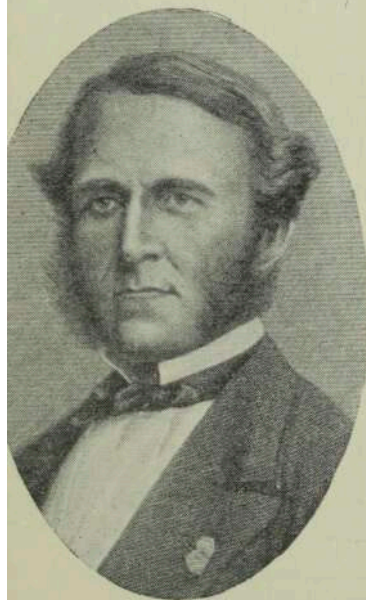
Le Chartier, a *fonctionnaire* in New Caledonia, claimed that he had visited Big Bay in the recruiting vessel *Tanna* at the same time as Commodore Goodenough, that he was on board the *Pearl*, and that Goodenough had told him, in effect, that Britain would not object if France annexed the New Hebrides.

"Colonnades of bricks"

Le Chartier also claimed that he had discovered the ruins of Quiros' New Jerusalem in Big Bay.

"Nothing remains but colonnades of bricks, where that fervent Christian must have erected the church that he built before everything else," Le Chartier said—blissfully unaware that Quiros had never built a church at all.

(Le Chartier's book was published at a time when Australian feeling was high on the possibility of French annexation of the New Hebrides. It is therefore interesting to note that a contemporary French writer, Alfred Assolant, described it as "a tissue of lies").



Commodore Goodenough.

This native of the Sakau peninsula of Big Bay was photographed 30 or 40 years ago by one of the SDA missionaries working in the area. His firearm probably came from one of the early labour recruiters.



A reporter of a completely different stamp from Le Chartier was Dr. Bolton Glanvill Corney, an Englishman, who visited Big Bay in August, 1876, aboard the 260-ton barque *Prospector*.

Recruiting ship

This ship had been chartered by the Fiji Government to return 476 New Hebrideans to their homes after working on the cotton, maize or coconut plantations of Fiji.

Dr. Corney described his visit 28 years later in the Hakluyt Society edition of *The Voyages of Pedro Fernandez de Quiros*.

He said the *Protector* anchored about 300 yards west of the River Jordan.

"We recruited four men to go with us to Fiji for three years," Dr. Corney wrote.

"I cannot say if they were the true inhabitants of the place, as we saw no village nor huts; they may have been mountaineers from the interior. . . ."

Exactly two years after Dr. Corney's visit, some Presbyterian missionaries called at Big Bay for the first time in their touring vessel, *Dayspring*.

The *Dayspring* anchored in the south-east (Quiros) corner of the bay, where a man came off in a

canoe who had been in Fiji and knew a little English.

"We took him ashore with us and saw his place, and also visited another village where we were very well received," the missionaries said in their annual report. "Only one man knew a little English, and through him we explained who we were. . . ."

"This whole bay contains a large population who seem quite tractable and friendly and anxious to have missionaries. This is the true key to Santo, and should be occupied as soon as possible by two missionaries."

Charts prepared

Despite this promising report, the Presbyterian missionaries were unable to send anyone to Big Bay until 1896 because of lack of staff and more urgent commitments elsewhere.

Meanwhile, the bay was apparently visited with increasing frequency by labour recruiters, and the French Navy decided it was worthwhile to send a survey team there aboard the *Estrees* to prepare charts of the two best anchorages — Table Anchorage (where Quiros' ships anchored) and Talomako Anchorage (near where the French Catholic missionaries subsequently established a mission).

(Over)

These charts were prepared in 1882 and published in 1884. No buildings are shown on the one of Table Anchorage, which is still in use.

It was in 1884 that Douglas Rannie, author of *My Adventures Among South Sea Cannibals*, called at Big Bay aboard the ship *Flora*, which was recruiting and returning labourers for the Colonial Sugar Refining Co. in Queensland.

Rannie, a labour inspector, recorded that the *Flora* landed a few return islanders at the mouth of the River Jordan, but that few of their friends came down to meet them.

"The country had every appearance of being fertile and the soil very prolific," Rannie said, "but there was little sign of life.

"After landing our returns, we went for an exploring trip up the River Jordan, accompanied by a few of the natives of the locality. By boat and foot we got inland about 15 miles, but saw nothing of any ancient ruins, except the foundations of some old native fences, which, in ages past, had been erected by the ancestors of the natives with us for the purpose of keeping pigs out of their yam patches."

Rannie added that the River Jordan was "named by Don Quiros, when he is said to have founded the city of New Jerusalem in 1606, the ruins of which city are said to still exist, although in all my researches I have never been successful in finding them".

Visit by Higginson

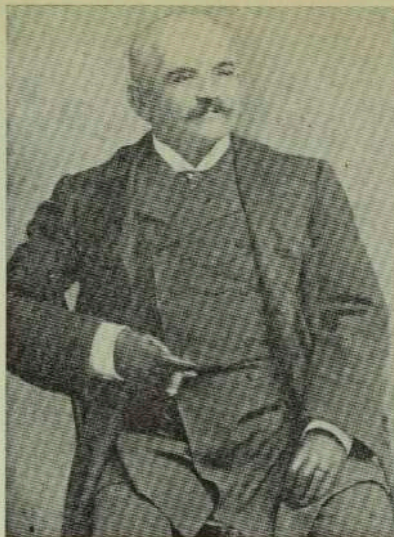
In 1890, Big Bay was visited by the spectacular John Higginson, of New Caledonia, whose Compagnie des Nouvelles Hebrides was interested in acquiring land in the bay to link up with its holdings on the other side of Espiritu Santo.

There were still no European settlers in the bay at that stage, but the recruitment of labour was still going on, as the Australian labour vessel *Archimede* arrived at Talomako Anchorage during Higginson's stay.

Some of Higginson's party made an excursion up the River Jordan in search of traces of New Jerusalem, but found nothing.

Eleven years later, in 1901, Higginson sponsored another expedition to Big Bay—beginning this time at the Second Channel and marching overland.

The expedition consisted of six Frenchmen and 26 porters, who took



John Higginson.

six days to traverse the island. This expedition also made an unsuccessful search for Quiros relics and visited the French Roman Catholic mission at Talomako.

The Talomako mission had been established the previous year by Father Pierre Bochu, who moved soon afterwards to Port Olry. He was succeeded by Father Casimir Bancarel, who remained at Talomako from 1901 to 1905, when he was transferred to Ambrym.

The French Catholics were preceded in Big Bay by a Presbyterian missionary, the Rev. Dr. James Sandilands, who established a mission at Terebiu, a few miles north of Talomako, in 1896.

Unhealthy

Terebiu, however, proved to be a most unhealthy place, and the reports of Dr. Sandilands during nearly eight years he stayed there almost invariably referred to bouts of fever and deaths among the natives from consumption and dysentery.

It was during Dr. Sandilands' sojourn that the first European planters came to Big Bay. One of these was a Frenchman called Rosier, who established himself there in 1900; another was an Englishman called Scott.

Both Rosier and Scott were still in the bay in November-December, 1902, when the Acting Governor of New Caledonia, Mr. E. Picanon, visited the New Hebrides in the cruiser *Protet* and made a list of all European inhabitants. Picanon, unfortunately, did not state where the European plantations were; but there

is no evidence that they were east of the River Jordan.

The Rev. Dr. Sandilands was succeeded at the Presbyterian mission in the early years of the century by the Rev. C. E. Yates, an expert linguist, who translated several books of the Bible into the language of Big Bay. He was followed in 1909 by the Rev. W. Mackay.

The latter missionary was apparently not so good at keeping the natives under control as was his predecessor—at least, not in the opinion of the Swiss scientist, Dr. Felix Speiser, who saw a good deal of Big Bay in 1911.

Dr. Speiser recorded in his book *Two Years with the Natives of the Western Pacific* that there were hardly any natives left in the south of Big Bay.

Only to the north of Talomako were there a few villages. There, the remnants of a once-numerous population, mostly converts of the Presbyterian mission, had collected.

No organisation

"It is a very mixed crowd without organisation other than that which the mission has created, and that not much," Dr. Speiser said.

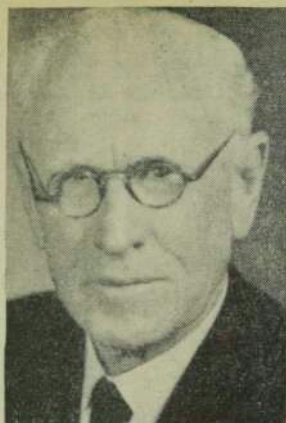
"A few years ago, the population had been kept in order by a Presbyterian missionary of the stern and cruel type; but he had been recalled and his place was taken by a man quite unable to cope with the lawlessness of the natives. . . ."

In 1915, when J. M. Anderson published a book called *What a Tourist Sees in the New Hebrides*, there were only three Europeans in Big Bay—one missionary and two traders. The oldest, in terms of residence, was J. E. Fysh, who had a plantation between the mouths of the Tawoli and Hapuna Rivers.

It was J. E. Fysh who enabled the Seventh-day Adventists to establish a mission in Big Bay, for in 1916, he sold part of his property to Pastor A. G. Stewart, representing the SDA Church.

Pastor Stewart, who now lives in retirement in Sydney, told me recently that the first SDA missionaries to the bay were Pastor Ross James and his wife, who arrived in 1916 and stayed until the early 1920's. They were followed by Pastor Weil and his wife, then by Pastor J. H. Perry and his wife.

The Presbyterian missionaries withdrew from Terebiu before World War I ended, so the SDA representatives were the only European missionaries in the bay from Pastor James' time onwards.



Pastor Stewart.

Meanwhile, J. E. Fysh's plantation was taken over by a former bosun of the *Makambo*, "Hookrope" Robertson, and a New Zealander, P. L. Min, started a plantation half way to the west coast.

Robertson's plantation was destroyed by a tidal wave in March, 1934, as was the SDA mission. Robertson left Big Bay soon afterwards to manage a plantation at Port Moresby, but the SDA missionaries rebuilt their station and stayed on until 1938.

Since 1938, there have been no European missionaries of any kind in Big Bay as far as I can establish. European planters have been almost totally scarce.

At present, the only European other than there is Mr. Joseph Santino, who works a property which Mr. E. J. Lamberty has had since 1955. His property, like all the other plantations and missions of which I can find a record, is on the western side of the bay.

Not much business

This, therefore, brings the history of Big Bay down to the present day. It does not prove any particular story about the wall in the south-eastern corner. But it does, I suggest, throw down the period in which anyone could have built a store in that locality.

That period would have been between 1902 (when Acting Governor Gordon listed the European inhabitants) and 1910 (when Dr. Speiser said there were hardly any lives left in the south of the bay).

In view of Dr. Speiser's remarks, though, I cannot imagine that anyone in that vicinity would have had much business to do.

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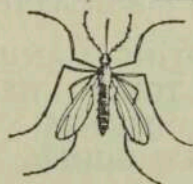
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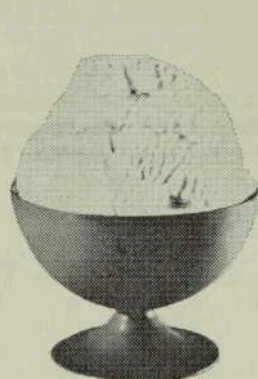
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● In an item on the Fiji island of Taveuni in PIM for January (p. 133), mention was made of a rare flowering plant called "tagimaucia", which, we said, flourishes only on the shores of a lake on Taveuni's mountains". This statement was drawn from a friendly letter from Mr. S. Modzelewski, of Encino, California, who points out that botanists have also recorded finding "tagimaucia" on Mt. Seaturu, Vanua Levu. Another reader, Mrs. Winifred McHugh, of Auckland, has written to tell us the legend of "tagimaucia", which, she says was originally called "kau ni drano" (tree by the lake).

WHY FIJI'S LAKE FLOWER IS CALLED TAGIMAUCIA

By Winifred McHugh

At the village of Drano, on Taveuni, in the olden days, a son was born to Tui Drano, and was called "Ravouvou ni Drano" (Prince Drano). His plaything was nothing but the "flower of the lake". One day Tui Drano and his wife, Adi ni Drano, quarrelled and the latter ran away with her son to her brother, Tui Vione. They stayed there for some time, when the son began to miss his plaything, the flower of the lake, as it did not exist at Vione. The mother brought him all the flowers she could think of, but no flowers would satisfy him. Eventually, after the child had been restless and had been crying for some time, the mother said: "My son, you are crying in vain. There are no flowers here which resemble the flowers by the lake, which were your playthings at Drano. Climb on my back and we will return to Drano where your favourite flowers grow." Mother and son then returned to Tui Drano who said: "I did not send you away. You went of your own accord." Radi ni Drano then explained that his son was very unhappy at Vione, because of the absence of his favourite playthings, whereupon Tui Drano set for some of the flowers, and as soon as the boy saw them he stopped crying. From that day the name *kau ni drano* was changed to *tagimaucia*, which is made up of three words—*tau* (cry), *maumau* (in vain), and *a* (resemble)—the words uttered by Radi ni Drano just before returning to her husband.



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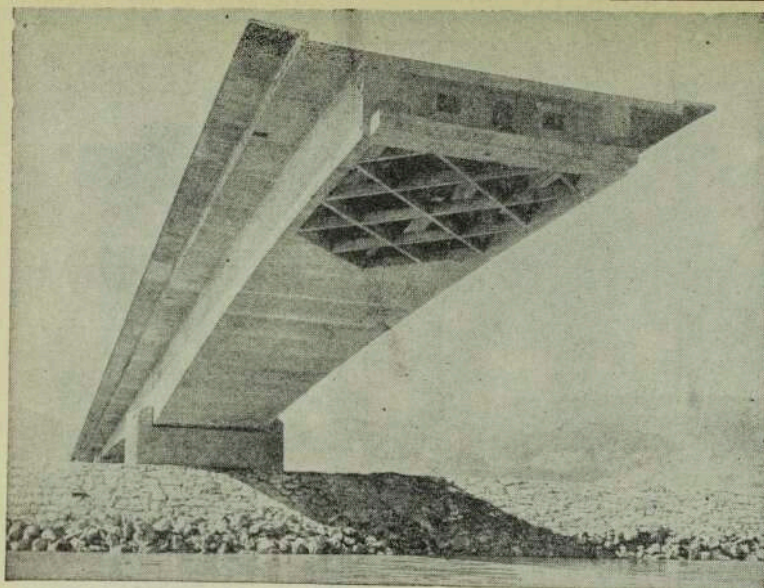
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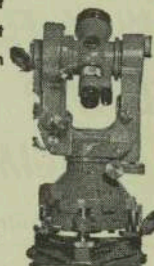
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There was no world-shattering news coming out of the South Pacific 20 years ago this month but an epic voyage from South America to French Polynesia had begun which would revive universal interest in the enigma: Where did the Polynesians come from? Thor Heyerdahl, in his raft, *Kon-Tiki*, had left Callao, Peru, on April 22 and by May 10 had drifted 500 miles westwards towards the Tuamotus.

Other items in *PIM* for May, 1947, were:

SEVEN overseas airlines terminated at or passed through Fiji. On April 25 the first Sky-master on a new Auckland-Vancouver run operated by Australian National Airways landed at Nadi. Qantas Empire Airways ran a fortnightly flying-boat service between Sydney and Suva and Pan-Am planes were expected to start a Sydney-San Francisco service via Nadi.

NATIVES on Bougainville were reported to be starving. "They are too lazy to plant their own gardens and have arrived at the state when they are quite satisfied to sit down and be dependent on the Government which has been supplying food to them at intervals," a *PIM* correspondent claimed.

MORE frequent cargo services between the United States and Australasia were planned following the announcement that the Oceanic Steamship Co., of San Francisco, had been granted subsidies from the US government. The company planned eventually to operate 13 round trips a year making calls at Pacific Islands ports en route.

THE Burns Philp ship *Malaita*, after suffering much damage when she was hit by a Japanese torpedo in Port Moresby during the war, returned to the Sydney-New Guinea run in April.

DESPITE difficulties and disruptions in trade during the war, Burns Philp, Sydney and its subsidiary, Burns Philp (South Sea) Co., Ltd., both reported good profits. The Sydney company made £258,063 and the Fiji company, £89,085, both for the year ended January 31.

Yesterday

A COMMISSION of the Trusteeship Council of the United Nations was to visit Western Samoa to investigate requests by a number of Western Samoans for self-government.

"POLYNESIANS Are Threatened With Nakedness" ran a *PIM* heading inspired by the fact that not enough cloth was available to provide the Tahitians with their famous wrap-around garment, the pareu.

THE people of the Manua district of American Samoa were to have their own merchant marine—a refitted 256-ton former minesweeper renamed the *Manua Tele*. The *Manua Tele* was due to sail from Hawaii in late April to begin services between the villages of the Manua district and Pago Pago.

IN Fiji there was dengue in epidemic proportions over the larger part of the colony. The Suva Mosquito Control officer appealed to householders to eradicate all possible mosquito breeding places and the British Government made an additional grant for the anti-mosquito battle.

A REALLY weird epidemic of some sort had ended on Mangaia, in the Cooks. "The female patients who had it, and have recovered, have found that their once abundant tresses, came right away, leaving only a downy growth between them and a humiliating state of baldness," *PIM's* correspondent at Mangaia wrote. "It's a major disaster to Islands girls, proud as they are of their crowning glory."



This picture of the South Seas writer, Charles B. Nordhoff, as a young man, appeared in *PIM* of May, 1947, when his death was reported from California.

SUVA'S month-long beer drought was broken when supplies arrived at the end of April. Said our report: "There may be some connection between this and the fact that although HMAS *Bataan* was recently in Suva for a four-days visit, the occasion gave rise to not a single 'incident' worthy of comment."

THE South Seas writer, Charles B. Nordhoff, the collaborator of James Norman Hall, died in California. Both lived for many years in Tahiti.

THERE was quite a bit of insect-watching going on. The war and the speeding-up of plane services had brought at least 28 new immigrant insects to the Pacific area, and entomologist had their work cut out discovering what the insects were like. Three were classed as major pests, five were listed as beneficial and seven had "an unknown effect on agriculture".

BOOK REVIEWS



On the track of the mysterious coconut

The South Seas are filled with coconut palms. Most of the population, one way or another, earns a living from them. But have you ever stopped to ponder where the coconut palm comes from? Frankly, we haven't, and thus we were all the more fascinated to learn that botanists have as much unanimity on how the coconut got here as anthropologists have on where the Polynesians came from.

IN *The Natural History of Palms* the author, Professor E. J. H. Corner, of the University of Cambridge, suggests the coconut's origin was the Indo-Pacific east of Borneo. But he admits nobody knows for sure.

He argues that monkeys, bears, squirrels and rats would have prevented it surviving in Asia, west of Borneo.

The theories

"Its survival until the coming of primitive man must have been outside the range of these intelligent mammals, eastwards in the ancient Pacific," Professor Corner says. He adds:

"In 1906, H. B. Guppy suggested that the palm was native to the Pacific coast of tropical America and that it had been carried westwards by ocean-currents or sea-rovers to Polynesia, and, thus, to Asia away from the Cocoid home in South America.

"The nut is capable of floating for three or four months without the growing seedling being destroyed—and during that time it might have drifted 3,000 miles. Native craft nearly always carry coconuts on their journeys for use or to plant at their destination.

"In 1910, O. F. Cook developed this idea of Guppy's but gave it an improbable turn by supposing the palm to have had an inland origin, quite contrary to its nature.

"There is some evidence that the palm was on the Pacific coast of Panama in pre-Columbean days. It is certain that it was not in the Caribbean area, the Guineas, or the Amazon region when Columbus

arrived, but the Spanish and the Portuguese quickly brought it there from India.

"There is the question how the palm got to Cocos Island which lies 250 miles west of Panama.

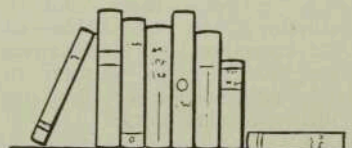
"That it thrives on the Cocos-Keeling Islands of the Indian Ocean is sure because they lay in the path of the Malaysian sea-rovers that went to Madagascar.

"The *Kon-Tiki* expedition proves that all round the world there has been 'Westward Ho!' to the setting sun. For the Amazon region, Wallace wrote of the coconut: 'It is in a foreign land. It flourishes . . . but no part of it is applied to any useful purpose, the fruit only being consumed as an occasional luxury.

"In the towns and larger villages where the Portuguese have settled it has been planted, but among the Indians of the interior it is still quite unknown."

"Beccari replied to these ideas in 1917 by marshalling an amount of evidence in favour of the Old World origin of the palm. He suggested the Cocos-Keeling Islands, Ceylon, or some extinct island of the Indian Ocean."

Professor Corner says the recent discovery of small fossil nuts, in the form of small coconuts, in the North Island of New Zealand, indicates that coconuts existed in this part of Polynesia long before it was reached by man.



Sir Francis at the right price

With Sir Francis Chichester and his *Gipsy Moth* very much with us, a paperback of his autobiography, *The Lonely Sea and The Sky*, has come at the right time.

The Pan edition, selling for 90 cents, is illustrated with the many pictures that were in the hard cover—including those historic ones of his aircraft at Cascade Landing, Norfolk Island, in 1931, and upside down in the Lord Howe Island lagoon the same year. He can also be seen rebuilding the fuselage on Lord Howe, helped by the islanders—who reminded him of that incident during his recent dramatic return to the South Pacific.

A fascinating, remarkable book about a British all-rounder.

Coconuts no longer grow in New Zealand, which is far too south for their cultivation, but the fossil discoveries are important because the possibility of migration to the Pacific from Gondwanaland or Antarctica cannot be ruled out.

And so the argument continues in botanical circles, as does the Polynesian question in anthropological ones.

Its habits

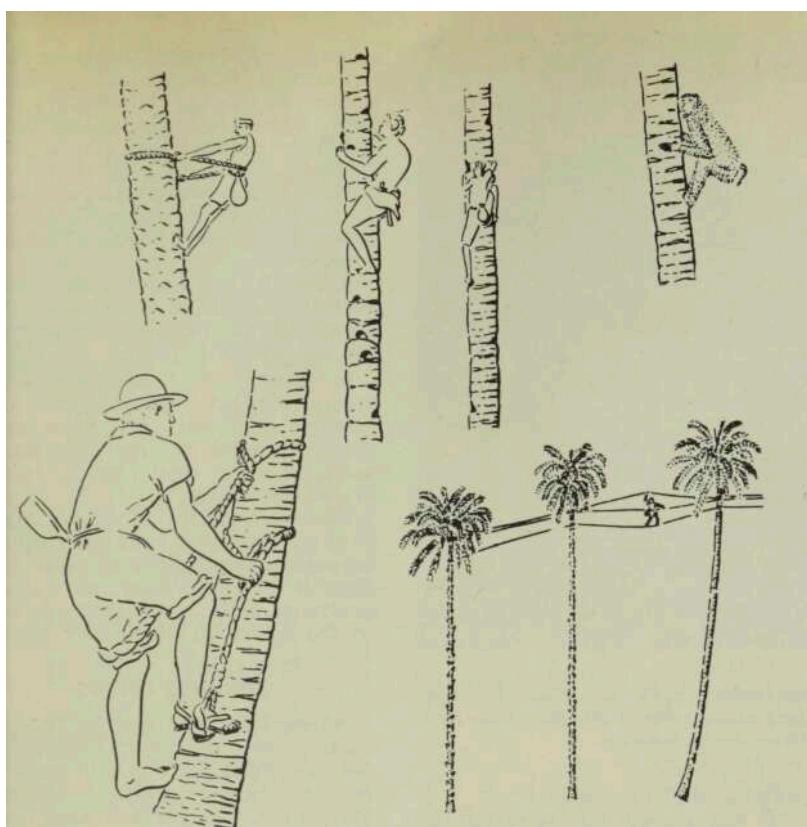
About its habits, Professor Corner tells us that the coconut palm cannot tolerate drought or cold. Dry weather impedes its growth. The production of leaves, roots and nuts declines as rain becomes infrequent. If the water-table is not near the surface the roots must get continual rain. Heavy water-logged soils are unsuitable.

"It can be grown up to some two thousand feet in altitude and though fairly tall palms may be seen at four thousand feet, they do not flower," he says.

"It has been said that it will not fruit far inland, but this may be a question of dry seasons rather than distance from maritime conditions.

"The coconut water in the fresh green nut is remarkably cool, slightly aromatic, and saturated with carbon dioxide, derived from the internal tissues of the nut . . . and this self-effervescence, though slight, adds to its delectableness."

According to the professor the



There are various ways of climbing palms, as these illustrations from "The Natural History Of Palms" show. Upper figures, left to right, are: African going up an oil palm; mid-17th century drawing of a native climbing a coconut tree in the Moluccas; long-legged Tamil of Madras climbing sideways up a coconut; a trained coconut picker, used in lower Burma, Thailand, Malaya and Sumatra. Lower figures show a Brazilian climbing the coconut in the improved African way, using horizontal braces rigged into two stirrups, one for the thigh and the other for the foot; and Singhalese rope-work, linking adjacent trees.

World's annual harvest of copra is estimated at more than three million metric tons, three-quarters of which at least comes from the Far East.

Production figures

For comparison, palm-kernels and coconut oil are estimated at two million tons, mostly from Africa; and olive oil, mostly from Europe, at a little more than a million tons each year. This copra is produced from over 600 million acres of plantations, or about 600 million palm trees—and the figures he thinks are probably underestimate.

With a world population of three billion, there is thus a coconut palm for every five persons, roughly, one per family. As the coconut bears 50 to 100 nuts annually, there should be 10 to 20 nuts for every person every year.

Of palm trees generally, the greatest number of species in the world are in the Asia-Australasia regions (including the Pacific

Islands). Here there are 1,150 species. A big majority of these would be coconut trees—but certainly not all.

This great number of species in Asia and on islands in the Pacific and Indian Oceans could mean the area is the origin of the whole palm tree family, not merely the coconuts, Professor Corner seems to believe.

Dozens of drawings of nuts and leaves, several photographs and an appendix of palm tree species and where they are found, makes this work a fine reference book for the botanist, if a bit heavy-going for the layman.

The book is, after all, a history of all palms, and Pacific planters may be a little disappointed there is not more about coconuts in their area, especially as Professor Corner made a recent study of coconuts in the Solomon Islands.—K. McG.

(THE NATURAL HISTORY OF PALMS. Weidenfeld and Nicolson, London. \$16.30.)

Our copy from Hicks Smith & Sons, Kent St., Sydney.

MYSTERIES OF THE BASS ISLANDS

If you cast your eye over a map of the South Pacific, find Tahiti, and run your finger downwards an inch or two to the south-west, you may or may not find a scarcely visible dot labelled Bass Islands, or, perhaps, Marotiri.

THE Bass Islands (alias Marotiri) are not the sort of islands that most cartographers bother about. They consist merely of nine rocky crags, jutting out of the sea like giant fingers. They are miles from anywhere (lonely Rapa, 50 miles to the west is their nearest neighbour); nobody lives on them; and few people, apart from the Rapans, ever visit them or even sail past them.

Yet for anyone who likes to worry his head with intriguing, but profitless problems, the Bass Islands have a lot to recommend them.

For one thing, no one has yet been able to establish with certainty who the European discoverer of the Bass Islands was, nor how they came to get on the map for the first time.

George Bass

Sailing directories and handbooks on the Pacific usually attribute their discovery to George Bass, the discoverer of Bass Strait, who made a voyage to the Eastern Pacific in the brig *Venus* at the turn of the 19th century in quest of salted pork for the infant colony of New South Wales.

Bass, however, seems never to have been any closer than about 400 miles to the islands that bear his name.

On his outward voyage from Sydney, it is on record that he left Dusky Bay, New Zealand, on December 21, 1801; that he "discovered an island near Tubuai" on January 13, 1802, and stayed there for two days; and that he reached Tahiti on January 24.

Details of his homeward voyage are less explicit, but it is known that he left Tahiti for Moorea on August 19, 1802; that he called at other islands in the Society Group, Samoa and the Friendly Islands, and reached Sydney on November 14, 1802.

Tubuai, or the island near it—probably Rurutu or Raivavae—there-



Raivavae, one of the islands described in Edwin Ferdon's book "One Man's Log", was a rich field for archaeological research. Its highest point, 1,434 ft Mt. Hiro (seen here), overlooks Raiurua Bay.—Photo: David Fletcher.

fore seems to have been Bass' nearest landfall to the Bass Islands, and that is some 400 miles away.

So why are the Bass Islands called what they are? By whom were they discovered? And when?

Australian author Frank Clune raised these intriguing questions in his recent book *Journey to Pitcairn* (PIM, Jan., p. 105) without being able to solve them. Now another author, Edwin Ferdon, has raised an even more baffling one about those same islands.

Ferdon, an American archaeologist, was a member of Thor Heyerdahl's archaeological expedition to Easter Island and the Eastern Pacific, which Heyerdahl described in his best-selling book *Aku-Aku* some 10 years ago.

Ferdon's book, *One Man's Log*, is an extremely belated account of the same expedition; and while it is not in the same literary street as Heyerdahl's often-exciting story, it does contain some interesting material that Heyerdahl did not touch on at all.

Ferdon describes, for example, how the expedition visited the Bass Islands after several men on Rapa (where the expedition conducted an extensive "dig") had insisted that archaeological remains were to be found there.

"The morning was delightfully clear as we approached the Marotiri

(Bass) islets," Ferdon says.

"It was immediately apparent that eight of the nine pinnacles could not possibly contain anything archaeological, for they rise sheer from the water and their tops have no real surface.

"This is not true, however, for the remaining islet. It is far more massive than the others, and instead of rising in a single peak, it has two tall projections with a broad saddle between.

"Its sides are excessively steep, but around its base is a wave-cut terrace, the outer edge of which drops abruptly into the sea."

Ferdon says that the archaeological remains are on the saddle of this

sheer rock, and that several members of the Heyerdahl expedition landed on it and climbed to the ruins, where they mapped, measured and sketched what they found.

Some of the buildings were low platforms, but others had been built up high to form miniature towers. It was by no means clear what the purpose was.

Although they had probably been used as lookouts in times of danger, it seemed that they might also have had a religious function.

In fact, Ferdon believes that the towers may have started off as low religious platforms, and, when the secondary value became apparent years of strife, they rose in height to become towers.

Whatever their function, "they must certainly have been designed for temporary use", Ferdon says, "for there is no fresh water, no soil for gardening, and . . . not even a beach on the island on which they stand

Spelling errors

About half of Ferdon's 200-page book deals with Easter Island. The rest is divided fairly equally between the Galapagos Islands, Pitcairn, Mangareva, Raivavae, Rapa and Tahiti.

A noteworthy feature of the book—and this is almost a recommendation—is that it contains more spelling errors than any book this reviewer has ever read.

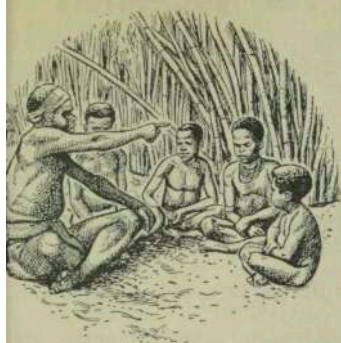
The author spells words with Shakespearean disregard for the dictates of dictionaries or common usage, and the publishers, either through awe, ignorance, laziness or pressure of work, have not brushed him up for the "gentle reader".—R.L.

(ONE MAN'S LOG. George Allen and Unwin, \$5.15. Our copy from Australasia Publishing Co. Ltd., Sydney.)

BOOK NOTES FROM THE ISLANDS

● Copies of Vols. 2 to 8 of the transactions of the Fiji Society are still available, according to the president's report for 1966. Vols. 2 to 4 cost £F1/1/- each, and Vols. 5 to 8 £F8/3/- each. Vol. 2 covers transactions for the years 1940-44; Vol. 8 those for 1960-61. The society's council is now considering reprinting Vol. 1 and bringing out Vol. 10. A list of the contents of the available volumes can be had from the secretary, Mr. A. I. Diamond, P.O. Box 2025, Suva.

● The British Government has presented £250 worth of books to the Cook Islands Library and Museum Society. The British High Commissioner in New Zealand, Sir Ian MacLennan, was responsible for the gift. When he visited Rarotonga for the internal self-government celebrations in September, 1965, Sir Ian said the British Government would make the gift to show its continuing goodwill towards the Cook Islands. The books reached Rarotonga in March.



ever drawing from "Kum Tumun of Minj".

New Guinean author: first of his kind?

A 14-page booklet, which the publishers believe is the first by a native New Guinean to be published, has been brought out by Oxford University Press, Melbourne.

The booklet is called *Kum Tumun of Minj*. Its author is Julius Matane, who was the first New Guinean to be awarded a Churchill scholarship.

With the help of several photographs and a map on the back cover, Matane tells, in simple English, the life of a New Guinean, Kum Tumun.

Kum lives in the Western Highlands district of Minj and works on his own coffee plantation. After four children have finished school, Kum insists that they leave the big coastal centre such as Port Moresby to train as a teacher, missionary, a nurse and, of course, a coffee grower.

Training completed, the children return to lead useful lives near Minj.

An interesting aspect of the booklet is the author's enthusiasm for white man's ways. He makes it clear that the New Guineans could adapt themselves to his ways.

Kum Tumun of Minj is the first in a series that OUP intends to publish called "Stories of Our People". The next one will be *Okaiya*, by another islander, McKenzie Jovopa.

AN ENCYCLOPEDIA OF PACIFIC KNOWLEDGE

L'Homme dans le Pacifique Sud, one of the most comprehensive and valuable books on the South Pacific ever published, is the latest of the steady stream of publications to be issued by the Societe des Oceanistes in Paris.

WITH 640 pages of heavy paper measuring roughly 10 inches by eight, the book is also the weightiest to come our way for some time.

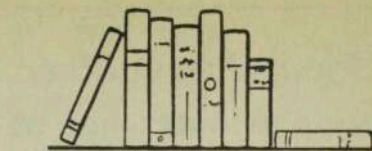
Its author, Francois Doumenge, a 40-year-old Frenchman, obviously has an encyclopedic approach to life, a sponge-like ability to soak up facts, a computer-like facility to sort them into order, and the knack of regurgitating them on paper with the speed of an Edgar Wallace.

Limitations

Although his book frequently touches on New Guinea, it is mainly concerned with the islands from the Solomons to Easter Island.

The book is divided into three main parts.

The first describes the physical nature of the Pacific Islands—



geology, climate, botany, animal life, etc.

The second part describes the native people, their origin and mode of life; the history of European and Asiatic penetration in the area; the Islanders' search for a new "equilibrium", their new migrations, etc.

And the third part is an account of the modes of making a living in the various islands—agriculture, fishing, mining and manufactures—together with the story of the development of administrative and economic services, transport, and tourism.

The book is profusely illustrated with excellent photographs (many taken by the author), maps, drawings, and tables.

The last 40 pages are taken up with bibliographical material and indexes.

The book contains an enormous amount of up-to-date material on a great many facets of Islands life, much of which is not easy to find elsewhere.

Not surprisingly, it is particularly strong on the French territories—New Caledonia, French Polynesia, Wallis and Futuna—and the Anglo-French New Hebrides.

But it is hard to think of any

"TIME EXPIRED"

AUTHENTIC NEW GUINEA! A novel about Cargo Cult

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Of "Time Expired" the judges said: "The author is clearly very well acquainted with the facts . . . and has recorded perceptively what he saw. . . . It is a book whose warmth and sincerity commend it strongly. . . ."

"Time Expired" is a story of Cargo Cult, that mysterious political and religious movement that underlies so much of New Guinea life.

It is the story of a Patrol Officer, and Magistrate, George Beechcroft, and of the problems the Cargo Cult causes at a small outpost Naviu during and after the war.

It is the story of Americans as soldiers

and missionaries, of the loyalty and devotion of Sergeant Adisa of the Royal Papuan Constabulary, of Beechcroft's mistress Mulu and of the Ramsays who own Naviu plantation; but above all "Time Expired" is the story of that legendary cult hero the Old Man of Lamon and the new leader Tanadia and what happened to them.

G. C. O'Donnell (Gus O'Donnell), the author, served in Papua-New Guinea from 1937 to 1952 and is well-known in Sydney to people interested in New Guinea affairs.

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If you have a child between the ages of seven and 10, who can look on Siamese cats with affection (some kids can't abide the creatures), then *The Wish Cat*, by Jean Chapman, looks a good bet for a birthday present. It's about a girl called Margaret who wishes for a Siamese cat and gets a very mischievous one called Lisa. With photographic illustrations, it costs \$2.25.

Also by Jean Chapman and from the same stable (Angus and Robertson) is *Sandy the Cane Train* (\$1.75), an opus for four-to-sevens, set in North Queensland, with drawings by Walter Cunningham. Also for the "littlies" at the same price and from A. and R. is *Wake Up! It's Night*, by Carol Odell, with clever illustrations by Penelope Janic.

subject on which the author does not have copious and useful information.

If you want to know, for example, how many New Zealand planes called at Nadi in 1965, how many can Western Samoa had in 1962, the history of the Star Kist tuna canner in Pago Pago, or of the development of the phosphate deposits of Makatea, Ocean Island or Nauru—it is all there in detail.

L'Homme dans le Pacifique Sud is a remarkable achievement for a single author. The only matter for regret is that it is not in English.

On masks

Another recent publication by the Societe des Oceanistes is *Mythologie du Masque en Nouvelle-Caledonie* by the indefatigable French anthropologist of the Pacific, Jean Guiart.

The author says in an introduction that, except for a little known study by Maurice Leenhardt, the "sombre and terrifying masks" of the native New Caledonians have previously received little attention from scholars.

Guiart's work certainly makes amends for this neglect, for it covers the subject in detail from every angle and it is illustrated with numerous fullpage colour and black and white photographs of the wide variety of masks, plus several old-time drawings of them.—RL.

(L'HOMME DANS LE PACIFIQUE SUD and MYTHOLOGIE DU MASQUE EN NOUVELLE-CALEDONIE. Societe des Oceanistes, Musee de l'Homme, Paris France. Prices not available.)

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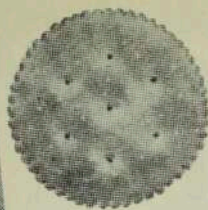
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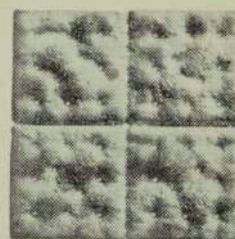
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Russian fishing fleet to move into South Pacific

Russia's Far East fishing fleet, which now produces about a third of the fish and marine products sold in the Soviet Union, is expected to begin fishing on a large scale in the South Pacific before long.

SEVERAL New Zealand newspapers have recently quoted reports in the Soviet Press on plans to send a third of the Far East fleet to the South Pacific.

One report quoted Dr. I. Kizevter stating in *Pravda* that as Russia's consumption went up, it was increasingly difficult to meet the demand from the established fishing grounds.

Dr. Kizevter said that the Pacific Institute of Fisheries and Oceanography in Vladivostok was surveying waters in the South Pacific most suitable for commercial fishing.

The work began in 1956, but until recently it had been carried out only in the area around the Kuroshio. However, in the past two years ships from the institute had

made investigations not far from Australia and New Zealand.

"The penetration of the Soviet fishing fleet into the South Pacific is only just beginning," Dr. Kizevter was quoted as saying, "for up to now the Pacific institute has not had a sufficient number of ships for surveying."

"There are only 29 research ships for 22.4 million square miles of the Pacific, whereas in the Atlantic three times as many ships of the same type are working over an area of 17.8 million square miles."

In a comment on Russia's new fishing plans, the First Secretary of the Russian Legation in Wellington, Mr. H. E. Shliapnikov, said: "We use all the world's ocean resources because we need them."

He added that Russian fishing vessels' skippers had received very strong warnings not to intrude inside the fishing zones of any country.

UNION COMPANY ENDS TRANS-PACIFIC SERVICE

The 7,364-ton steamer *Waitemata*, run by the Union Steam Ship Company for 21 years between North America and New Zealand, has been sold to a Panamanian company, the Compania Naviera Pearl SA.

The ship was to be delivered to her new owners at the completion of her last voyage in Dunedin about the middle of April. She will be renamed the *Amelia*. Her disposal will bring an end to the trans-Pacific service which the Union company began more than 80 years ago.

The *Waitemata* is the last of five ships the Union company acquired in 1946 to maintain a regular monthly freight service across the

"PAVANA" WINS SECOND PAPUAN YACHT RACE

The 1967 Port Moresby to Kerema yacht race over the Easter weekend was won by the 52 ft staysail schooner *Pavana* which covered the 160-mile course in 47 hours 30 minutes.

Pavana was skippered by owner Bill Brown.

Second was the 35 ft mast-head sloop *Manuriki*, skippered by Jim Wright, with a time of 62 hours 40 minutes. The 42 ft Fremantle ketch *Red Boomer*, skippered by Bill McNeill, was third with a time of 65 hours 12 minutes.

Pavana is a veteran of two Sydney-Hobart races and two trans-Pacific races. She holds the record for the fastest time from Honolulu to Los Angeles—12 days and 10 hours.

The race started in good weather, but there were heavy rain squalls west of Yule Island, and four yachts were forced to retire to Port Moresby. Only two yachts besides the place-getters reached Kerema.

The first Port Moresby-Kerema race was held last year (*PIM*, June, 1966, p. 111).

The News This Month

aka	Nuivakai
bus	Oceanien
on	Pavana
Dea	Porpoise
lonien	Privateer
made	Procax
les H. Gilbert	Red Boomer
lis	Snoris
tar	Ta'aroa
Breaker	Tahitien
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	Thumberlina
	Tofua
	Treasure
Dan	Triton
ake	Tutuba
nda	Valiant
ia	Valkyrie
elle Sole	Verona
ma	Waitemata
riki	Wallisien
a	World Cat
a	Yankee
a Raoi	Youth

Pacific. The ships called at various Islands ports.

Two of the five ships—*Waikawa* and the *Wairuna*—were sold in 1962. *Waitomo* was sold in 1963 and the *Waihemo* late last year.

The company began running to the United States in December, 1885, when its steamer, *Mararora*, left Sydney for San Francisco.

Many well-known ships, such as the *Makura*, *Niagara*, *Marama* and *Aorangi*, were introduced on the run.

IT'S DEEP OUT THERE!

The French oceanographic research and survey vessel *Coriolis*, attached to ORSTOM (Office de la recherche scientifique et technique outre-mer), has recently been carrying out a



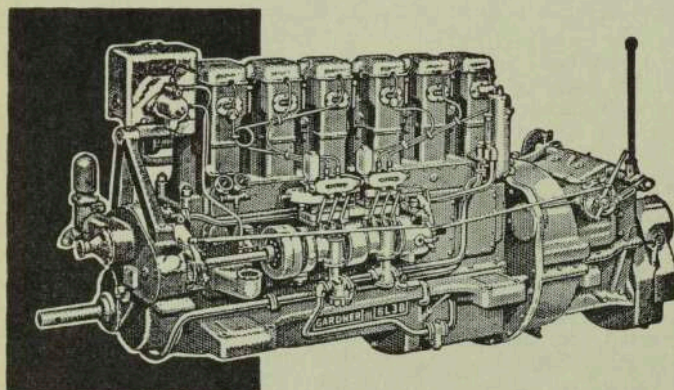
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ophysical survey in the New Hebrides.

Soundings were taken in the deep trench which separates the New Hebrides and New Caledonia, and depths of 6,500 to 7,500 feet were recorded.

The greatest depth recorded in New Hebridean waters was 7,800 ft, about 100 miles west of Port Moresby.

PORT MANAGERS APPOINTED PAPUA-NEW GUINEA

Two more port managers were appointed in Papua-New Guinea recently.

They are Mr. R. S. McCoshim, who is to go to Lae, and Mr. G. Pullen, who is expected to go to Port Moresby.

The new port managers will take charge of the ports after the Harbours Board assumes responsibility for territory ports on May 1. Mr. McCoshim, 37, comes from Scotland. He holds a first mate's certificate of competency and has spent seven years at sea on a number of routes including the Far East. In the past nine years he has held managerial positions with commercial enterprises.

Mr. Pullen, 41, is from Norfolk, England. He has worked in Japan, Malaysia and West Africa. He has considerable experience in the handling of materials, movement of cargo, and the general direction of shipping organisations. More recently he was cargo surveyor and port officer in Tripoli.

Mr. P. A. J. Warman was appointed port manager for Port Moresby in February.

A fourth port manager will control and administer the port of Rabaul.

HAZARD TO RABAU TO GO

The remains of an old wharf at Rabaul, considered a hazard to shipping and an eyesore, will soon be demolished by a Navy demolition team.

The wharf is more than 50 years old, having been built when Rabaul was German territory. It extended over a hundred feet into the harbour. A fire before World War II burned much of the wharf and the rest gradually fell apart until about 200 ft were left standing above water.

SAILORS CAUGHT WITH OPPIUM IN TAHITI

Two Malayan sailors from the passenger-freighter *Thorsgaard* were arrested in Papeete on April 8 for

attempting to smuggle nearly 5 lb of opium ashore.

The sailors, both from Singapore, were stopped for questioning when it was noticed that their shirts were unusually bulgy.

A paper found on them suggested that the opium was to be delivered to a Chinese temple at Mamao, but police later searched the temple without finding any indication that anyone connected with it was involved in the drug traffic.

Because of the sailors' lack of knowledge of French, English and Chinese, the police could gain no clue from them as to the origin nor destination of the opium.

NEW HEBRIDES TRADER SINKS OFF ERROMANGA

The 464-ton New Hebrides trader *Tutuba* was reported to have sunk 18 miles off Erromanga early in April.

The reports said the engine's connecting rod broke, shattering the engine casing and making a hole in the ship's side.

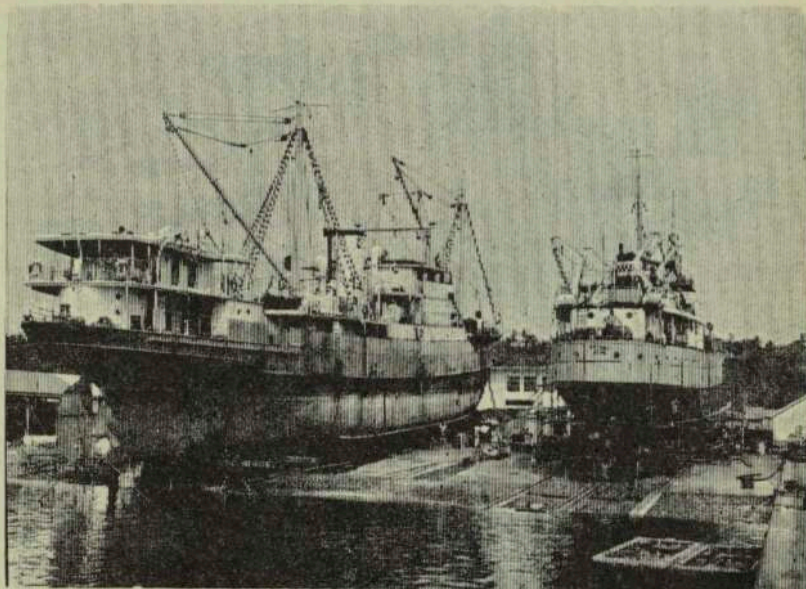
Passengers and crew had to abandon ship when the pumps could not cope with the water. They reached Dillon's Bay, Erromanga, in two of the ship's boats.

The *Tutuba*, which was not carrying cargo of any value at the time,

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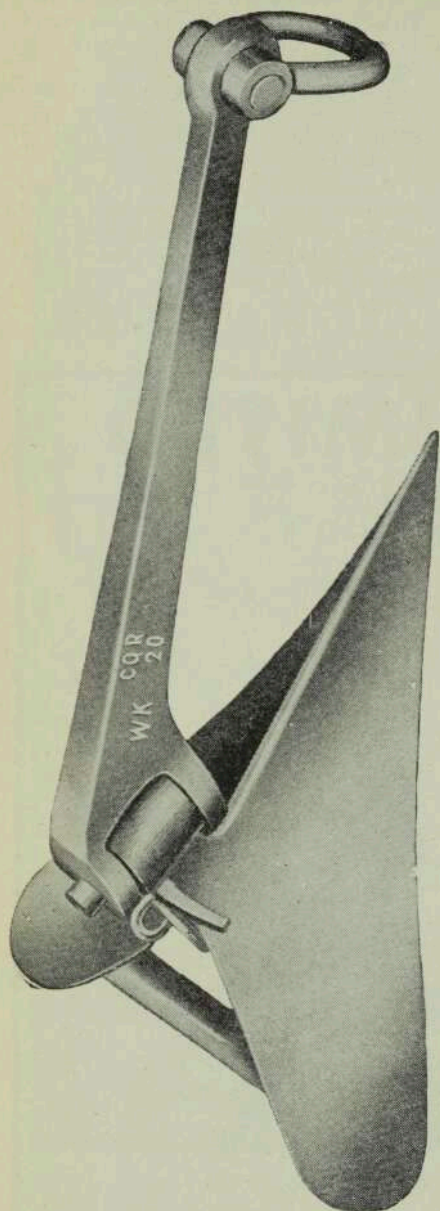
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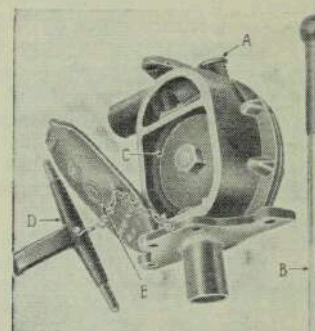


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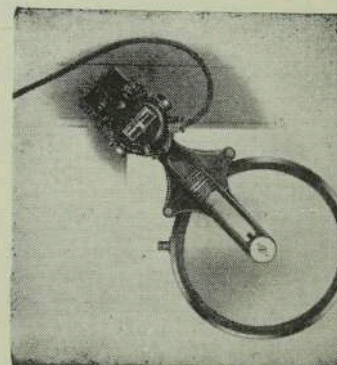
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recently transported heavy equipment from Vila to Pot Narevin, Erromanga, for a new airstrip at Pot Narevin. The airstrip is being built to serve the new forestry industry which is being developed on Erromanga (PIM, p. 51).

TRADER SINKS

The *Josie*, a 48-ton P-NG trader, sank off Kar Kar Island, Madang District, on April 8. The master, Captain A. Gilbert, and a crew of 12 were reported safe. The ship was owned by the North-West Trading Co.

HER FREIGHT RATES UNION COMPANY SHIPS

Shipping freights between New Guinea and ports in the Pacific increased by the USS Company's ships, *Matua* and *Matua*, have been lifted about 15 per cent. The USS Co. manager in Fiji, Mr. St. Julian, announcing the new rates, said that rising costs had caused the increase.

Western Samoa's Prime Minister Tuafafafale said on April 22 that he was "deeply disturbed" at the news, and that he would look into the possibility of buying a ship from Samoa during his proposed aid trip to Japan in June.

NUS NAVAL BASE BE RESTORED

The Royal Australian Navy is to spend \$3.5 million to restore part of the huge wartime defence complex at Manus Island as a patrol boat base.

The plans to base five of 20 new 100 ft patrol boats at Manus, which is almost 200 miles north of New Guinea mainland.

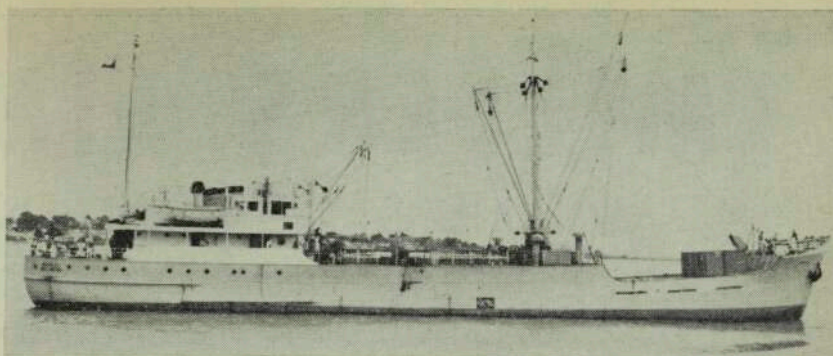
The Chief of the Naval Staff, Vice-Admiral Sir Alan McNicoll said in a speech recently that the patrol boats would mainly be used for training and air-sea rescue work.

CH LINE MAY STOP RYING PASSENGERS

Noumea newspaper reported that Messageries Maritimes may stop carrying passengers between Marseilles and Sydney. Passenger-carrying would be left to Dutch or Italian interests.

The paper said the rumour was unfounded, but that nothing of the sort had been intimated by Mr. Gilbert during a recent visit to Noumea.

Mr. Grandval is Director-General of Messageries Maritimes.



His company operates only two passenger liners on the run at present, *Caledonien* and *Tahitien*. A chartered Italian vessel, *Oceanien*, was taken off the run last year. The *Caledonien* and *Tahitien* carry 100 first class passengers, 100 tourist class and 200 third class. Freighters of Messageries Maritimes operating on the Suez and Panama Canal routes carry a limited number of passengers.

The MM service was once the Public Service line as all government officials, including military personnel, used it of necessity.

However, with the development of air services, the sea lane has taken a secondary place. Even conscripts serving their military time in New Caledonia are now flown out from France, and New Caledonians wishing to serve their military time in France are also shuttled by air. The time factor offsets the extra costs.

The Messageries Maritimes line is subsidised by the French Government.

NEW SHIP FOR P-NG COASTAL TRADE

A Port Moresby shipping man, Mr. Bill Cunningham, has taken delivery of the cargo vessel *Frisia* for use on the coastal run in competition against vessels from overseas lines.

The Dutch-built *Frisia* will operate between Port Moresby, Rabaul, Kavieng, Manus Island and Lae.

She will carry timber and general cargo.

CANNON USED AS KEEL IN NEW BOAT

The barrel of a Japanese cannon, cut to 10 feet in length, filled with and encased in concrete, is the keel of a 26 ft yacht built by a lay missionary, Mr. Peter Meunnich, of Vunapope, Kokopo, New Britain. The cannon was a war relic found near the Junior Technical School at Vunapope.

The yacht has been named the

Another ship for Captain Rusden

New Hebrides shipowner Captain Athol R. Rusden has bought the MV *Holmlea* from the Holm Shipping Company, of Wellington.

The ship was to leave Auckland for the New Hebrides on April 25 and then take over a Noumea-Fiji-Wallis and Futuna Island trading run from another of Captain Rusden's ships, the MV *Konanda*, which is to return to the New Hebrides to work within the group.

The *Holmlea* can carry 800 tons and has a speed of 11 knots. She will be renamed *Wallisien*.

Captain Rusden's fleet now comprises the motor vessels *Altair*, *Darnley*, *Konanda*, *Paulmarkson*, *Colorado del Mar*, and *Tui Cakau* in addition to the *Holmlea*.

Tavurvur and will be used for fishing and pleasure cruising around Kokopo and Rabaul.

She is built of local timber to a Swedish Royal Yacht Club design and is equipped with three sails and a 3 hp diesel engine.

Trials at sea have proved the keel to be most efficient and satisfactory, according to the *South Pacific Post*.

NEW MASTER FOR NEW HEBRIDES TOURING VESSEL

Commander F. W. Hunt, MBE, has arrived in Vila from the United Kingdom to take up an appointment with the Marine Section of the British Residency as successor to Captain H. Kirkwood, OBE, DSC, RN (Ret.). Commander Hunt will be superintendent of the Marine Section and master of the *Euphrosyne II*.

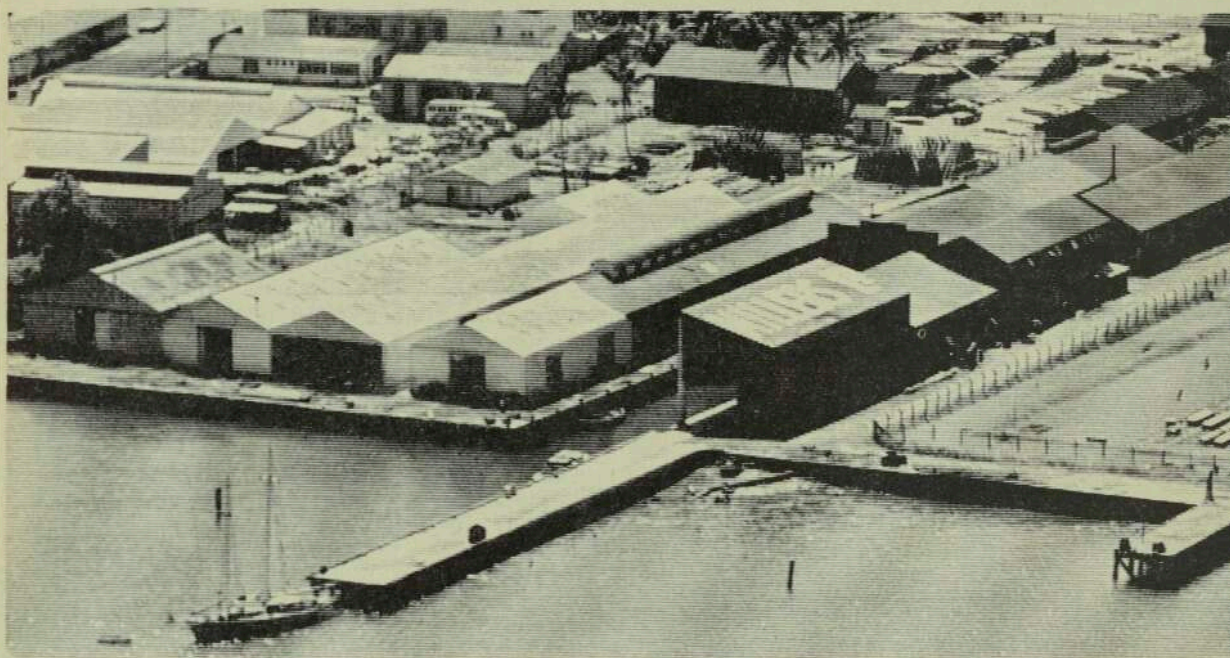
Commander Hunt served in South

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Pacific waters several years ago as commanding officer of the Royal Navy's survey ship, HMS *Cook*.

Captain Kirkwood left the New Hebrides on March 15. He arrived with the group in 1961.

Captain Kirkwood established the British Marine Service which now has three ships, *Euphrosyne II*, *Mangaru* and *Lopevi*. He also took keen interest in the training of New Hebridean seamen.

Two of his sailors attained their 50-ton master's certificate after a course of study in Papua-New Guinea. One of them, Mr. A. Kalchichi, subsequently took command of the touring vessel *Mangaru*.

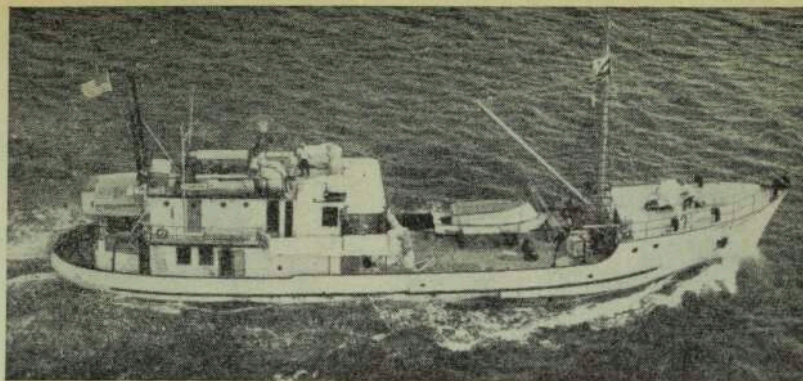
Farewell parties to Captain Kirkwood were held at Santo and Vila members of the British Marine and Police Services. Among the presentations made to him was an unusual wooden carving from Mota, a representative of two policemen, one British and one French, standing side by side.

CENTENARY CRUISE FOR RESEARCH VESSEL

The 120 ft vessel *Charles H. Gilbert* began her 100th scientific research cruise in the waters of the Central Pacific in mid-April.

Her mission included the use of a two-man underwater sea sled to carry scuba divers through feeding schools of skipjack tuna (*aku*). The sled is towed by the ship.

The *Charles H. Gilbert* is owned and operated by the Bureau of



"Charles H. Gilbert".

Commercial Fisheries Biological Laboratory of the US Department of the Interior in Honolulu.

Specially designed for research in the Central Pacific, the ship was completed in 1952 and carried out her first research mission on her voyage from San Diego to her home port of Honolulu in June, 1952.

In her first 99 voyages she sailed 324,254 nautical miles, and has made eight cruises to the Marquesas and Tahiti, two to the Mexican coast, two to San Francisco, two to New Caledonia, six to the Line Islands, and three to the Leeward Islands.

A whole generation of oceanographers and fishery biologists have received their training in practical research at sea aboard the *Charles H. Gilbert*.

NEW WHOLESALE SOCIETY SHIP DUE IN MAY

The GEIC Wholesale Society's new vessel *Moana Raoi*, which left the United Kingdom on March 6 for its voyage to the colony via Panama and Christmas Island, is expected in Tarawa early in May.

The new vessel was due at Christmas Island in mid-April to load 125 tons of electrical-generating equipment and other stores for the Public Works Department.

NEW ROLE FOR FORMER G.E.I.C. SHIP

The former GEIC Wholesale Society ship *Moana Raoi*, which has been sold to New Caledonian interests, has been renamed *Moana* and will run a passenger-cargo service from Noumea to the New Hebrides, Fiji and the Wallis Islands.

The new owner is the Societe Francaise de Navigation, the leading lights of which are Captain H. J. Helme and Mr. S. Leeman.

The new service, which will start immediately, will help greatly to ease the isolation of Wallis and Futuna.

MORE CARE NEEDED IN FRUIT, VEGETABLE SHIPMENTS

Australian and New Zealand fruit and vegetable exporters should exercise a little more care in their shipments to New Caledonia, according to PIM's correspondent in Noumea, Fred Dunn.

"A recent shipment of potatoes from New Zealand arrived in Noumea showing signs of deterioration," he said. "Before they could be sorted and packaged the whole shipment suddenly collapsed like pricked balloons releasing an evil-smelling liquid."

In a similar shipment of fruit from Sydney many cases of plums

U.S. BARQUENTINE SINKS OFF AFRICA

The 161 ft American barquentine *Verona*, which cruised the Pacific in 1965-66 under Captain Christopher Sheldon and with a paying crew of 24 young Americans, burned and sank off the island of Fernando Poo, in the Gulf of Guinea, on February 21.

An account of the disaster was sent to PIM in April by Miss Joan Apfelbaum, of Wyncote, Pennsylvania, who joined the barquentine in New York last September for a cruise round Africa and through the Caribbean.

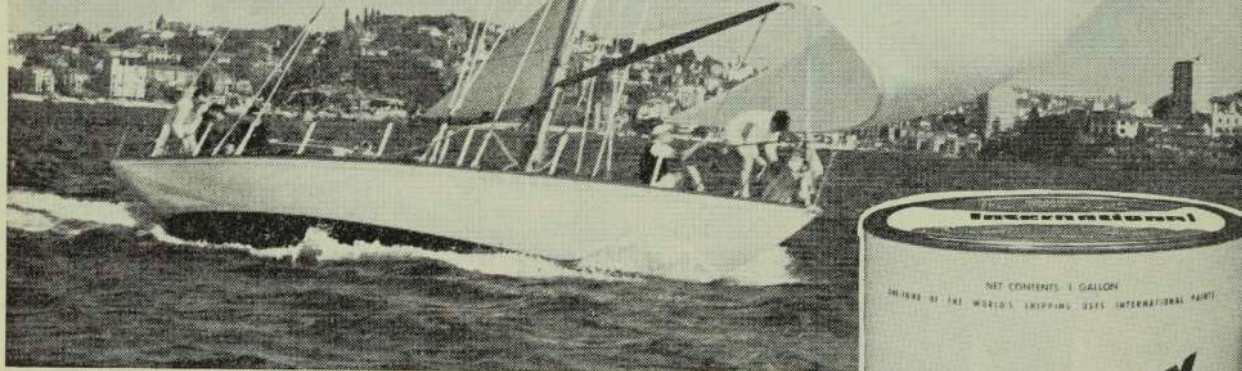
Miss Apfelbaum was also aboard the famous brigantine *Yankee* when that vessel was wrecked at Rarotonga in July, 1964 (PIM, Sept., 1964, p. 63). She lost everything in the *Verona* disaster, including her clippings from PIM on the wreck of the *Yankee* and its aftermath.

Miss Apfelbaum said that the fire on the *Verona* broke out just after the barquentine had sailed for Nigeria from Fernando Poo, a Spanish possession. She was then about 12 miles from the island.

After the fire was twice brought under control, it flared up strongly again and Captain Sheldon gave orders for the 25 people on board to abandon ship. They drifted in two inflatable life rafts for 2½ hours before being picked up by a Spanish Navy launch. The *Verona* sank shortly afterwards.

All but nine of the 25 survivors were Americans. One was a Suva man, John Naryan, the *Verona's* cook.

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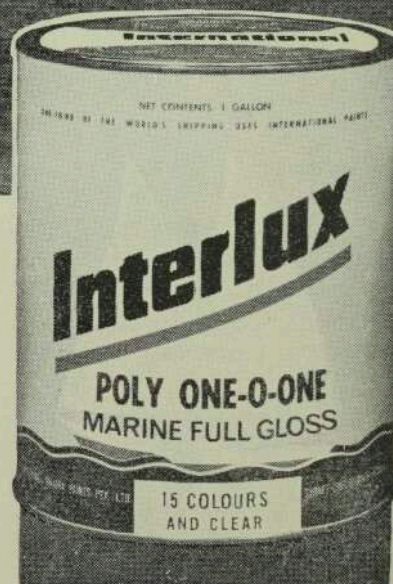


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ere found to be rotten when they ere opened.

The potato incident cause a minor mine in Noumea because there was the local production.

MINERAL SURVEY SHIP REFITTED

MV *Craestar*, Conzinc Riotinto's mineral exploration ship, sailed from Brisbane to the Solomons early in April after being refitted and having an air-conditioned assay laboratory installed.

She reached Honiara on April 15 to collect sediment samples from the Guadalcanal and was then to sail for Malaita to collect samples from the island's river system.

A landing base has been built on the *Craestar's* deck for a helicopter.

GOVERNMENT RETAINS NORFOLK, N. CALEDONIA SERVICE

The New Zealand Government has agreed to continue the freight service provided by Holm and Company, Ltd., to New Caledonia and Norfolk Island for a further year.

The NZ Minister of Overseas Trade, Mr. Marshall, said this in April.

NZ Press reports say the Government's agreement with the company provides for six trips at two-monthly intervals. Last year the company provided nine trips at six-weekly intervals. Mr. Marshall said the Government's action had been strongly supported by commercial interests, who are confident that, given a regular and more frequent service, trade could be built up.

AND A FEW BRIEF ITEMS

● A new Chinese fishing vessel, *Long Kuo*, reached Santo from Timor recently to join the fishing fleet operating from Palekula.

● Mr. P. Corbett left Sydney in the *Nuivakai* on April 14 for Apakualofa, where he will become Assistant Superintendent of Marine. He planned to spend a week in Suva inspecting local shipping. Mr. Corbett is engaged in shipping management work in British territories on the east coast of Africa for several years.

● Mr. K. Payne, an instructor made available by the China Navigation Line for the GEIC's new Merchant Marine Training School, arrived at Tarawa a few weeks ago. The training school's vessel *Teraka* arrived in Tarawa on April 7.

Cruising Yachts

● *WORLD CAT*, 44½ ft catamaran, was to leave Auckland in April for Noumea to continue a round-the-world trip begun last July in Los Angeles. Aboard will be Guergen Wagner, the owner-skipper, and Holger Rahlff, both from Hamburg, Germany.

The catamaran reached New Zealand last December after stops at Hawaii, Tahiti, Raiatea, Penrhyn Island, Rarotonga, Tonga and Fiji.

World Cat will call at New Guinea after Noumea and then Darwin, Durban, the Cape of Good Hope, Rio de Janeiro, the West Indies and back to Hamburg.

Wagner and Rahlff write for German yachting magazines and are making a movie of their trip.

● *PORPOISE*, 38 ft ketch, with Mrs. Louise Myers, of Illinois, USA, and two new crew members, left Sydney in mid-April for Honolulu.

Mrs. Myers had originally intended to sail for Japan via the Barrier Reef and New Guinea.

She has been sailing the South Pacific in *Porpoise* since she left California in 1964.

● *YOUTH*, 35 ft South Australian steel-hulled sloop, was due to continue a cruise of the Pacific Islands in April after waiting out the hurricane season in Auckland.

With skipper-owner Allan Quigley, of Adelaide, and a crew of four or five, *Youth* visited the Society Islands, Tonga, Niue, and the Cook Islands last year, starting from Sydney in March.

● *HIGHLIGHT*, 35 ft New Zealand trimaran, reached Lord Howe Island from Sydney on April 9. The owners are John and David Glennie, of Blenheim, NZ, who have been cruising the Pacific since May, 1965. On their latest trip they had with them three New Zealand girls. *Highlight* will stay at Lord Howe for several weeks before returning to NZ via Norfolk Island.

● *DOVE*, 24 ft fibreglass sloop, with 18-year-old solo American yachtsman Lee Graham, left Port Moresby on April 18 for Darwin and then South Africa on his round-the-world voyage.

Graham left Los Angeles in July,



"Dove".

1965. He has called at Hawaii, Fanning Island, both Samoas, Tonga, Fiji, the New Hebrides and the Solomons.

After South Africa, he plans to return to California via the Panama Canal.

● *TREASURE*, 45 ft cutter from Southampton, England, reached Russell, NZ, from Sydney at the end of January with John Guzzwell, his wife Maureen, and their twin sons, John and James.

Guzzwell first visited Russell in 1956 in the 20 ft *Trekka* in which he was the first Englishman to sail round the world single-handed. *Trekka* was also the smallest yacht ever to do the trip.

The Guzzwells intend to settle in New Zealand.

● *TA'AROA*, 50 ft luxury American yacht, reached Sydney on April 13 from Auckland.

On board were Mr. H. Sederlund, 35, an investor and the skipper-owner, and crew Barbara Zimmer, Chris Dalby, Allen Messamer, 28, and Nancy Spencer. All are from Newport Beach, California.

The five-year-old yacht, built in a classic design, left Newport Beach, California, on February 23, 1966, and made stops at Acapulco, the Marquesas, the Tuamotus, the Societies, Rarotonga, both Samoas, the Vavau group of Tonga, Suva and Astrolabe Reef, 50 miles south of Suva, before reaching NZ.

She will stay in Sydney about two months before setting out for the

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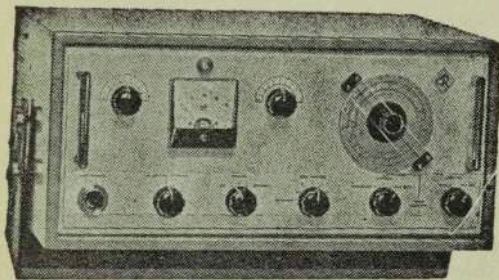
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HOPE STILL HELD FOR MISSING YACHTSMAN

Mr. Hunter Nicol, father of Hedley Nicol, skipper of the 36 ft trimaran *Privateer*, which vanished after leaving Brisbane for Los Angeles last August, has appealed to Suva asking for inquiries to be made.

Mr. Nicol, of Princess Street, Cleveland, near Brisbane, said in a letter to the Senior Harbour-master at Suva, Captain P. G. Hough, that he believed his son might still be alive.

Mr. Nicol said *Privateer* left Brisbane on August 17 on an ESE course, intending to pass to the north of the North Island of New Zealand and to follow the Great Circle to the south-east of Tahiti and onwards.

The last contact was a radio telegram on August 19 saying his son and crew of two were 300 miles out and all was going well.

"My opinion is that in the event of mast trouble my son may have drifted to some uninhabited island and be held up there," Mr. Nicol said.

Barrier Reef, Port Moresby, Darwin, Timor, Indonesia or Singapore, Ceylon and an Ethiopian port on the Red Sea.

Mr. Sederlund told *PIM* he bought *Varoa* in 1965. Her name is that of a Tahitian god of the sea.

"I liked the Astrolabe reef best of the stops we made because it is so remote," he said. "The natives are particularly friendly and the only visitors were yachtsmen like us."

● *VALIANT*, 40 ft ketch, with Dixie and Bill Hoving, picked up Jack Ferguson at Matahiva Atoll in the Tuamotus in January and took him to Honolulu.

Jack was stranded on Matahiva (population 158) last July when his 40 ft ketch *Te Matangi* ran aground there (*PIM*, Feb., p. 113). High seas moved the ketch 150 feet across jagged coral making salvage impossible.

● *JACOB DAN*, a tiny yacht of 6 metres, left Noumea in mid-April to attempt a westabout voyage round the world. The yacht is owned by a Dutchman, Mr. Holthauson. Two young New Caledonians, the Bargiant brothers, are with him.

● *KITTIWAKE*, yacht with Ed Bowen aboard, was to leave Papeete in late April for the Cook Islands, Tonga, Fiji and then New Zealand.

The yacht left the Virgin Islands last year and made stops at Panama, the Galapagos Islands and Nukuhiva (Marquesas). She reached Tahiti early in January.

● *PROCAX*, 33 ft Belgian cutter, on a world cruise with Dr. Guy Cappeliez and his wife Viviane, will be seen in the Islands soon.

She was due to leave Panama on March 29 for Buenaventura (Colombia) and then the Galapagos, Marquesas, Tahiti and points west.

● *LA BELLE SOLE*, 64 ft American luxury ketch, will sail from Sydney for the Barrier Reef, Darwin, Indonesia, Singapore, Ceylon, Ethiopia, the Mediterranean and the Black Sea early in May.

The ketch's complement comprises Mr. Roger Franson, a Los Angeles engineer, his wife Anne, their two children and a crew of two.

La Belle Sole reached Sydney on February 18 after a 12-month trip across the Pacific from Los Angeles (*PIM*, Mar., p. 113).

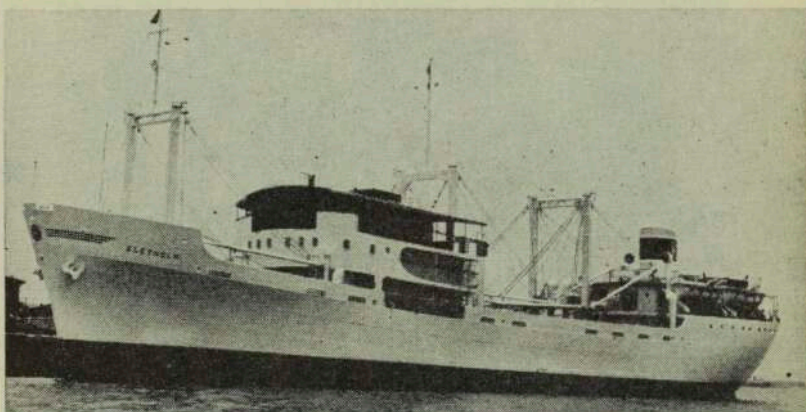
Mr. Franson told *PIM* he was confident of obtaining a clearance to visit two Russian ports when his

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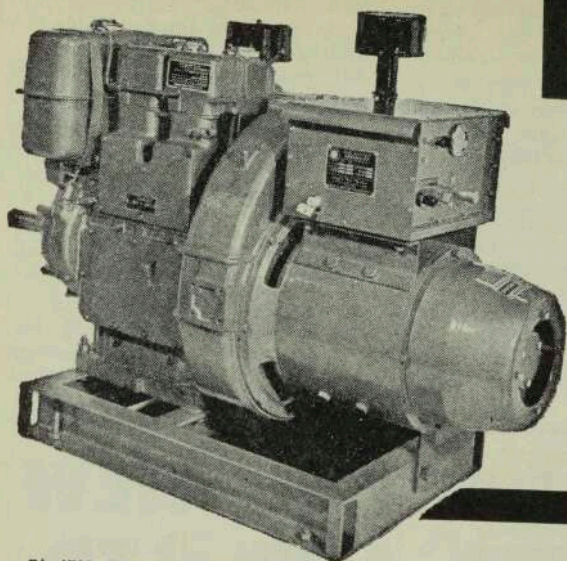
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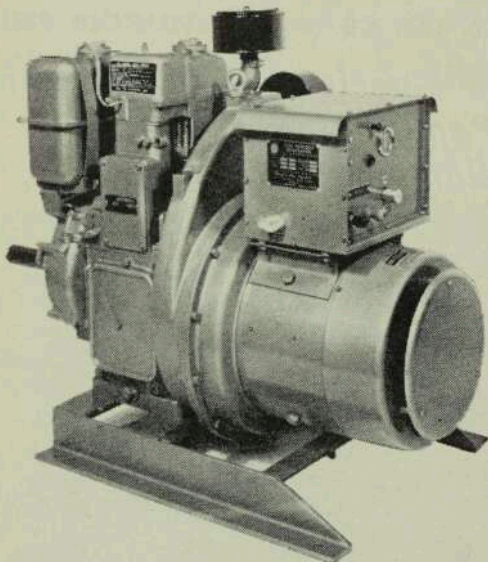
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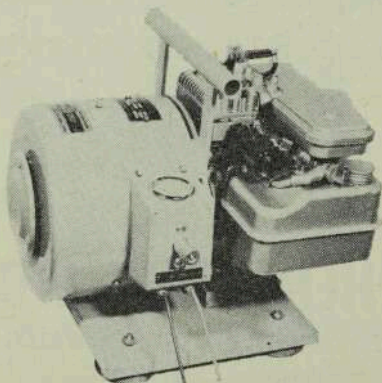
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etch reached the Black Sea, although he did not know of any privately-owned American yacht visiting Russia before.

● **VALKYRIE**, 31 ft ketch, with 2-year-old American lone-handed skipper John Goetzcke, left Durban for Cape Town in March. Mr. Goetzcke spent about a year in the Pacific Islands in 1963-64. He is on a world trip which began in the Virgin Islands.

In Durban he underwent appendix and hernia operations (*PIM*, April, 1965).

● **HOPE**, 29 ft gaff-rigged cutter, which left Sydney in April, 1966, reached Durban in late March after stops at Brisbane, Thursday Island, Christmas Island, Cocos, Diego Garcia, the Seychelles and Mombassa. On board were her owners, Jutta and Graham Townes, from Sydney, their pet cat Jinky, and a Californian hitchhiker, Tom Money.

The Townes plan to leave Durban in September and visit Cape Town, Rio de Janeiro, the West Indies and finally Miami, where they hope to sell the cutter. Then they intend to travel through Europe in a motor cruiser before settling down in Hawaii.

● **TAMURE**, 37 ft New Zealand sloop, left Durban on March 18 to continue her world trip, via the Cape of Good Hope to Britain.

The crew are New Zealanders Perry Chaillet, Dave Baxter, Mac Bell, and English school teacher Bill Fuller who arrived in Durban in 1965 aboard the yacht *Salamaat*. The New Zealanders plan to stay in Britain and Europe several months to earn money and see the sights before pushing off again. Their trip began in Auckland last April at the start of the Auckland-Suva yacht race.

● **THUMBERLINA**, 20 ft yacht, which reached Auckland last December after a 7,000-mile trip from Vancouver, began the long voyage back again in mid-April with the yachtsman Ken Weis.

Mr. Weis, 40, plans to call at Boumea, Papua and the Orient on the way.

● **BONA DEA**, 40 ft sloop, left Sydney on April 16 for Darwin on the first leg of a round-the-world voyage with three New Zealanders—brothers Fred and Andrew Price, and Dick Thornbury.

● **TRITON**, 35 ft Australian ketch, left Sydney on March 27 to sail around the world with three young bachelors, Don Marno, 24, Ian

Eeles, 27, and Tony Spooner, 26, all of Sydney.

Triton cost \$9,000 to build and was completed 15 months before the departure.

The crew, there is no skipper, plan to stop at Auckland first and work for six weeks and then continue on to Tahiti, Hawaii, San Francisco, Mexico, the Caribbean, Europe, the Mediterranean and return to Australia via the Suez Canal.

● **CARRONADE**, 32 ft Australian cutter, rounded Cape Horn in early April with three Australians aboard and reached Port Williams in Chile a few days later.

The cutter left Sausalito, California in January (*PIM*, Mar., p. 115) and only stopped at Papeete before the Horn. Aboard were Andrew Wal, Robert Nance and Desmond Kearns, who are making a round-the-world trip.

They were to stay at Port Williams for a few days and then head for Ushuaia and Buenos Aires in Argentina.

● **ATARUKA**, 32 ft ketch, reached Auckland from Sydney in late March with owner-skipper Rollie McManus, his wife Judy, and crew member Paul Leusche.

Mr. McManus tells us in a note



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that he will remain in NZ for about a year converting *Ataruka* from a ketch to a cutter, and adding wind-aided steering. He will then return to Sydney en route to New Guinea and "further afield".

● **TAURANGI**, 35 ft New Zealand Lodestar trimaran, arrived at Vung Tau, South Vietnam on March 30, with Frank Melhop and Henry Potter, two Auckland engineers.

The trimaran left NZ in May, 1966, and has visited Fiji, New Caledonia, New Hebrides, Solomon Islands (*PIM*, Oct., 1966, p. 111), New Guinea, the Philippines and Hong Kong.

In a note to *PIM*, Frank Melhop says: "Sailing around the China Sea has not proved to be as easy as the South Pacific. This is due to some rather tricky sailing conditions, dishonest personnel and venturesome Chinese junk operators".

Next stop for the *Taurangi* will be Cambodia, Bangkok, Singapore, Jakarta, then through the Indian Ocean, the Red Sea and Mediterranean to Britain.

● **BACCHUS**, 40 ft ketch, with Captain Al Liggett and his wife Beth, of Newport Beach, California, are due to leave Panama on March 25 for the Galapagos Islands, Marquesas, Tahiti, Cook Islands, Tonga, New Zealand and Australia.

"We will stay about one year in Australia, if we can find work, before completing our world cruise," Captain Liggett tells us in a note from Balboa. "Beth is a school teacher and I am a surveyor."

Captain Liggett kindly sent us lists of six other yachts, mentioned on these pages, that were moored at Balboa at the same time as *Bacchus*.

● **DAWN BREAKER**, 41 ft American trimaran from Florida, is heading from Panama for the Galapagos Islands, Tahiti, Samoa, Tonga and Gilbert Islands, Fiji, New Zealand, Australia and onwards east. The skipper is Russell Garcia. Also aboard are his wife Gina Valentina, Ronald Schneider, and Schneider's son Steve. Mrs. Schneider is to join the trimaran in Tahiti.

● **KYRENIA**, 26 ft British sloop, is to leave Panama on March 24 for New Zealand via the Galapagos, Marquesas, Tahiti and Cooks. The skipper is Alastair Robertson, whose wife Beth and two-year-old child

have flown on to NZ. A Frenchman, Luc de Saint Seine, completes the crew.

● **MANUMA**, 32 ft British sloop, with solo yachtsman Eric Hall, is heading from Panama for New Zealand via the Islands from England, which he left on June 28 last year.

● **SNORIS**, 37 ft Swiss ketch, also on a world cruise, has been on her way since June, 1964, with Robert Haymoz and his wife Claire.

After stops at Las Palmas and Barbados, the Haymoz couple worked in Martinique for a year before cruising

the Windward Islands and going on to Curacao and Panama.

Their departure date from Panama was set for March 25. They are bound for the Galapagos, Marquesas, Tahiti, Samoa, Fiji, New Hebrides, Torres Strait and onwards.

● **BELIGON**, 35 ft French cutter, owned and jointly skippered by Guy Quiesse, Claude Quiesse and J. Claude Bazoin, was due to leave Panama on March 25 for the Galapagos and Tahiti. She is on a world cruise, which has included stops in Spain, Portugal, Madeira, the Canaries and West Indies.

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TRAIL OF WRECKAGE FROM SOLOMONS CYCLONE

An 80 miles per hour cyclone, one of the worst to hit the area for many years, did widespread damage in the Central Solomons at the end of March.

WORST damage was in the Honiara area, where seafront gardens were destroyed, the fishing village of Kukum was flattened, buildings of the Marine Training School washed away, and wharves damaged, including Honiara's main one at Point Cruz.

In late April estimates were still being made of the total damage, particularly to coconuts, as reports continued to come in from outer islands.

The cyclone ripped across Guadalcanal and went on to San Cristoval. Malaita, which was badly damaged in a cyclone last year, seemed to miss the worst of this one.

Henderson, Honiara's international airport, was flooded with water just up to the engine nacelles of the parked Megapode Airway's aircraft! A TAA Fokker Friendship from Australia had to land at nearby Kukum, and Herons from Fiji Airways also were diverted.

Henderson damaged

When the floodwaters had subsided it was found that there was an eroded patch across the middle of the Henderson runway, exposing coral pinnacles.

Just before the cyclone struck, the *Dartbank* moored alongside the Point Cruz wharf, got her engines going, and cut her mooring hawsers with axes and cleared out to sea, to ride out the worst of it.

Typical of the general picture was this report from a Honiara correspondent: "The waves swept across the coast road at Rove and at Kukum, eroding it and leaving great logs lying about. Soil and vegetation were ripped from foreshores and swaths of broken, stinking coral were deposited. Power lines and telephone lines were down everywhere. Trees were uprooted and those still standing were left bare of leaves.

"At nightfall in Honiara, people were searching for candles or hurricane lamps to light their way to a meal of sandwiches. The morning

light revealed a botanically flattened town."

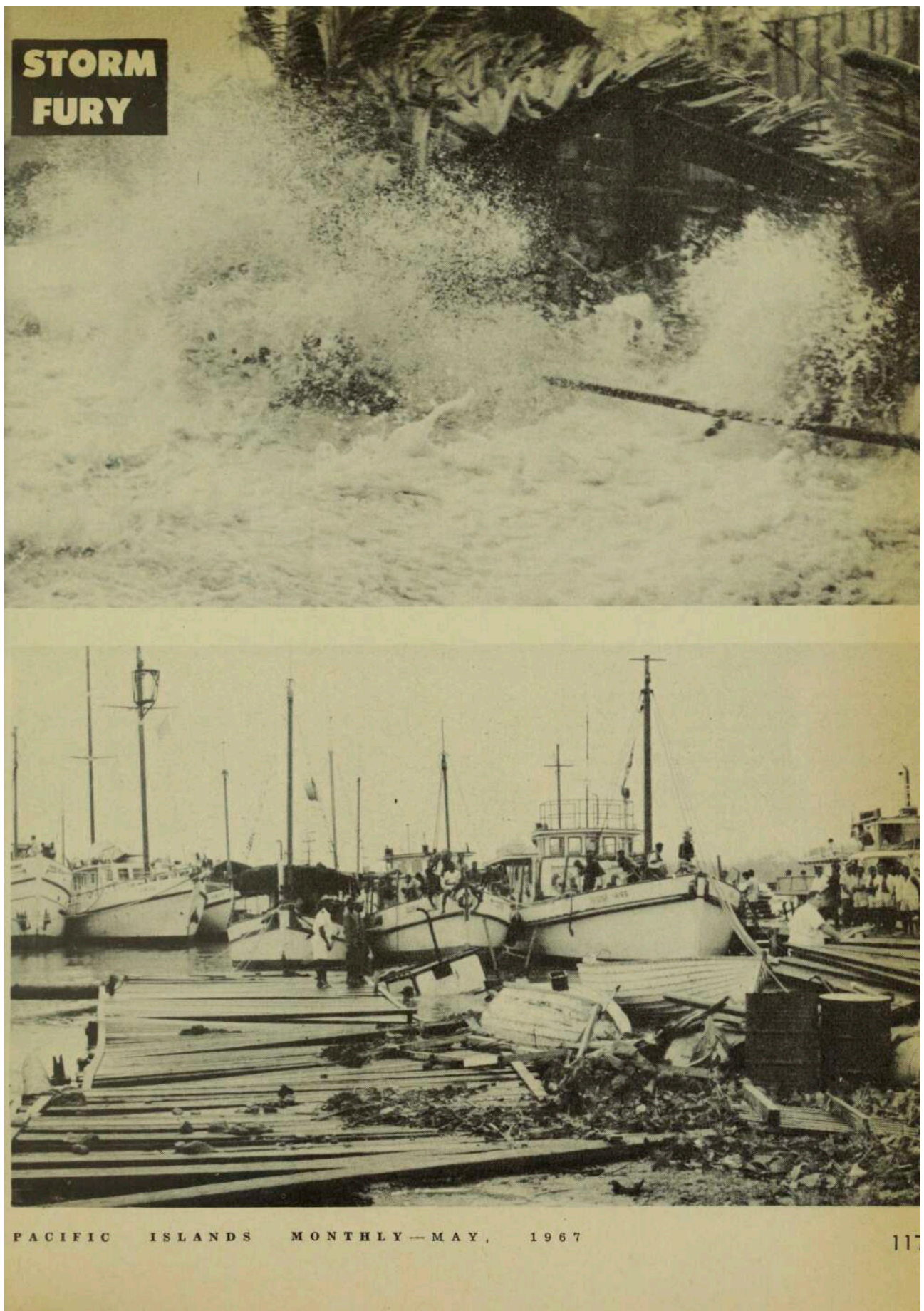
The house of Mr. Dick Johnson of the Colonial Development Corporation, seems to be a write-off. Mr. and Mrs. Johnson lost many of their personal belongings. People rallied around and saved what they could.

Mr. G. F. C. Dennis, of Honiara, said two days afterwards: "Honiara now represents a scene of desolation in the bright sunshine, with the coastline changed by sea erosion and storm debris everywhere".

Three days after the hurricane struck Honiara was humming with the sound of power saws cutting the blown down trees into manageable pieces. People were back in the seafront houses cleaning up, and the smell of dead crabs and other sea creatures made conditions difficult for the housewife—apart from cleaning up what was left of the gardens.

The grounds of Government House, on the waterfront, were a lake during the hurricane and saw-filled petrol drums on the sea were gradually drifted out to sea as the cyclone grew in intensity. The High Commissioner and his household moved out, to leave Government House to its fate. But the old house withstood the cyclone, although the gardens are a shambles.

● The fury of the big seas whipped up by the cyclone can be seen in the top picture opposite taken at Kukum fishing village near Honiara. The seas swept away the village. Below, the scene the morning after, a small craft cling together for shelter at Point Cruz. The cutter "Marata", centre of picture, has sunk and a wharf has collapsed.
Photos: Ted Marriott.

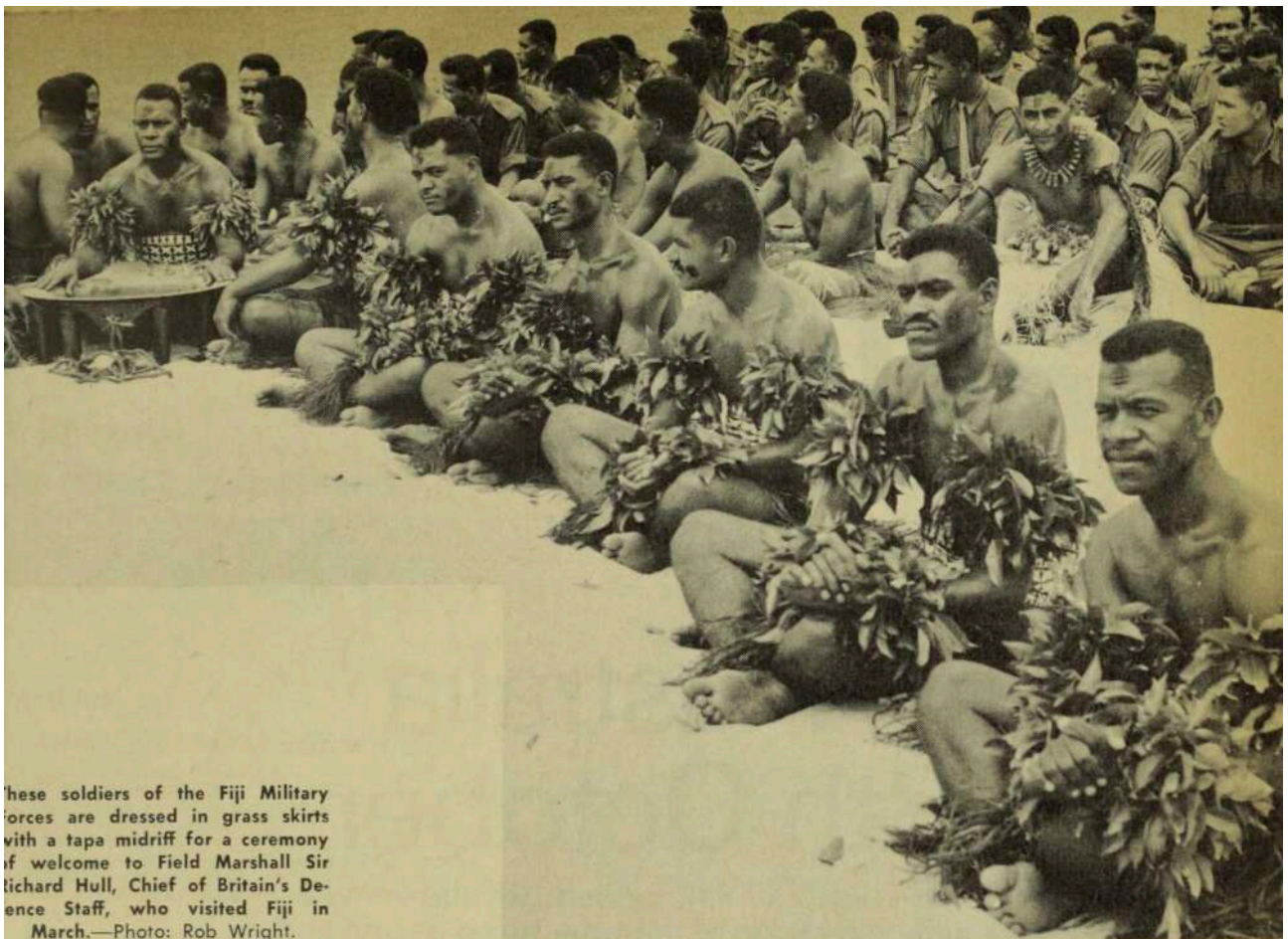




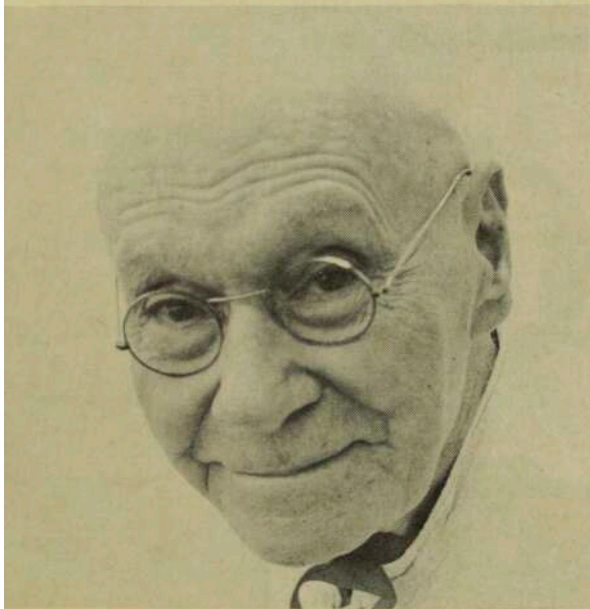
Recruits of the Pacific Islands Regiment took part in a five mile raft race down the Goldie River, near Port Moresby in April, as a test of their fieldcraft. Above is the winning raft, with crew members Corporal Kione, and Privates Wartovo, Soba, and Sarea. Below, Corporal Roy Gillett, of the P-NG Volunteer Rifles, on an exercise staged by "B" Company on Watom Island, near Rabaul, in April.



Mr. Louis Frouin (centre), one of the best known French planters in the New Hebrides, has been awarded the French Ordre de L'Etoile Noire for his service overseas. Here he celebrates with the French Resident Commissioner in the New Hebrides, Mr. J. Mouradian, and Mrs. Frouin. Mr. Frouin, aged 87, has been in the Condominium since 1895. From 1909 to 1945 he was editor of the newspaper "Le Neo-Hebridais". He was condemned to death by a Saigon courtmartial in 1942 for supporting De Gaulle.—Photo: C. Mitride.

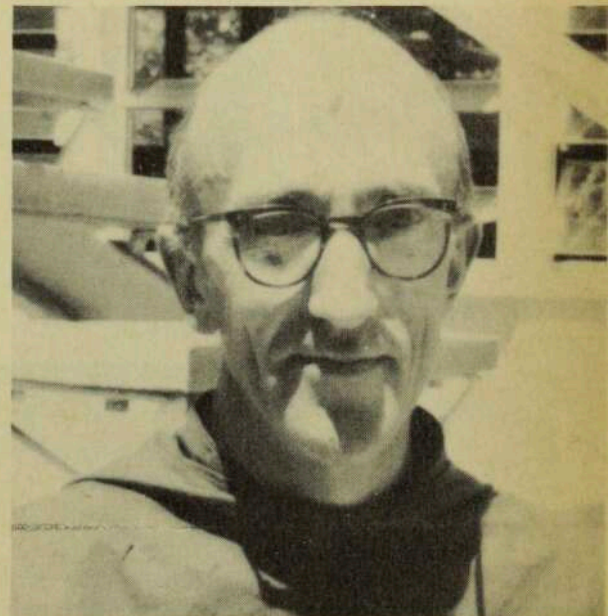


These soldiers of the Fiji Military Forces are dressed in grass skirts with a tapa midriff for a ceremony of welcome to Field Marshal Sir Richard Hull, Chief of Britain's Defence Staff, who visited Fiji in March.—Photo: Rob Wright.



This grand old man of the Catholic Missions in the Pacific is Bishop John Aubin, Bishop of the South Solomons from 1935 until his retirement in 1958. He still lives on Guadalcanal, and will be 85 in December. He arrived in the Solomons in 1907. This study is by Ted Marriott.

Brother Geoffrey (below), guardian of the Anglican Franciscan Friary, Popondetta, Papua, has been elected first Father Minister of the order's new Pacific Province, which means he is head of the Society of St. Francis in Australia and P-NG.



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People

A MAN who left many friends behind him has just left Noumea after a stay of three years. He is the Indonesian Consul, Mr. Tarmudji, who has returned to Djakarta.

During his stay in Noumea, Mr. Tarmudji attended French classes given by the New Caledonian Chamber of Commerce. The result is that he now has a considerable command of the French language. Mr. Tarmudji's successor is Mr. Achmed Joegalih.

● There was a number of New Guinea people at the wedding in Sydney on April 28 between Mr. Noel Serafini and Miss Jennifer Aplitt, both of Lae. They included Mr. and Mrs. W. A. Kelly, Mr. and Mrs. A. Jenner, Mr. Tony Botsman, all of Lae, and Mr. and Mrs. George Manson, of Port Moresby. Best man was Mr. Robert Ferraris, of Lae, and junior bridesmaid was Miss Rena Serafini, daughter of Mr. Ernest Serafini, of Lae. Mrs. Mary Zuydam, formerly of Lae, came down from Brisbane. Besides the bridegroom's parents, Mr. and Mrs. Greg Serafini, the bridegroom's two brothers, Paul and Carl, were also at the wedding prior to leaving Sydney together on a three months' world tour. The bride and bridegroom will return to live in Lae after a world tour of their own.

● William A. McGrath, his wife, Eleanor, and their sons, Rod and Ron, who have been in Saipan, US Trust Territory, since February, 1966, are still enjoying life and their new environment. Bill McGrath joined the Administration of Papua-New Guinea in 1953, and between 1959 and 1961 was with the Native Lands Commission.

In the Trust Territory he is Lands Management Officer, and Eleanor is a pharmacist in the Health Department.

They now collect and read books on Micronesia as eagerly as they once did on Papua-New Guinea—and Bill is preparing a bibliography. Their nostalgic lapse is to occasionally listen-in to 9PA-VLT6 Port Moresby, which is received very clearly in Saipan. The two children, aged eight and six, now speak American with a hammaro accent.

● Miss Dorothea Tomkins, who stayed for two weeks over New Guinea's Owen Stanley Range to



Miss Dorothea Tomkins.

escape the advancing Japanese in 1942, has left Papua after nearly 30 years with the Anglican Church there. She is retiring to Brisbane, where she was born.

Miss Tomkins nursed and taught at half a dozen Anglican mission stations throughout Papua. During the past two years she has been acting as an occupational therapist at Embi T.B. hospital near Popondetta. She encouraged the people to revive their native arts and crafts which were dying out and has now established a small showroom at the hospital where the patients' work is on display.

● Governor H. Rex Lee returned to American Samoa on April 4 after being absent from the territory since before Christmas. Governor

Lee has been busy in the United States mainly with hearings in the Pacific air routes case and American Samoa's congressional appropriation request for the 1968 financial year.

● Dr. John Harold, Director of Education in American Samoa since 1965, was to begin a new job with the National Association of Educational Broadcasters on May 1. He is to make a feasibility study of educational television programmes, such as American Samoa's, for use in developing countries.

● Lafaele Fonoti, a Samoan, has been appointed acting principal of Sili'aga School in American Samoa. He is the first Samoan to take complete charge of a consolidated school in the territory.

● Mr. Gordon Skipper, Director of the New Zealand Volunteer Service Abroad, visited Tonga and Western Samoa recently in the course of a Pacific tour. The aim of the service is to help developing countries in Asia and the Pacific by sending New Zealanders with skills needed in those areas to use and teach those skills. Mr. Skipper had talks with the Tongan Government, and saw possibilities of assisting Tonga in education, agriculture, forestry, public health and public relations. At present there are eight volunteers working in Tonga. Others are serving in other Pacific islands. The New Zealand Government pays for administrative costs and travelling expenses for the volunteers, but remuneration and out of pocket expenses are met by NZ

(Continued on p. 124)



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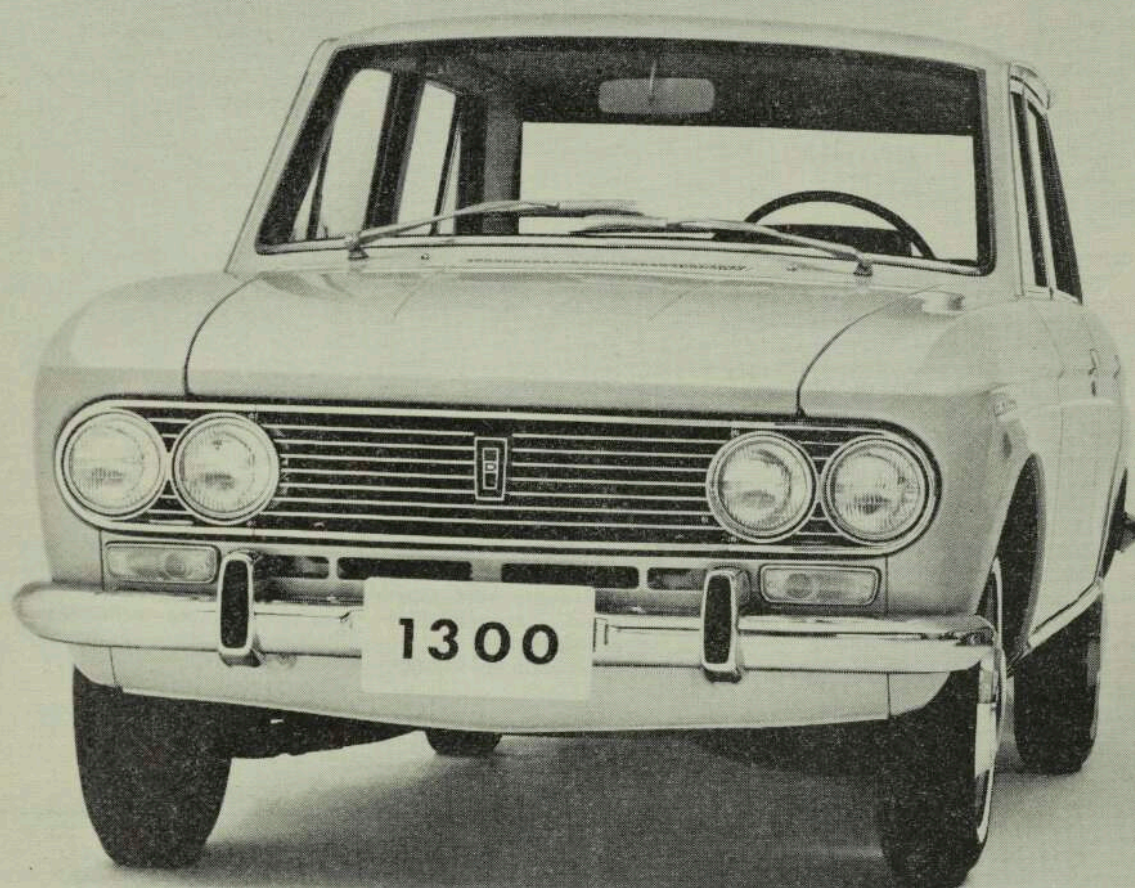
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Gastro kills 26

An outbreak of gastro-enteritis which began slowly in the Rabaul area of New Guinea in February had resulted in the deaths of 26 babies by the end of April. The deaths occurred from about 210 native children admitted to hospital; doctors said that never before in that area had they experienced an epidemic with such a high mortality rate. All the babies were less than 12 months old.

By the end of April it appeared that the epidemic had weakened.

sponsorships, public subscriptions and donations. The host countries supply accommodation.

● Mr. Jim Anderson, a 25-year-old freelance photographer from Kansas, USA, who has appeared in *PIM's* yachting columns over the past three years, was working in Sydney in April. He left Hawaii in December, 1963, as a crewmember of the 40 ft ketch *Mar-Quesa* and visited many islands in French Polynesia before signing off to join the

100 ft schooner *Dante Deo* in Rarotonga.

From Rarotonga he sailed to Niue, Tonga, and Fiji before arriving at NZ where he stayed for most of last year. He plans to marry a NZ girl soon and perhaps head for NG.

● Mr. Graham Parmenter, of Rabaul, NG, has started what is believed to be the territory's most unusual occupation—flying plumber.

Parmenter, who operates his own plane, will fly to outstations in New Britain and on nearby islands to answer the call for his services. He has been a plumber in Rabaul for several years but only recently bought his own plane.

● The Senior Assistant Secretary (Finance) in the GEIC, Mr. D. M. Freegard, left Tarawa in April on transfer to the British Solomon Islands Protectorate. Mr. Freegard had spent a total of nine years in

the GEIC over the past 14 years. In this time he held a variety of posts both in the Secretariat and in District Administration.

● The newly-appointed Comptroller of Posts and Telecommunications in the GEIC, Mr. C. S. Loade was expected to arrive in Tarawa on April 29.

● Mr. Paulius Matane, a district inspector with the New Guinea Department of Education, is on a five months' tour of African States under a Churchill scholarship. He will look at the problems of supervision and inspection of schools in a number of countries, including Uganda, Kenya, Tanzania, Zambia, Ghana, Nigeria, Malawi and Sudan. He will return in September.

● New nuclear tests—the first since October—are to be held in June and July at the French nuclear testing centre at Mururoa Atoll, French Polynesia, according to an official French announcement in April. Informal sources in Paris expect the new tests to involve the explosion of small atomic bombs suspended from balloons. These bombs are being developed as the trigger for France's first hydrogen bomb.

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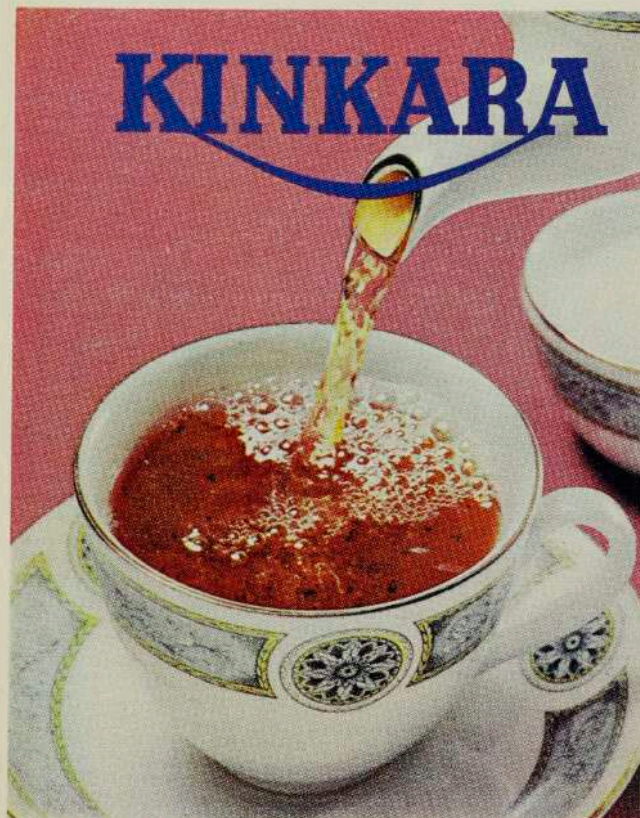


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Business and Development

New Guinea has 'one of the most rapidly developing economies'

According to Papua-New Guinea's Economic Adviser, Mr. A. W. McCasker, the territory's rate of economic growth is about 12 per cent. a year—which places it among the most rapidly developing economies in the world. Furthermore the territory's comparative degree of dependence on Australian aid has been declining; the Commonwealth grant fell from 64.9 per cent. of total receipts in 1960-61, to 58.3 per cent. in 1966-67.

Mr. McCasker gave these figures, and some more, when speaking at the annual territory district Commissioners' conference in Port Moresby in April. He admitted it wasn't possible to be very precise about the economic development of the territory because sufficient information about production and income was not yet available for purposes of comparison.

Moreover, such a large proportion of the territory's income was in the form of subsistence income, on which it was almost impossible to place a satisfactory value, so any totals derived for the territory must be regarded as suspect.

About 60 per cent. of the people still almost entirely in the subsistence section, Mr. McCasker said, made these further points:

- There is an extremely heavy dependence on imports which provide about 42 per cent. of supplies in the monetary sector, and greatly reduced exports (by \$80.5 million in 1965-66).

- The public sector largely dominates the economy, particularly in relation to capital formation of which it provides more than half.

- Industry and commerce are comparatively little developed.

- The transport and communication systems are still rudimentary.

- The Administration budget still depends on a very heavy contribution from Australia (58.3 per cent. of total expenditure in 1966-67).

Many other indicators of the relatively early stage of the territory's development will readily come to mind," he said.

"Nevertheless, despite these humble beginnings the rate of progress of the economy to date has been remarkably fast. For example, total indigenous employment increased by 20 per cent. to 92,000 between 1961-62 and 1964-65.

"The value of buildings completed increased 2½ times to \$22 million. Electricity generally increased by over one-half to 92 million kilowatt hours.

"There was a marked expansion of the urban areas, which had a population of 129,000 by mid-1966.

"Exports have been increasing at the high average annual rate of 11.4 per cent."

Mr. McCasker said the future development of the territory must be based primarily on its agricultural and forestry resources. But mineral development, which was "the great unknown" at the present time, might well prove to be of "enormous importance in the long run".

The problems

He said recent research suggested a figure for known crop land of about 3.3 million acres, which was more than enough to support a rapid rate of agricultural development.

There were also large areas, thought to amount to some 10 million acres, that could be used for animal production and there was an assessed forest potential of between 20 and 30 million acres.

Some of the most important problems to be faced were provision for investigations and surveys; arranging for purchases of land and timber rights in sufficient quantities and in

the right places; achieving large scale native land tenure conversion; planning, organising and establishing resettlement schemes to expand the area of commercial cropping; and the provision of roads and other facilities.

World Bank mission

In the same week that Mr. McCasker was talking another mission from the World Bank was completing a tour of the territory. Leader of the mission, Mr. R. J. Goodman, who is deputy director of the Bank's Asia department, said in Port Moresby that members of the mission had been "encouraged by the evidence of solid progress in the territory" since the first World Bank mission was there four years ago.

He said that although an economic development plan for the territory had yet to be drawn up, the main priorities were already clear. These were:

Improved transport and communications; more electric power capacity; and fuller exploitation of the territory's resources for primary production, especially production for export.

Mr. Goodman said the mission had looked at all these matters, and in particular had endorsed the need for a comprehensive survey of transport, upon which a co-ordinated programme for the development of the territory's transport system could be based. Such a programme would be an essential part of the general development plan for the next few years.

The mission had also suggested further studies of the Ramu hydro-electric scheme to establish the most effective and economic way of developing the river's potential.

Other members of the mission were:

Dr. C. P. McMeekan, who covered primary production; Mr. E. Minnig, who covered electric power; Mr. H. Van Helden, who covered transport; and Mr. Gunter Reif and Mr. Ernest Lamers, both general economists.

The mission was accompanied throughout the tour by Mr. Gordon Low, of the Commonwealth Treasury, Canberra; and Mr. Garth Mansfield, of the Department of Territories, Canberra.

Dilemma of Fiji passionfruit industry

By a staff writer

Fiji, which can well use every export penny it can get, received an economic setback in April when Cottees (Fiji) Ltd. announced the closure of its passionfruit processing factory, because, as directors of the company put it, "overseas markets had not developed to the extent originally envisaged". But there is hope that something may be rescued.

THE Cottee's factory has been processing passionfruit from the Sigatoka Valley for the past two seasons.

Altogether 130 farmers have been affected by the close down — 110 Fijians and 20 Indians, who have planted large areas.

There is another factory owned by South Pacific Foods Pty. Ltd., at Nadroga, which will continue to operate. The farmers supplying the Cottee's factory will be compensated by Cottees, and are expected to receive about £F15,000.

The sudden announcement of the closing down of Cottees in Fiji came as a shock to the Fiji Government. The decision comes on the heels of the sale last October of Cottees to

the US company. General Foods Incorporated.

Apparently, poor lines of communication, or poor planning, resulted in the over-supply with no one to sell the passionfruit to. Who's to blame for expecting too much? The Fiji Government or Cottees? In the end result it is the Fiji farmer who stands to lose.

Mr. Harold Cottee, chairman of Cottees (Australia) Ltd., flew from Sydney to Suva on April 29 for talks with the Fiji Government about the passionfruit situation.

He told *PIM* before he left Sydney he couldn't say much about the talks because it would be premature.

"I intend to use my best endeavours to keep our passionfruit interests going in Fiji. This job is in my hands for moulding," he said.

"Only persistence, hard work and pioneering is going to find us new markets for passionfruit. Taiwan, the West Indies, South Africa and particularly Hawaii are all producing passionfruit for a limited world market—competition is tough and the markets small.

"We feel it is in the interests of the people of Fiji to keep the passionfruit processing going and we would like to find a solution to the problem.

"We are doing all we can."

Mr. Cottee said he could not comment on reports received by *PIM* that he would make a personal investment in the Fiji passionfruit industry. He said he was acting only as a representative of Cottees.

Total exports of passionfruit pulp and juice from Fiji last year amounted to 35,505 gallons, which earned £F44,196.

New Guinea will discourage coffee planting

The Papua-New Guinea Administration has agreed to actively discourage any further coffee planting in the New Guinea Highlands—the territory's coffee area. It will make "a maximum effort" to encourage economic diversification there.

THIS is the result of high level talks at Goroka on March 3 between Administration officials and members of the Highlands Farmers and Settlers' Association. The planters asked for the meeting because of concern for over-production of New Guinea coffee.

Highlands' farmers say that this was understood as far back as 1960 that the administration would actively discourage indigenous coffee planters so that the territory would not produce more coffee than that allowed by the International Coffee Agreement. The agreement allowed for existing native plantings, plus 20 per cent., but no native plantings since then have been considerably higher than that—perhaps 200 per cent.

Last year New Guinea exported about 12,000 tons, and it is understood that this year, to September 30, the export figure will be 15,000 tons.

New Guinea coffee is now selling at 37c per pound FOB as a benchmark quote, which is about five to seven cents a pound less than it was receiving 12 months ago.

Administration officers at the Goroka meeting were the Assistant Administrator (Economic Affairs), the Director of Trade and Industry, the Director of Agriculture and the Director of Lands.

At the conclusion of the talks the Assistant Administrator, Mr. Frank Henderson, and the acting president of the Farmers and Settlers' Association, Mr. J. L. Leahy, made a joint Press statement saying that it was generally agreed that new coffee plantings should not be encouraged.

Both emphasised the need for increased kau kau and other food production and said kau kau was "at least as profitable as coffee and there was a considerable unsatisfied market".

They also emphasised the value of passionfruit and cattle to the 20,000 New Guinean members of the association attending the conference.

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Copra prices will recover'

CHAIRMAN of the P-NG Copra Marketing Board, Mr. Ian Donald, gave the following report to the world copra market on April 10.

The general trend in the market for edible oils since the end of March has been towards lower prices, despite earlier indications that prices would firm as a result of falling production in some sectors, particularly copra.

As usual, the trend can be traced back to US soyabeans, for which there has been little demand in recent weeks.

Strong competition has come from China, where Japan recently chased a large quantity of soybean, and from Russia, where large quantities of sunflower seed and oil are available. Sunflower seed is also providing strong competition in copra.

As a result of this competition, copra price declines have occurred. Groundnuts, also Peruvian fish oils, of course, in Philippine copra.

However, with the exception possibly of groundnut oil and palm oil, most food oils are now at such low levels that one can only expect further declines either to be very slight, or not at all.

As far as copra is concerned, prices will not recover shortly because of the price drop which will soon occur in export supplies, mainly from the Philippines, and which will probably become more pronounced during the next month or so."

Copper 'greater than expected'

TWO Australian mining companies, Conzinc Riotinto and New Guinea Consolidated, will spend \$10 million this year investigating the copper deposits on Bougainville, N.G. Sir Maurice Mawby, chairman of the Bougainville development section of the CRA, said in April that two-thirds of this cost would be borne by the CRA and one-third by New Guinea Consolidated.

He said cost would rise from \$4.2 million at December 31, 1966, to \$12.2 million on the same date this year.

Only large organisations with great financial resources and with worldwide contacts can afford to engage in exploration programmes of this magnitude," Sir Maurice said.

"Success could cause many other companies to become interested and speed the development of the Territory of Papua-New Guinea to which Australia has very special obligations."

He disclosed that recent diamond drilling on Bougainville had shown copper deposits were "considerably greater" than earlier estimates of at least 90 million tons.

The ore had an average assay of 0.63 per cent. copper and 0.58 dwt per ton gold. Grade of the additional ore was expected to be of the same general order as that already reported.

Sir Maurice said this assay was usual for large deposits found in the US and the Philippines. And at present copper prices this grade was economical—"or we would not proceed with the prospect".

But because of the difficult terrain, high rainfall and other factors, the establishment of a mining enterprise in the area would involve "many complexities and require many considerations". By "other factors" Sir Maurice no doubt had in mind the objections of some of the local New Guineans to exploration in their area. This problem has not yet been solved.

Sir Maurice said the increase in reserves was the result of more diamond drilling since the annual report had been written. Detailed calculations of the deposit would be revised shortly when the testing work had been further advanced.

BSIP airstrip will aid nickel company

A NEW 2,000-foot long airstrip for use by an international nickel company is nearing completion on San Jorge Island, in the Central District, British Solomon Islands Protectorate.

The use of aircraft will reduce delays in the delivery of spares and supplies to the company's field force working on Santa Isabel.

The company recently shipped a second consignment of 50 tons of ore sample in the MV *Yunnan* to Canada, where it is to be tested and analysed for mineral content.

A decision on whether it will be economic to mine nickel deposits in Isabel, San Jorge, and the Choiseul area is expected before the end of this year.

W. Samoan fruit sent to NZ by air

TWO tons of papaws were flown from Apia to Auckland in April. It was the largest consignment of its kind ever to come from the Islands by air freight.

New Zealand reports say the Samoan Government hopes ultimately to send 3½ tons of fruit a week by air to Auckland.

The Western Samoan Minister for Agriculture, Laufili Time, and the Trade and Development Commissioner, Mr. E. Stehlin, visited the city's markets during the month to discuss air freighting.

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First Fiji copper by end of year

THE first commercial copper mine to be opened in Fiji will probably be exporting ore soon.

It is an open-cut mine started by a Japanese consortium, which expects to ship 2,500 tons of ore a month to Japan by the end of the year.

The partners in the venture, Banno Mining Company, Dowa Mining Company and Daiwa Bank, spent about £15,000 on preliminary investigations before deciding to mine at Nukudamu, near the northernmost point of Vanua Levu.

But the pirates are not all dead!

(Continued from p. 21)

Delicate mechanical toys such as we all love to acquire in this gadget-happy age can, obviously, be easily damaged in transit to our "far-away" isle but isn't it the vendor's responsibility to inspect such items before he sells them? Or . . . surely it can't be that, in this field too, there are devious ways of buying-up inferior quality goods which can then be passed on to an unsuspecting public at top-quality prices?

Surely not. Such thoughts are only

the feverish aftermath of a dose of Fiji shopping?

And yet, the episode which inflamed me most, in recent weeks, was certainly not imaginary.

I bought a new camera with a flash attachment especially because I wanted to record the imminent blooming of a nights-flowering cereus in the garden. All went well until I signed the cheque. Only then did the salesman "remember" to tell me that the shop was out of the batteries needed to operate a flash camera. But they'd be in soon.

I was disappointed but unsuspicious. I watched the buds of my cactus grow fat and went in again for the batteries. This time I was told by another salesman that not only were the batteries not obtainable but were unlikely to be so . . . "nobody has them at present" I was told blandly . . . "not even New Zealand".

"It may be weeks or months," he went on. But at that point I ceased to be a polite but disappointed customer. I informed the young man that I had handed him the full price for a camera including batteries, flash and film . . . in exchange he only sold me what amounted, for my purpose, to half a camera and he better do something about it!

He did. But why not in the first place? Was this "sale" worth the reaction?

Then there's the matter of price differential. Brand goods are sold with huge differences in various shops not yards from each other, in most of Fiji's towns. In Suva, for instance, a certain roll of film is obtainable at three different prices, and the variation is eight shillings!

"Caveat emptor" is a time-honoured Latin phrase meaning that it's up to the buyer to take reasonable precautions to see that he's not handing over his hard-earned cash foolishly.

You will tell me that buying and selling still retain something of a sporting element all over the world. All right, fair enough!

But I can't suppress a sneaking suspicion that some of the trading habits operating currently in Fiji smack too much of the methods brought here by the 18th century pirates. They made their profits by trafficking in sandalwood, beche-de-mer, mother-of-pearl, and, when it suited them, human beings.

Those pirates may be dead, but something of their spirit lingers.

Do any Wills Mention You By Name ?



Unless you are a beneficiary, the appearance of your name in even one Will could be unfortunate, to say the least of it. You could be its Executor, an unenviable responsibility even for the comparatively few people who know how to handle this extremely awkward task.

If you have agreed to act as a private Executor, it is essential to know exactly what are your obligations. Ask for a free copy of the Burns Philp Trustee 20-page brochure at your nearest B.P. Branch. This will give you a very good idea of the task ahead, together with convincing reasons why you should transfer this burden to a professional Executor, Burns Philp Trustee.

The business affairs of Islands residents are the exclusive responsibility of Trust Officers at Head Office. A senior Trust Officer visits Papua-New Guinea every few months. If you need advice urgently, you are invited to write to Burns Philp Trustee. No obligation for this service.

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Produce Prices

Unless otherwise stated, quotations are Australian currency, Aust. \$ equals approximately 8/- Stg., NZ, or W. Samoa; Fiji: 10/- Tonga; 5.381 Ceylon rupees; 98 Pac. Frs.; \$US1.125.)

COPRA

APUA-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 only to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing in Rabaul, and (d) Japan (surplus available). Prices generally tally with the rate in Philippines with premiums for hot-air dried.

NG Board's purchase prices for copra covered main ports from March 1 were air dried, \$120 per ton; FMS, \$117 per ton; smoke-dried, \$115 per ton.

Fiji:—The Fiji Coconut Industry Board sets the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage. The copra must be graded at centres Suva, Levuka, Lautoka, Savusavu and Suva. Prices in Suva to Apr. 30 were: Grade one, £F54/15/-; grade two, £F19/17/6 and grade three, £F42. Sale of deductions has been established for copra delivered to grading centres other than Suva.

EASTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It is mainly to Abels Ltd., NZ crushers, 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, or arrangement with Unilever, contracted by Philippines prices, and the rest on to the open market.

LOMON 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 Apr. 21 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 Apr. 19 was \$68 (6,800 Pac. Frs.). French price in Apr. was 815 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 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 Apr. 28 these were approx. £Stg.222/10/- per ton, c.i.f., Sydney.

On Apr. 28, Quote No. 1: In store Rabaul, export quality \$440 per ton, ex-wharf Sydney, \$490. Quote No. 2: Best quality, ex-wharf Sydney, \$500, in store NG ports \$433 (for UK, Continent and USA shipments).

W. SAMOA:—Latest prices quoted in Sydney, on Apr. 19 were: Grade 1, £Stg.302/2/6, grade 2, £Stg.275 per ton, f.o.b., Apia.

COFFEE:—P.-N.G.: Apr. 28, 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 Apr. 28, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER:—P.-N.G. price is based on Singapore rates, which on Apr. 26 were: Prompt shipment 57% Straits cents per lb, c.i.f. (19.87c Aust.); May shipment 57% Straits cents per lb (19.87c Aust.); June shipment 57¼ Straits cents per lb (19.74c Aust.).

VANILLA BEANS:—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on May 1 were: white and yellow label processed, standard packs, \$6, green label, \$5.90, 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:—Fished by Japanese and Australian interests around Cape York and Broome, North Australia, for mainly cultured shell production. Shells were scarce in May. Two Sydney buyers, on May 1, quoted these prices: Sound \$1,650 per ton, D grade \$1,180, E grade, \$650, EE \$470 (in store Sydney).

Cook Islands:—Penrhyn Island, £NZ320 (approx.), f.o.b., Rarotonga.

TROCHUS:—Sydney buyers indicated the following quotations to Islands producers: Apr. 28 — Papua — \$160-\$180 per ton; N.G., B.S.I.—\$150-\$160 per ton, f.o.b. Islands ports.

Stock Market

LAST SALES SYDNEY

	Mar. 23	Apr. 26
Ansett .50	.57	.60
Bali Plantations .50	.53	.50
Burns Philp 1.00	3.71	4.10
Burns Philp (SS) 2.25	4.22	4.30
Camelec .50	.54	.58
Carpenter .50	2.15	2.20
Choiseul Plntn. 1.00	2.82	2.65
C.S.R. 1.00	2.90	3.45
Dylup Plntn. .50	.59	.57
Fiji Industries 1.12	2.25	2.25
Hackshalls .50	1.32	1.36
Kerema Rubber .50	.22	.20
Koitaki Rubber .50	1.20	1.20
Lolorua Rubber .50	.40	.47
Makurapau Plntn. .50	.43	.43
Mariboi Rubber .50	.33	.30
Plantation Hldgs. .50	.34	.35
Queensland Ins. 1.00	4.20	4.20
Rubberlands .50	.20	.20
Soger Rubber .50	.60	.58
Sth. Pac. Ins. .50	1.60	1.60
Steamships Tdg. .50	.96	.91
Watkins Cons. .50	.43	.45

OIL AND MINING SHARES

C.R.A. .50	5.20	5.24
Emperor .10	.38	.44
NG Gold Ltd. .35	.47	.46
Oil Search .50	.17	.15
Pacific I. Mines .25	.44	.39
Papuan Apin. .50	.19	.15
Placer Dev. .50	29.20	31.50

* No par value

(Quotations are in Australian dollars—\$A2 = £A1.)

Sydney stock exchange share price index for ordinaries on Apr. 26 was 338.39, on Mar. 23, it was 322.58.

GREEN SNAIL SHELL:—Sydney buyers quoted: Apr. 28, No. 1, 1st grade, \$490, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney.

CROCODILE SKINS:—On Apr. 28 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., Honiara: \$1.89 per in. Gizo: \$2.10 per in.

PAPUAN GUM: Scarce supply in May—\$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, Apr. 28, Philippines, in bulk, \$US178.50 per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Apr. 28, Philippines, c.i.f., Pacific Coast ports, nom. \$US161 per short ton. CEYLON: Spot, 940 Rupees per long ton.

COCONUT OIL: LONDON, Apr. 28, Ceylon, 1% in bulk, £Stg.96 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Apr. 26, Spot 17½d Stg. lb; May shipment 17½d Stg. lb; contract June shipment 17½d Stg. lb.

EXCHANGE RATES

Fiji:—Through BANK OF NSW, ANZ, K. BANK OF NZ and THE BANK BARODA LTD. Australia on Fiji, £F100: Buying, \$A221.73; Selling, 6. Fiji-London, basis £Stg.100: £F112: S. £F110/15/-; NZ-Fiji, basis £100: B. £F111/11/9; S. £F110/4/3.

EASTERN SAMOA: Through BANK OF NEW ZEALAND, Australia on Samoa basis £WS100: B. \$A246.67; £A249.08. W. Samoa-NZ, basis £100: B. £WS99/11/3; S. \$100/10/-.

Fiji-W. Samoa: basis £100: B. £F109/17/6; S. £F111. Samoa-London, basis £Stg.100: B. \$100/1/3; S. £WS101/10/-.

ORFOLK IS. AND PAPUA-NEW GUINEA:—Australian currency used; no change payable in transactions with Australia.

PACIFIC PACIFIC COLONIES:—Pacific (CPF) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna and Fr. Polynesia. FRENCH BANK

ptoir National D'Ecompte de Paris, on Apr. 28, quoted: Selling, sea and Papeete, 98 Pac. francs to Stg.; 240 Pac. francs to £ Stg.; ex. 90 Pac. francs to US \$; Noumea ac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 sh franc). Paris-London: Buying francs to £Stg.



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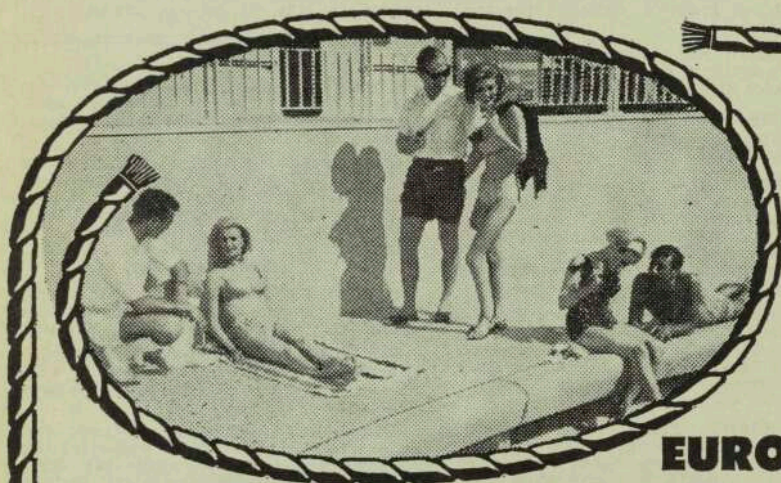
For further particulars apply to agents

Ets. Donald Tahiti,
Papeete.
W. R. Carpenter & Co.,
Suva.

Nelson & Co. Ltd.,
Apia.
Wm. Breckwoldt & Co.,
Honiara.

Burns Philp (South Sea) Co. Ltd.,
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Burns Philp (New Guinea) Ltd.,
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New Guinea Company Ltd
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Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil

Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE



Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia (with an occasional call West Irian) and Brisbane, Sydney and Melbourne with the Pilar Regidor. Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

The CSR Company operates a passenger/cargo service, usually with the Rona, departing Sydney every three or four weeks for Suva and Lautoka. Details from Colonial Sugar Refining Co. (Aust.) Pty. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Umatia from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Aranga (NZ) for timber. Details from Union Steam Ship Co. of Australia Pty. Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel Australls 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 sailing at Sydney, Melbourne, Suva, Lautoka, Honolulu, Vancouver. The Lakemba will occasionally call at Sydney on the southbound run if it carries timber or paper. 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 Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC, and Honolulu to Los Angeles or Vancouver. Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

PIM's shipping and airways timetables are correct to time of publication.

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, Talohae (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 Australia 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 from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul.

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Samarai, Rabaul, Kavieng, Rabaul, Port Moresby, Sydney.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombrum, Lorengau, Rabaul and Bougainville ports.

Moresby maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, 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 Pt. Moresby.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation Co. Ltd. vessels Soochow and Shansi provide a regular fortnightly passenger-cargo service from Sydney to Brisbane, Pt. Moresby, Samarai and Sydney, sailing from Sydney every second Monday.

Swire and Yull Pty. Ltd., 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Slettfjord, Saldor, Sarang and Sletholm leave Sydney approx. weekly for PNG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kleta, and occasionally Gizo, Honiara, Buka and Vanimo.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - PNG - 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 Swire and Yuill Pty Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam and Rabaul.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service every two months from Sydney via New Zealand and Papeete to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

EUROPE - NEW GUINEA - WEST IRIAN - 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 or Tarawa (alternating each voyage), Rabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

Details from Royal Intercocean Lines, 261 George St., Sydney (2-0573).

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 Papeete 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, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

A regular passenger/cargo service every three weeks from the Continent and 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 Intercocean Lines, 261 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 Intercocean Lines operate a monthly passenger-cargo service with the Tjimanuk, 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 Intercocean Lines, 261 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.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels Chefoo, Chengtu 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 Swire and Yuill Pty. Ltd., 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.

Details from Banno Oceania Ltd., Suva.

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 (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. (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 Niuvakai 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 (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between

Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniui. Calls are also made as required at Apia (V. 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 - TAHITI - NZ - AUSTRALIA

Cogedair Line vessel Flavia, operates passenger service regularly from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleigh, 115 York St., Sydney. (2-0253).

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, or Vila and Santo New Hebrides.

Details from Bank Line (A/asia.) Pty Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FIJI AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura Terminal ports, in Australia vary with cargoes offering. Vessels call at Sydney, Brisbane, Melbourne, Fiji, Pago Pago, Papeete (occas.) and Honolulu.

Details from Matson Lines, 50 York St., Sydney (27-4272).

USA - AUSTRALIA

Pacific Australia Direct Line's vessels 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 ships Mariposa and Monterey maintain a regular passenger-cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 York Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships of US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti and southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea, occasionally Vila, Santo and return.

Details from Birt and Company

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES**SYDNEY - BRISBANE - HONOLULU - NORTH AMERICA**

By QANTAS (with 707's)

Sydney: Dep. Sydney 0900, arr. Brisbane 1015, dep. 1100, arr. Honolulu Wed. 2340, dep. Thurs. 0045 for San Francisco, arr. 0830.

San Francisco: Dep. San Francisco 1000, arr. Honolulu 1155, dep. 1300, arr. Nadi Fri. 1715, dep. 1750, arr. Brisbane Fri. 1915, dep. 2015 for Sydney, arr. 2125.

SYDNEY - FIJI - HAWAII - USA

By QANTAS (with 707's)

Sydney: 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 0830.

Nadi: Wed., Fri., Sat.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, arr. Honolulu 0930, dep. 1100, arr. San Francisco 1845 (to New York, London).

San Francisco: Wed., Fri., Sun.: From New York, dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300, arr. Nadi Wed., Fri. Sun., Tues. 0415, dep. 0400, arr. Sydney 0615.

Honolulu: Sun.: Dep. San Francisco 2100, arr. Honolulu 2255 Sat., dep. 2359, arr. Nadi Sun. 0415, dep. 0500, arr. Sydney 0715. (From Vancouver via San Francisco alt. weeks May 19, June 2, 16, 30, etc.)

Sydney: Sat., Sun.: Dep. San Francisco 1000, arr. Honolulu 1155, dep. 1300, arr. Nadi Wed., Sun., Mon. 1715, dep. 1800, arr. Sydney 2015.

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Sydney: Dep. Syd. 1000, arr. Auckland 1445, dep. 1545, arr. Papeete* 2225 Sun. dep. 2325, arr. Acapulco 1130 Mon., dep. 1230, arr. Mexico City 1230.

Auckland: Dep. Syd. 2000, arr. Nadi 0140, dep. 0225, arr. Papeete 0830 Wed., dep. 2230, arr. Acapulco 1035 Thurs., dep. 1135, arr. Mexico City 1225 (to Nassau, Bermuda, London).

Mexico City: Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete* 0400 Wed., dep. 0500, arr. Auckland 0845 Thurs., dep. 0945, arr. Syd. 1050.

London: (from London, Bermuda, Nassau): Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0740 Mon., dep. 0825, arr. Syd. 1040. Asterisk indicates technical stop only.)

SYDNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS
(with 707's)

Sydney: Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1655.

Honolulu: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0230), Honolulu arr. 0835, dep. 1000 for Los Angeles, arr. 1655.

Thurs.: Dep. Sydney 1630 for Auckland (arr. 2110, dep. 2215) for Honolulu, arr. Thurs. 0845, dep. 1000 for Los Angeles, arr. 1655.

Sat.: 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.

Sun., Wed., Fri.: Dep. Los Angeles 2100 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0545, dep. 0645, and Sydney, arr. 0900.

Sat.: Dep. Los Angeles 2100 for Honolulu, Pago Pago, arr. Sun. 0540, dep. 0640, and Sydney, arr. Mon. 0930.

Tues.: Dep. Los Angeles 2100 for Honolulu, Auckland, arr. Thurs. 0815, dep. 0900 for Sydney, arr. 1000.

Thurs.: 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.

Fri.: Dep. Los Angeles 2359 for Papeete, arr. 0515, dep. Sun. 0800 for Nadi (cross Dateline) arr. Mon. 1045, dep. 1130 for Noumea, arr. 1230.

Fri.: Dep. Noumea 1435 for Nadi, arr. 1715, dep. 1800 for Papeete (cross Dateline) arr. 0005, dep. 0900 for Los Angeles, arr. 1955.

Wed.: Dep. Los Angeles 2359, arr. Papeete 0515 Thurs., dep. Fri. 0800 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. Sun. (May 14, 28, June 11, 25): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline) arr. Honolulu 0850 Sun. dep. 1010, arr. Vancouver 1835, dep. 2000, arr. Amsterdam 1315 Mon.

Alt. Fri.: Dep. Vancouver 1815, arr. Honolulu 2100, dep. 2245 (cross Dateline) arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.

On alternate Sundays (May 21, June 4, 18) the DC8's will end and start at Auckland, leaving at 2040 and arriving at 0640.

NOTE: Canadian Pacific operate a weekly Toronto-Honolulu service.

Fri.: Dep. Toronto 1750, arr. Honolulu 2125.

Sat.: Dep. Honolulu 1745, arr. Toronto 0825 Sun.

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. 1100 arr. San Francisco 1845.

Tues., Thurs., Sat.: Dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300 (cross Dateline) arr. Nadi Thurs., Sat., Mon. 0315, dep. 0400, arr. Sydney 0615.

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 0955.

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 Australian Airlines and Ansett-ANA each operate from Sydney or Melbourne to Port Moresby and return four times a week, with Boeing 727's.

bourne to Port Moresby and return four times a week, with Boeing 727's.

NORTHBOUND

TAA: Tues., Thurs.: Dep. Melb. 0730, arr. Syd. 0835, dep. 0910, arr. Bris., 1025, dep. 1100, arr. Pt. Moresby 1345.
Sat., Sun.: Dep. Syd., 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1135.

Ansett-ANA: Mon.: Dep. Melb. 0640, arr. Syd. 0745, dep. 0815, arr. Bris. 0925, dep. 1015, arr. Pt. Moresby 1300.
Wed., Sat.: Dep. Melb. 0715, arr. Syd. 0810, dep. 0850, arr. Pt. Moresby 1135. 1050, arr. Pt. Moresby 1335.

Fri.: Dep. Syd. 0645, arr. Bris., 0755, dep. 0845, arr. Pt. Moresby 1130.

SOUTHBOUND

TAA: Tues., Thurs.: Dep. Pt. Moresby 1445, arr. Bris. 1730, dep. 1810, arr. Syd. 1920, dep. 2000, arr. Melb. 2110.
Sat., Sun.: Dep. Pt. Moresby 1245, arr.

Bris. 1530, dep. 1611, arr. Syd. 1720, dep. 1800, arr. Melb. 1910.

Ansett-ANA: Mon.: Dep. Pt. Moresby 1340, arr. Bris. 1630, dep. 1730, arr. Syd. 1840, dep. 1900, arr. Melb. 2010.

Wed., Sat.: Dep. Pt. Moresby 1425, arr. Bris. 1710, dep. 1815, arr. Syd. 1920, dep. 2000, arr. Melb. 2110.

Fri. Dep. Pt. Moresby 1220, arr. Bris. 1505, dep. 1610, arr. Syd. 1720, dep. 1800, arr. Melb. 1910.

NOTE: Ansett-ANA also operate weekly DC4 from Sydney to Pt. Moresby with cargo only.

Thurs.: Dep. Syd. 1930, arr. Bris. 2200, dep. 2320, arr. Pt. Moresby 0610 Fri.

Sat.: Dep. Pt. Moresby 0600, arr. Bris. 1240, dep. 1735, arr. Syd. 2015.

QLD. - PAPUA-NEW GUINEA

TAA (with Viscounts)

Sat.: Dep. Townsville 1135, arr. Cairns 1225, dep. 1325, arr. Pt. Moresby 1520, dep. 1555, arr. Lae 1645.

Sun.: Dep. Lae 0835, arr. Pt. Moresby 0925, dep. 0955, arr. Cairns 1155, dep. 1255, arr. Townsville 1345.

ANSETT-ANA (with Viscounts)

Thurs.: Dep. Cairns 1250, arr. Pt. Moresby 1450.

Fri.: Dep. Pt. Moresby 0835, arr. Cairns 1035.

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.

Sat., Sun.: Electra dep. Auckland 1000, arr. Nadi 1355 (not May 13).

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 (not May 14, 28).

Mon.: Dep. Nadi 0930, arr. Auckland 1220.

Mon., Sat., flights ex-Auckland and Tues. Sun. flights ex-Nadi are operated by BOAC.

Sat., Sun.: Electra dep. Nadi 1500, arr. Auckland 1855 (not May 13).

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. 0500).

Sun.: Dep. Pago Pago 0715 (cross Date line) 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 1655.

Wed., Fri.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr. Sydney 1005.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "TAHITI MARU" V-13

Dep. JAPAN May 31.

GUAM June 7.

APIA June 19.

PAGO PAGO June 20.

SUVA June 24.

LAUTOKA June 28.

NOUMEA July 1.

*VILA July 13.

SANTO July 15.

*HONIARA July 18.

* Subject to cargo inducement.

Reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next Sailing—M.V. "Usu Maru", end July, 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.

NZ - NEW CALEDONIA

AIR-NZ (with Electras)

: Dep. Auckland 1315 for Noumea, arr. 1540.
 : Dep. Noumea 1645 for Auckland, arr. 2105.

NZ - NORFOLK IS.

IR-NZ (by Qantas DC4's) (Charter)
 a., Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.
 s., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

TA-FRENCH AIRLINES (with DC8's)
 : Dep. Auckland 2345 for Papeete (cross Dateline) arr. Fri. 0630.
 : Dep. Papeete 0700 for Auckland (cross Dateline) arr. Fri. 1030.

TER - TERRITORY SERVICES**FIJI - GILBERT & ELLICE ISLANDS**

FIJI AIRWAYS LTD. (with Herons)
 : Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305, Sat., dep. Funafuti 0700, Tarawa, arr. 1140.
 : 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)
 a., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0900, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.
 i., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1205, dep. 1235, Nadi, arr. 1705, dep. 1735, Suva, arr. 1815.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC3's)
 s., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1200. Dep. Nukualofa 1245, arr. Suva 1445, dep. 1600, arr. Nadi 1645.
 Details from Fiji Airways Ltd., Victoria, ade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)
 : Dep. Nadi 0615, arr. Suva 0700, dep. 0750 (cross Dateline) arr. Apia Fri. 1300.
 : 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)
 s.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.
 s.: Dep. Papeete 2230, arr. Pago Pago Wed. 0040, dep. 0130, arr. Honolulu 0735.

W CALEDONIA - NEW HEBRIDES

TA-FRENCH AIRLINES (with DC4's and Herons)
 s.: Dep. Noumea 0800, arr. Vila 0955, dep. Vila 1035, arr. Santo 1150, dep. 1330, arr. Vila 1445, dep. 1515, arr. Noumea 1710.
 : 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. (June 14): Dep. Noumea 0800, arr. Wallis 1530.
 Monthly service (following Friday)
 Fri. (June 16): Dep. Wallis 1000, arr. Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendships)
 Wed.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1630.
 Thurs.: Dep. Honiara (Fokker) 0630 for Munda, Buka, Rabaul, Lae, arr. 1205.
 The plane calls at Yandina on alternate Wednesdays (May 31, June 14, 28) and on alternate Thursdays (May 18, June 8, 22).

P-NG - WEST NG

TAA and Garuda Indonesian Airways, using DC3's, run services between Lae and Sukarnapura. Both services are fortnightly.

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)
 Wed.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Wed. 2359, arr. Papeete Thurs. 0515.
 Fri.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Fri. 2359, arr. Papeete 0515 Sat.
 Sat.: Dep. Papeete 0715, arr. Honolulu 1240, dep. 1410, arr. Los Angeles 2205.
 PAN AMERICAN AIRWAYS (with 707's)
 Thurs.: Dep. San Francisco 1400, dep. Honolulu 1815, arr. Papeete 2340.
 Fri.: Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1555 Fri.
 Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
 Mon.: Dep. Papeete 0800, arr. Los Angeles Mon. 1750, arr. San Francisco Mon. 2005.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES LTD.

(with DC3)

Sun.: Dep. Apia 0445, 0515, 1600; Mon. and Thurs.: 0800; Tues., Fri.: 0800, 1600; Sat.: 0800, 1300.
 Sun.: Dep. Pago Pago 0615, 0645, 1715; Mon. and Thurs.: 0915; Tues., Wed., Fri.: 0915, 1715; Sat.: 0915, 1415.

W. SAMOA - TONGA

POLYNESIAN AIRLINES LTD.

(with DC3)

Sun.: Dep. Apia 0800, arr. Tonga Mon. 1115.
 Mon.: Dep. Tonga 1215, arr. Apia Sun. 1530.

W. SAMOA - WALLIS ISLAND - FIJI

POLYNESIAN AIRLINES LTD.

(with DC3)

Sat.: Dep. Apia 1030, arr. Nadi 1345 Sun.
 Wed.: Dep. Apia 1030, arr. Wallis 1115 Thurs., dep. 1145, arr. Nadi 1445 Thurs.
 Fri.: Dep. Nadi 0815, arr. Wallis 1130, dep. 1215, arr. Apia 1500 Thurs.
 Sun.: Dep. Nadi 1445, arr. Apia 2015 Sat.

INTERNAL SERVICES**FIJI**

FIJI AIRWAYS (with Herons, Drovers, and DC3's)

Suva-Nadi-Suva: Daily.
 Suva-Labasa-Suva: Mon., Sun.
 Suva-Savusavu-Matei-Suva: Mon.
 Suva-Matei-Savusavu-Suva: Sat.
 Suva-Labasa-Matei-Labasa-Suva: Tues., Wed., Fri.
 Suva - Labasa - Savusavu - Labasa - Suva: Sat., Thurs.
 Suva - Savusavu - Labasa - Savusavu - Suva: Tues., Wed., Thurs., Fri., Sun.
 Details from Fiji Airways Ltd., Victoria Parade, Suva.

FRENCH POLYNESIA

RAI (with DC4 and Bermuda Flying-boats)

Papeete-Moorea-Papeete: Mon., Tues., Thurs., Sat.
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 Papeete - Huahine - Raiatea - Bora Bora: Thurs.
 Bora Bora-Raiatea-Papeete: Daily.
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Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

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Guam - Saipan - Guam: Thurs., Fri. (DC4).

GUAM-CAROLINES

Guam-Yap-Koror: Thurs. (DC4).

Koror-Yap-Guam: Fri. (DC4).

Guam - Yap - Koror - Yap - Guam: Sun. (DC4).

GUAM-CAROLINES-MARSHALLS

Guam-Truk-Kwajalein: Tues. (DC4).

Kwajalein - Majuro - Kwajalein - Truk - Guam: Wed. (DC4).

Truk - Ponape - Kwajalein: Tues. (SA16).

Kwajalein - Ponape - Truk: Wed. (SA16).

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Noumea-Isle of Pines-Noumea: Daily.

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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Vila-Tanna-Vila.

Vila - Erromango* - Tanna - Vila - Tongoa - Epi* - Vila.

Tues.: Vila - Lamap - Norsup* - Santo - Norsup*-Lamap-Vila.

Wed.: Vila - Tongoa* - Longana - Walaha-Santo.

Vila-Tanna-Vila.

Thurs.: Santo - Walaha - Longana - Tongoa*-Vila.

Fri.: Vila-Tanna-Erromango*-Vila.
Vila - Lamap* - Norsup - Santo
Norsup-Lamap*-Vila.
Fortnightly: Tanna - Aneltyum
Tanna (May 19, June 2, 16, etc.).
Sat.: Vila - Lamap - Norsup* - Santo
Norsup*-Lamap-Vila.
Vila-Tongoa-Vila-Epi-Vila.

NOTE: Walaha and Longana are on Aoba; Lamap and Norsup are on Maleku and an asterisk means optional stops. Details from Air Melanesia, Vila, or local agents.

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Moresby.

Mon., Fri.: Pt. Moresby - Daru - F

Moresby.

PT. MORESBY-WEST PAPUA
(Twin Otter)

Tues., Fri.: Pt. Moresby-Malalua-Kerem.

Baimuru - Kerema - Malalua - F

Moresby. Reservations beyond Keren subject to administration requirement.

PT. MORESBY-EAST PAPUA
(Twin Otter)

Tues.: Pt. Moresby - Gurney - Misima

Gurney-Pt. Moresby.

Wed.: Pt. Moresby - Gurney* - Misima

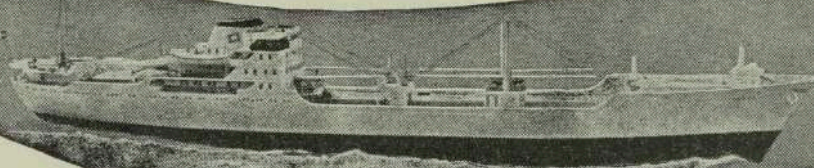
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* Launch connects at Gurney to air from Samarai on Wed. only.

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a.: Madang - Baiyer R. - Hagen -
Banz-Minj-Goroka-Lae.
s.: Lae - Goroka - Minj - Banz -
Mt. Hagen - Baiyer R. - Madang.
i.: Madang - Wabag - Hagen - Banz -
Minj-Goroka-Lae.
s., Sat.: Lae-Goroka-Madang-Wewak.
rs.: Lae - Goroka - Minj - Banz -
Hagen-Wabag-Madang.
s., Sat.: Mt. Hagen-Goroka-Lae.
s.: Lae - Goroka - Minj - Banz -
Mt. Hagen-Madang.

**PT. MORESBY-HIGHLANDS
(DC3)**

rs., Fri.: Mt. Hagen - Pt. Moresby -
Mt. Hagen.

**PT. MORESBY-POPONDETTA-LAE
(DC3)**

: Pt. Moresby-Kokoda (opt.)-Popon-
detta-Garaina-Lae.
: Lae - Garaina - Popondetta -
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: Lae-Pt. Moresby.

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rs.: Lae-Bulolo-Pt. Moresby.
: Pt. Moresby-Wau-Bulolo-Lae.
: Lae-Bulolo-Wau-Pt. Moresby.

**PT. MORESBY-WAU-BULOLO
(Twin Otter)**

: Pt. Moresby - Wau - Bulolo - Pt.
Moresby.

MADANG-GOROKA-LAE (DC3)

s.: Lae - Goroka - Minj - Banz -
Hagen - Baiyer R. - Madang.
i.: Madang - Baiyer R. - Hagen -
Banz-Minj-Goroka-Lae.

MORESBY-GOROKA-MADANG (DC3)
Sun., Tues., Thurs.: Madang-Goroka-
Pt. Moresby-Goroka-Madang.

LAE-RABAU-LAE (DC3)

s., Thurs., Fri., Sat., Sun.: Lae-Rabaul.
Sat., Sun., Tues., Thurs.: Rabaul-Lae.
rs.: Lae - Pischhafen - Cape
Gloucester - Talasea - Hoskins -
Jacquinet Bay-Rabaul.
: Rabaul - Jacquinet Bay - Hoskins -
Talasea - Kandrian - Cape Gloucester -
Pischhafen-Lae.

RABAU-BUIN-RABAU (DC3)
.. Wed., Fri.: Rabaul - Nissan Is.
optional Fri. only) Buka-Wakunai-
Kieta - Buin - Kieta - Buka - Nissan
s. (optional Mon. only) - Rabaul.

RABAU-TALASEA-RABAU (DC3)

Rabaul - Jacquinet Bay - Hoskins -
Talasea.
: Talasea-Hoskins-Rabaul.
: Rabaul-Hoskins-Talasea.
rs.: Talasea - Hoskins - Jacquinet
Bay-Rabaul.

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Woitape - Tapini - Bereina - Kairuku
(opt.)-Aroa (opt.)-Rorona (opt.)-Pt.
Moresby.
(Piaggio) Pt. Moresby - Tapini -
Woitape (opt.)-Pt. Moresby.
: (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. (May 11, 25, June 8, etc.):
(DC3) Pt. Moresby - Popondetta -
Wanigela - Vivigani - Losula -
Popondetta-Pt. Moresby.

Alt. Thurs. (May 18, June 1, 15, etc.):
(DC3) Pt. Moresby-Popondetta-Losula-
Vivigani-Popondetta-Pt. Moresby.

Fri.: (DC3) Pt. Moresby - Popondetta - Pt.
Moresby.

(DC3) Pt. Moresby - Gurney
(Samarai)-Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney-
Paili-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini -
Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa-
Kairuku-Pt. Moresby.

(DC3) Pt. Moresby - Bereina - Pt.
Moresby.

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Index to Advertisers

Adams Industries 60, 116, 154, 156, 158	Drambuie Liqueur Co. 46	Lecksand Press, The 97	Rothmans of Pall Mall (Aust.) Ltd. 1
Air New Zealand 48	Dunliffe Electrical Co. Ltd. . . 150	Macquarie Boundy Pty. Ltd. 148	Ruhr Stickstoff, AG 1
Apex Belting (Aust.) Pty. Ltd. 158	Ferrier & Dickinson Pty. Ltd. 102	Marrickville Holdings Ltd. 125, 126	Rytime-Robilt Pty. Ltd. . . . 1
Arnott, Brockhoff, Guest Pty. Ltd. 99	Filmo Depot Ltd. 53	Mendaco 154	Sanitarium Health Food Co. . . 1
Arnott, Wm. Pty. Ltd. 16	Fisher & Co. 72	Mick Simmons 124	Sear & Gunn Sales Pty. Ltd. . 1
Australian Dairy Produce Board 1	Forminex Pty. Ltd. 64	Millers Ltd. 106, 115	Shaw Savill & Albion Co. Ltd. 1
Aust. International Travel Centre Pty. Ltd. 50	Frigate Rum 110	Mono Pumps (Aust.) Pty. Ltd. 114	Small & Shattell Pty. Ltd. . . 1
Baker, W. Jno. Pty. Ltd. . . . 159	General Foods Corporation (N.Z.) Ltd. 90	Montres Rolex S.A. 15	Southern Pacific Insurance Co. Ltd. 1
BALM Paints Ltd. 3	Gilbey, W. & A. Ltd. 65	Morris Hedstrom Ltd. 54	Stapleton, J. T., Pty. Ltd. . . 1
Bethell, Gwyn & Co. Ltd. 141	Gillespie Bros. Pty. Ltd. . . 157	Mungo Scott Pty. Ltd. . . . 84	Steamships Trading Co. Ltd. 1
Bish Ltd. 103	Grove, W. H. & Sons Ltd. 90	Murray, Sons & Co. Ltd. . . . 4	Stewarts & Lloyds (Dist.) Pty. Ltd. 1
Blum, A. J. & G. 53	Handi-Works Co. 155	Nederland Line & Royal Rotterdam Lloyd 134	Sullivan (Export) Ltd. 1
Booth, Norman G. 46	Harris, Keith & Co. Ltd. . . 160	Nelson & Robertson Pty. Ltd. 50	Swire & Yuill Pty. Ltd. 34, 80.
Braybon Bros. Pty. Ltd. . . . 112	Hellaby, R. & W. Ltd. . . . 113	Nestle Co. (Aust.) Ltd., The 33, 127	T.A.A. cov.
Breckwoldt & Co. Wm. . . . 157	Hobart Bros. (Aust.) Pty. Ltd. 124	Nicholsons Pty. Ltd. 76	Taikoo Dockyard 1
British Solomons Trading Co. Ltd. 152	Hutchinson, Robert Ltd. . . . 35	Nissan Motor Co. Ltd. . . . 122, 123	Tait, W. S. & Co. P/L 1
Brownbult Ltd. 62	I.C.I.A.N.Z. Ltd. 5	Nixoderm 159	Tatham, S. E., & Co. P/L . . . 1
Brunton & Co. 156	Industrial Products Pty. Ltd. 71	Northern Hotels Ltd. 46	Tooth & Co. Ltd. 1
B.P. 68, 132, 159, cov. iii	International Harvester Co. . 146	N.S.W. Timber Industries Pty. Ltd. 110	Toyota Motors Sales Co. Ltd. . 1
Bryant & May Pty. Ltd. 2	International Majora Paints Pty. Ltd. 108	Ogden Industries Pty. Ltd. . . 70	Trans Pacific Marine Ltd. . . . 1
Cadbury-Fry-Pascall Pty. Ltd. 63	International Trade Fairs . . 120	Outboard Marine Aust. Pty. Ltd. 8	Turners Supply Co. Ltd. 1
Carpenter, W. R. & Co. Ltd. . . 82, 83, cov. iv	Johnson, S. C. & Son Pty. Ltd. 66	Pacific Islands Transport Line Ltd. 53, 159	Union Steam Ship Co. of N.Z. Ltd. 1
Carnation Co. Pty. Ltd. . . . insert	Johnston, J. Stanley 160	Pacific Publications Pty. . . . 156	Vi-stim 1
Charlton, John & Co. Pty. Ltd. 116	Karlender New Guinea Line Ltd. 111	Pacific Islands Society 130	Watkins-Dow, Ivon, Ltd. . . . 1
Classified Advertisements . . 144	Kerr Bros. Pty. Ltd. 131	P. & O.-Orient Lines of Aust. Pty. Ltd. 52	Westfield Freezing Co. Ltd. . . 1
Crammond Radio Co. 110	Kodak (A/asia.) Pty. Ltd. . . . 7	Qantas 51	Weymark Pty. Ltd. 1
Cystex 116	Kopsen & Co. Pty. Ltd. . . . 104	Qld. Insurance Co. Ltd. 98	Whites Aviation 1
Dairy Frost Pty. Ltd. 11	Kraft Foods Limited 10	Racal Electronics Pty. Ltd. . . 13	Wild (Aust.) Pty. Ltd. 1
Daiwa Shipping Line 138	Lane's Pty. Ltd. 149	Ranson Products Ltd. 9	Wilhelmsen, W., Agency P/L . 1
Demka Pty. Ltd. 78, 79			Yorkshire Insurance Co. Ltd. . 1
			Young, J. H. Boats Ltd. 1

Timetables continued

Sat.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby - Woi tape - Tapini-Pt. Moresby.

ANSETT-MAL (with Fokker Friendships, DC8's and Piaggios)

Mon.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae-Goroka-Mt. Hagen.
Goroka-Pt. Moresby.
Pt. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.
Lae-Madang-Wewak.
Mt. Hagen-Goroka-Lae.
Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak-Maprik-Angoram-Wewak.
Wewak-Vanimo-Mt. Hagen.

Tues.: Rabaul-Lae-Rabaul.
Wewak - Madang - Lae - Madang - Wewak.
Rabaul - Kavieng - Momote - Wewak - Madang-Lae.
Madang - Mt. Hagen - Banz - Minj - Goroka-Madang.
Mt. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.
Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
Wewak - Lumi - Nuku - Wewak - Hayfield-Yangoru-Wewak.
Wewak-Telefomin-Ambunti-Wewak.
Wewak-Angoram-Wewak.
Mt. Hagen - Goroka - Kainantu - Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.

Wed.: Rabaul-Lae-Rabaul.
Lae-Madang-Wewak.
Wewak-Madang-Lae.

Lae-Wau-Bulolo-Lae.
Lae - Madang - Wewak - Momote - Kavieng-Rabaul.
Goroka - Pt. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.
Wewak - Angoram - Maprik - Wewak.
Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.

Thurs.: Rabaul - Kavieng - Momote - Wewak-Madang-Goroka-Lae.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak - Hayfield - Yangoru - Wewak.
Mt. Hagen-Goroka-Mt. Hagen.
Pt. Moresby-Goroka.
Wewak-Aitape-Dagua-Wewak.
Madang-Wewak-Vanimo-Wewak.
Wewak-Angoram-Wewak.
Wewak-Ambunti-Wewak.
Madang - Mt. Hagen - Banz - Minj - Goroka-Madang.

Fri.: Rabaul-Lae-Rabaul.
Wewak-Madang-Lae.
Lae-Wau-Bulolo-Lae.
Goroka - Pt. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.
Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
Mt. Hagen-Pt. Moresby-Mt. Hagen.
Mt. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.
Mt. Hagen-Tari-Mt. Hagen.

NOTE: Ansett-MAL services listed will apply to May 12. From that date passengers should consult their local airline agency for new schedules. Boeing 727 services from May 12 will terminate at Pt. Moresby so all internal feeder services will operate to this port; previously Lae was the terminal for flights from Australia.

Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.
Lae - Madang - Wewak - Vanimo - Wewak.
Rabaul-Kavieng-Rabaul.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak.
Hayfield - Yangoru - Wewak.
Angoram-Wewak.
Madang-Pt. Moresby-Lae.

Sat.: Rabaul-Lae-Rabaul.
Wewak-Madang-Lae-Madang.
Rabaul - Kavieng - Momote - Wewak - Madang-Lae.
Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
Mt. Hagen - Mendi - Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Port Moresby-Goroka.

Sun.: Lae - Madang - Wewak - Momote - Kavieng - Rabaul - Goroka - Madang-Goroka.

SOLOMON ISLANDS

MEGAPODE AIRWAYS (with Apache and Dove)

(NOTE: See P-NG-Solomons timetable under Inter-Territory Services for connecting flights.)

Honiara-Auki (Malaita)-Honiara: Tue. Fri.
Honiara-Yandina (Russell Is.)-Honiara: Thurs.
Honiara - Yandina (Russell Is.) - Sege Munda, and return: Wed.
Honiara-Kira Kira-Honiara: Wed.
Honiara-Munda (New Georgia)-Barakom (Vella La Vella)-Munda-Honiara: Fri.
Honiara - Yandina - Munda - Barakoma - Munda-Yandina-Honiara: Mon.
Honiara-Avu Avu-Honiara: Thurs.
Details from Megapode Airways, P. Box 103, Honiara, BSIP.

LEWIS LETT, EXPLORER, AUTHOR GENTLEMAN

By R. W. ROBSON

Lewis Lett, dead on April 23, the advanced age of 88, probably knew as much as anyone about Hubert Murray's Papua. Yet, although he wrote obviously and interestingly about that primitive territory, he never seemed to be accepted as an authority.

PROBABLY that was because he was a modest gentleman, and no poster. He stayed in the background, while others gathered kudos.

Lett was the product of an English public school, and had had experience as a qualified civil and marine engineer before he went to Papua in 1911, at the age of 32, to the service of the British-New Guinea Development Co. He did not remain in that office.

With a partner (Mr. G. H. Thomas, who lost his life during one expedition), he went almost immediately to Papua's unknown jungles, exploring and prospecting. He is credited with the first discovery of oil, in the 6th Division. Many millions have been spent since then in the vain search for a commercial oilfield.

But oil and gold were elusive, and eight exploration returns no profits; Mr. Lett settled very early in the 6th Division, near the Vailala River, as a planter, trader, lumberman. He was head of Maira Estates (1916-1925) and Romilly Sawmills Ltd. (1925-1930).

Mr. Lett was about 52 when I met him and his talented wife, Mollie, in Port Moresby, in 1932. They then were close associates of Hubert Murray—in fact, I got the impression that the lonely Lieutenant-governor discussed some of his most administrative problems with Mollie. She was the Papuan correspondent of *Pacific Islands Monthly* in its first issue in 1930 until she died in 1945. Mr. Lett retained some of his Gulf Division interests, and tried out commissions for the Governor. Mollie and Lewis were members of the only cultural set in Port Moresby in those years before World War II.

During World War II, Mr. Lett moved, to reside in Roseville, Sydney, and a daughter lives in Australia), and to devote himself to journalism and authorship.

Altogether, six of his books, all dealing with P-NG history and problems, were published. Most were warmly praised and all went into the libraries as valuable reference works.

I think that his biography of Sir Hubert Murray, and his careful, skilled analysis of what that much-publicised administrator accomplished—and tried to accomplish—is easily the best work on the Murray regime.

Stories of his own jungle experiences, between 1911 and 1925, told in his books modestly and without fuss, suggest that Lewis Lett should have had a higher place than has been accorded him in Papua's chronicle of pioneer explorers.

Mr. Nick Penglase

Nick Penglase, who spent about 15 years as a patrol officer and then a district officer in New Guinea before and during the World War II, died in Brisbane on April 12 aged about 64.

"Pen", as he was known to his friends, first arrived in New Guinea as a teller with the Commonwealth Bank at Rabaul in 1925.

Two years later he gave banking away and began working as a patrol officer at Salamaua.

He served in New Ireland, Manus, and then the Morobe District when, in 1929, he led a patrol into the primitive Kukukuku region after the prospector, Helmut Baum, was killed. The patrol was successful and "Pen" arrested several natives for the murder.

He was moved to the Markham Valley, the Wau goldfields, Madang and Finschhafen.

Because of illness he left the territory in 1945 for Canberra and worked as an administrative officer with the Department of Territories until his retirement about three years ago.

Said Mr. Eric Feldt in Brisbane: "Pen did sterling work in the Morobe District in the early days".

He leaves a widow, Mollie, and a married daughter, Mrs. D. Gough.

Mr. J. P. Katrei

A man who was a credit to his race and to the nation under whose protection he lived and worked, died in Noumea early in April. He was Jewine Paul Katrei, High Chief of Medu, on Mare Island. He was 57 and the father of 10.

DEATHS OF ISLANDS PEOPLE

A member of the Territorial Assembly since 1957, he had been re-elected three times—always under the Union Caledonienne banner.

A special plane carried his body back to Mare for burial.

Pastor Gerald Peacock

Pastor Gerald Peacock, a man well known in many parts of the Pacific Islands, died at the Newcastle (NSW) Hospital recently, aged 76. Born in Durham, Victoria, Pastor Peacock, from 1920 until his retirement in 1960 was a minister and missionary of the Seventh-day Adventist Church.

His first Islands appointment was as a missionary to Papua in 1923. He later served in the Solomon Islands, New Hebrides and New Guinea, returning to Australia in 1946 to serve as Superintendent of Seventh-day Adventist aboriginal missions in Queensland.

Pastor Peacock leaves a widow, Winnifred, and two married daughters.

Serupepeli Rokotuiloma

Serupepeli Rokotuiloma, a Methodist missionary in Fiji and Papua-New Guinea, died at Tamavua Village, near Suva on April 19, aged 98.

He spent seven years in P-NG, and the remainder of his missionary career in Fiji.

Mrs. A. G. Mansell, MBE

Mrs. Anne Grace Mansell, who was closely associated with the Scout, Cub and Girl Guide movements in Fiji for many years, died on April 13, aged 68.

When she retired from the Girl Guide movement in 1950 she offered her services to the Scouts and Cubs.

She was responsible for raising the standard of both movements throughout Fiji, and held high appointments.

She is survived by her husband, a daughter and a son.

Mr. W. J. May

Mr. Willard (Bill) James May, who died at Brisbane on March 14 after a long illness, was one of the first soldier settlers at Kerema in the Gulf District of P-NG.

He served with the 6th Division AIF in the Middle East, Greece and Crete, and later in New Guinea.

Mr. May was a foundation member of the Port Moresby Sub-Branch of the RSL, and was well known in other activities.

He leaves a widow and two children.

(Continued next page)

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Deaths

(Continued from previous page)

Captain F. B. Smith

The death occurred on March 1967 of Captain Fred B. Smith, well-known master of several inter-island ships in Fiji. He had been ill for seven months.

Captain Smith, who was 54, was a member of a Vanua Lava family and spent almost all his life at Suva. Ships of which he was master included the *Fijian Princess*, *Nik Zephyr II*, *Yanawai* and *Ratanui*.

He left a widow and six children.

Mr. G. L. Maharaj

Mr. Guljari Lal Maharaj, believed to be the oldest man in Fiji, died April at the age of 105 at Suva.

He was born on September 1861, at Handai, India, and was educated at Vanarsi Kasi University where he took a Brahmin religious course, regarded as the highest course in the Hindu religion.

After finishing his studies, which took 25 years, he went to Fiji under the indenture system.

He leaves a wife and two sons.

Mr. Leslie Crofts

Mr. Leslie Crofts, manager of Arigua plantation, Bougainville, was killed in a Land-Rover accident at the plantation on March 24. He was 33. Mr. Crofts was born in Edinburgh, Scotland, and joined Choise Plantations Limited in June, 1953. He was appointed manager of Arigua plantation in May, 1963. He leaves a widow and two young sons.

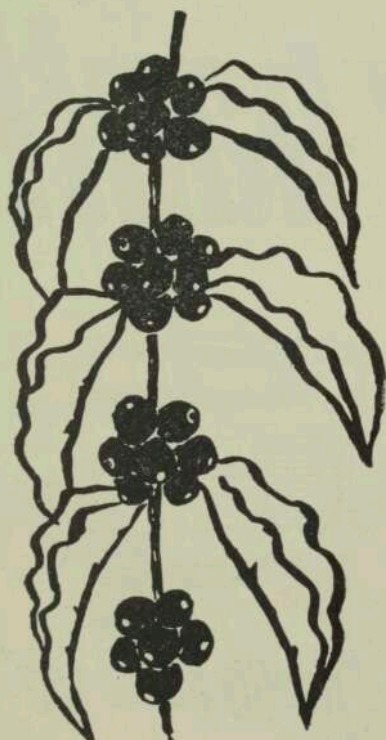
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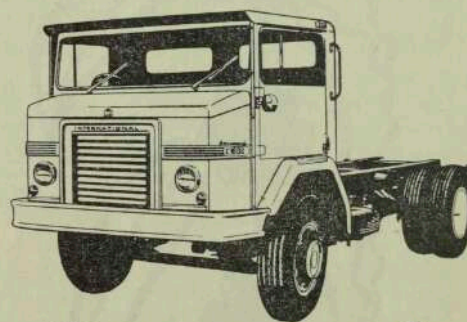
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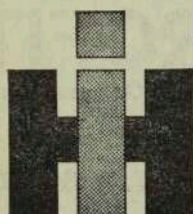


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THE PRACTICAL PLANTER



How Fiji tackles the problem of sheep breeding

From Jane Gregor, in Suva

Nadi, to most people these days, means aircraft and tourists. But to the Fiji Agriculture Department it means sheep, and has done so for the past two years. Under the Colonial Development and Welfare Scheme, financed by the British Government, a total of some £Stg.30,000 has been granted, to be expended over a first period of five years.

THE experiment of rearing sheep in Fiji was initiated in December, 1964, and got off to an unfortunate start, for the 90 half-bred ewes, eight Merriedale rams and five half-bred rams which had been purchased in Canterbury, NZ, arrived in the middle of a hurricane, and getting them to the experimental farm was not easy. The farm is situated about 14 miles south east of Nadi airport at 100 ft above sea-level. In the tropical sun and malevolent winds of a South Pacific hurricane, neither animals nor men relished the herding to their new home. That home is some 425 acres of high country in the Nausori Highlands, known to tourists for their picturesque contours.

Little rain

The western side of Viti Levu is the drier side of the island but over the last two years rainfall has been unusually scanty and in addition to the expected dry seasons between April and December, have received very scanty rain in the normal wet season; the average rainfall is around 60 inches per year; in 1966 this was halved and at no time during the two years that the farm has been established has the wet season's average of between five and six inches been reached. So that, once the imported livestock recovered from its initial shock, it did not even face good pasture. The cover on the Highlands varies between Mission grass, a species which can grow up to some six feet high, reeds which reach a height of ten or eight feet, and Nadi blue grass on the more extensive, open areas.

Previous controlled grazing had helped to eliminate the taller species and had allowed the shorter sheep-type, Nadi blue grass, to spread.

But one major problem was the infestation of guava; in this case it was a particularly persistent species which could grow to 20 feet in height and could form bush verging on forest. There was a continual balance to be held between overgrazing, thus allowing the guava to infiltrate, and the danger of erosion from heavy, tropical rains.

The man with this load of problems was Mr. G. Colledge, a New Zealand

lander with extensive experience of sheep farming.

Initially, the sheep had not grown out too well and it was decided to put only the 35 choicest animals to the ram in 1965. As a result, there had been about an 80 per cent lambing.

In April, 1966, all ewes had been put to the ram but, due to the continuance of the exceptionally dry weather, there had only been a 50 per cent lambing.

The first lot of sheep had been shorn in December, 1965, yielding an average of about eight pounds a head, which had sold in Australia



This is the country behind Nadi where Fiji's sheep experiments are going on, and these are some of the sheep.

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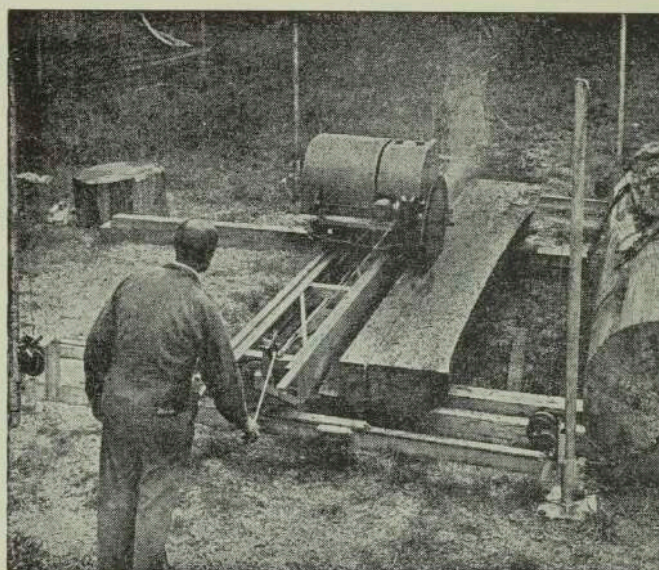
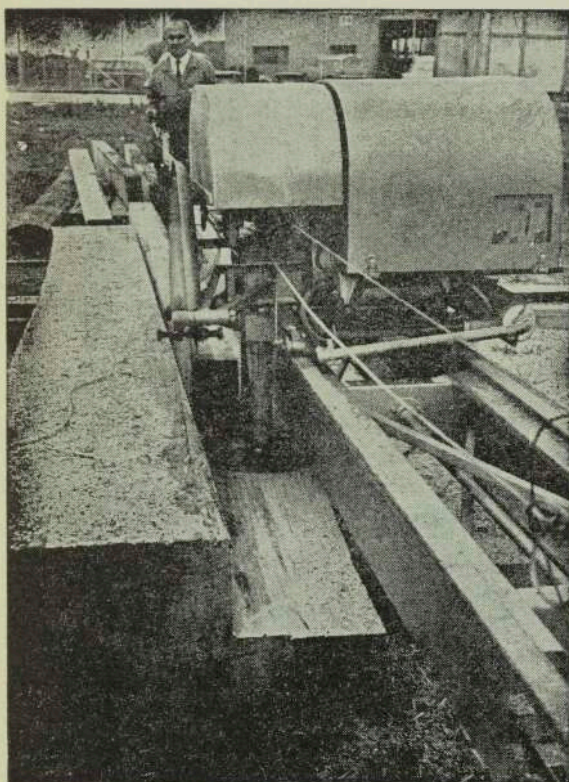
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↑ Illustration shows the machine cutting a flitch. The four corner posts are fitted with winches for raising and lowering desired cutting depth. The operator is holding the power feed which is variable speed.

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

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⚡ Illustration shows the feed control lever in upward position ret the power unit along the boom, at the same time removing th timber.

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Practical Planter

an average net return per ewe about 20/- (NZ).

the wether lambs from this first had been killed at about five lbs and, when dressed, had averaged some 26 lbs, and two of these had fame by being served at a party given by Fiji's Governor, Derek Jakeway, to Queen Elizabeth the Queen Mother when she visited the islands last year.

The remainder of the lambs were on the local market at 2/6 per dressed weight and their meat had been sold many times so high was local interest in appreciation of the venture.

Estimate of return

seems that, this year, the lambs be taken to a heavier weight when ready will again be sold on the local market, to the cheers of housewives.

Some of these lambs will be sold to the Indian population, to test that market and, from the previous year's experience, it would seem that a return of between £Stg.5 and £Stg.8 per head might be expected. It is unusual for Indians to buy a whole sheep, keep it, feed it and kill it themselves and ram lambs have been sold for as much as £9 or £10 intended for a religious festival.

Particular difficulties

Early, problems are tough when it comes to sheep rearing in Nadi.

Colledge, whose ideas of the methods best employed did not, unfortunately, chime with those of the Agricultural Department, has now relinquished his post, which is being taken over by Mr. A. M. Phillip, a native of Fiji.

Mr. Phillip is currently in New Zealand gaining experience of sheep management; he has spent time in England and in North Canterbury as well as at Lincoln College with Professor J. W. McLean and no doubt Mr. Phillip will have his own ideas of the best way to overcome Fiji's particular difficulties.

From the wide selection of sheep varieties introduced at Nadi within the breed, it seemed that the longer woolled beasts would probably be the most suitable type from the point of view of actual wool production and of fertility in breeding.

The search for the best breed goes on and on a recent visit to New Zealand, Mr. Baker, of the Agricultural Department, bought two

more Corriedale rams from Bushey Park estate and a half-bred ram from C. T. Burrows, of Culverden.

Experiments are now going ahead to discover the best time for lambing, among other things such as the overcoming of internal parasites... a particular hazard of the wet season—the best types of fertiliser and pasture required, the introduction of legumes such as siratro, all adding up to a thorough evaluation of the situation.

Sheep have been successfully reared in the New Hebrides for a

The Practical Planter is a new section in PIM. It is written by people with practical experience, and is published each month. Queries on technical matters are invited.

relatively long time and, in the past, Fiji had sheep—up to about 12,000 of them in the early 1900's, in fact, Niue has also experimented with a small number of sheep.

Although there have been difficulties and diverging opinions as to the best way to tackle them, actual losses of sheep over the past two years have been very light—no more than some 20 ewes.

With the extensive trials planned for the next two or three years, hopes are high and it is planned to give small numbers of ewes to Fijian and Indian farmers so that they may start their own flocks, once rearing has been successfully established.

These initial flocks would number no more than 20 or 30 ewes but even these small numbers would help the small land owner to diversify his agriculture and to augment the incomes of those arable farmers whose leases include a portion of hill country. Such small holdings at present normally grow rice, tobacco, sugarcane, maize, sorghum and passionfruit.

Sheep husbandry would be a new departure for many of these smallholders.

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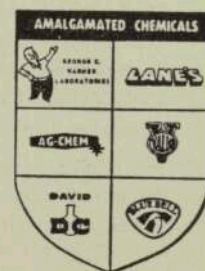
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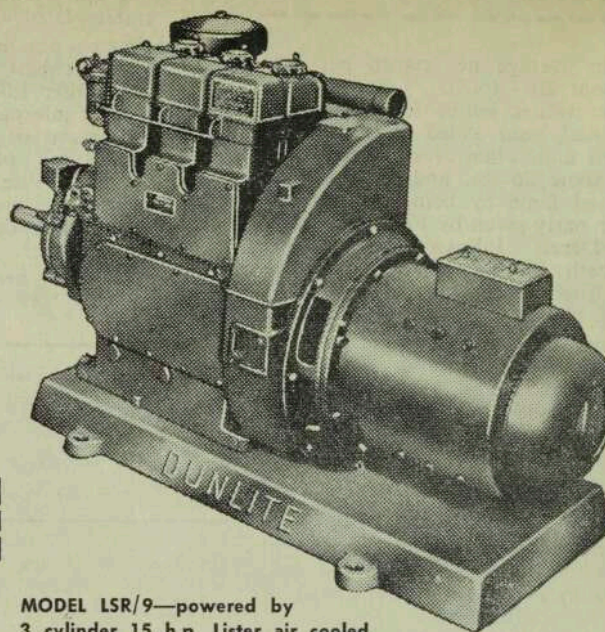


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Pastures were important for this New Guinea cattle man

By BRUCE SUTHERLAND

Beef cattle can be raised very successfully in a tropical environment with a 200 inch plus rainfall—provided the right type of cattle are selected and an appropriate system of pasture management is followed.

FOR the last two years I managed a copra plantation on the coast of New Guinea, 20 miles east of where we ran a herd of Zebu cattle on land which was almost swamp for half of the year.

In 1964 the herd numbered about 100 head and included:

- 30 pure bred "Javanese" Zebu cows and one "Javanese" bull;

- 35 imported registered Drought-resistant cows;

- About 50 crossbred Zebu cows;
- About 80 crossbred heifers in

- About 80 calves;

- One ½th Brahman bull and one ¾th Brahman crossbred bulls.

About 10 years ago the "Javanese" cattle were brought to this plantation in the Madang district where they proved themselves extremely suitable to the excessively wet conditions. Although they are very fine boned, in appearance usually somewhat like a Jersey cow, they have the fertility ability, when crossed with a Brahman bull, to produce a steer with an extremely high growth rate to two years of age, when dressed weight averaged 550 lb to 600

Javanese adapt

This compares more than favourably with the rest of the herd, where we thought ourselves lucky to get an average of more than 85 per cent. drop.

The "Javanese" stock are thought to have come from Java but no one knows just when they entered New Guinea. They have been known to frequent the low-lying swampy areas of the Madang district for more than 10 years.

Their wonderful adaption to the totally inaccessible swamp country of Madang allowed many to survive Japanese occupation during World War II.

Relatively large herds were found living unattended after the war. Because of their obvious advantages in these very wet conditions, we started

a breeding programme aimed at infusing the "Javanese" blood into our whole herd—which had grown to over 500 in October, 1966.

We found that if the percentage of Zebu blood in the herd fell below 50 per cent, the ability of the animals to cope with the conditions rapidly deteriorated. Their growth rate would become retarded and they rarely developed into a desirable type.

Screw worm problem

The only real health problem to the cattle is the screw worm.

It is common throughout the tropics and New Guinea, but it is prevalent around Lae, with its consistently high rainfall and heavy humidity.

The screw worm is a live maggot which is laid in large numbers by a blowfly on to any open wound or injury on cattle—such as barbed wire cuts and scratches. It screws itself directly into the animal's muscles and quickly forms a very deep-seated wound, the effect of which can, under some conditions, kill a cow in a couple of weeks if left untreated.

Newly-born calves are most susceptible to the worm and are in the greatest danger.

Unless they are treated within hours of birth, nine times out of 10 they are attacked by the worm in their navel cord. The worm gains access to the abdomen from the navel cord and the animal is often beyond help in a couple of days.

About five years ago a veterinary druggist developed a substance to treat these "strikes". The preparation resembles grease in appearance and is known as Screw Worm Smear. When applied to the animal's wound, it kills the maggots present, promotes healing, and is an excellent fly repellent.

This process has completely revolutionised the treatment of the wounds—previously the usual practice was to remove each screw worm individually and prevent reinfection by use of some kind of fly repellent, none

of them being very suitable for this particular application.

We ran the herd among the coconut palms on natural pastures based on an indigenous *paspalum* into which was introduced the legumes, Calipo and Peuarua.

The legumes were harvested and planted into new areas throughout the year by hand.

We added Para grass in swampy areas. This proved very successful.

With year-round rain the pastures were always green and a constant growth rate was assured. However, this also created a problem as where heavy stocking rates applied and there was no adequate subdivision, the cattle seriously damaged the pasture by trampling.

Consequently we undertook a programme of extensive subdivision and commenced a system of rotational grazing. We felt the extra work and expense involved was economically sound, as the stocking rate, even in the very wet months of June, July, August, when 30 in. of rain per month is usual, was maintained at one head per acre.

As our stock increased toward the 600 head mark and the total amount of land available for grazing (600 acres) grew limited, it was obvious to me we would have to increase the carrying capacity of the land or limit the size of the herd.

Leuceana helps

The solution seemed to be the introduction of *Leuceana glauca* to the existing pasture. The best way to do this is to plant the *Leuceana* densely in rows about 15 ft apart.

When the *Leuceana* trees reached a height of about 10 ft we cut them back to about 3 ft, and maintained them at this height.

By doing this a prolific re-growth of foliage was quickly produced. It had a very high protein content and was very palatable. Cattle ate it in

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HOW TO CHECK OUTBOARD IGNITION, FUEL SYSTEMS

As part of your regular dry-
checks to ensure proper
operation of your outboard
motor in the water, look at your
ignition system and your fuel
system.

Check at the ignition system from
the ignition key (if you have an
electric start motor) right through to
the spark plug.

Check under the dashboard and
on all wiring connections, then
check the battery and try the starter
several times to check that salt
hasn't corroded the contacts.

Don't connect the fuel line to the
motor for this check—someone could
get their fingers if they happen to
near the propeller and the motor
gear.

Special warning

Remember, too, not to run the
motor for more than a second or
two unless you have attached a
starting device coupled to a hose—
even then don't run the motor
idle. Otherwise you may seize
the engine or at least ruin the water
pump impeller.

Now check the high tension leads
from the magneto (or from the
distributor) to the spark plugs. They
should be free of cracks in the
insulation—if you find cracks or
they bind them with electricians'
tape, but replace them as soon as
you can.

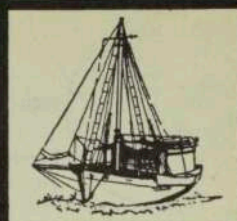
Check the high-tension lead and fittings
and fit snugly into the distributor,
and onto the spark plugs—
rubber boots at the spark plug
should be sound and not
leaking.

Remove the plugs. If they are
fouled and oily or covered with
carbon deposits it may be that you
are using too much oil in the fuel
mixture, not using outboard oil, or
using super grade petrol (which often
has a high lead content).

Clean the plugs by wiping away
the gummy deposits, or scraping off
the baked-on carbon gently with a
wire knife.

Then set the gap between the fire
tip and the prong on the plug.
Use a feeler gauge of the thickness

WORKBOAT MAINTENANCE



recommended in your owner's
manual. Correct the gap by gently
prying up the prong with a screw-
driver, or gently tapping it down,
until the gauge just slides through
the gap. And make sure you're using
the recommended type of spark plug.

With the plugs out, attach the high
tension leads to them, then pull the
motor over a few times to check that
each plug is firing. If one plug won't
fire, take the lead off and repeat the
performance with the lead held near
the powerhead. It should spark—if
it does the plug is faulty and should
be replaced—if it doesn't spark
the points may be pitted.

It could be one high tension lead
is not making contact inside its
terminal. Check that the lead is hard
home into the terminal and contact-
ing the terminal prong inside.

While you're at it, "Vaseline" the
battery connections, and check the
level of acid in the battery. If the
starting seemed a bit reluctant it's
time you charged the battery.

Now let's check the fuel system.
Start with the fuel itself. Is it
standard grade petrol? Did you use

outboard oil, in the right quantity—
and was it shaken to make sure it
blended thoroughly?

Don't use stale fuel—if it's been
standing around for a month or more
it's safer not to use it. If it's a few
days old make sure you shake the
tank vigorously to re-mix the petrol
and oil.

Should you be heading off for
distant parts for several days it may
be wise to take some outboard oil
with you—just in case you can't get
it where you're going. It's important
to use outboard oil—automotive oils
are not recommended for modern
two-stroke outboard motors, one of
the reasons being that they cause
excessive fouling of the spark plugs.

Are the fuel tank connections
tight, not leaking? Is the fuel gauge
accurate?

Fuel danger

Has the fuel line any splits? You
can make temporary repairs with
electricians' tape but don't forget to
shorten the line or replace it before
the next trip. Leaking fuel is a fire
hazard.

Are both connectors OK? Squeeze
the priming bulb to make sure fuel
passes freely through the line. Also
check that the line isn't being kinked
or pinched by seats, batteries or fuel
tanks.

Check that the filter in the glass
fuel bowl is free of gummy deposits.
Clean it if necessary, before you start
out. Make a note to keep a spare
filter handy.

If the fuel tank connections leak,
the usual fault is a perished rubber
O ring, which can easily be removed
and replaced.

Connect the fuel line to the motor
then squeeze the bulb to see that fuel
reaches the filter bowl. Go over the
fuel hoses from the filter bowl to the
fuel pump to the carburettor to check
they are not kinked or split.

After you've packed up for the
day it's a good idea to disconnect
the fuel line from the motor and
allow the engine to run the
carburettor dry—a precaution against
oil settling in the carburettor and
causing hard starting next time you
want to use the motor.

NG Cattle

(from p. 151)

preference to anything else in the
paddock and it was obvious manage-
ment would play a vital role in the
successful use of this legume.

In this locality I prefer the Peruvian
strain of *Leuceana glauca*, as it gave
a better ratio of leaf to wood, and
did not tend to run to seed so
quickly as the local varieties.

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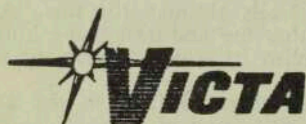
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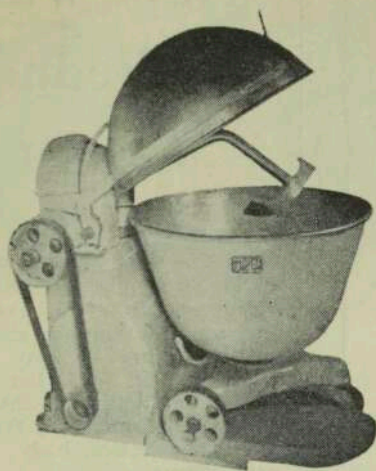
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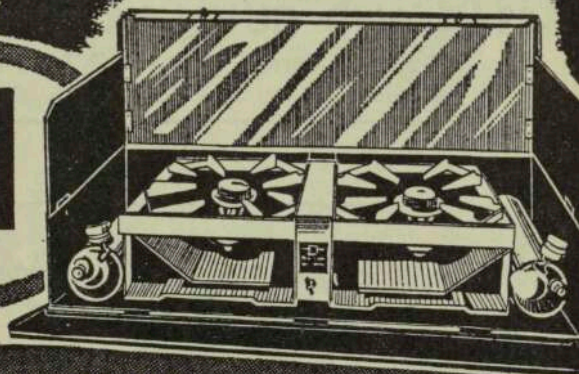
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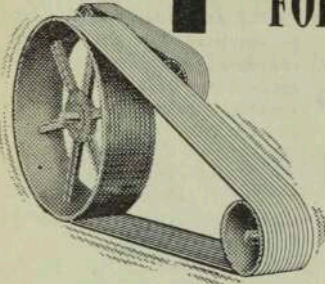
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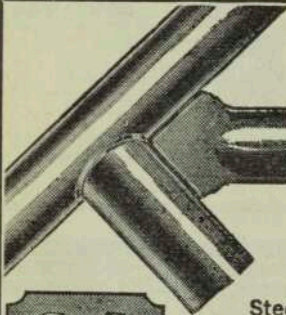
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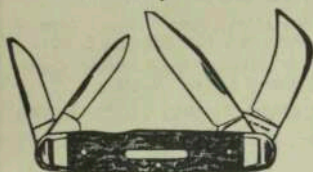
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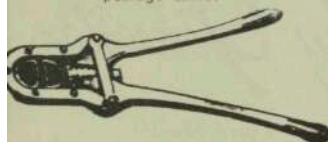
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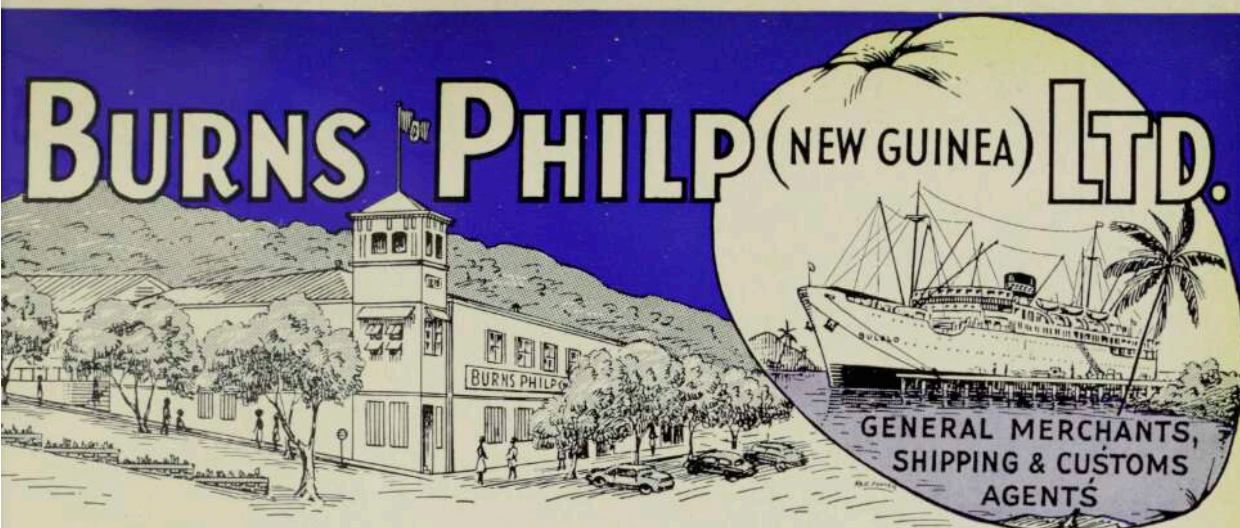
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