

Vol. 38, No. 6 (Jun. 1, 1967)

Date : 7/17/26, 5:20 AM

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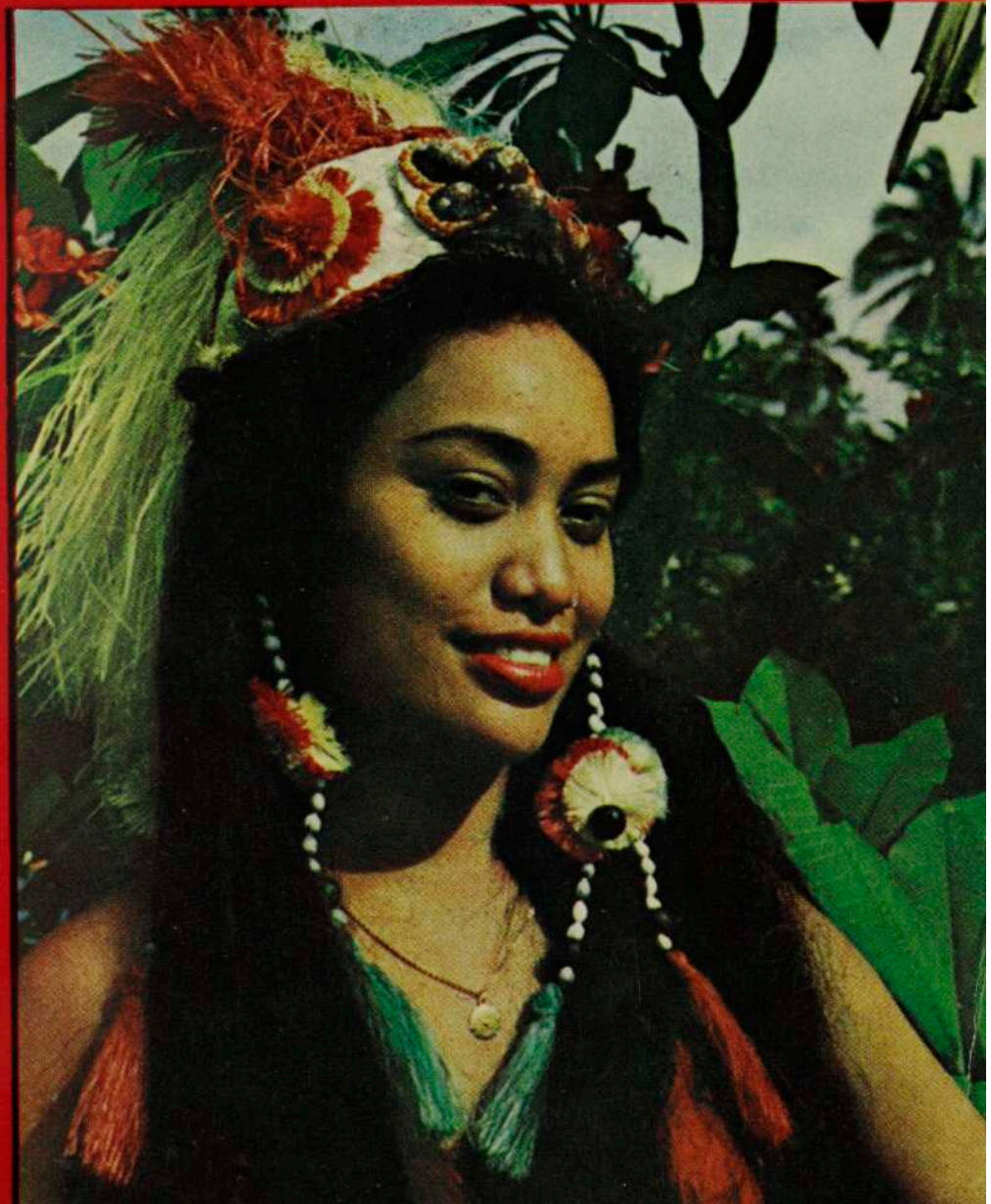
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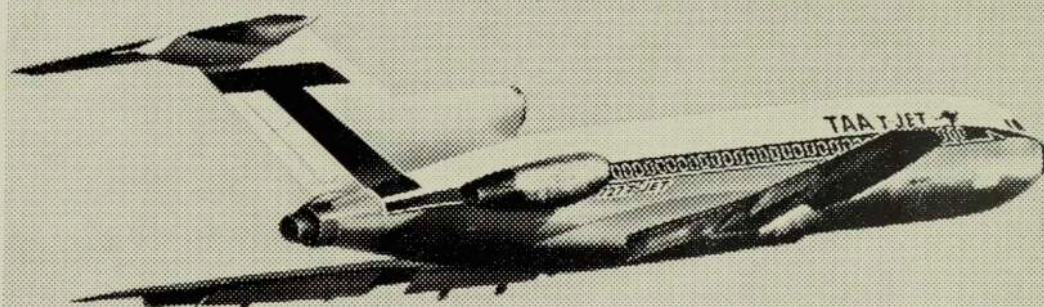


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JUNE, 1967 — PACIFIC ISLANDS MONTH

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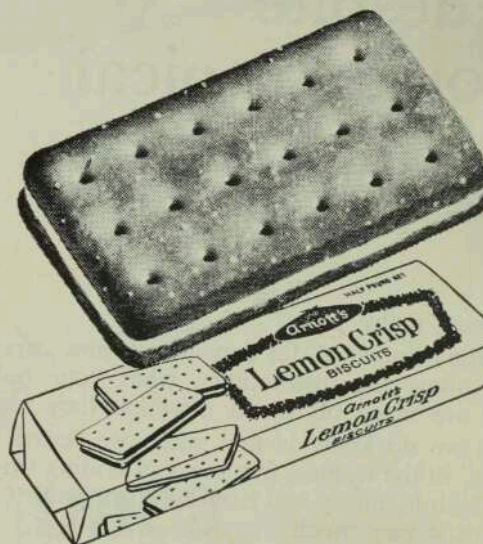


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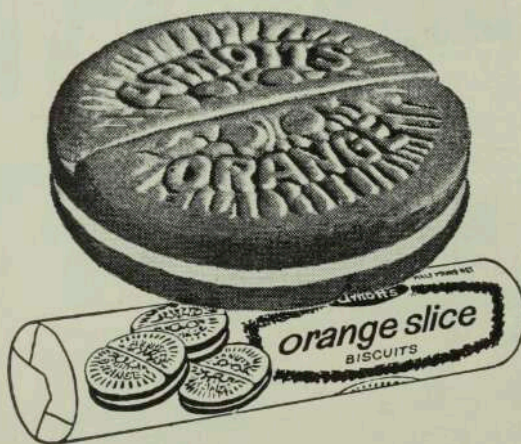
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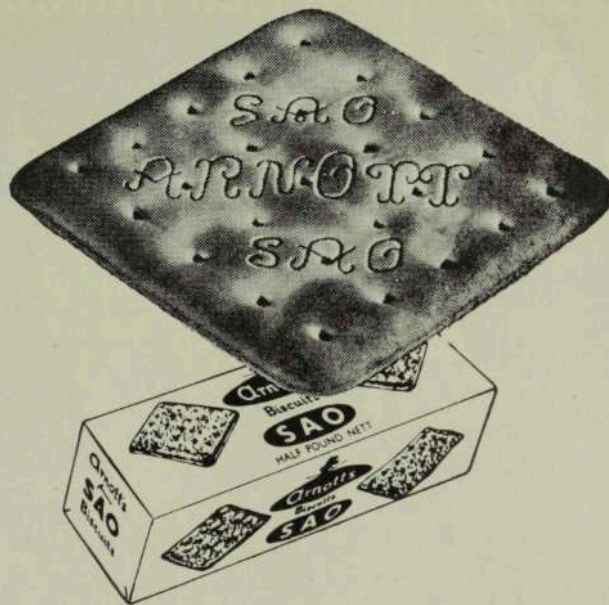


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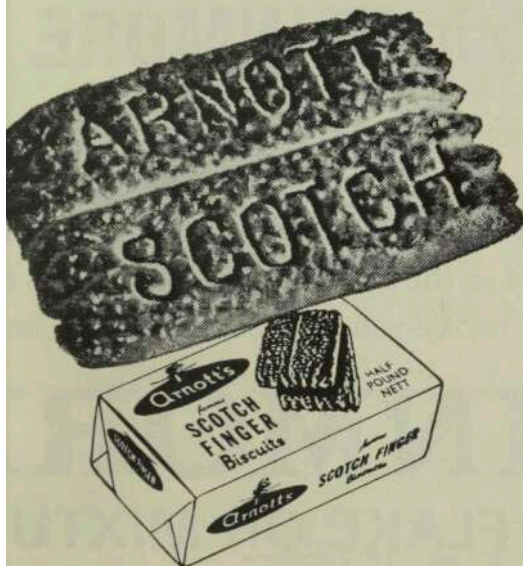
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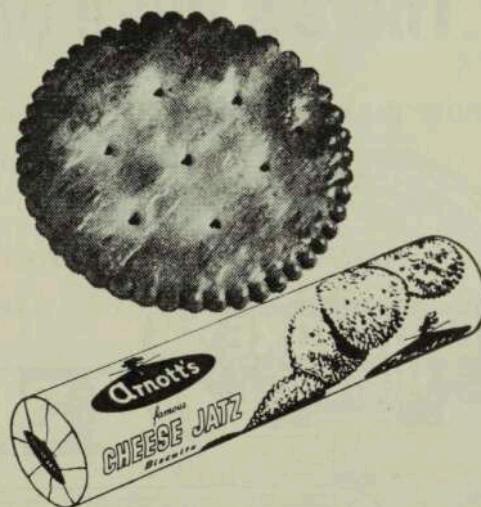
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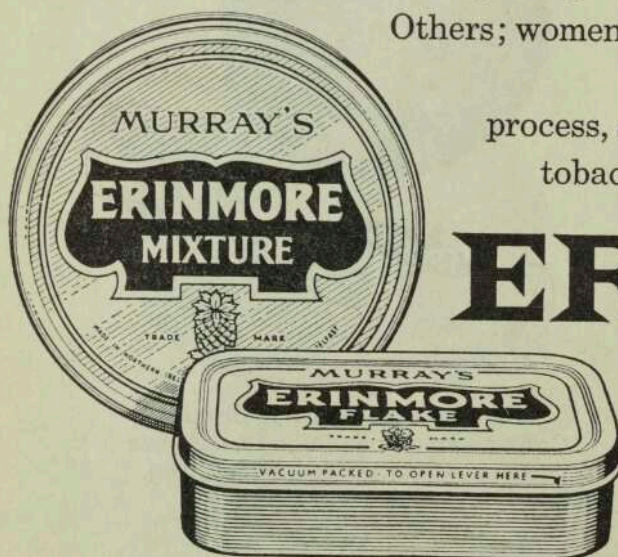
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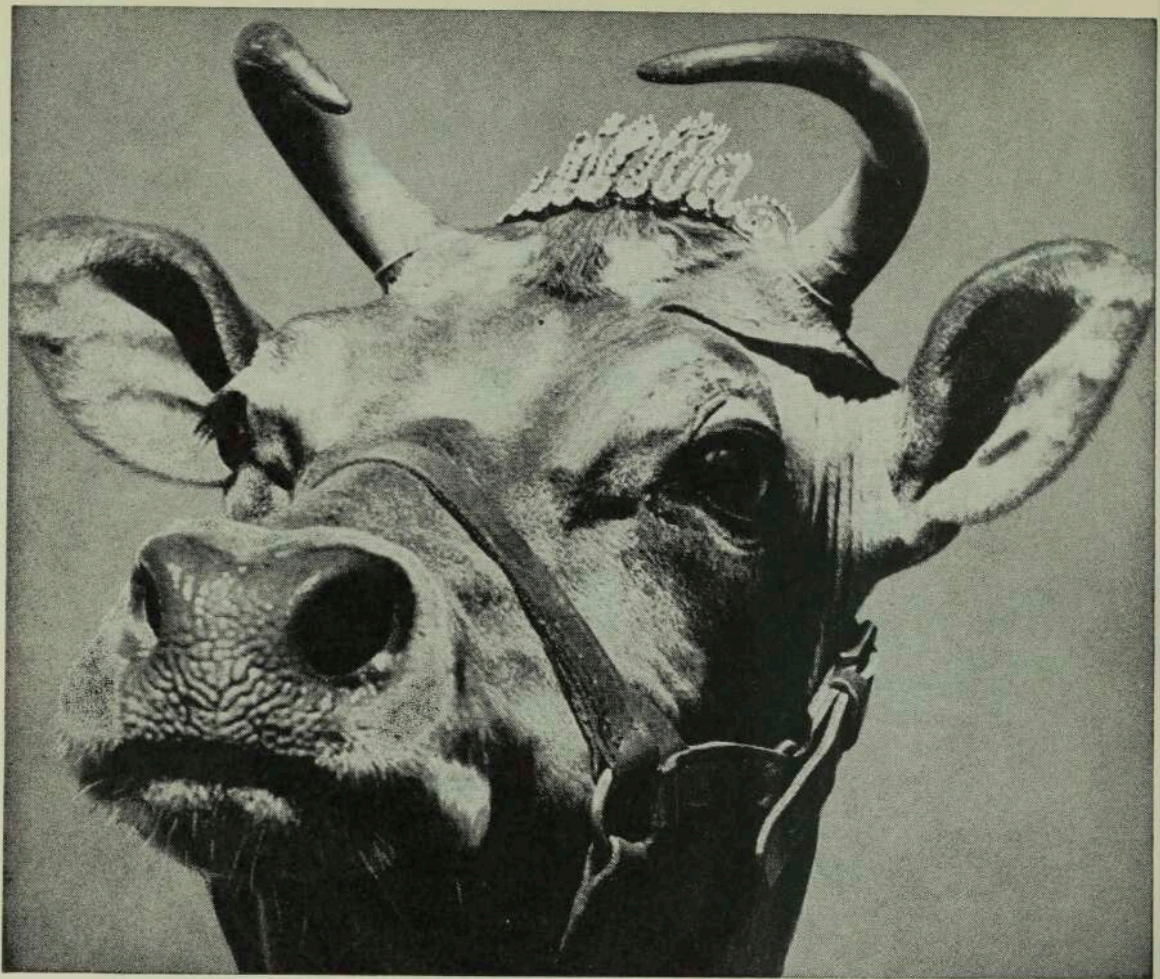


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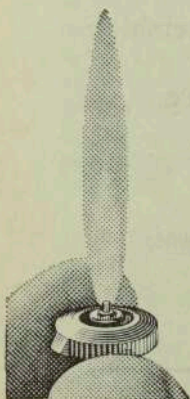
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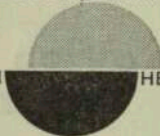
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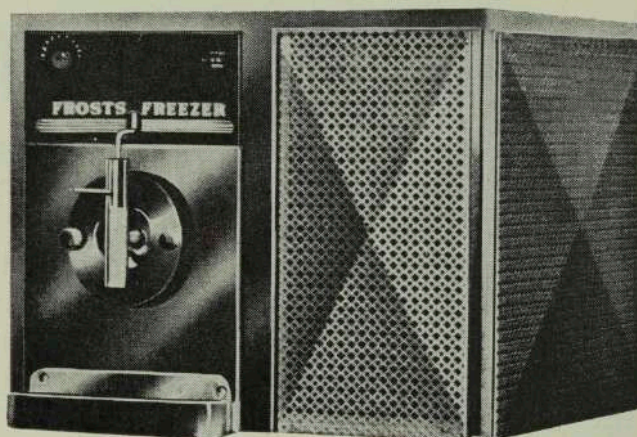


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29 ALBERTA ST. (G.P.O. BOX 3408), SYDNEY
TELEPHONES: 61-9197, 61-7101, 61-4369.
Telegraphic Address: PACPUB, Sydney.

CHIEF EXECUTIVES

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

BOOK PUBLISHING DIVISION

Editor: Judy Tudor.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.
Assistant Editor: Robert Langdon.

BRANCH OFFICES

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

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

Papua-New Guinea: Pacific Publications (N.G.)
Pty. Ltd. Representatives: Mrs. Joan Carter,
P.O. Box 16, PT. MORESBY (Tel.: 2504); Miss
Pat Robertson, P.O. Box 227, LAE; Mr. Steve
Simpson, P.O. Box 154, RABAU (Tel.: 2547).

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2229, Queen Street, Auckland. Tel.: 76056.

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Waialae Ave., Honolulu. Tel.: 775538.

United States: Mrs. A. L. Craib, 1631 80th
Avenue, Oakland, California, 94621.
Tel.: LOckhaven 8-1201.

United Kingdom: S. R. Warman, Candlewick
House, 116-126 Cannon Street, London, E.C.4.
Tel.: Mansion 3674/7.

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

AGENTS

All main trading firms and stores
in the Pacific Islands.

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

SUBSCRIPTION RATES:

Australia: 30 cents Aust. (\$3.60 Aust. for
12 months). New Zealand, all British
Commonwealth South Pacific Territories, Tonga,
New Hebrides and Western Samoa: 3/-
local currency (36/- local currency per annum).
Elsewhere in the South Pacific: 50 French
Pacific francs or 70 US cents (600 French
Pacific francs or \$8.00 US posted per annum).
Posted to USA, \$8.00 US per annum. Posted
to the UK and all other countries: £5tg.2.

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



UP FRONT

with the editor

Have the South Seas become duller in recent years? In many ways, I think they have. Two particular reasons for it are the passing of the beachcomber and the local character; and the islanders' recent preoccupation with politics.

AS a race, beachcombers have been gone a long time now. As New Guinea's J. K. McCarthy wrote a few years ago, the true beachcomber was never a mere drunken loafer. He had to have some sort of innate charm so that other men would bear with him; he had to be prepared to refuse all work that might put him on their level; and he had to have sufficient education to let him expound on life, thereby guaranteeing drinks from his listeners.

Beachcombers, McCarthy believes, supplied a want in an isolated country. This is true, and with the end of isolation, so came the end of the beachcomber. He was forced to remoter corners elsewhere, or to become a semi-respectable character.

South Seas Paradise

Julian Dashwood, of the Cook Islands, is one of the later breed of beachcombers who only a year or two ago reached the respectability of Minister of Police in the Cooks—only to become involved in a political scandal which resulted in his friends having, reluctantly, to chuck him out of office. Anybody who has read his autobiography, *South Seas Paradise*, which he published under the name of Julian Hillas, will forgive Dashwood anything. There is no more enjoyable, nor accurate, account of Islands' philosophy than this book—through which pass fellow characters. These include Jim Carfax-Foster, still living in Fiji although *PIM* prematurely killed him off in its issue for December, 1944. (The next month Carfax-Foster phoned us up in Sydney and pointed out he "was not speaking from hell").

Characters, as distinct from beachcombers, do not die out so much as become eclipsed by political and

administrative progress in the Islands with its proliferation of p servants of all colours, fearing offbeat mind. There are many actors still in odd corners, but hears from them less frequently time goes on.

Some go out at the top of form, such as "Gerry" Adams, died in Fiji in 1962 (how incredibly fast time passes) at the age of Gerry's good friend Len U described his characteristics Gerry's obituary: "There was no commonplace about Gerry. He had a gift for the striking phrase, the beat act that amused and stimulated and he hated, and fought devastating effectiveness, the dilapidated ways of the narrow obstructive breed of bureaucrat. was always stimulating, always to talk to, always fun to be with."

It was the typical Adams who attracted attention to the poor state of a place by flooding it from a fire hydrant, floating some toy ducks in the lake thus created, and encouraging the local children to cast in fishing lines. And it was typical official reaction that he finished episode in court.

But changes come

Those of us closely involved in South Seas life are inclined to notice the change wrought by progress on the kind of attitude pressed by the Dashwoods and Adamses. It is more instantly obvious to the outsider taking his first look as for instance Sydney school teacher F. S. Topham, who picked up his first copy of *PIM* a year and a half ago and sent up a poem he wrote entitled "Give Me Back Daydreams", the first part of which went:

ie-hipped doe-eyed maidens
h flowers in their hair;
-kissed palm-fringed beaches
gnolia-scented air;
less days of languid pleasure
e and laughter without
measure,
I've longed for since my birth!

now I read of education,
our, strife and arbitration,
strips, cartels, market prices,
ial service, rise in vices
ing beaches, exploitation,
ependence, legislation!

ependence and legislation with-
oubt are a large part of South
life today. Never in the area's
y was politics so much a part
e scene as now, unless it was
eriod at the end of last century
the big powers were fighting
possession of the island groups.

Local politics now

ay the political fighting is all
g from within. Leaders like
K. K. T. Mara, of Fiji; Fiame
afa, of Western Samoa (himself
el in his younger days, who
ed with responsibility); Albert
, of the Cooks; Hammer
burt, of Nauru, are setting the

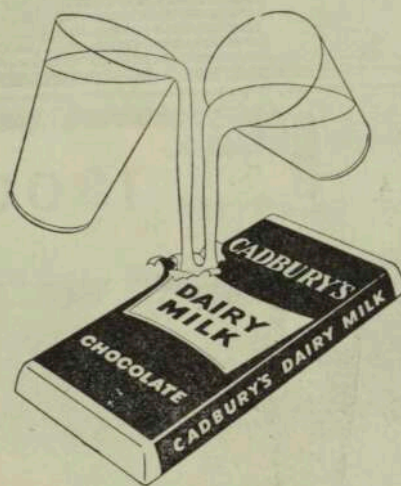
id it all seems to be a serious,
ny business. Perhaps when the
ories have found political
ty they will take themselves less
sly. Perhaps then they may
op their indigenous beach-
ers, their own characters, ready
oot at bureaucrats and idiots,
bring a much-needed general
in the process.

—Stuart Inder

OUR COVER

This month is the 200th
iversary of the European dis-
covery of Tahiti, and its famous
s. So why shouldn't we
e a glamorous Tahitian belle
our cover? The picture was
en by Robert Langdon, who
an article in our Magazine
tion recalls the high old time
ryone had when English
ors met Tahiti's belles for the
t time.

*I want Cadbury's
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I want Cadbury's
I want Cadbury's*

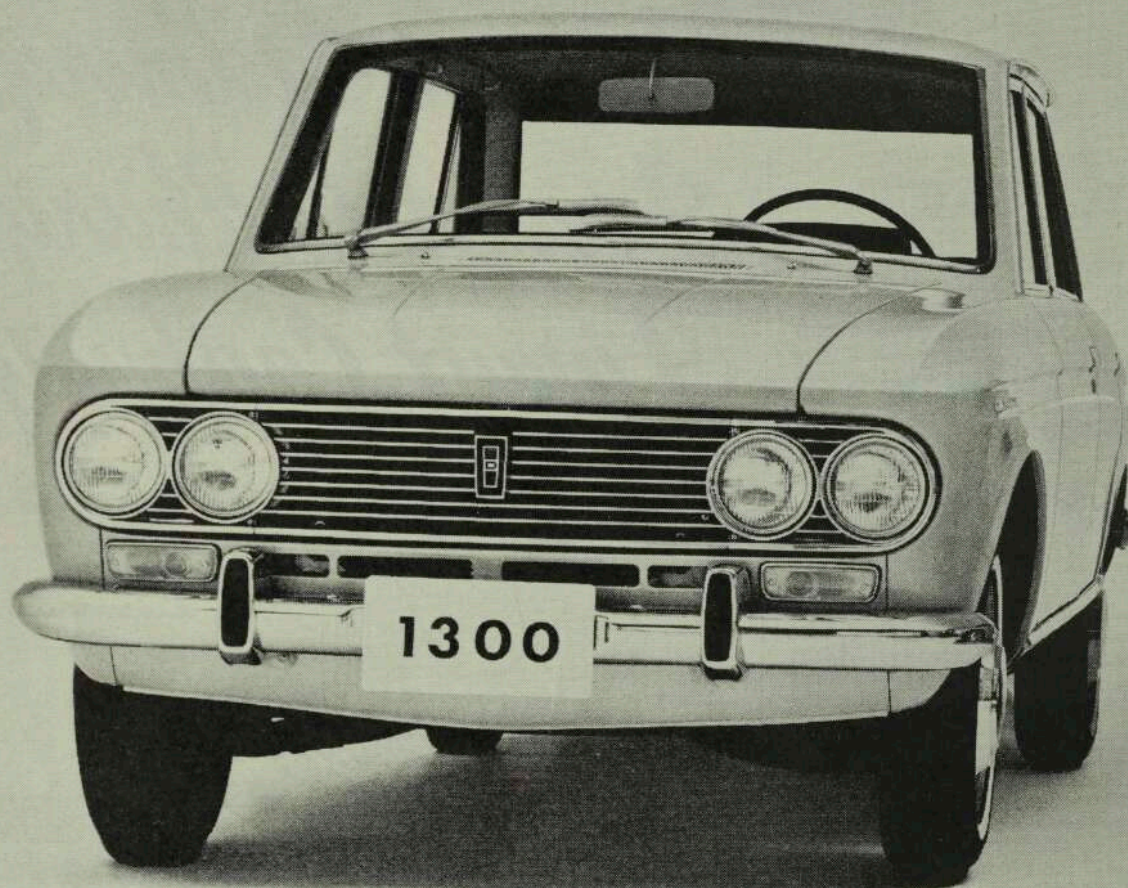


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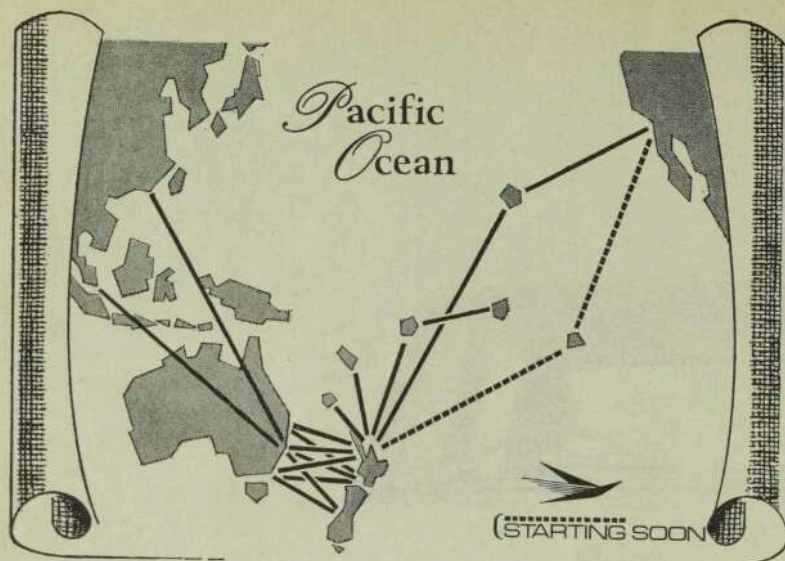
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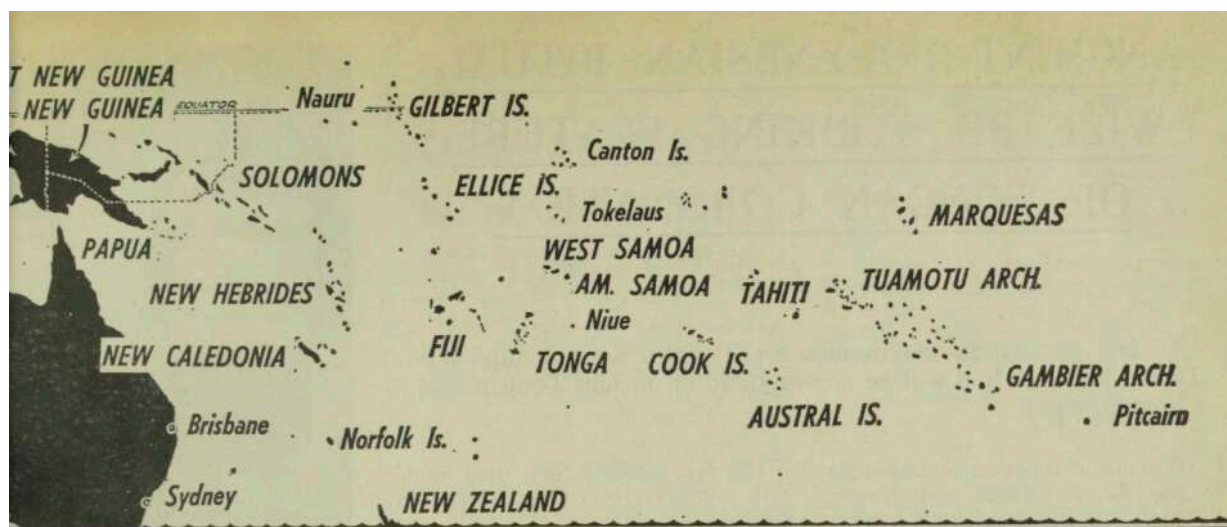


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ANCIENT POLYNESIAN RITUAL WILL BE STRIKING FEATURE OF TONGAN CORONATION

From Betty Sanft in Nukualofa

The coronation ceremonies for Tonga's King Taufa'ahau Tupou IV on July 4 will be a compound of ancient Tongan and Christian ritual.

THE actual coronation ceremony in the Royal Chapel will closely follow the pattern used at the coronations of British monarchs, but the accompanying ceremonies will be purely Polynesian in character.

King Taufa'ahau will be the third Tongan monarch to be crowned in European style. The first was King George Tupou II in 1893. The other was Queen Salote Tupou III, the present king's mother, in 1918.

Since ancient times, however, the kings of Tonga have been installed in a ritual called *taumafakava*. The Tongan people look forward to this more than the church ceremony, since it is a part of their tradition and must follow exactly the ancient pattern.

Samoan influence

Before Tonga was united under King George Tupou I in 1845, the *taumafakava* ceremony took place only on the western side of the island of Tongatapu, at Pangai Hihifo.

There was no crown in those days and the king sat with his back to a special *koka* tree.

When the tree died, it was sent to Australia where part of it was used to carve the present throne in the Royal Chapel, so that when Tupou IV is crowned, he, like Tupou II and III, will have his back against part of the same *koka* tree.

The *taumafakava*, first used in the 17th century, reflects a Samoan influence.

Ngata, the first Tu'i Kanokupolu (temporal king of Tonga), had a Samoan mother, and the major part of his installation, at the same *koka* tree, was conducted by Samoan chiefs and attendants.

When Ngata's first son was born, the people were called *ha'angata*, meaning the issue of Ngata.

Fijian bodyguard

Ever since the second Kanokupolu, the *ha'angata* people have been responsible for the installation of kings, and the present coronation will be no exception. They will share the responsibility of certain tasks and certain performances with other people, but they are jealous of their signal honour.

Tradition demands that the new king must have a Fijian warrior and dancer as bodyguard.

This tradition stems from an incident during the reign of the third Tu'i Kanokupolu, in the 17th century, when a Fijian chief, Tuisoso, visited Tonga.

The Tongan king requested Tuisoso to name his newly-born son, and the chief was so overjoyed that he spontaneously responded with a wild and joyful dance.

This amused and pleased the king



King Taufa'ahau Tupou IV and Queen Malila II, the young couple, with Tui Malila II, the young couple, with the Madagascar tortoise that arrived in Tonga last year to replace the one which, according to tradition, had been left on Tonga by Captain Cook.

so much that the offspring of Tuisoso were sometimes asked to perform subsequent installations.

On this occasion, a kinsman Tuisoso, from Lakeba Island, Fiji's Lau group, will take part.

The *taumafakava* ceremony begins with the giving and receiving of gifts. Baskets of food, of great variety, cooked to perfection, are placed in front of the assembled nobles and *matapules* (who rank below nobles). A special installation food called *'umu fakapangai*, which is never seen at other functions, is prepared in earthen ovens. It consists of 20 small whole yams and one pig, whole presented in a Samoan basket made for the occasion. The *'umu fakapangai* is the only food which



A feature of the Tongan coronation festivities will be the rare sight of thousands of flaming torches lit for miles along the beach outside the Royal Palace. This photograph was taken the last time such a ceremony was held—the night of May 6, 1935, to celebrate the jubilee of King George V of Great Britain.

Photo: W. Fin

uted later among the gathering. Nothing of it is eaten throughout the day. Nor will anyone smoke.

When the food has been accepted, sizes of green kava trees and whole cooked pigs (*puaka*) are served, separately, from the best to the largest.

At last come the *kavafuataha*, a small pig carried by one man, and the *puaka*, a small pig.

Secondly there are the *kava ha'amo*, carried by two men, and the *ha'amo*, the pig laid on two and carried by two men.

Third place are the *kava hula*, on the shoulders of four men, the *puaka hula*, the pig carried by four men.

The climax comes with the arrival of the *kava toho* and the *puaka toho*, accompanied by chanting. Great is the burden of these two and so many are the men required to haul them—first the kava with vine ropes, then the pig, on a sled made of a forked branch. The chants are many and some are ages old and others composed for the great occasion. All are in classical Tongan, the language of the nobility.

Master of ceremonies

When all is set and ready, the king enters.

The kava ceremony which follows is different from the usual ceremony in that the kava is mixed by three men, instead of a beautiful young girl.

Once again the tradition stems from a long time ago. It involved an ancestor of the noble, Ve'ehala, who happened upon the young Fefine, eldest sister of the king, or sacred king, bathing in a pool.

When he captured her, he watched as she bathed in the sparkling water, and, when she emerged, began to dry herself with her tapa cloth towel.

When she passed it across her shoulder, she waved it in graceful patterns, holding it out to catch the sea breeze and weaving it about in a solitary dance.

Then, Ve'ehala called on the great king with gifts of food and was required to mix the kava.

From then on, he closely did he imitate her movements, while he knew that she recognised them as his own and he was forced to admit that he had been her secret spectator. He is embarrassed yet pleased that she has that, ever since, his descendants have been called upon to mix the kava at court in the same style.

The master of ceremonies for the

CORONATION WILL BRING HARD TIMES FOR TONGA'S PIGS

From a Nukualofa correspondent

MANY people in Tonga have been wondering lately whether there will be any pigs left in the kingdom when the festivities for the coronation of King Taufa'ahau are over.

The festivities will last a week, and 2,000 guests and visitors are expected to partake in the daily feasting. They should make some pretty serious inroads on Tonga's pig population and other food supplies.

To cater for the coronation feasts, the Tongans have planted special food crops and have been raising pigs and poultry as fast as they can go. Meanwhile, fish and turtles have been caught and are being held in traps for coronation week.

During that week, great earthen ovens will each day cook a thousand pigs and a thousand head of poultry, plus mutton, beef, fish, turtle steaks, crayfish and crabs.

Several tons of yams, kumara, breadfruit and taro will accompany bananas and plantains.

Exotic Tongan dishes will include *lupulu*, chicken, duck, and turkey cooked in coconut cream, and creamed raw fish (*ota*). To accompany these, there will be

tastefully decorated salads of tomato, lettuce, cucumber, celery and young spring onions.

Oranges, mandarins, huge water melons, papaws and young drinking coconuts will be there in abundance.

Groups of dancers with 80 to 200 men and women in each, have been practising for months to perfect traditional dances and learn new ones composed for the occasion.

Great choirs will accompany the dancers, and each island will vie with the other to produce the best.

Dancers busy

Among the dances to be seen are the *me'etu'upaki*, danced by old chiefs in front of the temple to please the gods; the *lakalaka*, which tells a story with each movement—women on the left, men on the right; and the *tafi* (sweep) in which men and women sit to perform.

In the *vaka-eke*, only the men dance. They face one another in two rows, in pairs. This is a stick dance which originated in the outer islands.

Thirty to 40 commercial aircraft are expected in the kingdom during coronation week. In addition, there will be a number of charter and air force planes bringing special visitors and high dignitaries from many countries.

To help out during this busy period, the Fiji Government has agreed to send an air traffic officer to assume control of airport operations.

But Motu'apuaka continues and to him falls the task of all ceremonial duties and the speeches of thanks.

During this time one noble (Ve'ehala) and two *matapules* (Fa'oa and Tovi) deliver the royal admonition. One and then another, in flights of ringing oratory, beg to set before the monarch the patterns of majestic rule observed by his illustrious forebears.

They pledge their loyalty and support in helping to achieve the unity, peace and prosperity of the kingdom.

The admonition and the oath of office are sealed ceremonially between the king and his people when all join in a royal toast with a bowl of kava.

● See also "The man behind the Tongan coronation", p. 40, and "Royal Tonga celebrates", p. 42.

IF BRITAIN JOINS THE COMMON MARKET, THIS IS WHAT IT WILL MEAN TO THE ISLANDS

A PIM Special Survey

Britain has applied for membership of the European Economic Community—the Common Market—without any conditions attached to her application. She recognises, for example, that British preference in Commonwealth countries must go. If Britain is admitted, what effect will it have on South Pacific trade? What effect will it have on Australia's role in this part of the world?

NOBODY knows positively the answers to all the questions that will arise, for there are a number of imponderables which can't be cleared up until the full terms of membership are known, if in fact Britain is admitted.

But there is a fairly clear overall picture of likely effects. They are discussed in various reports on these pages.

The French territories of New Caledonia and French Polynesia already have a tariff preference in favour of France and the Common Market, and also quantitative import restrictions applying to countries such as Australia. Their import licensing is designed to protect French interests and as a buttress to the tariff.

There is a possibility that quantitative import restrictions could be applied to other Pacific territories which become Associated Overseas Territories under the Common Market.

Associated Overseas Territories status could be granted to Fiji, the Gilbert and Ellice Islands Colony,

the British Solomon Islands Protectorate and probably Tonga. Western Samoa could possibly be admitted as an Associated Overseas State, being independent.

This membership would ensure that they received privileged entry of their products into the Common Market countries, and would also entitle them to participate in the EEC Development Fund, which provides advances and loans for developing countries. They would give preference to the Common Market countries in return.

P-NG vulnerable

As far as Fiji is concerned, associated membership may not entirely safeguard her most vital industry, her sugar (see opposite). It depends on whether the UK could safeguard the provisions of the Com-
But copra exports would be safeguarded in all areas allowed associated status.

The Cook Islands is not likely to be affected by Britain's membership because all her export trade is with

New Zealand. Nor would she be entitled to associate membership.

Thus Papua-New Guinea is most vulnerable of the South Pacific territories, if we assume that F sugar industry would be safeguarded.

It is difficult to see how New Guinea can be expected to get rid of the tariff preferences on tropical products enjoyed by the associated territories. Australia could talk the British and ask them to study New Guinea's interests.

Its copra would not be a serious problem (see story p. 22), but coconut oil—for which she currently enjoys a preference in the British market—she will be confronted with a reverse preference. Coconut oil from, say Fiji, would enter the market duty free, and there would be a tariff for the New Guinea oil.

Oil milling is one of Europe's oldest industries and one in which considerable capital is involved, and an import duty could bring oil-crushing to the territory very close to being uneconomic proposition.

Papua-New Guinea rubber vases present no marketing problems, as the whole production is easily absorbed by Australia. Rubber production provides about only 15 per cent of Australian requirements.

The territory's peanut production is also absorbed by Australia.

There are other markets

Up to the present, the coffee market has fairly well been taken up by Australian buyers. A minor quantity of coffee does find its way overseas more for the reason of obtaining better prices than anything else, but it is unlikely the New Guinea coffee producers will have to turn at all seriously to Europeans to find an outlet.

Cocoa could be faced with problems, as at present about 50 per cent of production finds an outlet in Europe. Present New Guinea production is about 20,00 tons and is growing

EFFECTS OF MARKET ENTRY IN BRIEF

- There is likelihood that Fiji, BSIP, the GEIC and possibly Tonga and Western Samoa will seek to become Associated Overseas Territories or States under the Common Market. Generally speaking their trade would be improved.

- An exception might be Fiji's vital sugar industry, which would have to be given special preference even if Fiji were entitled to associated membership.

- Papua-New Guinea would not be entitled to associated membership and her goods would cease to enjoy preferential treatment in the UK and thus she would lean more heavily on Australia.

- Papua-New Guinea's produce, particularly copra, would have to continue at a high standard to compete.

- Australian investment in the South Pacific would probably not be affected.

- Australia's close proximity to the Islands would mean she would continue to do substantial trade there.

- An attraction for British territories to join the Common Market as associated territories would be the access it would give them to the Common Market developmental funds.

rapidly. Alternative markets will to be found nearer home to with this recent production.

Australia would find P-NG leaning heavily on her.

It is well to remember that the and Europe are not the only ets for New Guinea or South primary exports, and their ex- amount to only a minor per- ge of world production.

The world is large and more mar- are opening up.

The Common Market means any- to the South Pacific it means emphasis will need to be on ty. If your products are good gh the buyers will be there.

What effect will the common et have on Australia's relations the South Pacific?

Australian investments in Fiji the Solomons will probably not fected. There is no reason why ends and interest payments made those areas to Australian firms d not continue.

The Pacific territories become iated territories in the Common et they would presumably have fferential tariff for the Common et countries and a general tariff he rest of the world, including alia. This means that Australia expect more competition in ifactured goods from such ries as Japan and the United s, as well as the Common Mar- ountries themselves.

Australia would continue to do a antial trade with the Pacific by e of her proximity and because oods she supplies are essential. ases in the population and h of the Islands would benefit alia's export trade.

Without safeguards, Market could be disaster for Fiji

The well-being of Fiji's sugar industry should Britain enter the Common Market depends entirely on what safeguards Britain can win for the colony. The big problem will be whether Britain can obtain assurances for outlets and prices similar to those Fiji at present enjoys under the Commonwealth Sugar Agreement.

THE Common Market countries are seeking to maintain at least self-sufficiency in sugar production, but it could be that production will be greater than self-sufficiency.

Under present Common Market sugar arrangements there is no place for guarantees of access, price and duration for sugar imported from non-member countries.

Sugar "dominant"

If Fiji were granted Associated Overseas Territory status her sugar exports would not be in a comparable position to that guaranteed under the CSA. Sugar is excluded from the schedule of commodities covered by the Common Market convention for associated territories. A recently negotiated arrangement for Nigeria gave only duty free entry and quotas, not a guaranteed price.

The sugar industry is the dominant economic activity in Fiji and the CSA is the major instrument for protecting it.

Sugar products provide between 65 and 75 per cent. of Fiji's total export income, and the industry is Fiji's largest employer of people.

Under Fiji's development plan drawn up in 1966, it is hoped that by the year 2000, export earnings from timber products and tourism will exceed earnings from sugar. But any such long-term development will have to depend on the sugar industry as the stable base on which to build.

To maintain Fiji's living standards, let alone increase them, the Fiji national income has to be expanded at something like the rate of 3½ per cent. per year. Present living standards are modest and the current low world prices for sugar have been having an adverse effect on these standards.

Export details

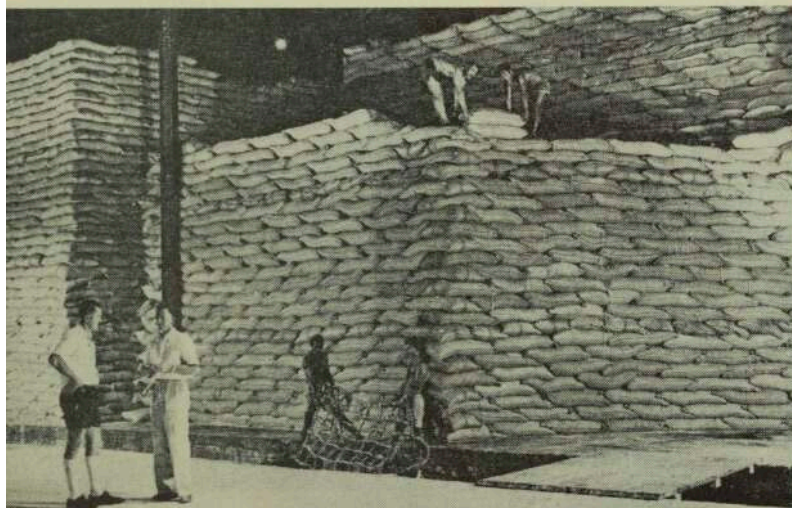
Most of the sugar produced in Fiji is exported. Internal consumption, plus sales to nearby island groups, is less than 20,000 tons per year.

The balance is exported, and for the forthcoming season the balance is expected to be between 320,000 and 380,000 tons (figures supplied by the CSR in Sydney in May). Fiji's sugar exports in 1966 went in these directions: UK, 140,518 long tons; Canada, 57,553; USA, 33,904; and Singapore-Malaysia, 11,130. Total, 243,105 long tons.

The Commonwealth Sugar Agreement was signed in 1951. Under it, the UK undertakes to buy sugar, and exporters undertake to sell it at a negotiated price each year.

CSA lasts for eight years ahead, and can be extended for a further year at the end of each year. It has been extended every year since its inception, and now extends until the end of 1974.

The UK buys about 1½ million tons of sugar a year under CSA at a negotiated price. This tonnage, plus sugar produced from British sugar beet, accounts for about 90 per cent.



Sugar awaiting export at the SPSM company's Lautoka mill. The Common Market could mean disaster.

of Britain's domestic sugar requirements. Fiji's share of the 1½ million tons is 140,000 tons.

For 1966-68, the negotiated price is £Stg43/10/- per ton (fob and stowed). But in addition Fiji, with other less developed territories, receives an additional special payment each year, estimated on the world price, and which also takes account of the benefits British colonies used to get under the Colonial Certificated Preference system. At present Fiji gets a total additional payment of £Stg4 a ton of the negotiated price for sugar.

The effects

What happens if Fiji cannot obtain the equivalent of the present CSA arrangements?

If it has to sell 140,000 tons at the world market price of £Stg17/10/- per ton cif UK, the annual loss to the industry in export income would be £Stg5.3 million per year.

This would represent an annual loss of from 20 to 30 per cent. of Fiji's total annual export income, and this reduction would be more than enough to destroy the country's economy.

Thus it would be a calamity for Fiji and its sugar industry if Britain entered the Common Market without safeguarding the provisions of the CSA.

The British Prime Minister is aware of these difficulties. He said in London that it was the Government's duty to seek safeguards in the negotiations.

In Sydney in May the acting general manager of the Colonial Sugar Refining Company, Mr. J. M. Dixon, said Mr. Wilson's statement was important, because it and similar statements made recently gave "satisfaction and badly needed reassurance to the sugar industries of Australia and Fiji".

Mr. Dixon added: "If this assurance had not been given, those industries would be facing serious—indeed disastrous—situations . . .

"The sugar industries of Australia and Fiji, and those of the other countries of the Commonwealth, were expanded in the 1950's specifically to meet Britain's sugar requirements. This was done in the faith that the CSA would be kept in existence by Britain. It was a compact, and is therefore satisfying to note Mr. Wilson's clear remarks about the CSA and the seeking of safeguards in relation to it."

Copra growers would be helped— but not in New Guinea!

The fact that, if Britain is admitted to the Common Market, her South Seas territories would be entitled to associated status, means that practically all copra producers in the South Pacific would get concessions. Western Samoa and Tonga would probably be entitled to a similar status, and the Cook Islands' copra exports would not be affected because all these go to New Zealand.

THE one big copra producer which would get no relief is Papua-New Guinea. She would not come under the umbrella, and she produces more copra than any other South Pacific territory.

These are the annual tonnages that will be produced this year, in New Guinea and other South Pacific territories (from information supplied from Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board):

	Tons
P-NG	116,000
French Polynesia	54,000
Fiji	27,000
BSIP	19,000
Western Samoa	15,000
Tonga	10,000
Fanning and Line Isles	7,000
GEIC	5,000
Total	253,000

Of this total, the following quantities go to these destinations:

	Tons
TO AUSTRALIA: ex	
P-NG	30,000
BSIP	5,000

TO EUROPE: ex	
P-NG	15,000*
French Polynesia	54,000†
* To Genoa and Rotterdam.	
† To France.	

● Figures from a census taken in Fiji last September, and issued in Suva in May, show that Fiji's total population of 476,727 is made up of 240,960 Indians, 202,176 Fijians, 9,687 part-Europeans, 6,590 Europeans, 5,797 Rotumans, 5,149 Chinese and part-Chinese, 6,095 "other" Pacific islanders, and 273 others.

TO JAPAN: ex

	Tons
P-NG	6,000
BSIP	5,000

This leaves exports to the UK more or less as follows:

ex P-NG	65,000
Fiji	27,000
BSIP	9,000
Western Samoa	15,000
Tonga	10,000
Fanning Isles	7,000
GEIC	5,000
Total	138,000

This total is practically the whole of the UK copra requirement.

If Britain joins the Common Market then she, in common with her partners, will admit copra and is free of duty. At present the UK puts on a 10 per cent. import duty on all copra other than produced in Commonwealth countries. She puts on a duty of three per cent. on coconut oil in respect of EFTA countries and 15 per cent. in respect of other countries.

This means that P-NG exports will face competition from countries previously prevented from exporting to the UK because of the 10 per cent. barrier.

Mr. McDonald said in Port Moresby in May: "This competition could seriously interfere with our sales to the UK but only if the quality of our copra was so much below other exporting countries that UK consumers would decline to buy it."

"Thus, the first and probably most important point for P-NG copra producers to realise is that quality would be important, and in fact paramount if they were to retain the UK market."

AT CONFERENCE ON TOURISM

was strongly represented at the "Pacific Islands" conference beginning in Apia on May 29, as her delegation included the Leader of Government Business, Ratu K. K. T. Mara (left), the Minister for Communications and Works, C. A. Stinson, and the Member for Commerce, Industry and Tourism, Ratu Cakobau. Other delegates included the Mayor and Mayoress of Suva, Council and Mrs. Harvey Hunt.

Photo: Rob Wright.



Hey presto! See what Fiji's new team has done

From a Suva correspondent

If Dame Rumour has reformed and is now anything but a lying jade, Fiji will about June 26 take another step along the broad road which leads to whatever form of independence the colony finally decides on.

The Legislative Council, which opens a meeting on that date, will be told that the Ministerial system will be introduced in September and the portfolios, which are held by "Members" for this or that, will change their labels to "Minister". This was forecast by Governor Derek Jakeway a few months ago so that it won't take anyone by surprise, least of all the members. In all, it will be nothing but a nomenclological change.

But there are reports, unconfirmed, that the Ministerial system will coincide with changes in the Judiciary, and that there will be a reshuffle of the Chief Justice, and also a director of Public Prosecutions, who will be Mr. John Falvey.

The Alliance Government will, however, carry on as it has done since it was elected last year, a body with real authority and doing it

without singling anyone out for a quiet, it can be said that the members (Ministers) have had the idea from the start. They have come out of the ivory tower and told the people what they ought to know.

There have been several safaris into the bush and away to the outer islands by Members and their staffs, the idea being to create personal links with the people. And the idea has worked well.

It may only be a coincidence that several improvements for which people have pleaded in vain for years—water supplies, roads, minor land developments, protective legislation—have all suddenly been effected.

Real achievements

But the people in the rural areas don't think there is any coincidence about it. Hey presto! See what our new Government has done!

And it's all been good for the politicians. If a snap vote were to be taken now, the opponents of the Alliance would get nowhere.

The Federation Party took all the communal seats in the elections, but the success the Alliance Government has enjoyed over the past few months—propaganda successes, the real success of real achievement, and the personal success of the Members

and many of the backbenchers—have reduced the influence of Mr. A. D. Patel and his supporters in many places, particularly in South Viti Levu.

The main job since the elections has been to get the Indian members of the Legislative Council who support the Alliance across to the Indian people.

It was an astute move to replace Mr. Patel as Member for Social Services with Mr. Vijay R. Singh, who has grown in stature as a consequence. Some of his glow has bounced off his Parliamentary Secretary, Mr. K. S. Reddy.

Racial progress

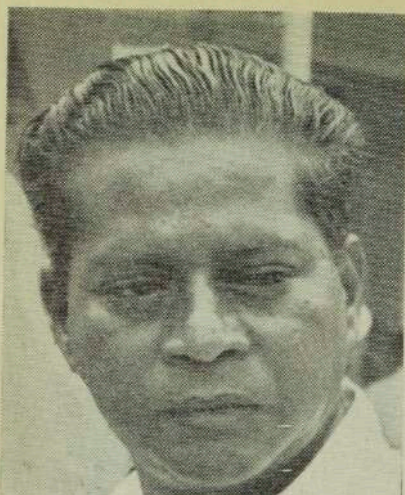
It is this sort of thing which impresses the Indian community. Prestige, face, is something they value. But another side-effect of the joint activities of the multi-racial Alliance has been the fading of some of the inter-racial suspicion in the colony.

For the past eight months people have seen their leaders, Fijians, Indians, Europeans, Chinese, working together in a Government.

Ratu K. K. T. Mara, the Leader of Government Business and who undoubtedly will be Fiji's first Prime Minister, has done much of the touring round the constituencies, usually in the company of Mr. Singh and Mr. Reddy. There is now much more readiness to co-operate.

A case in point is in education.

Previously the Fijian school teachers have refused to accept the principle of multi-racial schools. But when they held their annual conference in the middle of May there



Mr. Andrew Deoki, who plans to found a new party.

was a big change in their thinking. Multi-racial schools were in. And their leaders appealed to the rank and file to accept more Indian teachers in Fijian schools. There was no opposition to this.

And what has been the Opposition's contribution to recent politics? Ever since the creation of the new Government, the Federation Party has never ceased to attack. Their propaganda has been bitter, directed against the Fijian chiefly system and the Europeans.

In the Legislative Council the Federation Party has formed a responsible and effective Opposition, but its members have been anything but responsible outside especially in rural areas.

The Member for Social Services, Mr. Vijay R. Singh, has been a prime target for them.

Those Indians who oppose them faithfully continue to support the Alliance, and the Indian organisations opposing the Federation Party have been more or less united.

There is one problem on the horizon.

Mr. Andrew Deoki, who is an opponent of the Federation Party, which ousted him at the last election from the Legislative Council, plans to form a new party. It is planned to limit membership to the Fiji-born Indians.

The Alliance views the idea with unease. No doubt the Federation Party will view it in much the same way, because it is aimed at the expatriate Gujaratis like Mr. A. D. Patel. So far as the Alliance is concerned, the creation of another organisation on racial lines can only accentuate the divisions which have recently been closing.

A remarkable leader on the threshold of success

By STUART INDER

After several years of determined activity, that remarkable man, Head Chief Hammer DeRoburt of Nauru, has won ownership of the island's rich phosphate deposits, and now appears to be on the point of achieving a promise of independence. He expects to know the terms by mid-June, just before he sets off for the UN Trusteeship Council meeting in New York.

THESE developments follow the final round of talks in Canberra in May between the Nauruans and a delegation representing the three trusteeship governments of Nauru—Australia, NZ and Britain (*PIM*, May, p. 25).

The entire talks were taken up in discussing a package handover of the Nauruan phosphate industry. Independence was not discussed, for the partners take the view that if the phosphate problem is settled satisfactorily the independence question will solve itself.

The partner governments do not in fact intend to stand in the way of Nauruan independence once their phosphate supplies are safeguarded. They have been impressed by the practicality of a blueprint for an independent Nauru handed to them by the Nauruans at the conference (see p. 57).

The Nauruans were upset at the lack of official reaction to their request for independence and considered that by being forced to discuss phosphate without first being given an assurance of independence they were having to negotiate "under heavy pressure".

Surprising progress

But heavy pressure or not, they made surprising progress on the phosphate deal. The most significant development was that the partner governments agreed that the Nauruans could have the phosphate industry, purchasing its capital assets. The negotiations were on the details of the handover.

The Nauruans asked for an immediate transfer to a new Nauruan-owned organisation to be called the Nauru Phosphate Corporation. The corporation would continue to use the services of the British Phosphate Commissioners in many ways. The Nauruans would supply phosphate exclusively to the partners, at the pre-

sent rate of 2,000,000 tons a year at an agreed price.

The partners proposed that handover come in five years, and the BPC then continue to operate the industry, but as agents of Nauruans, on a management basis. The partners' main fear was on continuity of supply under Nauruan control. They used as one example of the problems of control, the recent strike on Nauru (see opposite). They also wanted five years' grace in which to develop recently covered Queensland phosphate deposits.

The Nauruans said they understood the governments' fears on continuity but that the proposal for five years' grace merely postponed the problem the industry had to face when it passed into Nauruan control. It was as much in Nauruan interest as the partners' to assure continuity; it was a matter of trust on both sides.

This matter of trust loomed large. Who would trust whom first?

At a Press conference Mr. DeRoburt saw it this way: "We hope that the partners are not going to insist on the existence of a minor operator separate from the Nauru Phosphate Corporation merely as a means of justifying to the world why the Nauruan people should pay the money in the future, as well as having subsidised the price of phosphate in the past. If, on the other hand, the partners' main interest is securing continuity of supply at world prices, the Nauruan delegation ask them to have faith in our ability to meet our promise to supply it."

Face saving

In other words, Mr. DeRoburt was asking whether the partners were trying to save face. In some way they certainly were; but there was genuine hard-headed concern among the governments that in handing the phosphate industry to the Nauruans without a reasonable period of trial

partners may be giving away the chance for the shadow. The partners' real difficulty in this ordinary series of talks is that they have tied up phosphate politics with political nationalism. What, after all, are the real business safeguards they themselves are forced to negotiate "under pressure" from the Nauruans by the threat of UN intervention. Political considerations have put governments on the run; finding a solution is made harder by the fact that the three partners are not always amiable. Britain, for instance, has an interest in Nauru's problems than the other two. Although admittedly the Nauru situation has been of their own making, the partners in recent months have gone much farther to reach a solution than the Nauruans have given credit for. DeRoburt, with his integrity and unshakable principles, the fight in terms of black and white. The governments have some-thing which belongs to the Nauruans. A promise in order to achieve his objectives is, he is inclined to feel, a departure from principles. He does not see it as a genuine part of negotiation, which also allows the Nauruans to save face.

"Pie in the sky"

When in 1962 DeRoburt announced in Canberra that he wanted independence for Nauru plus ownership of the phosphate the scheme was called "pie in the sky". Yet now he is to achieve both, and the only debate is on the timing. He cannot afford to compromise on the one, yet the partners cannot convince him of this. At the end of the meeting he made an important concession, and this brought victory closer. But he worried and fretted hard before making the Nauruans had proposed that they would agree to a takeover in two years, instead of immediately. This was not acceptable to the partners and the talks rose on a sour note. The next morning, Saturday, after an informal parleying during the day, the Nauruans increased the demand to three years, having received understanding somewhere during the night that the governments might come down to four years. And on that brighter side the May conference rose—with the promise that the governments will reply to the phosphate and independence questions before the UN meeting on 19 June. Meanwhile, DeRoburt appears to be planning his independence celebrations for January 31!

RED LINKS SEEN IN NAURU STRIKE

A STRIKE among Chinese and Gilbert and Ellice labourers on Nauru lasting for about three weeks in April and May, almost halted the phosphate industry there. It resulted in more than 100 Chinese being repatriated at their own request to Hong Kong, in four chartered aircraft. The strike involved about 600 labourers, who made about 30 claims to the BPC. Many claims were not industrial demands, but minor administrative complaints.

Some observers felt Chinese ringleaders had incited the strike to coincide with the anti-British riots in Hong Kong and Red Chinese attacks on Britain. Ringleaders also played on the fact that many GEIC labourers, jealous of the Nauruans' prosperity, feel they should have a greater stake in Nauru. Nauru's Administrator, Brig. L. D. King, in Canberra for phosphate talks, flew back briefly to Nauru in early May. With him went two Commonwealth Police officers and BPC officials.

The strikers returned to work following a promise to examine their claims. They were also offered repatriation before their contracts expired. More than 100 Chinese accepted this offer—at a time when they were far from welcome in Hong Kong. They have not yet been replaced.

HER FATHER SAW THAT WALL IN THE 1880's

By ROBERT LANGDON

Further evidence in the case of the mysterious wall in the south-east corner of Big Bay, Espiritu Santo, came to light in Sydney in May.

THE wall has been featured in *PIM* in the last three issues. My theory is that it is a relic of the Quiros expedition of 1606, but other people have suggested that it is the remains of a sandalwooding station, a whaling station, various trade stores, a Melanesian Mission establishment, and a Presbyterian mission.

The latest evidence in the case came from a former New Hebrides resident, Mrs. Laura Askew, now of Sydney, who rang me after reading the April *PIM* in which an aerial photograph showing the location of the wall was published.

Mrs. Askew (who had not then seen the March or May issues, in which photographs of the wall were published) told me that she had seen the wall in 1910 or 1911, and that her father, the late Captain Frank Whitford, had seen it as far back as 1882 or 1883.

Mrs. Askew said that her father had called at Big Bay in 1882 or 1883

when he was serving in a Norwegian ship, and he had seen the wall on that occasion. He was then 17 or 18 years old.

The wall had intrigued him from then on, and he had visited it again a few years later after he had settled as a trader and planter in the New Hebrides.

Mrs. Askew said that her father first lived on Malekula. But after his marriage, he moved to Vanua Lava in the Banks Group. This was in 1893 when he was 28.

Captain Whitford had 10 children, and as they grew up, he frequently spoke of the strange wall at Big Bay which he thought was either of Spanish or Portuguese origin. About 1910, he took his whole family to the bay in his schooner *Pearl* to show it to them.

Mrs. Askew, who was then only 10 or 11, said she distinctly remembered being taken to see the wall. She also remembered being taken up the River Jordan in a boat and seeing pomelos for the first time . . .

If Mrs. Askew's information about her father's first sight of the wall is correct—and there appears to be no reason to doubt it—it completely disposes of all trade store and mission establishment theories on its origin, as it is known that the first missionaries did not arrive in the bay until 1896, while the first trader did not come until 1900.

No evidence has been produced to support the sandalwooding station or whaling station theories, while there is strong documentary support for that on Quiros.

US Saipan: Surprising, refreshing, new, completely fascinating

By JUDY TUDOR

To get to Saipan, or anywhere else in the Trust Territory, you have to pass through Guam and Guam's airport which, like a lot of other things in this US territory, is of mixed parentage: the runways and the land belong to the Navy, but the new terminal building, opened this year, is civilian.

YOU pass out under a patio roofed in stylised latte stones (see picture on p. 28), having had your "shot-card" examined, your passport checked, produced your permit-to-enter the Trust Territory, and having drunk 10c worth of coffee out of a slot-machine.

A middle-aged DC4 awaits your pleasure—yours, and that of four other "Caucasians" and 50 Micronesians (in the Marianas called Chamorros), their babies, their bags,

their bundles and their chattels. You all find seats, fasten seat-belts; the Micronesian air-hostess, in a Pan-Am pinny, drapes herself nonchalantly over an arm-rest to talk to a friend, a Micronesian purser says a long, incomprehensible piece through a microphone, and you are off.

This is obviously a commuters' bus and the Micronesians are obviously pretty enthusiastic commuters to Guam, the Marianas' big-smoke. The atmosphere is informal

throughout, because this is the Trust Territory Airline and the people who process your ticket and check you on and off the plane are all Trust Territory Micronesians.

If, therefore, like me, you have a seat in the plane where you can see very much and, 25 minutes after taking off from Guam, the plane banks, swoops and then runs along what seems to be the bottom of a creek-bed, you might, like me, get out as soon as the plane door opens curious to see who comes out of the flight deck.

Like a creek bed!

I was more interested than relieved to find that they were, in fact, straight side Americans. The airline is one of the few going concerns that have not been turned over entirely to Micronesian entrepreneurs. Pan-Am still runs it—until the end of the year. Then the concession again comes up for tender.

I should not be surprised, though, to learn that somewhere, somehow, some Chamorro is being groomed as a commercial pilot—probably at the East-West Center, that remarkable institution in Honolulu which



TALE OF TWO TOWNS

The town of Garapan, on Saipan, was bustling in the late thirties when the picture above was taken. Probably about 10,000 Japanese lived there—some estimates say 20,000—and the amenities included sake saloons and geisha houses. The dark scrub at top right is Mutcho Point, and the town continued on to the edge of Tanapag Harbour. The town was destroyed in the American invasion of June, 1944, and never rebuilt. Garapan today (right) comprises two signs like the one in the picture, about two miles apart, and a half-dozen quonset huts in between.



ns capable of turning out anthropologists or snack-bar cooks with al facility.

anyway, what I had thought was reek-bed was actually an airstrip this was Rota, a small green up of island that, as far as the traveller can see, consists of nothing but a utilitarian waiting shed, a cars and 50 people meeting nds. What little country you can as you fly in or out looks und and uninhabited.

it is hard to believe that 5,000 anese lived here before the war, s 700 Chamorros, that they grew ar and processed, in season, 1,100 s of it in a day, in one large one small mill.

it is hard, with just that quick look at Rota, to believe that there over 1,000 Chamorros there ay. They have, I'm told, a general sistence economy, but raise some etables and fruit for the markets Saipan and Guam. It is hoped they will do even more in this artment in the future.

Next stop Saipan

fter Rota, next stop Saipan, ch lies 60 miles to the nor' north. Before the plane banks to run Kobler Field on the south-west nt of the Saipan coast, Tinian ich is separated from Saipan only a channel 2½ miles wide) slides t the windows, featureless from 00 ft; except for the white scars of trips that run right across it. ne of these Tinian airstrips is in today, and the population is gnificant, yet Tinian in its way omises much of the tragic history the Marianas.

ased on the number of sets of e stones that originally were disered there, it is likely that Tinian a large population at one time, it was reduced by epidemics in the 16th and 17th centuries, and n subjected to the Spanish purges the late 17th century. The nants, predominantly women, n all the Mariana islands, were en to Guam and, for almost 200 rs the islands to the north were pletely deserted.

ome Chamorros—by then carry- a large proportion of Spanish, xican and Filipino blood—were owed to migrate from Guam in mid-19th century and returned to northern islands, notably Saipan. The Chamorro population of ian was negligible during the anese period (1920-1944), when 000 Japanese lived there on the sq. miles island and turned it o sugar plantations.

Tinian's greatest claim to fame

BUT COLONIALISM, JUST THE SAME!

IT is too much to expect that the United States, which started late, should have made no mistakes in administration of dependent territories; or that it should have escaped the attentions of journalists who like to find them out.

In plain terms the US hasn't—on either count. It is stuck with many of the same problems of colonialism in a changing world as is France, the UK, Australia and New Zealand—all of whom have been longer at the job; and in such places as the Trust Territory of the Marianas, Carolines and Marshalls, it has some problems that are peculiarly the Trust Territory's own.

Furthermore, in the last few years, since travel restrictions in the TT have been eased, there has been no lack of American journalists who have galloped through, observed, drawn conclusions and then proceeded to put the administration straight.

I shall try not to follow in their footsteps. I was four days in Saipan in April and this scarcely makes me an authority on anything. Saipan, I imagine, has about as much relation to the rest of this Trust Territory as Port Moresby has to Ambunti, on New Guinea's Sepik River.

All that four days of imbibing administration headquarter's atmosphere can do is to give you a means of some comparison with other administrations that you have known better; and some impressions that could—if you had more time to investigate—turn out to be little better than inspired hallucinations. There is then the matter of "problems".

The general problems are reasonably commonplace; but of the unique problems perhaps the greatest is the difficulty of official America to square its conscience over its colonial role in the territory with ingrained American anti-colonial traditions.

Because of this it has, on the surface, endeavoured to keep an amateur status in the territory by building up local Micronesians to take key roles and by opting in expatriate experts as required from Washington or Nebraska or Texas or elsewhere on terms of service as short as two years.

There has been no attempt to

create a permanent or even semi-permanent non-Micronesian administrative service, and although in the long run this could be wise, in the short term it makes administration—and the provision of guide-lines for the Micronesians—just so much harder. . .

I don't know how the Statesider in the TT sees America's role there—or whether he even puts a name to it. But plainly the only way a foreigner can view what has been going on there for the last 20 years is to see it as colonialism—colonialism with trimmings but colonialism all the same. I personally can think of worse fates; many Americans profess that they cannot.

Nor is it easy, in mid-1967, to see any escape from this status. Accidents of history have grouped the Carolines, Marshalls and Marianas together when geographically they are far apart and, politically, don't even look like making a harmonious whole.

The Mariana people already say that they want out of the TT, to join Guam. Guam, also part of the Mariana chain, has been an American territory since 1898 and bills itself as "Guam, USA" and "Where the American day begins".

Its main industry is defence—about 30,000 of the 80,000 inhabitants are expatriate servicemen and their families—although tourism may soon add more butter to the local bread.

The Marshallese occasionally work up steam about the old US atomic experiments at Bikini and Eniwetok, and the fact that populations had to be moved; and more steam about the current restricted area of Kwajalein, which is the United States top security anti-missile missile base.

They also like to think nostalgically of their cousins in the Gilbert Islands, which are a geographical extension of the Marshalls.

However, it is difficult to see even the Marshallese tossing away the idea of good Yankee dollars in favour of throwing in their lot with the tough subsistence economy of the British Gilberts.

Against this background I found my week in Guam and Saipan new, refreshing and completely fascinating. On these pages are some of the reasons why.—Judy Tudor.



These latte stones were brought in from an ancient site and re-erected at Agaña, Guam. The stones were found all over the Marianas, always in double rows parallel to a stream or other water. They are believed to have been piles beneath buildings or platforms. Today's Chamorros have legends about them but the origin of the stones was probably lost before the Spaniards arrived in the Marianas in the 16th century. Now they belong with the other stone mysteries of the Pacific. They are one of the few clues to the fact that the people who lived in the Marianas did have a culture of their own, uninfluenced by Spaniards, Germans, Japanese, Americans or war. A stylised version of the latte stones has been used to decorate the new terminal at Guam.

now is that it was there, after the Americans had captured it and Saipan after bloody fighting in 1944, and had prepared the 1½ mile long runways, that on August 6, 1945, an atomic bomb was loaded into the B29 *Enola Gay* and, some hours later, dropped on Hiroshima. Nagasaki's bomb was loaded into another B29 there on August 9, 1945.

The flight distance to Japan was perhaps 1,500 miles—a 3,000 miles round trip, an epic for that time.

Unlike Pacific islands

Today, of course, bigger, blacker B52's flying at 500 mph, thunder out of Guam daily, shaking the island with their noise, carrying bombs to dump on North Vietnam, and returning 12 hours later without having touched ground.

When I had previously thought of Saipan and the Marianas I had thought in terms of the Micronesia—or the Micronesians—I already knew, and certainly in terms of the Pacific. In fact, these islands are now unlike Pacific Islands as we know them; and the people, however, the ancient Chamorros might be ethnologically designated, have little claim to being Pacific Islanders either.

Spanish, German, Mexican, Filipino, Japanese and more recently American have gone into their make-up and the result is a person who generally looks like a Filipino and speaks Chamorro—a language that the missionaries reduced to writing for purposes of religious instruction and which now has big incursions of Spanish, Tagalog and other languages.

Spanish Catholicism still provides their cultural background, anything more ancient having been largely forgotten. Men drink for a pastime, or watch cock-fights, which are legal; the unmarried girls are more strictly

guarded than we are used to in most Pacific Islands societies; and now, over the top of this, is developing an American veneer.

Women and men drive what are probably the most dilapidated motor vehicles in the world; they patronise locally run supermarkets, drink Coke and Seven-up, eat ice cream and Spam and Kellogg's corn flakes.

The Micronesian girls who run the snack-bar on Capitol Hill (Saipan) can produce all the well-known American delicacies from one hot plate — hamburgers, cheeseburgers, grilled steak, eggs any style, French-fried potatoes—with the slickness of Bronx-born natives. (One of them went to the East-West Center in Honolulu to learn how to do it).

Language miracle

Some oldies among the population can speak Spanish or German; 75 per cent. of the population below 25 are alleged to speak English. However, if Governor H. Rex Lee was appalled at the standard of English when he was appointed to American Samoa he probably would climb right up a wall after one week in Saipan.

The miracle is not that their

English is sometimes incomprehensible, but that they are even attempting to learn the language of another victor. By all the rules, people of the Marianas should be philological and psychological wrecks.

After they were discovered by Magellan in 1521 they were forcibly Christianised by the Spaniards, and in over 200 years were reduced to a handful of people who had lost virtually all of their original culture.

In 1899, Spain lost Guam to the United States, and sold the rest of the Marianas and its people to Germany. Germany had scarce time to do more than build a navigation light on Garapan Heights, Saipan, when World War I arrived in 1914 and, with it, the Japanese, who, for the next 25 years, turned the most fertile islands into plantations. From 1941, the islands were on a war footing and in June, 1944, the American invasion began.

After a month's fighting the United States had lost 3,144 dead and 13,000 wounded, but they had pushed the Japanese into the northern tip of Saipan. From "suicide cliffs" on the northern escarpment of Mount Marpi, the remnants, plus some Saipanese adherents, jumped to the

Trust Territory headquarters on Capitol Hill, Saipan.



aten Japs jumped to deaths

hs on to rocks 830 ft below.
oday, there are people with
nese blood in the Trust Territory,
no Japanese. Almost all private
rprise, such as it is, is in the
ls of Micronesians. (The excep-
s are Van Camp, the fish canners,
have Okinawans operating a
n tuna boats for them in the
u group; an American and
ciates who have recently been
n a lease of 7,000 acres for a
h on Tinian; and the same outfit
h has started to build a hotel
he lagoon at Saipan).

ll retail business in Saipan is in
l hands; so is car hire, garages
the new bus company. The hotel
e also is run by Micronesians—
o it is believed.

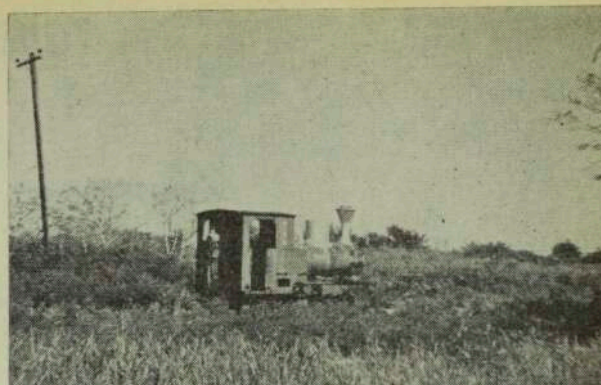
Mysterious hotel

hen I arrived there I was re-
ed, after pounding on the desk
attract attention, by a lady who
an ironing-board in a back room.
finally gave me a key and a
c to sign, but did not say a
l. When I left I paid my bill
another Micronesian who denied
connection with the place. He
he worked in a government
artment but the wages were so
he had to take this second job
uy Spam for his starving family.
looked so well nourished I
ed my sobs).

rom another source I learned
it once had an American man-
, but it was currently believed
a Peace Corps Volunteer was
he helm. The Peace Corpsman
ed it—Micronesians, he felt sure,
e now responsible.

or a hotel that no one ran it man-
itself rather well—I have been
ar worse in other parts of the
fic. The bedroom block is new.
rooms are airy with bathrooms
have real baths that run real hot
er. The furniture is plain but
quate, the beds comfortable. Fans
supplied and the place is reason-
quiet.

a town where you can bank
hamburgers and omelets being
le, the steak being doubtful and
deep-fried chicken seemingly
ted to the fact that cock-fighting
the national hobby and one
ter always dies—the food at the
l is fair average quality.
urthermore, for anyone who has
ved in the place via Tahiti,
olulu and Guam, as I did, the



cost of a day's lodging at Saipan
Hotel is so reasonable that com-
plaints of any kind seem mean-
spirited.

Anyone can have a hotel with a
hard-faced Hannah in the front office
and people out back doing profit and
loss sums. I thought Saipan's hotel,
with its air of being removed from
such sordid matters, rather nice.

Like New Guinea

If Saipan Chamorros are strictly
non-Pacific, so is their island. To
me it looked like a small piece of
the New Guinea central highlands,
with 5,000 ft cut off the bottom
and sunk to sea level.

The predominant vegetation is the
leguminous scrub called *luceana*
glauca, well-known in most volcanic
tropical Pacific islands where it is
usually regarded as a pest. It was
introduced to the Marianas by the
Germans, but after the American
invasion of 1944 the whole country
was so devastated, that seeds of this
plant were sown from the air in
order to prevent erosion.

Luceana has gone mad since, grow-
ing in almost impenetrable clumps
12 feet high, covering the old
Japanese airstrip at the base of Mt.
Marpi and encroaching on the war-
time roads.

Above the scrub and along the
rather lovely lagoon that skirts most
of the west coast are casuarina trees.
There are coconuts, too, but few
and far between; gone are the groves
that before the war were described
as lining the coast and extending up
into the hills.

Gone too, of course, virtually
without a trace, is the huge sugar
industry which Japan developed there
between the wars, and which kept
25,000 Japanese colonists busy and
presumably contented. All that re-
mains of it now is the sugar-king
memorial—a frock-coated Japanese



This monument is known locally as the
sugar-king monument but no one now
knows who he was. Perhaps he was the
president of the Nanyo Kohatsu Kaisha,
the sugar company that operated in the
Marianas. Today the monument is almost
hidden in scrub and the king looks down
forlornly on a small red locomotive, all
that is left of the company's rolling stock.

gentleman cast in bronze who looks
down from a 12 ft high column on
a bright-red locomotive, lone survivor
of the rolling stock that once trundled
loads of cane over 55 miles of
track.

The memorial stands in the scrub
beside the road near Garapan, that
Japanese town of 10,000 people of
which absolutely nothing now re-
mains. The plantations that took up
the flat land in the north, around
Mt. Marpi, and extended down the

west coast and south, to the east coast around Magicienne Bay, have reverted to *luceana glauca* scrub and coarse grass.

The railway once fed cane into two mills south of Garapan, and from the mills came molasses which, in 13 distilleries, were turned into spirit which was flavoured to resemble whisky, sake or other spirits for the delectation of mainland Japanese.

Busy pre-war days

What was produced on Saipan was produced by Japanese for Japanese and exported to Japan and it was all done without consulting or involving the Saipanese.

It would be a mistake, however, to conclude that the Japanese robbed the Saipanese of their land in order to set up their industries, or generally mistreated them.

The Spaniards and the Germans, before the Japanese, at a time when the Marianas north of Guam were sparsely populated, had given grants of land to private individuals; it was largely these tracts of alienated land that, after the Marianas became part of the Japan's C-class League of Nations Mandate, the Japanese used to develop their industries. Where they acquired other land, they seem to have done so in legal fashion or because the Saipanese failed to enclose or cultivate their land as was required by law.



The US anti-missile missile base at Kwajalein Atoll, Marshalls, which is top-secret and off-limits to journalists and photographers (except Government photographers, who took this picture). Missiles are fired from California and anti-missile missiles are fired from Kwajalein to intercept them.

TOURISM IS ONE HOPE FOR SAIPAN

All former Japanese land, including their big sugar estates on Rota, Saipan and Tinian, is now vested in the Trust Territory. A lot of it is military reserve, kept unused in case of emergency.

Under Japan the ordinary Chamorros appear to have been reasonably content. Only a few generations had passed between their own resettlement of the northern Marianas and the coming of the Japanese. From then on little was required of them other than that they left the Japanese alone to get on, ant-like, with their various enterprises.

For the Chamorros there was sufficient land for their own requirements; there was fish in the lagoon; the few things they needed from shops were cheap and there were usually ways of earning a few yen. They were not expected to be enterprising, or political economists, or to understand or practise democracy.

To most Americans what the Japanese did was "exploitation", and as there was no place for a sugar industry with the Japanese market gone, no attempt was made to revive it after the war. As the Saipanese are not natural planters and pretty mediocre gardeners, Saipan now produces virtually nothing; so that people

either live at subsistence level more likely, work for wages in government jobs or in retail business that exist and grow on the fact this is TT headquarters.

According to a lot of theorists Saipanese should be much happier now than they were under Japanese. They have freedom of speech, they can vote for Congress of Micronesia and they have all the joys and tribulations of making decisions in a free enterprising society.

No happier perhaps

In fact, a lot of them aren't happier; they find making decisions a pain in the neck; they would have been quite happy with a degree of exploitation; and they quite obviously took some sort of vicarious pleasure in the fact that Japan made the island blossom and bloom with expecting them to do anything about it.

Without the business of government, Saipan today would be economically bereft and already there is talk of that panacea for economic ills—tourism.

Saipan is too far off the beaten track for most Americans but should imagine that it would be of real interest to Japanese tourists, whom it still has great significance. And it is, these days, within the hours' jet journey of Tokyo.

But even if you are not Japanese Saipan today is a positive gold-mine for the curious and the inquisitive. Beneath the encroaching scrub lie old airfields and roads, barracks, remains of planes and mysterious encampments.

Up at the northern tip of the island and in the hills, where people go on weekend fossicking parties, you can come upon live ammunition, skeletons still wearing their tin-hats and field-boots. There are places with juicy names like Hara Kiri Gulch, Death Valley, Purple Heart Ridge and Banzai Cliff.

Even the coastal villages and the shopping centre of Chalan Kanoa, despite some new building with cement bricks, still have a scratched-together, post-blitz look. The Chamorros, for the most part, still live in houses of scrap material and they scorn paint.



Secret hideaway was training school for undercover men

This is Shangri-La. These buildings now house the people of the Capitol Hill Trust Territory headquarters, but once they were the centre of a mysterious enterprise.

It comes as a shock to the visitor to drive the 10 miles or so from Saipan's airport, along the west coast road and through the untidy villages, the white sprawl of Chalan Kanoa, and the town of Garapan that is no longer there, to turn inland at the next cross-road, wind steeply up a hill—and run bang into Shangri-la! Especially a Shangri-la with such a fascinating, spy-drama background.

a cup in the hills, maybe 1,000 ft above sea level, in acres of mown short like a putting green, are 100 or so, flat-roofed, concrete, three-bedroom modern bungalows, set around crescents and loops of paved road, indistinguishable one from another, except for a blue dog-kennel here, a red one there.

At the centre is a post-office and a bank bar; further up the hill, an administrative complex and a huge club building.

This is Capitol Hill, Trust Territory headquarters and housing area for departmental heads which, according to some accounts, cost \$30 million.

From the coastal road this oasis of mid-century-Americana cannot be seen, and after the mend-and-make-do of the rest of Saipan, Capitol Hill hits you right in the wind.

How came it there? Within half an hour of my first sighting it, four people told me why, and a fifth had given me a book to read on the subject. In a sentence, Capitol Hill is the

Trust Territory's dividend out of Saipan's latest chapter of extraordinary history. For the US Trust Territory is a Trust Territory with a difference—it was designated a strategic area in 1947 and, because of this, the United States has been able to use it for some enterprises that would have been impossible in other UN territories.

Navy administration

The US Navy administered the whole territory until July, 1951, when it passed to the control of the Department of the Interior, and the Territory got its first civilian High Commissioner. However, in January, 1953, as one of his last acts in office, President Truman gave the Marianas, with the exception of Rota, back to the Navy, and from then until 1962, under three presidents, it became a gigantic school for training Nationalist Chinese for the infiltration of Red China.

At this time Americans were already training Nationalist Chinese in guerilla fighting, and the best of these men were selected for the specialist

courses on Saipan. It is said that they were flown in at night to Kobler Field, taken to jungle hideouts, which weekend fossickers still stumble upon, and after their training was completed departed in the same way, never knowing where or in what country they had been.

The Navy provided the cover but the scheme itself and the way it was carried out was the work of the Central Intelligence Agency. What is now Capitol Hill was built in secret, and became the nucleus of the whole scheme; nor is it an accident that it cannot be seen from the coastal road. A couple of guards on the roads that wind up to the heights from either side of the island effectively isolated it from the curious.

Outsiders not welcome

Life for the Saipanese along the chain of west coast villages went on much as usual except that their movements into security areas were restricted and travel out of Saipan was difficult if not impossible. Outsiders got in rarely and only after extensive security checks and surveillance—just how strict is indicated by the fact that in nine years no news of what was going on in Saipan leaked out.

Newspapermen were even more *persona non grata* than most, yet Fred Goerner, got in not once but several times during research for his book, *The Search for Amelia Earhart*, published last year, and finally, with great elan, he laid bare the dastardly



CENSUS ASSISTANT: The first census ever held in the Anglo-French New Hebrides got under way in May under the direction of Mr. J. Fabre (French) and Mr. J. F. Yaxley (British). Assisting Mr. Yaxley was Miss Marney Anderson (pictured) from the Australian National University, Canberra.

CIA enterprise—or dastardly in his view. I might say that I found few other Americans who shared it.

For reasons that appear as mysterious as the whole CIA plan, operations on Saipan ceased in 1962. It may have been because the international situation had changed and that the Red China-Nationalist China confrontation seemed less likely to end in war.

Perhaps someone felt that a curb should be put on some of the CIA's activities; or enough spies may have been trained—the figure is supposed to be 8,000 over the nine-year period. Perhaps the CIA merely changed its location and is now busy training other saboteurs and spies in another Shangri-la.

For whatever reason, the Saipan "school" closed in 1962, the Marianas were returned to Department of Interior jurisdiction and TT headquarters shifted from Guam into the model centre that the Navy or CIA had been keeping warm for them on what is now Capitol Hill.

As to the success or failure of the CIA scheme, or what ultimately happened to the thousands who are supposed to have been trained, only the CIA knows, and is unlikely to say. But it would be a happy thought if some of old Mao's troubles in the past year could be attributed to spies who were trained on Saipan sometime between 1953 and 1962.

TWO SAMOAS GET THEIR FIRST JOINT NEWSPAPER

Newspaper interests in American and Western Samoa joined forces in May to bring out a single weekly paper covering the two territories.

THIS is the first time that such a newspaper has been produced in the Samoas. By a coincidence it has come hard on the heels of a suggestion for a Samoan political union (*PIM*, May, p. 22).

The joint paper merges the interests of the *Samoa Bulletin*, of Western Samoa, and the *Samoa Times*, of American Samoa; and has the backing of four of the six shareholders in the recently-defunct *Samoana*, of Western Samoa.

The first issue of the new paper appeared on May 25 under the *Samoa Times* masthead. It has separate editors for Western and American Samoa, and offices in both territories. It is published in Apia.

An editorial in the first issue said: "The proprietors feel that the journal's development is indicative of better communication and closer links between the two Samoas, and the use of up-to-date printing methods is also a sign of the continuing improvement in method and mechanisation in the region . . .

"Understanding"

"The distribution of the *Samoa Times* promises to be good—the initial circulation is 5,500—and it should promote greater understanding and sympathy in the whole community for the region's development problems."

The owners of the new paper are:

- Messrs. A. Fruean and R. Ott, of Apia, former heads of the Western Samoan Government Printing Office, who bought the *Samoa Bulletin* last year (*PIM*, Sept., 1966, p. 141). The *Bulletin* was the oldest paper in the Samoas, having been founded in 1950.

- Mrs. B. F. Kneubuhl, Sr., and Messrs. D. C. (Mike) Kneubuhl and W. R. Opelle, of Pago Pago, who founded the *Samoa Times* in October, 1964 (*PIM*, Dec., 1964, p. 65).

- Mr. and Mrs. A. Annandale and Mr. and Mrs. K. von Reiche, of Apia, who owned 50 per cent. of the £8,000 capital in *Samoa Newspapers Ltd.*, publishers of *Samoana*, which

THE SAMOA TIMES

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

Am. Samoa To Vote Nov

Samoa Times Interviews Gov. Lee

Eleven Days Left to Clean Up

The idea of moving into Western Samoa seems always to have been in the mind of the sponsors of the "Samoa Times" for when the first issue appeared in Pago Pago in October, 1964, its masthead included a map of both Western American Samoa. The new joint paper which appeared on May 25, has the same masthead.

appeared for the last time on May 1. *Samoa Newspapers Ltd.* was ordered into liquidation and is being wound up following a deadlock of *Samoana's* management between Annandale and von Reiche coupled on the one hand and the other two shareholders, Mr. R. F. Rankin (managing director and editor) and his mother-in-law, Mrs. P. Forsgren (*PIM*, April, p. 9). The Annandale von Reiche shareholders will probably lose their entire investment in *Samoana*.

After *Samoana* ceased publication Mr. Rankin, Mrs. Forsgren and some US investors began publishing a new weekly, the *Apia Advertiser*. However, lack of printing equipment and other difficulties have kept the new paper to a modest 10 or 12 small size pages since its first issue.

The new-look *Samoa Times*, whose pages are a good deal bigger, run to 24 pages—twice the old number—in its first issue.

The *Apia Advertiser* and the *Samoa Times* are now the only papers published in the two Samoas compared with four less than 18 months ago. In those days, in addition to the *Samoa Times*, American Samoa had the weekly *Samoa News*. This folded after its founder and editor, Hightalking Chief "Joe" Sunia, was appointed Director of Tourism in his territory.



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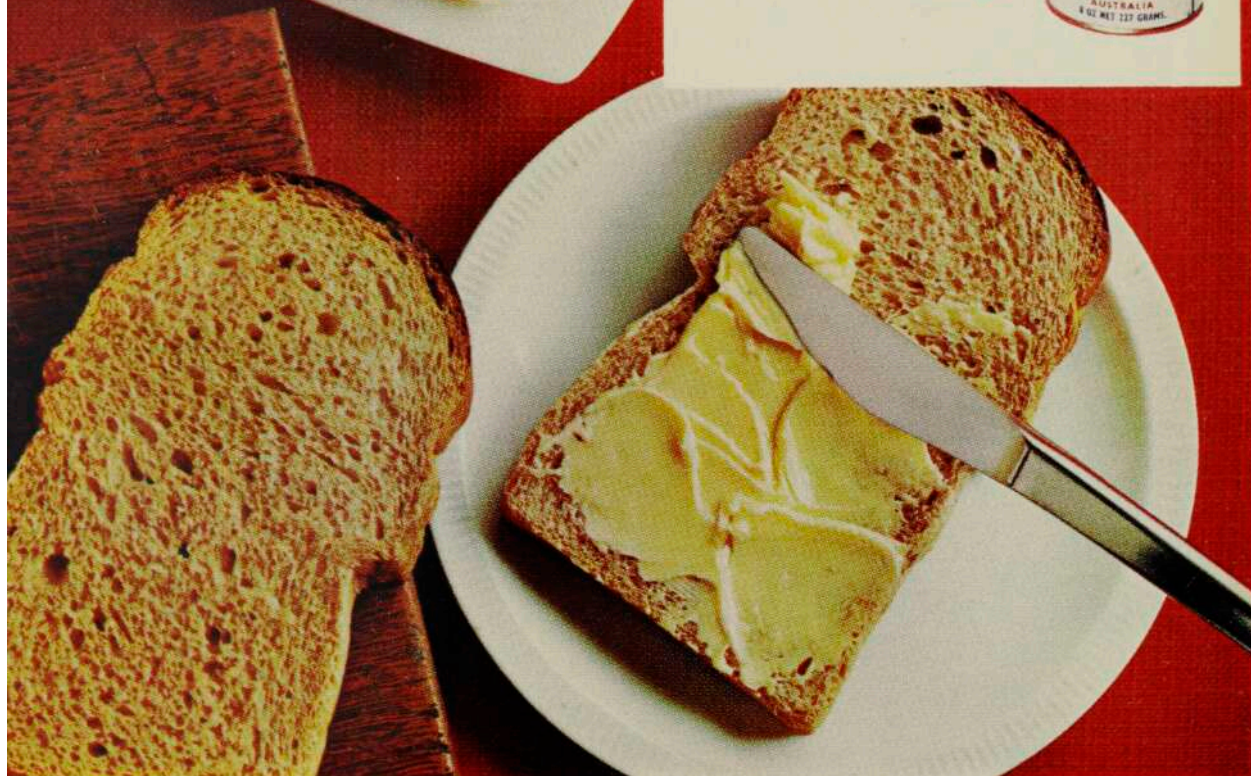
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Tropicalities

Indonesian and Australian surveyors in May started on the final stages of the marking of the border between West New Guinea and Papua-New Guinea. Every step they take from now on will bring the two countries closer to the time when one of the real border problems will have to be faced. That is, what happens to the New Guineans whose lands straddle the border?

THE first stage of the border marking was completed last year. Indonesian and Australian teams set seven concrete cairns down the northern half of the border as well as the central ranges. In the next six months they will put eight more markers down the southern half, though these will be in aluminium, concrete, to lighten the transport problem.

It has been agreed that the border will follow the bulge of the Fly River, as at present, and also be situated in the centre of the mouth of the Bensbach River, so there are problems there. The problems

NG BORDER PROBLEMS DEVELOPING

will develop after the agreed positions are put on to the maps, for ratification by both governments.

On the northern half, several villages straddle the border, and have so for many years—well into Dutch times. Some villages are clearly situated on one side of the border or the other, but their garden lands are on the opposite side. Other villagers who thought they were on the Indonesian side have found in recent years that they are really in Australian territory.

How will these difficulties be solved? Will there be resettlement? Will there be enclaves? Since it is a safe bet that Australia will not tolerate enclaves, what follows when villages opt for the "wrong" side will be a sensitive social and political problem.

"Rule Britannia!" Rotumans say

WAIT till the United Nations Committee of 24 hears about this!

On May 13, when the island of Rotuma celebrated the 86th anniversary of its cession to Great Britain, the island's council sent a message to the Governor of Fiji, Sir Derek Jakeway, saying it wanted to stay British for ever—no matter what the UN Committee of 24 said.

Said the council: "We value so much the long and happy association we have had under the British Crown. We humbly request Your Excellency to accept and convey to



PORT MORESBY PERSONALITY

Attractive Tove Clarke is director of the P-NG Junior Red Cross, and married to the general secretary of the P-NG Division of the Australian Red Cross Society. They met in Germany when she was working for International Red Cross. She is Danish, and has a family of two girls—16 and 14 years—both at school in Toowoomba, Queensland.—*Sibyl Lloyd.*

Her Majesty the deep loyalty and affection of Her Rotuman subjects, who humbly pray for Her Majesty's continued rule and protection. It is the genuine desire of Her Rotuman people to remain British for all time no matter what the United Nations Committee of 24 says."

Rotuma (population 5,795) is about 240 miles north-west of the main island of Fiji, and has been administered as part of the British Crown Colony of Fiji since being ceded to Britain on May 13, 1881.

The message from the island's council to Fiji's Governor is in direct contrast to a resolution adopted by

EASTER ISLAND: LAND OF THE MYSTERIOUS TIN-CAN IMAGE

When the first tourists reached remote, isolated Easter Island in April (see p. 53), eager to see the mysterious stone images for which the island has long been renowned, they were somewhat dismayed to find the sites of the historic ruins littered with heaps of Coke, ginger ale and other soft drink cans.

The explanation, it turned out, was that the United States Air Force has had a 100-man unit on the island for the past couple of years. It is there for meteorological and peace-tracking purposes, and is supplied by a monthly C-130 airdrop from Panama.

A reporter from Washington's *Air and Space* Daily, who was the only non-Chilean journalist to go to Easter Island on the inaugural flight said the USAF had "left its tin-can image pretty well all over the island", and that this "contrasted strangely (and not very favourably) with the images carved by the primitive islanders".

the United Nations General Assembly on December 14, 1960, which said: "The subjection of peoples to alien subjugation, domination or exploitation constitutes a denial of fundamental human rights, is contrary to the Charter of the United Nations and is an impediment to the promotion of world peace and co-operation."

The resolution also stated that immediate steps should be taken in all territories that were not completely independent "to transfer all powers to the peoples of those territories, without any conditions or reservations . . . to enable them to enjoy complete independence and freedom."

Since the Assembly resolution was adopted, the UN Committee of 24 has constantly demanded that the few remaining colonial powers give independence to their colonial territories.

Erromanga, where ships go to pot

ON the New Hebrides island of Erromanga—south of the main island of Efate—there's a busy hum of activity these days as a French company, Etablissements Rougier, prepares to exploit some of the island's extensive stands of timber.

Recently, work was completed on a new 800-metre airstrip at Ipota, on the east coast; and on April 21, one of Air Melanesia's Drovier aircraft landed there for the first time and so began a regular twice-weekly service.

Round about the same time, a mooring buoy was put down at one of the best anchorages at the island—Pot Narevin (not Port Narevin, please!), where Captain Cook anchored in the *Resolution* on August 4, 1774.

Pot Narevin is on the eastern side of the island. It lies in the south-eastern part of Polenia Bay, and you enter it by sailing northwestward of Traitors Head. Captain Cook anchored there in 17 fathoms, brown sand, and about half a mile off shore.

Until the current activity over the timber project, this part of the New Hebrides was seldom visited. However, as it now seems likely to be in the news quite frequently, its about time we explained that Pot Narevin is Pot Narevin and not Port Narevin (a) because it is not a port, and (b) because the name comes from two native words—"pot" meaning "place", and "narivin" meaning "sandy".

Nearby Traitors Head, on the other hand, has been handed straight down to us by Captain Cook. It com-

memorates an affray that Cook had with the natives when he landed there to try to get food and water.

The natives were friendly until he got ashore. Then they let fly with clubs, darts, stones, bows and arrows, forcing him to order his men to fire.

And now a newsletter from Ocean Island

WHEN social historians of the South Pacific look back on the second half of the 1960's in the years to come, one thing that should strike them with the force of a cannonball is the proliferation of Islands literature.

In the past two or three years, the amount of literature produced within and about the Islands has probably been almost equal in quantity to all that produced in the preceding 15 years.

Learned bodies such as the College of Guam and the Papua and New Guinea Society have begun producing their own journals (see p. 67); organisations such as the Papua-New Guinea Public Service Association have started producing theirs; Australia's Department of Territories has started a regular newsletter; and roneoed newspapers have been sprouting all over the place or increasing their frequency of publication.

The newest of the Islands newspapers to come our way is an excellent roneoed publication of 32 quarto pages from Ocean Island. It is called the *Paper Nautilus*.

Ocean Island, Nauru's nearest neighbour and a smaller version of it, is a phosphate island like Nauru, worked by the British Phosphate Commissioners (i.e. the British, Australian and New Zealand Governments). Its native inhabitants now live on Rabi Island, Fiji.

The island is part of the Gilbert and Ellice Islands Colony, but it is unlike any of the other islands in the colony in that whereas they are all either atolls or reef islands, Ocean Island is a solid lump of upthrust rock.

The editress of Ocean Island's *Paper Nautilus* is Miss or Mrs. L. J. Thwaites. Her paper is a useful and interesting mixture of overseas news, Melbourne football results, local sporting results, locally written poems, a children's section, information on local tides, arrivals and departures, book reviews, cinema programmes, and even what amounts to a magazine section.

The magazine section in the first issue to reach us (April) includes a

couple of informative articles ships that have come to grief Ocean Island's reef, plus something we have never seen in any other publication—the meanings of names of the Gilbert Islands.

The glossary was compiled by Sallai. So many people outside Ocean Island would probably find it interesting that we have taken the liberty of transcribing it here:

Tarawa—divided by the sea.
Butaritari—smell of the sea.
Abaiang—land to the north.
Tabiteuea—kings forbidden.
Onotoa—taking part in everything.
Nonouti—the person who never sleeps can always provide everything.
Kuria—an object everyone wants to snatch.
Abemama—land under moonlight.
Aranuka—our centre.
Beru—a species of lizard.
Marakei—stone fishtrap.
Maiana—from below.
Nikunau—a broad land.
Tamana—his father.
Arorae—the most distant one.
Makin—(apparently no meaning)
Banaba (Ocean Island) — Rock island.

The terrors of Islands life

ONE of our youngest staff writers went off to inquire into the facts of life on darkest Lord Howe Island in May—and came back full of flesh-creeping tales about monsters that stalk in the night.

As the night of his arrival was fairly warm, he left the door of his guest house bedroom open to catch the breeze, and fell into a deep slumber after a long day.

In the eerie half-light of three in the morning, he was awakened by a tapping sound near his head; and presently he could make out two small, beady eyes sizing him up in the darkness.

Thinking it was some jungle monster not yet recorded in the *Pacific Islands Year Book*, he let out what he calls a blood-curdling yell, which brought a guest in a neighbouring room hurrying to his aid.

The harsh glare of the electric light revealed that the intruder was one of Lord Howe Island's numerous pheasants. Apparently a believer in the old saying that the early bird catches the worm, the pheasant was simply looking for a meal.

Our man has since established that, although they stand about two feet high, Lord Howe's pheasants are not man-eaters.

P-NG wages bomb has a delayed action

From a Port Moresby correspondent

A long-awaited Public Service wage decision burst on the territory in May, leaving repercussions that will be felt for a long time. Some of the more printable of the colourful language used to describe the decision includes "tragic", "bitter", "dismaying", "insupportable", and "the end of arbitration in the territory".

THE last comment might well be the most accurate, yet even at the end of the month there is still much heat in some quarters that it is impossible to predict what the decision really means. About 10,000 New Guinean public servants, who are the people affected by the decision, certainly have been given a high arbitration deal. But, it's impossible to believe the results will be as drastic or revolutionary effect on the territory's future as some of Gloomy Joes of all races claim.

Dr. Gunther's view

Probably the fairest summing up, and just a little too much emotional, came from the Vice-Chancellor of the P-NG University, Dr. John Gunther, when delivering the Syme Lecture in Melbourne in May. Dr. Gunther was Assistant Administrator in the foundations of the wage disputes were laid, and in fact he laid them, but in his new role he certainly was looking at things from both sides.

He said there was a kind of cargo cult thinking among the elite in New Guinea, who saw discrimination in the wages as an Australian way of oppressing New Guineans as second rate citizens. The Public Service Association had claimed that salaries were inadequate and could cause bad race relations; the Administration had replied that the wage should be fixed

by the territory's capacity to pay. It was "a great pity the two parties took up such fixed positions", he said, for Australia might regret they didn't try to find a meeting place.

As Dr. Gunther indicated, there is a certain heavy handedness in current Australian behaviour, and more could and can be done by getting people together and finding out what they want. Compromises are possible, for there is no argument that Australia is trying to do the right thing in New Guinea.

The details

Not that the New Guinean public servants think so at the moment.

The objectionable 88-page judgment was handed down by the P-NG Public Service Arbitrator, Mr. L. G. Matthews, on May 11, after a 16 months' arbitration hearing. Mr. Matthews said he had set five benchmark ranges between the top and bottom income groups. He had left the tasks of constructing a complete scale to the Administration.

The first benchmark was a minimum salary of from \$480-\$600. (The PSA had applied for a minimum of \$600-\$760.) He set a benchmark of \$1,070 (previously \$950) for first class artisans, such as foremen-stockmen and dental mechanics. (The PSA sought a \$1,250 minimum and \$1,400 maximum.)

For the group comprising professional graduates from territory tertiary institutions, the judgment lifted the minimum salary from \$1,700 to \$1,950. (This increase is about 14 per cent. of that sought by the PSA.)

At the top end of the scale, for chiefs of a division and for the highest professional and education officers, a rise of \$600 was granted (only one New Guinean public servant, Fiji-trained Dr. Reuben Tereka, is eligible for the maximum).

The increases represent about 75 cents a week at the bottom of the service and \$12 a week at the top, with most of the middle range receiving increases of from only \$1 to

\$3. They were from 86 per cent. to 91 per cent. below those sought. Thousands of base grade public servants will not even get \$40 rises, because their salaries are frozen or because they receive allowances which place them at the top of the base grade range.

Race relations problem

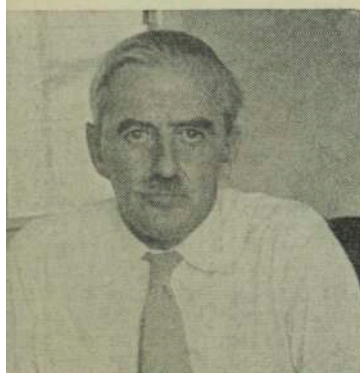
During the long hearing, a point consistently made by the public servants was that New Guineans were paid so much less than Australian officers—and what they were being paid was inadequate—that race relations would be harmed unless substantial increases were approved. The Administration held that the territory's economy was separate, and if all the Public Service was paid at the Australian rate there would be an unbalanced community. Australian wage standards were merely a "temporary aberration in NG", and the race relation problem would disappear as the more highly paid Australians were replaced by qualified New Guineans.

The Administration's advocate, Mr. J. H. Wooten, QC, told the inquiry towards the end: "It is to be hoped that good sense and moderation will prevail, particularly when the effects of these proceedings have dispersed."

But what the Arbitrator failed to take into account was that, race relations or not, his increases were too small to care for the genuine needs of New Guinean public servants living in the towns. Angry protests were only to be expected.

So in May the PSA did its bit towards dispersing feelings by deciding to (a) demand the resignation of Mr. Matthews as Arbitrator; (b) ask the Governor-General to disallow the Arbitrator's decision; (c) lodge a new claim for salary increases; and (d) get the president of the Australian Conciliation and Arbitration Commission to review Mr. Matthew's judgment.

● See also "To The Point" with Percy Chatterton, p. 61.



Dr. Gunther.

He's the man behind the Tongan coronation

From BETTY SANFT in Nukualofa

The man upon whose shoulders has fallen the main burden of organising the coronation ceremonial, in traditional manner, is the Keeper of the Palace Records, the Honourable Ve'ehala, 43, noble of Fahefa.

VE'EHALA is a man of two cultures. Educated at Wesley College and Auckland Grammar School, New Zealand, he was destined for an academic career at Auckland University when the late Queen Salote intervened and nominated him as her special protegee.

As a child he had already spent many hours in her company and now he spent many more. When overseas guests were present, so was he; he attended all royal kava ceremonies and learned the intricate patterns of local protocol and etiquette. For years he was steeped in palace traditions, of which there were many.

He visited Samoa and Fiji with the Queen on many occasions and today he speaks fluent Samoan, Fijian, English and is a recognised authority on classical Tongan, the

language of royalty and the nobility.

He once spent many months in Sydney, delving into the history and story of Tonga at the Mitchell Library.

As the custodian of tradition, procedure and protocol, he becomes, like Britain's Duke of Norfolk on a similar occasion, the architect and supervisor of this complex, royal festival.

To all Tongans, the *taumafakava*, the age-old ceremony of installing the monarch, is the focal point, the highlight of the week's celebrations.

It was last performed nearly 50 years ago on the accession of Queen Salote.

During this day-long kava ceremony of installation, there will be no smoking, no eating, no festivities until the admonition has been delivered, gifts bestowed and the covenant, between king and nobles, sealed by drinking the royal toast.

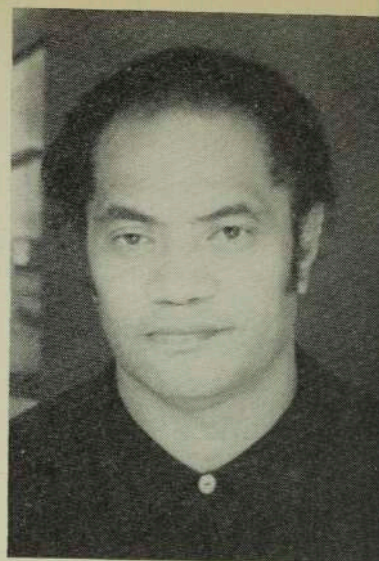
The origin of some of the chants to be used is lost. But some new ones have been specially written for so great an occasion, and here Ve'ehala has had ample scope to use others of his many talents. He is a composer of chants, songs and dances and also an exponent of the *fangufangu*, or nose flute, the only musical instrument used in ancient times.

He's been everywhere

Anyone who listens to Radio Tonga—"The Call of the Friendly Islands"—which can be picked up widely in the Pacific, will have heard his reproduction of its plaintive notes.

New mats will be required for the chapel, the palace, the royal dais and for many outdoor functions. It was Ve'ehala's task to visit the outer islands and set up guilds of craftsmen, throughout the groups, to meet these requirements, and also to build up stocks of souvenirs and other local handicrafts to meet the demands of visitors over that period.

He took the opportunity on these visits to ensure that food crops, poultry and pigs were being raised in sufficient quantities for the feasting.



Ve'ehala.

At the same time he set in motion the task of rehearsing songs and dances. His own group, from Fahefa village, has had the special benefit of his personal tuition.

Ve'ehala is an experienced broadcaster. He has become one of the best known radio personalities in this area. Until recently, when coronation plans took too much of his time, he could be heard in a fortnightly programme on the history and traditions of Tonga, in which he answered listeners' questions.

He still runs a weekly programme of musical requests, under the title "South Pacific Hour", which he broadcasts in four languages. His fan mail, from the whole of the Pacific basin, would make any disc jockey envious.

Ve'ehala is a family man. He and his wife have three children.

His daily routine is frequently interrupted by requests from many quarters for essential information about the culture and customs of his people. The King's ministers also like to have him at hand, at public meetings, as mediator and consultant on points of etiquette and procedure.

He has vision and versatility; ingenuity and industry; dedication and charm.

At the supreme moment of crowning it will be his personal prerogative to ring the Royal Chapel carillon to set up a chain reaction of church bells, a 21 gun salute, hooters, sirens and a multiplicity of other sounds to start the public celebrations throughout the kingdom.

For a man who has worked so hard, he deserves the honour.

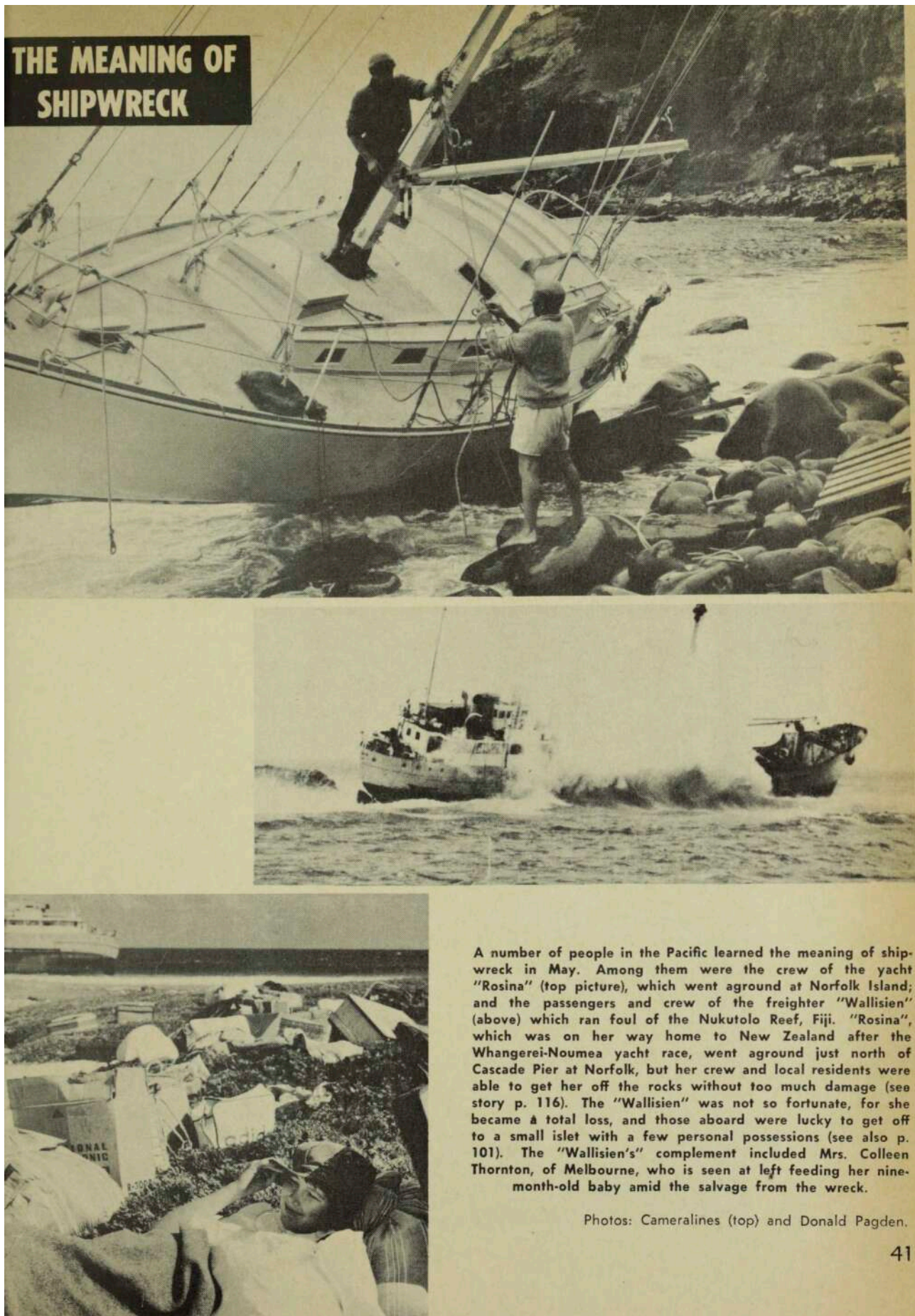
KING HAS NEW THEORY ON AN OLD MYSTERY

King Taufa'ahau of Tonga is to visit the mysterious Ha'amonga on Tongatapu on June 21 (shortest day) and December 21 (longest day) this year to test an astronomical theory he has recently formed on the purpose of the structure.

The Ha'amonga, a massive trilithon of coral rock (see picture, p. 49), is the only structure of its kind in the South Pacific. Nothing is known with certainty about its origin or purpose, but it has been suggested that it may have been the entrance to an ancient village.

When King Taufa'ahau visited the trilithon recently, he noticed an arrow or V-notch carved into the cross-piece. Compass bearings showed that this pointed to the Tropic of Capricorn and to the approximate position on the horizon where the sun would rise on the longest day of the year.

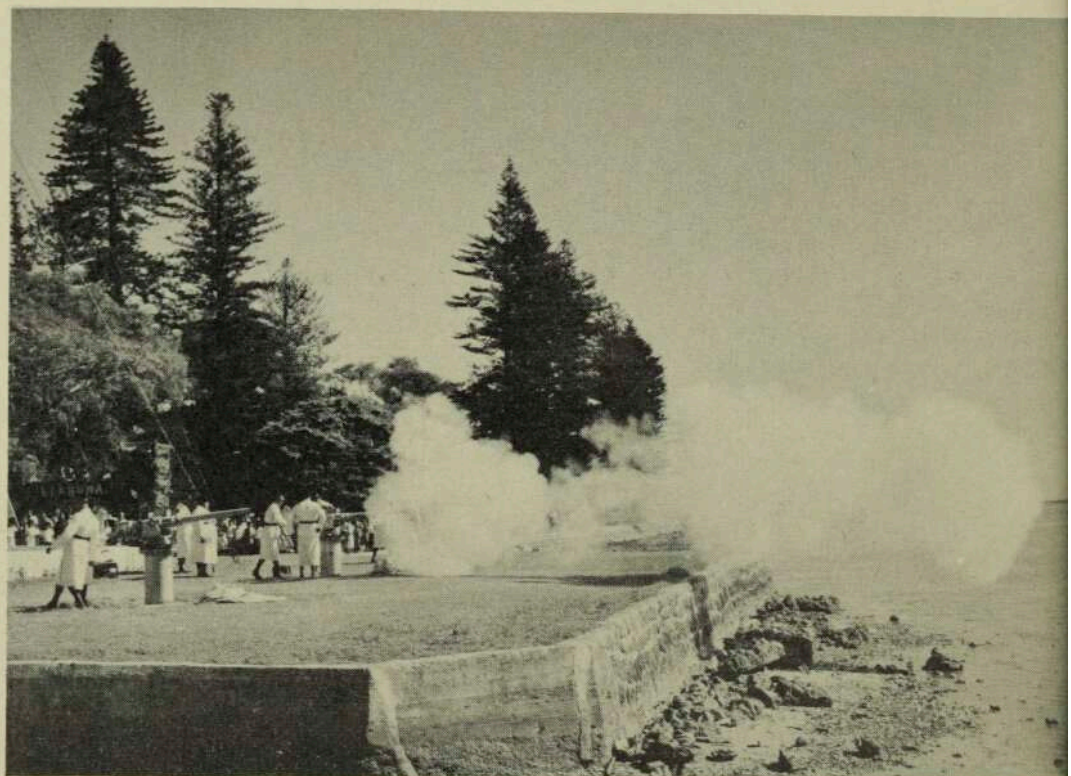
The King's theory now is that the Ha'amonga may have served to fix the start of the ancient Tongan lunar year, which was divided into 13 months.



THE MEANING OF SHIPWRECK

A number of people in the Pacific learned the meaning of shipwreck in May. Among them were the crew of the yacht "Rosina" (top picture), which went aground at Norfolk Island; and the passengers and crew of the freighter "Wallisien" (above) which ran foul of the Nukutolo Reef, Fiji. "Rosina", which was on her way home to New Zealand after the Whangerei-Noumea yacht race, went aground just north of Cascade Pier at Norfolk, but her crew and local residents were able to get her off the rocks without too much damage (see story p. 116). The "Wallisien" was not so fortunate, for she became a total loss, and those aboard were lucky to get off to a small islet with a few personal possessions (see also p. 101). The "Wallisien's" complement included Mrs. Colleen Thornton, of Melbourne, who is seen at left feeding her nine-month-old baby amid the salvage from the wreck.

Photos: Cameralines (top) and Donald Pagden.





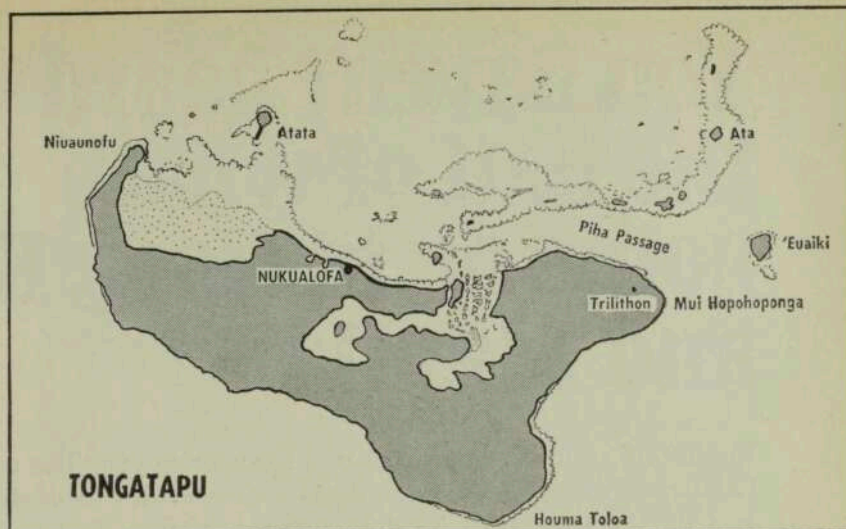
ROYAL TONGA CELEBRATES



WHEN it comes to public celebrations, probably no Pacific territory knows how to stage them better than the Kingdom of Tonga, which will crown its new king on July 4. Nukualofa, with its picture postcard royal palace is a picturesque backdrop for big public festivities, which usually can be depended upon to include a 21-gun salute, and a colourful *lakalaka* (Tongan dance) where men and women dancers put on their finery. The distinctive necklets seen here are made from the fruit of the pandanus. And of course there are always the feasts. Over the page there are more pictures by Rob Wright, and a story.



Tongatapu, the main island of Tonga, will be the focal point of the group in July, when King Taufa'ahau is crowned. There will be royal feasting like that of the 1953 coronation, which was photographed in Nukualofa by Robert Wright when Queen Elizabeth visited Tonga a few years ago.



ROYAL TONGA, WHERE THE 'REALITY IS AS GOOD AS THE DREAM'

By a special correspondent

Ever since I watched Queen Salote's stoic disregard of the soaking London rain which lasted throughout that June day of Queen Elizabeth of England's coronation, Tonga had become the most desirable of "far-away" places to visit.

QUE, I had to wait 14 years for the dream to become reality but when it did, it was one time when reality was every bit as good as the dream.

In a world of rapidly spreading standardisation, where Wigan and Wigan are all too likely to eat the same, drink alike and think alike as if they bear little geographical resemblance to each other, Tonga is a gem of individuality. Physically, it is much more like a South Sea Island of the story books. I shall never forget my first glimpse of the group; just as we flew towards Nukualofa we saw an island under our wings shaped like a hand-mirror, outlined with a rim of bright yellow beach and surrounded by an aquamarine sea.

White, sandy roads

And then, all those coconut palms! We flew low over the town, neat as a child's box of bricks and just as colourful, there were the palms, the fronds of them, sticking up like their dusters from the ground. Once past Customs at the pretty, old airfield with its tiny, clapboard buildings, the drive into town is

travel

through peaceful countryside along white—almost blindingly white—sandy roads, past banana and coconut plantations, peanut patches, dreamy villages.

The only hazards were a stray pig or a young foal or the occasional horse pulling a cart with drunken wheels (all the carts I saw in Tonga looked as if their wheels were just on the point of collapse but I never saw one actually do it!)

And those people! I doubt if ever I met such an immediately appealing race as the Tongans.

Not only are they a beautiful people . . . and I mean that in the purest sense of the word, which is not one to be used lightly . . . with fine physiques, delicate facial balance, golden skins and exquisitely shaped eyes, hands and feet, but they are intelligent, extrovert and manage to combine dignity with a real readiness to greet the world, now beginning to arrive on its doorstep with, perhaps, almost too great a frequency.

Ever since my arrival in the South Pacific I had heard of various famous

and fruity "characters". Among those I had been told about was Bella Riechelmann so, when I was planning to visit Tonga, I had, naturally, booked to stay at "Bella's", more formally known as The Beach House.

A warm welcome

Alas, by the time I arrived in Nukualofa, Bella was sick in hospital. Her daughter, Jean Robertson, made a magnificent substitute, however, and although my arrival that first day was not until after two o'clock in the afternoon, my meal was waiting and, with the overwhelming charm which everyone in Tonga possesses so far as I can see, I wasn't for one second made to feel the nuisance which I must have been, arriving so late in a small establishment.

There was an instant, genuine friendliness about the staff at the Beach House and you would have to be incredibly shy or hard to please . . . or just plain ornery . . . not to feel at home in that warm, unfussy atmosphere.

"Bella's" may, by the most modern standards, be a little short on air-conditioning, fancy catering or even individual privacy, but there are

You haven't heard the half of what's going on in Hong Kong and Manila

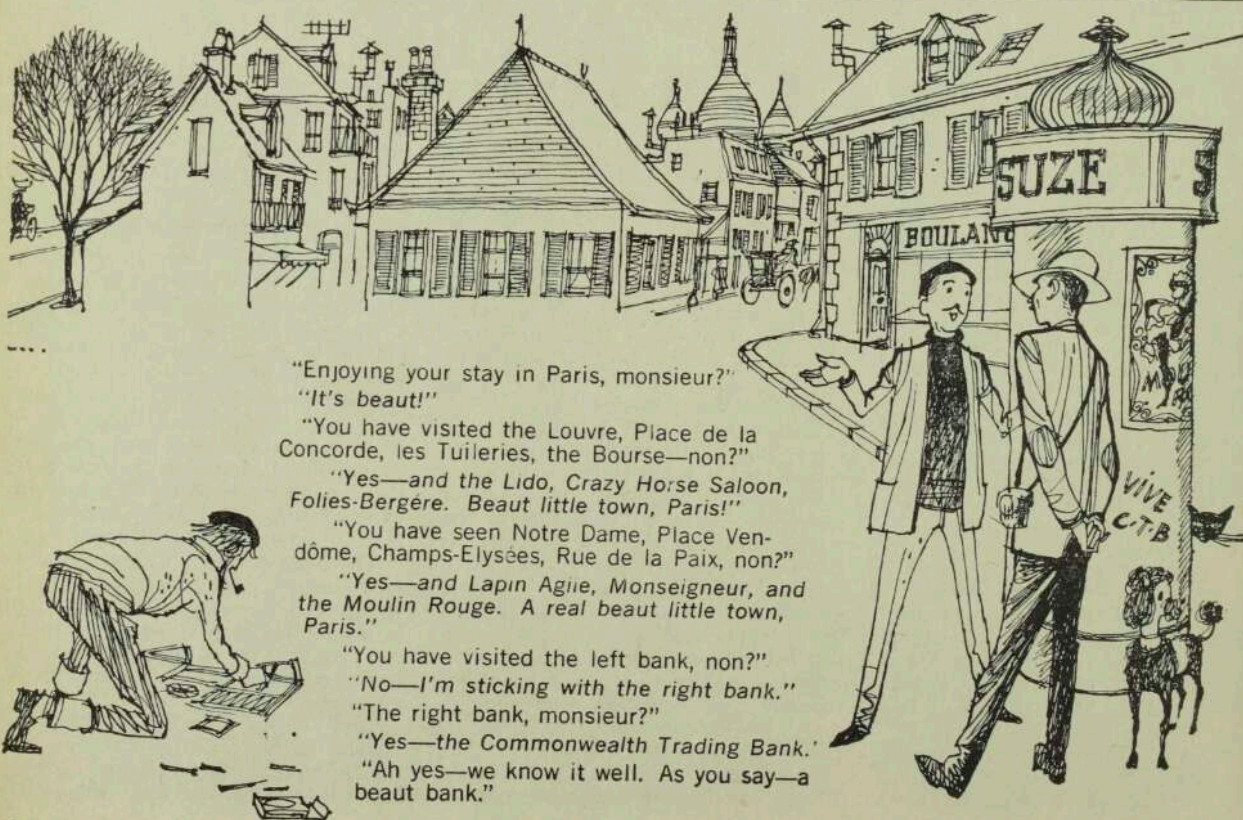
You'll find so much in Hong Kong to surprise you. The awesome Chinese Opera. Fabulous Peking Duck. Moonlight sampan rides through the twinkling harbour. And on the way, take in vital, vibrant Manila. It'll really open your eyes. Enjoy both cities for no extra airfare before flying on to Tokyo. This is the route that Qantas flies so often. 46 years of flying people have taught us when, where and how you like to fly. Go abroad with Qantas. And get the whole story. Ask your local Travel Agent or Qantas for details.

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7Q/



wers, real and man-made, family photos, an impressive shell collection, pies, good home cooking and baking that tastes *right* . . . and a plentiful hand-out of smiles all around.

Some purists claim that a flying visit to a country is insufficient to allow one to express opinions about a place. I don't agree.

The quick, first impression has the same sort of value as an impressionist painting . . . blurred as to detail, lacking in hard bone, maybe, but retaining something of the essence. My own, unshakeable impression was one of absolute charm and rare good feeling and I doubt if I'll ever change my judgment, snap though it may.

It is a charming picture which Nukualofa presents to the traveller.

Nukualofa views

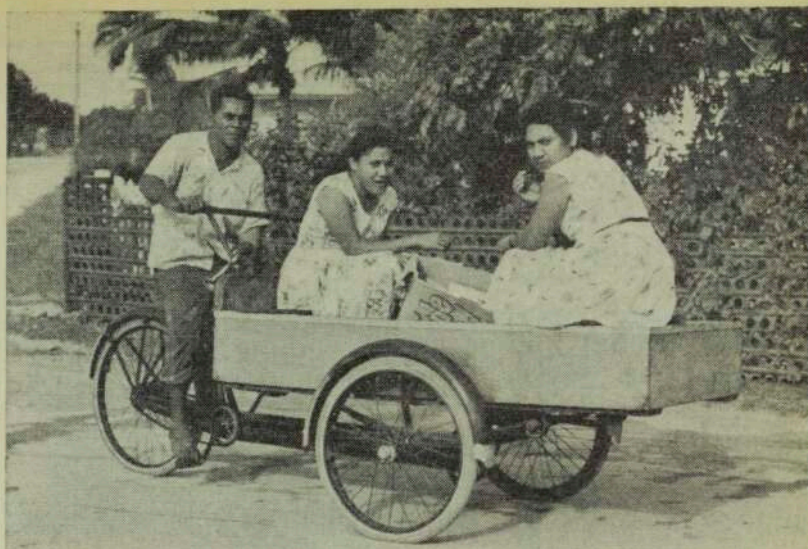
Some of the younger Tongans I talked with felt it should be pulled down and built up again, neat, clean and modern. They may be right but, as a visitor, its present appearance gives me pure delight.

It reminds me of all the Western towns I've ever seen; I half-expected to see Gary Cooper, in sheriff's dress, lope out from one of the sun-bleached wooden stores on main street. How I loved those shops . . . little country general stores, with tins of biscuits and benzine, gram-records and cosmetics in a happy proximity.

My favourite was the newly-painted, freshly painted shop on a prominent corner-site . . . a key site, any town, I'd say; it was clearly Nukualofa's version of the smart townshop and even though all its stock was of "good quality imported second-hand", it had that chic of its Parisian counterpart, all right . . . and one of its gowns were pretty snappy.

You can walk around Nukualofa in 15 minutes, I'd say; and as I did that first, golden afternoon, the ice band was practising gaily in the octagonal music room right behind the Government building, which, like the royal chapel and the palace, is a doll's house of a building, fresh and white under its painted, conical roof.

The whole town has a kind of musical-comedy air, even without the background of music to which I was attracted, helped by the clear light and the natural gaiety of its inhabitants. It is as if Noel Coward and Walt



Tricycle taxis are common in the streets of Nukualofa—and they carry goods and people. Because of the flatness of the main island, the bicycle is a popular form of travel.—Photo: Rob Wright.

Disney had collaborated to produce a perfect setting for a musical play.

The visitor is, of course, aided by the fact that most Tongans speak excellent English; they are willing to talk and do so fluently and well.

They speak English

For instance, the philosophy of tourism, its pros and cons, were thoughtfully put to me by the manager of a local travel agency; clearly, he loved his beautiful country and although he realised its need for some tourism as another source of income in an agricultural community with almost no secondary industries, he was also worried by the thought that, with tourism, might come the danger of Tonga losing her identity. Wise man.

Later, at the new Dateline Hotel during a display of Tongan and Polynesian dances, I talked to a girl wearing a mini-skirt. She, too, was happy with her country and her life in it although, like young people everywhere, she was determined to be up to date—hence her very short skirt worn even in the teeth of unfavourable local comment.

Mini-skirt or long, flowered skirt, hair cut short or worn in the traditional neat plait, all the Tongan women dancing that night were dignified and lovely to look at; they

clearly loved having a good time but, even in the comic antics of the newer dances, there was never a hint of vulgarity; not in Tonga.

Those Tongan roosters

By the end of my first day I was glad to get to bed and although, next morning, I might have enjoyed a longer lie-in, who could resent being awakened at 5.30 when the pre-dawn chorus is one made up of bird-song, a slow-tolling church bell and an underlying beat of *lali* combined with the crowing of the indefatigable Tongan roosters.

These latter creatures are even pervasive enough, by the way, to be heard sometimes crowing faintly in the background of the Radio Tonga's early morning news. And I know people who swear that the roosters of Tonga never stop crowing, day or night.

My first call after breakfast was on the Honourable Ve'ehala, one of Tonga's noblemen and an authority on the country's history and traditions, being Keeper of the Palace Records among other things.

With the courtly manners of a true aristocrat, he gave me a generous amount of his time, answering my many questions and then kindly sent the Palace Keeper to show me the royal chapel and the palace.

Once I stepped out of the bright sunlight into the chapel I was transported back to England, for the interior of carved and varnished

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woodwork of a golden-brown colour was so exactly that of an English country church.

I remembered what I'd been told of Tongan piety which is personal and profound and I could readily understand how dearly the chapel was held in respect by the nation.

In it, I saw the thrones of the King and Queen and reflected that just now and then, the inequality of the sexes works to the advantage of the oft-misused distaff side, for the Queen's throne is padded with silk while the King must be made of sterner stuff for he apparently sits upon an uncushioned wooden seat.

Inside the palace

Tupou Meli Taufu, the Palace Keeper, showed me the reception rooms of the palace and told me endearing stories of the time when he served Queen Elizabeth and Prince Philip during their visit to Tonga.

He showed me the shell pelmets above the drawing-room curtains which the late Queen Salote had worked on with him for the occasion of the Pan Pacific and South-East Asia Women's Association conference in 1964. They were works of art.

As we left the cool, tranquil palace, my guide told me more stories of that royal visit and, as is often the way with Tongans, insisted on giving me a present. It was a cowrie-shell model of the famous Tu'i Malila, the tortoise which tradition has it came to Tonga with Captain Cook. The old chap died last year but there was no sign, that morning, of his young successor; off on a voyage of exploration all his own, no doubt.

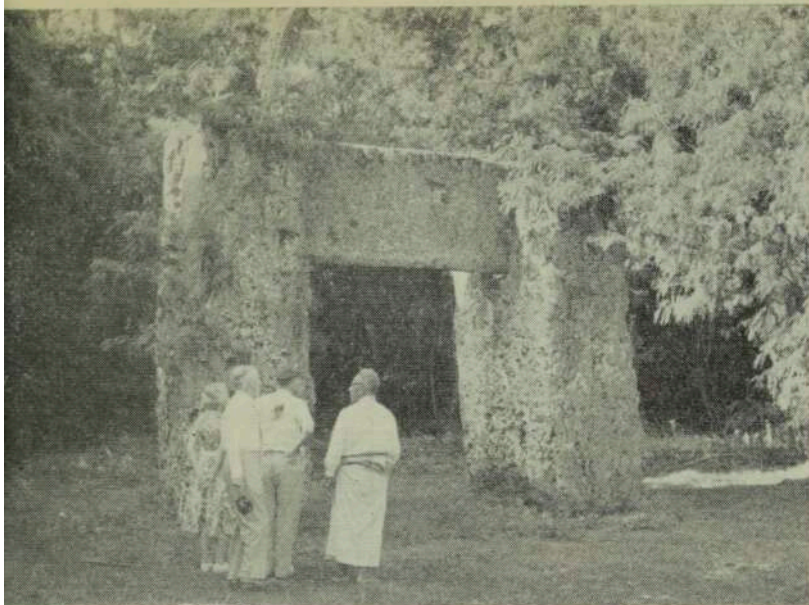
Leaving the palace and my handsome guide, I crossed the public square towards the back streets to look at some of the quaint, old wooden houses like prints from an old book with their blossoming trees around them, when I saw something which almost made me misjudge Tonga.

Love affair with Tonga

I came face to face with a sign-board standing beside a small, square building. The board announced, "Development Plan 1965-70. Public lavatories".

Well, I thought, in the tropics it's wiser not to rush. All the same I was, for a moment, disappointed; was I wrong?

Were all the energetic, intelligent Tongans I'd been meeting really so laggard? Happily for my love-affair with Tonga, I turned then to go to the post office and saw another notice . . . and, later, several more



Tonga's famous Ha'amonga arch—comprising two uprights and a cross-piece which have been morticed into them. Nobody knows when it was built or why. Tradition has it that the arch was built in the 13th century.—Photo: Rob Wright.

and discovered that Tonga, in 1967, is planning a positive rash of new buildings in the next few years, not one lonely little toilet, taking five years to build.

I now made haste to see the famous arch of Tonga. There were the white holes, where the sea dashes in, bright blue, against 20 miles or so of rocky coastline and explodes into columns of white spume rising like mountains, or a chorus of giant whales' spouts, as far as the eye can see.

There were the flying-foxes, hanging like strange fruit from three or four vast trees in the village of Fovai; one of these creatures indignantly extended his leathery wings as I watched, and then folded them about his body with the gestures of a Dracula, although most of his head hung quite motionless.

Then it was time to see the "Ha'amonga-a-Maui", a square-set arch of large grey coral-stones half-erected, like the tiered royal graves of the Langi, by soft green grass and bright flowers.

Tradition has it that the arch was built in the thirteenth century and that the immense blocks of coral-stone were brought from the Wallis Islands. Like much else of the South Pacific, little is yet authenticated about the earliest history of Tonga. New Zealand archaeologists who have just finished excavating and digging on Tongatapu have found

pottery remains and shell carvings dating to around the beginning of this century, and are eager to continue their work of uncovering information on the true beginnings of Tonga.

I found, meanwhile, that the present-day graves had a special human appeal. They are sandy mounds, brilliantly white in the sharp sun and are decorated most colourfully with lengths of grass-skirting, artificial flowers, stones, shells, tinsel, glittery strips cut from beer cans.

Tonga's graves

I could not at first think what made the handsome, amber-coloured border to one mound; on moving closer it proved to be a row of beer bottles pushed neck downwards into the sand and the rounded bottoms made a most effective decoration, glinting in the sun.

As we started to drive back to town we heard a rhythmic beating and it proved to be made by two girls sitting under a shady tree, beating out masi with square, grooved wooden mallets, upon an old tree trunk.

It was fascinating to see the smooth, white, inch-wide strip from the bark of the mulberry-tree grow, under their blows, into a wider piece

travel

which would later be joined to others like it with the glue of the ubiquitous tapioca, dried and then painted with ochre and soot to form the tapa cloth which tourists can buy in the Dateline Hotel.

The beloved Queen Salote, I was told, had been particularly insistent that all the handicrafts displayed for sale to visitors should be of a stringently high standard. For this the tourist, who too often in his travels is fobbed off with clumsy work on the excuse that the articles have "local colour", can pay homage to the regal lady whose dignity, combined with a warm-hearted and felicitous common touch, and a good measure of commonsense, are still spoken of with great feeling by every Tongan one meets.

Changes come

The picturesque, woven-thatch *fales* of the villagers are, nowadays, being replaced as they wear out, by more durable wooden homes of nondescript pattern.

But one feature of Tongan villages which seems unlikely to change is the way in which church bells live apart from their churches. Whether tiny or huge, a bell is usually housed under its own, minute "steeple", looking rather like a sun-hat, which is supported on four massive, rough-hewn tree trunks.

I couldn't discover the origin of this practice but presumably it arises from lack of machinery with which either to construct orthodox steeples or to hoist the bells into position aloft.

In a small, pastoral country such as Tonga, with scarcely a factory as yet, tourism must mean hope of achieving those civic projects which even in Ruritania have to go forward with the times, but I, for one, offer up a prayer that Tonga won't change too much before I get back again. Back to see her Victorian-demure women with their high-necked ankle-length dresses, her brightly dressed toddlers, her uncrowded beaches and her big, wide, golden smiles; back to share a joke with her hard-working, ever-courteous drivers, waiters, clerks, secretaries and sales-girls. . . .

Back to learn the secret, perhaps, of how to be happy though poor.

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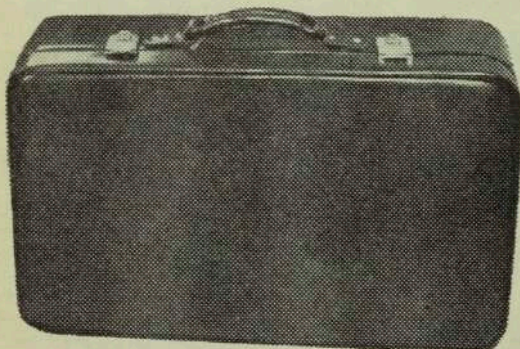
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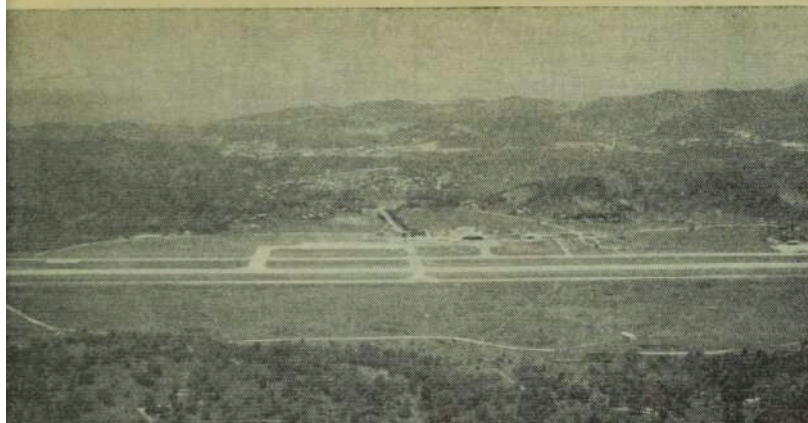
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JET TERMINUS

Jackson's Airport, seven miles out of the Papua-New Guinea capital of Port Moresby (the main city area is hidden by ridges in the background), is the terminus for Boeing 727 jets from Australia, which started flying to the territory on May 11. The new daylight service is fine for Moresbyites, but residents at Lae and Rabaul feel they were better off with the old Electras, because they flew through to Lae. The "no-through-service" has drawn many complaints.

ISLAND ON WHEELS

Ten miles or so of dirt road not much road in anyone's guage but few Pacific Islands could put it to more diverse uses than Lord Howe Island, that canic speck about 400 miles th-east of Sydney.

PIM writer who visited the island in May found that Lord Howe has 40 cars, utilities and trucks,

including a couple of three-wheeled ("reactionary", so the locals say) Japanese jobs.

But by far the most popular form of transport is the bicycle—they whizz everywhere, and practically everyone uses them. One enterprising islander has a fleet of 60, which he hires out to visitors at \$2 a week.

There are over 40 motor-cycles and scooters buzzing around, dodging cows, pheasants and people alike.

Happily there are few serious accidents as everyone (there are about 260 permanent residents and over 200 tourists at holiday times) has to adhere to the 15 mph maximum speed limit.

However, Mr. Jim Whistler, editor of the Lord Howe Island *Signal*, spoke recently of the numbers of small accidents which had occurred this year—especially on Friday nights, on the way home from clubs.

Lord Howe Island is one of those areas of the Pacific where visitors are welcomed with open arms. All, directly or indirectly, are dependent on tourism and also there is that simple Island hospitality for which LHI has a better than good name.

In July, a PIM article will look at accommodation on the island, and survey general development trends there.

PAGO PAGO'S Intercontinental Hotel, which was opened in December, 1965, will probably have an operating loss for 1966 of about US\$117,000, according to Mr. J. Hamilton, general manager of the American Samoa Development Corporation.

Mr. Hamilton said this in April at a basic wage hearing in Pago Pago.

The shareholders of the corporation are Samoans, who put up about US\$350,000 in payroll deductions to

build the hotel. The rest of the money — \$1,500,000 — was lent by the Small Business Administration in Washington.

The loan is repayable over 20 years from 1968 at about 5 per cent. interest.

Pago Pago's *Samoa Times* reports that at the annual general meeting of the corporation in January, the shareholders were told that the hotel, with a 40 per cent. bed occupancy, had done business worth \$623,000 during the year, but it needed a 55 per cent. occupancy to make a profit.

AIRLINES of NSW has had to cancel three flying-boat cruises of the Pacific Islands it planned for July, August and September because French authorities in New Caledonia have told the airline that flying-boat landing space in Noumea harbour was "closed".

The airline uses two Sandringhams to operate a service from Sydney to Lord Howe Island.

PIM's good friend, Jim Shortall, who occasionally visits Ecuador as radio officer on a Standard Fruit Co. ship plying between South and Central America and the United States, reports that Guayaquil newspapers now regularly advertise air tours to the Galapagos Islands, which, until recently, have been almost as isolated as Easter Island. A regular civilian service is provided by a DC-3 aircraft of TAME (Transportes Aereos Militares Ecuatorianos). The Galapagos, famous for their huge iguanas and tortoises—"galapagos" means "tortoises" in Spanish—were annexed by Ecuador in 1832.



re not "in" at Lord Howe Island these without a bicycle, as two pretty sitors to the island found in April.

Photo: Richard Morris.

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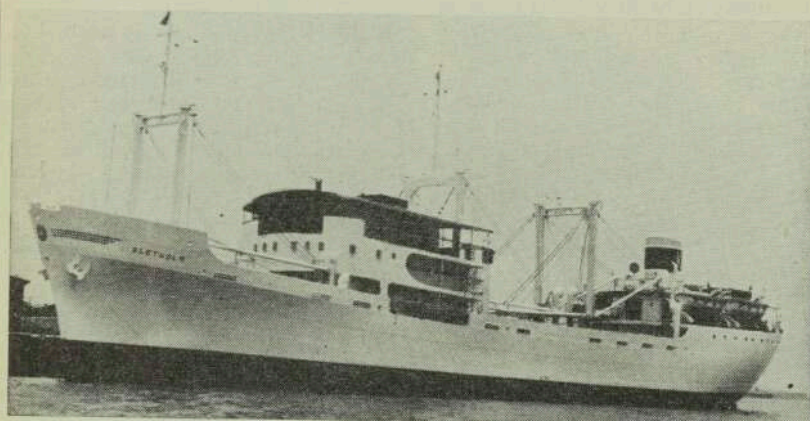
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HE'S ALL SET TO WIN MORE TOURISTS FOR FIJI

From a Suva correspondent

Fiji's decision to establish a Sydney office of the Fiji Visitors Bureau is an important step in its current drive for a bigger share in the tourist market.

MR. RUSS GRIBBLE, 46, who will be the Sydney manager, is out to boost Fiji's present annual intake of 46,000 visitors, in the belief that thousands of other Australians by-pass Fiji while on tours to the US and the Continent. He plans to convince as many of those he can reach that for a moderate extra outlay they can stop-over in Fiji for a real tropical holiday.

He is taking a special sales kit with him to Sydney and will direct his attentions to travel agents, publicity media, and the general public through group lectures.

Russ Gribble has a generous affection for Fiji and a wide knowledge of it. He's approachable and popular. He is a New Zealander married to an Australian and they have two children. Since 1960 he has been Fiji Government Printer, and will take up his new post in Sydney in early June.

His many other interests include the Suva Co-operative Association, the Fiji Credit Union movement, and the Suva Grammar School.

He is a keen yachtsman, but his family prefers more leisurely types of boating which is why, he explains, he has owned in turn a yacht, a power boat, a yacht, and another power boat!

Bureau build-up

The organisation which Russ Gribble will represent is headed by 30-year-old Rory Scott, a former District Officer, who has an MA from Edinburgh. He has been managing director since July last year.

He took over at a time when there was a distinct drop in the number of New Zealand tourists going abroad—which followed limits placed last year on the amount of funds New Zealanders could take out of their country. Australia has not

travel

aced the same controls on her
ple.
The Visitors Bureau office in Suva
s recently been moved to Victoria
rade, Suva's busiest street, from
limited quarters in Epworth
ouse, where travellers found it
ficult to locate.
Its new office space, which was
ecated by the British Council, is
tinctively arranged, with plenty of
nge space for visitors.

Money allocation

The Fiji Government allocation to
e Visitors Bureau this year is
50,000, which will be increased by
ounts from commercial firms
hich benefit from tourism.
Fiji spends approximately £1/9/-
a total return of £107 from each
arist who holidays in the colony. In
mparison, Jamaica spends £3/4/-
d Tahiti £8/17/9.
Fiji knows it has to work hard
ompete with such giants as
awaii, Singapore, and Hong Kong,
d also with nearby competitors
ch as New Caledonia, the Samoas,
hiti and other Pacific territories
hich boast many of the same
ributes as Fiji.
Hence Fiji is doing more pro-
otion and advertising, more re-
arch, and putting more effort into
eaching overseas markets and giv-
more attention to the visitor
ilities inside.

FOLLOWING a conference of its
Pacific managers in Sydney in
rly May, the French airline UTA,
nounced plans for extending its
ris-Djakarta run to Auckland, via
arwin and Noumea, from April,
68.

UTA also plans to compete with
antas on the Papeete-Mexico route
the same month, and step up
apeete-Los Angeles flights from two
week to three a week.

MI'S tourist boom continues un-
abated. The number of tourists
riving in the colony in March
ought the total for the year to
,073, which is 4 per cent. more
an in the first three months of last
ar and 26 per cent. more than in
e same period in 1965. These
gures do not include through passen-
ers making brief stays in the colony,
whom there were 40,000 to the end
March, including nearly 9,000 on
uise ships.

Tahiti may be next stop

Remote, isolated Easter Island gets its air service—at last

After nearly 20 years of thinking about such a service,
the Chilean national airline, LAN-Chile, has inaugurated fort-
nightly flights from Santiago to Easter Island with DC6-B
aircraft.

BY the end of the year, the airline
hopes to be flying on to Tahiti.
It is currently seeking permission for
this from the French Government,
whose airline, UTA-Air France, has
been serving Chile for some years.

The Santiago-Easter Island service
began at the beginning of April. The
trip takes about nine hours, and the
plane stays on the island for three
days to enable tourists to look around.

A motel-style hotel is currently be-
ing built to accommodate tourists.
Meanwhile, they are being put up in
a large marquee.

As there are few motor vehicles on
the island at present, a bus is being
shipped from Chile so that tourists
can see the sights more easily.

Most isolated

Easter Island, a Chilean possession
since 1888, is easily the most isolated
island in the South Pacific. It is
2,000 miles west of the Chilean coast,
and about the same distance south-
east of Tahiti.

Its 1,000-odd inhabitants are mainly
Polynesians, whose ancestors erected
several hundred massive stone statues,
which have long been a puzzle to
European scientists (see, also, p. 94).

Europeans first saw the island in
1722 when the Dutch explorer, Jacob
Roggeveen, called there on Easter
Sunday on a voyage round the world.

Since then, because of its extreme
isolation, Easter Island has seldom
seen more than about half a dozen
ships a year. In recent times, since
it came under the administration of
the Chilean Navy, it has had only
one supply ship annually.

The idea of linking the island with
Chile and the rest of the Pacific has
been frequently discussed since the
end of the war.

The first proving flight was made as
far back as the early weeks of 1951
when a Chilean Air Force Catalina,
commanded by Colonel Roberto
Parrague, landed at the island.

A few weeks later, the late Sir
Gordon Taylor, of Australia, made a
second landing during his pioneering



The late Sir Gordon Taylor, a pioneer of
the Easter Island service.

flight across the Pacific from Sydney
in the Catalina, *Frigate Bird II*.

Colonel Parrague, who is now
manager of the Pacific division of
LAN-Chile, made further proving
flights to Easter Island in 1965 and
1966 by Catalina, going on to Tahiti
on both occasions (*PIM*, Oct., 1965,
and July, 1966, p. 123).

It was reported at the time of his
second trip that the Chilean Gov-
ernment had voted a sum of money
to lengthen a small airstrip on the
island to 2,000 metres.

This work has now been completed
and the strip has been sealed.

Although the strip is adequate for
LAN-Chile's DC6-B aircraft, it would
not be able to accommodate Boeing
707's, which, according to Chilean
newspaper reports, are to replace the
airline's DC6-B's by June next year.

The Editors' Mailbag

GINGERBREAD MAN COVER

Sir,—What a lovely cover on that May issue of *PIM*. It is probably the most artistic *PIM* ever produced. Art as it should be—a direct appeal to the senses through colour and simple design. It caused quite a lot of comment as I left it casually on my shop counter. One light-fingered fellow made no comment but lifted it, and I had to go out and buy another. I immediately took the cover off, and perhaps I will frame it one day.

FRED DUNN

Noumea,
New Caledonia.

Sir,—Your cover on the May issue is the best that *PIM* has ever done. I have an artist friend (American) who lives in Rarotonga and who was visiting Pago Pago last week, and he agreed after seeing the copy I was reading. The new cover has a clean, uncluttered look and is very artistic.

A. D. KING

Pago Pago,
American Samoa.

ISLANDS FOOD

Sir,—A Pacific travel article by Judy Tudor (*PIM*, Feb., p. 121) interested me especially, because she says American travellers "aren't used to the inedible food". I have been to the South Pacific five times and the only places where I found the food not good, but still edible, were the French possessions. New Caledonia wasn't real bad but it was pretty awful in the New Hebrides. Americans, like anyone else, can put up with food that isn't too good, but everyone likes cleanliness.

In Suva I didn't see many places to eat, but perhaps I didn't look hard enough. I ate at the Grand Pacific Hotel, which was very good and the service excellent. Also stayed at the Korolevu, and nobody could want food any better than they had there.

One night at Nadi my taxi driver took me to the Mocambo Hotel for dinner but I was received very coldly, so I left and went to the Nadi Hotel. I was greeted like an old friend. They gave me free of charge a room in which to freshen up in, and they said it was all right if I took a shower. I have stayed

there many times since and they have always been most kind.

But the most astonishing hospitality I found on my first trip to the Gilberts. The aircraft got sick on Funafuti, and we were there several days, and on that small island we had something different each meal (or perhaps it was the same thing but it was cooked differently). I had a wonderful time. I went back on another occasion and stayed a week at the hotel on Bikenibeu, where I was the only guest, had delicious meals, a wonderful time and couldn't have been treated better. And in Honiara, BSIP, I found the rooms spotless and the food good and well served.

Certainly the cooking and food are different in the Islands, but why go on a trip if you get the same kind of food as you do at home?

GERTRUDE BAKER.

Palos Verdes Estates,
California.

THAT HIGH PRICE BOOK

Sir,—*PIM* in its May issue (p. 59) mentions that an original edition of *The Coast Watchers* by Eric Feldt is worth approximately \$20,000. Is this a misprint, or is the value actually \$20,000? If so, could you give me the names of anyone likely to be interested, or instruct me how to go about finding such a person? I would be very grateful for any information.

E. RHOADES.

Lord Howe Island.

Sir,—For the love of Mike, please correct that figure of \$20,000 for original editions of *The Coast Watchers*. I have had desperate letters from people who think they are on to a fortune. I'm not in the Shakespeare price bracket. But thanks very much for the write-up.

ERIC FELDT.

New Farm,
Brisbane, Queensland.

● All right, all right! We've sacked all our proof-readers. The figure is \$20.

ANCESTOR IN PICTURE

Sir,—The picture on p. 91 of your March issue [showing the cession of land to the first Protestant missionaries in Tahiti in 1797] was very interesting to me because the little boy standing beside his mother is my



This detail from M. A. Smirke's painting of the cession of land to the first Protestant missionaries in Tahiti in March, 1797, shows Thomas Hassall, great-grandfather of Mr. Marsden Hassall, of Rabaul, as a small boy. He is in the frock at right, and was then aged three. Also in the picture are Peter Hagersteine, a Swedish beachcomber; Mrs. Hassall and her baby Samuel Otoo Hassall; and the first officer and captain of the ship "Duff", which brought the missionaries to Tahiti. The Hassalls fled to New South Wales in March, 1798, after violence among the Tahitians.

great-grandfather, Thomas Hassall. He became the Rev. Hassall, and his parish was from Camden to Eden, New South Wales. He built the old Cobbity church on part of his property, Denbeigh, and was buried there. He was a great horseman, as his large parish meant riding hundreds of miles. He was known as the galloping parson. He married the daughter of the Rev. Samuel Marsden.

The only print I had previously seen of this picture was in a book written by my grandfather, *In Old Australia*.

MARSDEN HASSALL

Public Works Dept.,
Rabaul.

MYSTERY WRECKAGE

Sir,—While on tour around San Christobal (BSIP) on the South Sea Evangelical Mission vessel, *Evangel*, we heard reports of a small wooden vessel washed up on an uninhabited stretch of beach (Lat. 10 deg. 43 mins. S; Long. 161 deg. 44 mins. 40 secs. E. chart 3412) after the recent cyclone. We decided to investigate and found part of a vessel including a nearly complete starboard side, com-

ing ribs and planking. The port e was broken but the bow section s almost intact.

It appeared to be 22 ft-24 ft long. was obviously home-built, with ped ribs not bent. The foredeck s more or less complete and its asurements would give the craft a m of about 9 ft. Unfortunately could not locate the keel but after ing to the native school teacher o discovered it while walking ng the coast on Sunday, April 2. learnt that the keel had at that e been on the reef.

The teacher attempted to pull the l ashore but it was too heavy for a. It must have been washed over o deep water as the other parts ntioned were on the beach across reef.

The vessel did not appear to have inboard engine as there was no on the planking. It carried no ne, had obviously been antile below water and painted at blue above water. Cut into h bows was the number 5No205 in figures about 6 in. h, which seemed to indicate that was a registered vessel of some t.

What adds interest is the fact that o villages, one three or four miles t and the other three or four es west had assorted cheap anese thongs washed up on their ches. They were well-worn and esented three sizes. One was a ld's, which would fit a boy or l aged 6-8 years. The largest size uld fit a man. It was about size

The medium size were women's. ey were not the cheap type but re a more expensive thong. A all plastic toy car was also found the beach to the east.

Would there be any connection ween the wreck and the thongs?

EDWARD J. NASH
uth Sea Evangelical Mission,
u, Malaita.

Can anybody help?

"I SHALL RETURN"

Sir,—Please keep my copies of M coming this way, as the arrival each new issue is a bright spot the month for me. In 1962 and 63 I spent about 20 months in the cific, much of this time aboard ee American cruising yachts (the *sticer*, the *Sea Wind* and the *pacus*), and came to know many of e islands and islanders quite well. meday, as MacArthur once said, shall return", but in the meantime rely on PIM to keep me informed.

JAY CASTILLE
ouston, Texas,
A.

Cook Islands Govt. casts covetous eye on land beneath the sea

By a staff writer

THE newly self-governing Cook Islands, whose total land area is only 92½ square miles, has been thinking recently in terms of territorial aggrandisement.

With no islands left to annex or fight over in its immediate vicinity, the Cook Islands Government has shown an interest in taking possession of Beveridge Reef, an under-sea "atoll", about 125 miles south-east of Niue, and 290 miles east-north-east of the nearest Cook Island, Palmerston.

The government's original reason for wanting to own the reef was that it thought it might abound in crayfish like partly-exposed South Minerva Reef, which was annexed to Tonga for this reason last November.

Many sharks

However, when the Cook Islands trader *Tagua* visited Beveridge Reef in April to investigate its crayfish potential, her crew found only one crayfish—and this was so "skinny" that the man who caught it thought "it must have been starving".

On the other hand, the lagoon of the reef was found to be so infested with sharks that the *Tagua's* crew could see "at least a dozen at all times" during the two days she stayed there. Parrot fish, gropers and many other fish also abounded.

The numerous sharks could constitute sufficient reason for the Cook Islands Government to annex the reef, as shark liver is now in demand for medical use and fetches high prices.

If an annexation ceremony should take place, it will be the first specific annexation of an unexposed reef in the South Pacific, although PIM understands that the search for oil has led to cases elsewhere, in such places as the Caribbean.

An article in the official *Cook Islands News* by the editor, Mr. Walter Hambuechen, says the

Cook Islands Government has made representations to the New Zealand Department of External Affairs on a claim for sovereignty over Beveridge Reef.

The reef is so little visited and, until the *Tagua's* visit, so little was known about it that even the *Pacific Islands Pilot* does not give its position.

However, Captain Don Silk, of the *Tagua*, took sights to establish this and found it to be: 20 deg. 02 min. S. latitude, and 167 deg. 46 min. W. longitude. This put the reef six miles from its charted position!

Mr. Hambuechen's article on the *Tagua's* visit says the lagoon at the reef is about the same size as Palmerston Island (i.e., about six square miles).

A ring of breakers smashes on the reef, but the waters within the lagoon are still.

The reef is barely two feet under water. The deepest depth within the lagoon is about seven fathoms.

The *Tagua* entered the lagoon through a turbulent pass about 300 ft wide, with a depth of about 14 fathoms. She anchored about half a mile inside, and the crew explored it in an outboard boat.

"One of the most unusual things about Beveridge," Captain Silk reported, "is the amount of dead coral. Most of the lagoon floor is pure white sand, smooth and even. The only living coral appears just within the inner edge of the reef descending into the lagoon."

"Poor prospects"

The *Tagua's* crew saw two varieties of shark—the white-tipped type, which appeared the more common, and the "quick-tempered" *papera*, which is much respected by Cook Islands divers. The men speared many fish, but saw no pearl shell.

Mr. Hambuechen said in his article that, with no pearl shell and no crayfish, Captain Silk was of the opinion that Beveridge Reef presented poor prospects of exploitation.

But he added: "The vast numbers of sharks might at some time present a possibility. *Life* magazine for April 3, 1967, notes that the price of shark liver once rose to £500 a ton, and today new medical uses have been discovered for the liver."

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FIJI — SAMOA — TONGA

When the Republic of Nauru gets going, it will probably look like this

The Australian, British and New Zealand Governments in late May were considering the details of a plan aimed at making the phosphate island of Nauru an independent sovereign State. The plan, in the form of constitutional proposals for independence, was handed to them at a conference held in Canberra in May to discuss Nauru's future.

COVERING 16 quarto pages of typescript, the plan was drawn by Professor J. W. Davidson, professor of Pacific History at the Australian National University, Canberra, who is a constitutional expert. He has been retained by the Nauruan Local Government Council, with the agreement of the three partner governments.

The statement asks that Nauru be given independence on January 31, 1968, "in accordance with the terms of the resolutions adopted by the UN General Assembly in 1965 and 1966".

It emphasises that the proposals do not represent the Canberra delegation's final conclusions, or those of the Nauruan people, but that they do demonstrate that we have already given considerable thought to the way in which Nauru might be governed as an independent State and to show that a solution to the constitutional problems of Nauruan independence is in broad outline at least, already within sight".

Much to be done yet

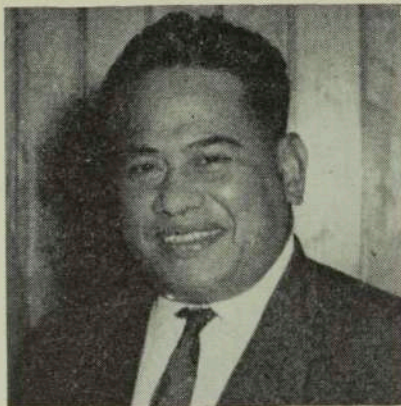
The document says that much work would have to be done, both by the Nauruans and the partner governments, to help put independence into effect by next January; and asks that the partners give help in various kinds. One need, for instance, is for a detailed study of the effects of a proposed reorganised public service structure on Nauru.

The Nauruan document was accepted at the conference "for transmission to the various governments", but there was no official indication given as to whether the plan would be accepted.

Unofficially, reaction was favourable.

It was felt that the scheme for independence was a workable one, and that when independence was granted it could proceed generally along the lines proposed in the document.

This is not surprising, as Pro-



Head Chief Hammer DeRoburt would almost certainly be Nauru's first president.

fessor Davidson was largely responsible for working out highly satisfactory constitutions for both Western Samoa and the Cook Islands.

PIM publishes here a slightly abridged version of the Nauru proposals as they were presented to the partner governments. The paper reads:

The main text

We consider that Nauru should become a republic and should be known as the Republic of Nauru. Its form of government should be based on the British parliamentary system, modified in certain ways to suit local circumstances. The political structure should be as simple as possible, in view of the small size and population of Nauru.

THE PRESIDENT. The President should be elected by the Legislative Assembly; he should vacate office within a specified period after the commencement of the first session of the Assembly following each general election, and the Assembly should be required to conduct a new election for President shortly before his vacation of office. The President should perform the formal duties of a Head of State and also be the head of the executive government.

During any period in which the

President was absent from Nauru or incapacitated, his duties should be performed by the Deputy Leader of the Government, as Acting President.

Power of President

THE EXECUTIVE. The Constitution should provide for the vesting of executive power in the President and a Cabinet of Ministers. The President would perform certain formal acts, such as assenting to orders and regulations made by Cabinet or a Minister in accordance with the powers delegated to them by law.

He should also be the chief Minister, selecting the other Ministers, and presiding over meetings of Cabinet. The other Ministers, who should be three or four in number, should be selected from members of the Legislative Assembly.

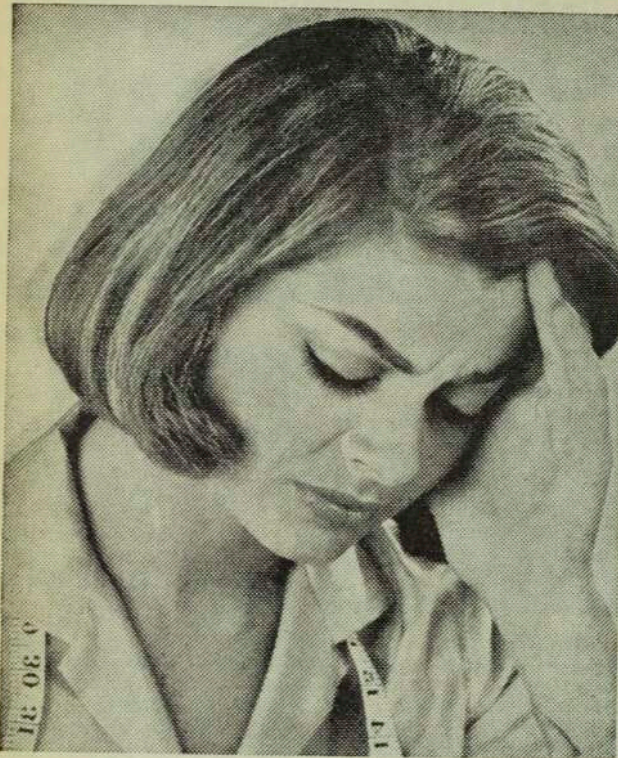
One of the Ministers should be appointed by the President as Deputy Leader of the Government. He would act as the principal spokesman for the Government in the Assembly.

The dual position proposed for the President in the executive government presents some difficulties; but, in view of the small size of Nauru, it does not seem desirable to create two separate offices of President and Premier, respectively.

The principal difficulty relates to the relationship between the Cabinet and the Legislative Assembly. The Cabinet—including the President, as its Leader—should be collectively responsible to the Assembly, as in a normal parliamentary system. In the event of Cabinet's defeat on an issue of confidence, both the President and the other Ministers should resign.

In this event, the resignation of the Ministers, other than the President, should take effect immediately. The President should remain in office, however, till a new election to the Presidency had been completed. If the Assembly should fail to complete such an election within

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specified period (of perhaps seven years), the President should dissolve the Assembly and order the holding of a general election.

These arrangements would ensure that the office of President was never vacant, while preserving the responsibility of Cabinet to the Assembly.

No violent changes

It may be considered that they could lead to an undue number of changes in the tenure of the presidency. We do not think that this could be so. Any holder of the presidency would be likely to take pains to retain the confidence of the Assembly; and, in the circumstances of Nauru, it seems unlikely that there could be violent or rapid changes of political opinion.

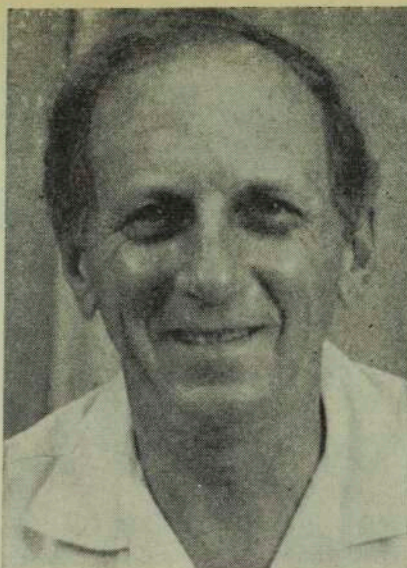
THE LEGISLATURE. The Legislative Assembly should be composed of members elected by adult Nauruan citizens, under a system of universal suffrage. The number of members should be sufficient to provide a reasonable assurance that the President could select, as Ministers, members who both possessed adequate experience and ability and also held views on matters of policy broadly similar to his own. This requirement perhaps suggests that the number should be about 15. The President should open and close each session of the Legislative Assembly. At all other times, a Speaker should preside.

The Speaker should be elected by members of the Assembly from among their own number. At the opening and closing of sessions, the President should present a statement outlining the work and intentions of the Government.

At other times the principal spokesman for the Government would be the Deputy Leader of the Government.

THE JUDICIARY. The Judiciary could consist of a District Court and a Supreme Court; and provision could be made for appeal from decisions of the Supreme Court. The District Court should be presided over by Magistrates. The Supreme Court should be presided over by a Judge, who should be qualified as a barrister or solicitor and should be ordinarily resident in Nauru during his term of office.

In land cases, the Judge should sit with Nauruan Assessors. It would perhaps also be desirable that assessors should be appointed for the hearing of criminal cases involving charges of murder or other serious offences.



Professor J. W. Davidson—architect of several Islands constitutions.

The provision of a system of appeal from decisions of the Supreme Court presents some difficulties. We hope that it will be possible to appoint as Judge of the Supreme Court a lawyer of standing and experience.

Court appeals

It would therefore be unacceptable to provide for a Court of Appeal in Nauru consisting of a single judge, especially as that judge would have to be brought to Nauru when sittings of the Court were required and would thus, however, learned he might be in the law, be lacking in the local experience that his colleague in the Supreme Court would possess.

This problem would be most satisfactorily resolved if the Commonwealth of Australia would agree that appeals from the Supreme Court of Nauru should lie to the High Court of Australia.

THE PUBLIC SERVICE. The Constitution should provide a form of control for the Public Service. The following requirements will have to be borne in mind; economy and simplicity; efficiency; and the protection of public servants against political influence that might affect their careers.

The last requirement could be satisfied most completely by establishing a Public Service Commission. We consider, however, that the formation of such a body would be an extravagance, and would represent an unwarranted elaboration of the machinery of government, in view

They want links with Commonwealth

of the small size of the Nauruan Public Service.

We are inclined to the view that control of the Public Service should be vested in the head of the department associated with the President, in his capacity of chief Minister. This department might be designated the Secretariat and its head the Chief Secretary. The day-to-day work of staff management would be performed by a staff officer, responsible to the Chief Secretary. This arrangement has its difficulties, as the Chief Secretary would be responsible to the President, a political figure.

Control of Public Service

The difficulties could be minimised by the inclusion in a Public Service Act of detailed provisions setting out the regard that should be paid to seniority, qualifications, etc., in making appointments and promotions. It should also be provided that preference be given to Nauruan citizens in the making of appointments and promotions.

There should be a Public Service Board of Appeal; but consideration should be given to excluding certain offices, such as that of Chief Secretary, from its jurisdiction.

The Constitution could be enacted by the Parliament of the Commonwealth of Australia; alternatively, it could be adopted and enacted by the Nauruan people, through their chosen representatives, in a Constituent Assembly or Constitutional Convention.

We believe that the latter method is greatly to be preferred. The adoption of the Constitution by a broadly representative Nauruan body would ensure that it would be regarded by the Nauruans as one that they had given themselves, and not one imposed by outside authority.

British link still

A Constitution enacted by the Commonwealth Parliament would preserve the link between the law of Nauru and that of Australia and, through it, with the law of England. Local enactment could sever that link and ensure that the law of other countries remained in force in Nauru only within the limits that the Constitution of Nauru and Nauruan law provided.

A decision that the Constitution

(Continued on p. 123)

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TO THE POINT

WITH
PERCY
CHATTERTON

Not long after I came to Port Moresby, I found myself involved in the organisation of a concert in aid of some charitable cause; I've forgotten now what it was. The concert was given in what was known as the Port Moresby Institute, even then a far-from-new structure and now, under its post-war name of the Arts Theatre, something of an ancient monument.

SOME of the items in this concert were given by Europeans and some by Papuans, and among the latter was a dramatic sketch by a group of young men from Hanuabada. This item was prepared behind closed doors, and we did not know what to expect until the actors took stage.

It turned out to be a burlesque of a court scene. Magistrate, police, interpreters, witnesses and accused were there.

The dialogue was in English, besides, contrary to the belief of many sent-day members of the staff of the Education Department, the world did not begin in 1946. Even in the 1930's some mission schools were teaching their pupils a modicum of English.

Of course, language laboratories hadn't been invented, teaching methods were crude as compared with the elaborate techniques for teaching English as a foreign language which have been worked out during the last decade, and opportunities for pupils to practise their English outside the classroom were almost nil. So inevitably the standard reached was not high.

The vigour of it!

However, what the dialogue of this sketch lacked in polish it made up for in vigour of expression. And the acting was superb; there was no shadow of doubt as to which of our resident magistrates was being impersonated.

I had a moment of panic, for right in the middle of the front row of the audience sat the austere figure of John Hubert Plunkett Murray, C.M.G., Lieutenant-Governor and Chief Judicial Officer of the Territory of Papua, ramrod stiff in a starched white uniform jacket of a much favoured in those days.

Very cool and sensible they were, as all one had to wear underneath them was a singlet. A shirt, that ultimate horror of the

tropics, a neck-tie, were not called for.)

I tiptoed to a point from which I could see the great man's face. He was laughing uproariously!

This long-forgotten incident came back into my mind a few weeks ago when I attended the graduation of the first group of Papuan and New Guinean assistant magistrates to complete their training at the Administrative College in Port Moresby.

This important event derived from the recognition, a couple of years ago, of some disturbing facts about

the present territory situation.

The first of these is that, while indigenous participation in many aspects of territory life is increasing rapidly, to date there has been no indigenous participation worth mentioning in the administration of justice in the territory's courts.

It is true that there was a half-hearted attempt in pre-war Papua to have indigenous "assessors" sitting on the Bench with a European magistrate; but the scheme was viewed with suspicion by white and brown alike, and never really got off the ground.

"We don't much like the decisions the white magistrate hands out," said one Papuan to me, "but we know he's impartial. One of our own men wouldn't be."

Second, there is not at present a single Papuan or New Guinean lawyer. There are some territory students studying law at the University of Queensland, and this year some others have begun law studies at our own university.

Training plan

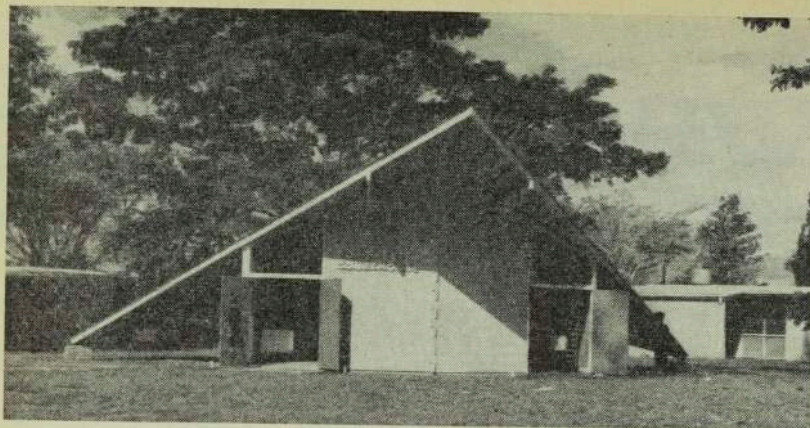
But even when they have qualified, it will be years before they will have acquired the experience and maturity that they will need to be acceptable to their own people as magistrates.

We cannot wait this long. So two years ago the Administration decided to initiate courses designed to train mature Papuans and New Guineans with a reasonable standard of education and experience in other fields of activity, with a view to their becoming, first, assistant magistrates sitting on the Bench with a European magistrate, and later local court magistrates in their own right.

Ultimately the accepted applicants



Lieut.-Governor J. H. P. Murray, "ramrod stiff in a starched white uniform jacket much favoured in those days . . ." This photograph was taken in 1939.



This modern court house, at Popondetta, was one of a number especially built a few years ago when it was decided to upgrade the trappings of the law in P-NG. The design wasn't a success and was later modified.

were divided into two groups, an older group to take a one-year course, and a younger, though nevertheless mature, group to take a two-year course.

It was the graduates from the former of these two courses, mostly men in their forties, who received their certificates of appointment on April 28. The course of training they had undergone was a practical one, which concentrated on those parts of the territory's laws which they would be competent, and likely to be called upon, to administer in a local court.

Prototype court house

Among other activities, they had built a prototype court house of simple design with native materials, the kind of building which could be easily and cheaply erected in any area to which they might later be appointed as magistrates. And in this court house they had carried out practical exercises in the hearing of the kind of cases which will be likely to crop up in the courts over which they will later preside.

The intention is to post these men to their own language areas, thus eliminating the stumbling block of interpretation, yet not so near to their home villages as to involve them in the embarrassment of having to adjudicate in cases involving their own relatives.

That these pioneers have a hard row to hoe cannot be denied.

In a vigorous speech-in-reply after the graduation, Kamona Walo, of Hula, in the Central District of Papua, a man with many years of faithful service to the Administration as a schoolteacher behind him, made

it clear that he and his fellow graduates were accepting their new responsibilities soberly, and with a full realisation of the fact that the future of the rule of law in Papua and New Guinea might well rest on their ability to convince their own people that a brown magistrate no less than a white one can be trusted to administer the law without fear or favour.

Good luck to them, and good luck to Thos. Barnett, on whose young shoulders the responsibility of carrying out this project has mainly fallen.

April 28 may well become a day which future generations of Papuans and New Guineans will celebrate as a day when history was made—a kind of New Guinean Magna Carta Day.

It isn't often that we have to witness historic days in two weeks, but it has just happened. For on May 1 the Public Service Arbitrator announced his decision in the local officers' salaries case.

This case has lasted 16 months. I was one of the earliest witnesses and it seems a long, long while ago to me; it must seem even longer to the thousands of Papuans and New Guineans whose lives will be affected by the result.

Evidence was taken from 11 witnesses and the transcript of the evidence is said to have run in nearly 4,000 pages. And now the mountain of evidence and argument has brought forth a rather scruffy little mouse.

As a result of the Arbitrator's decision, the base salary for an unmarried local officer goes up by 1 per cent. instead of the 36 per cent. claimed by the Public Service Association. Doubt has been expressed as to whether this increase actually covers the rise in the cost of living during the 16 months through which the case has dragged its weary way.

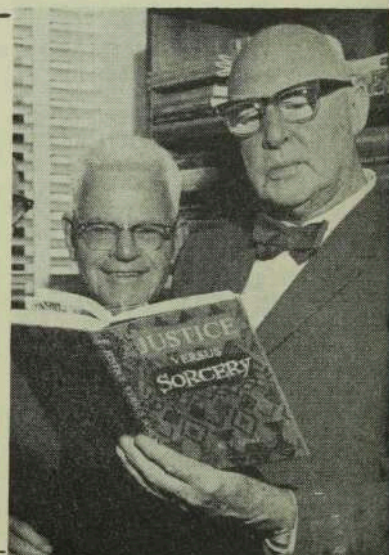
No statistics

We don't really know, because our Statistics Branch hasn't got round to establishing a cost of living index for this level of living. We have figures, of sorts, for a European level and the Department of Labour has figures for the rice-and-bully brigades in the labour compounds.

But for an intermediate standard of living such as local officers in the Public Service affect when they can

FORMER JUDGES HONOURED

The former Mr. Justice Gore, of the P-NG Supreme Court, and now of Brisbane, is one of three former territory judges entitled, as from May, to be styled "Honourable" in recognition of their services. The others are the Hon. E. B. Bignold and the Hon. A. Kelly. The announcement was made in the *Commonwealth Gazette*. The Hon. R. T. Gore is seen here (right) with the former P-NG Native Lands Commissioner, Mr. Ivan Champion, looking at a copy of the judge's autobiography, published last year.



ard it, we just haven't got any res. But it seems clear that any improvement in the lot of these as at base level will be negligible. he family needs allowances are ay put at their present level. One he most sensible things which the ministration has done in years was introduction, in July, 1966, of a e structure made up of basic (un-ried) salary plus family needs wance, the latter varying from e to place in the territory accord- to the cost of living.

his was an excellent idea, but the l of the allowances was certainly the low side.

the Arbitrator had upped these it, the smallness of the increase he base salary would not have a quite such a bitter pill to llow.

gainst this background the gener-conditions made to salary rates positions to which it is unlikely local officers will be appointed a long time to come ring rather ow.

as this journey from bitterness ough hope to anti-climax really ssary?

lot enough investigation

ow much better it would have a if the Administration had itself ertaken a more thorough investi- into all the factors involved ore determining that ill-fated ry scale which was made public September 10, 1964—"Black rsday", as one very senior over- public servant called it.

ow much better it would have a if, when the storm broke, the ministration had been willing to otiate, instead of standing pat in nded dignity until, too late to stem tide of arbitration, it introduced more liberal scale of July, 1966.

s it is, this unhappy first experi- e of the arbitration system will e serve to prejudice Papuans and v Guineans against it, and make it kely that it will be one of the ures of the Australian way of life ch an independent New Guinea want to adopt.

Wider question

ider question poses itself.

the system under which legal itioners are paid very large sums money to play a game of advocacy ss, with the witnesses as the pawns pieces, before a distinguished ex- er who sees through the gambits, only way in which the rule of can be maintained and impartial



Mr. W. W. Watkins, Papua-New Guinea's Secretary for Law. He has held this important post since 1951, and plans soon to retire. He was admitted to the Bar in Perth, West Australia, in 1938.

judgments reached? Is it a practic-able way for a non-affluent society?

A poet has said that "the mills of God grind slowly but they grind exceeding small". Still, they operate free of charge. This is more than can be said for the mills of the law.

Will the people of an independent New Guinea have either the money or the patience to keep them grind- ing? I doubt it.

"Sir", said a group of my con-stituents to me on one occasion, "can you do anything to help us to get our case heard soon? Three of our four witnesses have died."

Would it not be better to try to find a quicker and cheaper way of maintaining the rule of law and reaching impartial judgments now, before we are pushed to one side and "people's courts" and other forms of skulduggery, take over?

There doesn't seem to be very much hope that the winds of change will blow through the corridors of the Department of Law.

But perhaps from those magis- trates who set out on their new career in April, or from the young Papuans and New Guineans now studying law, and particularly those who are lucky enough to be studying under the stimulating and provocative Pro- fessor Gerard Nash at our own uni- versity, the break-through may come.

Let's hope it doesn't come too late.

Abel confident on home rule

By a staff writer

Mr. Cecil Abel, the man behind moves for home rule in Papua-New Guinea, thinks the House of Assembly may accept his scheme—but in a watered-down version.

SPEAKING in Sydney in April, Mr. Abel said that if the scheme is altered he will carry on, "trying to get everything in the proposal ac- cepted".

The home rule proposal was sub- mitted to the House of Assembly select committee on constitutional de- velopment in March. It was first introduced, in a somewhat different form, the previous August but the March version was submitted by Mr. Abel and 12 New Guineans.

The submission asks for a Cabinet, elected by the House and responsible to the House, to be set up in 1968 with full executive authority. It would comprise eight ministers to replace departmental heads (PIM, April, p. 39).

Mr. Abel said that he and two Papuans drafted the original proposal. He denied that either plan was en- tirely his own work, and said it was the result of the feelings of several people. He said he "would rather not" name the two Papuans who had helped draft the original proposal.

Mr. Abel said that most Aus- tralians in the territory felt the home rule scheme was premature, but dis- agreement was over "just how far we should go now, not over whether something should be done". He was pleased the scheme had promoted dis- cussion.

Mr. Abel said proposals for a presidential system for New Guinea (PIM, April, p. 39) which had been put forward by two MHA's, Mr. Toni Voutas and Mr. Barry Holloway, had less chance than the home rule scheme, because the plan was a com- plete departure from the Westminster system of government. It concen- trated power in the hands of one figure, and he did not think there was a suitable man in New Guinea at present.

Mr. Abel is a research fellow at the University of Papua-New Guinea. He was visiting Sydney to search early records on the Kwato Mission, Papua. He is writing a history of the mission for the university, probably covering the period from about 1900 to 1920.

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From the Islands Press

FOR years Niue has been crying for an airport. The experts say Niue cannot afford, in these days of mass communications, to continue to exist economically without one. Yet poor Niue continues, as usual, to be suspended on a meat hook.

Engineers and other experts have visited Niue to pave the way for the project and the local government (i.e., we) has even acquired and paid for a site. It is my belief that the lack of a definite decision is because someone is still trying to think of a polite way of saying "very sorry but . . . Niue's project will have to take a back seat indefinitely".

It is about time Niue gave something up and what better project can we make sacrifices for than an airfield? Let our roads get pot holes and gaping crevasses for a few months; give school and other government buildings a back seat for a change! Let's wait a little longer for more electric power and a reticulated water supply; delay the new housing scheme for a short spell; cancel agricultural projects for a while, etc., LETS START BUILDING AN AIRFIELD.—Letter in "Tohi Tala Niue", Niue.

WITH this issue [May 4, 1967] the *Daily Bulletin's* name and masthead are given a proper heave-ho. . . . The *Daily Bulletin* is now known as the *News Bulletin*. — Announcement in the *News Bulletin*, roneoed government newssheet, Pago Pago.

IN many districts [in Papua-New Guinea] there are still a lot of people who are just walking around, without jobs, like beggars. They are not educated like some of us are. So don't be in a hurry to try and get self-government. Our territory hasn't got enough teachers, doctors, PIR, policemen, carpenters, mechanics, drivers and scouts. Who dares to reply to this letter can do so.—Letter in "Our News", Port Moresby.

AS a relative newcomer [to Pago Pago] I am interested but not able to properly put into perspective much of what I see

and hear. But it does seem that there is more restriction and discouragement of small business than incentives.

Several persons who seem capable have related how they have been blocked or frustrated by the government in their attempts to start small businesses such as restaurants, motel units, and the like. As a small but illustrative point, I have been told that hamburger buns are imported from Honolulu in spite of the fact that there are several local bakeries.

Some large businesses also report restrictions and thwarting of their development plans. — Letter in "The Samoa Times", Pago Pago.

IT has been a matter of prestige and national pride in many newly independent countries to set up their own shipping and air lines.

Samoa already has its airline and whether or not it would be better nationalised at this stage has not even reached the stage of debate. The Prime Minister has now announced that the Government is interested in getting its own ship. The airline and the ship have arisen from economic necessity and the prospects of profit.

All indications are that the ship can be operated as profitably as the airline. If living costs are to be kept down and planters are not to lose a large slice of their earnings in freight costs, then it seems the only logical option for this country to buy its own ship.

It is certain that without financing this country could never afford its own ship. Bankers and shipbuilders in Japan or elsewhere will only finance such a venture if they themselves are sure of its success. On the face of it, this is one investment on which no one can possibly lose.—Editorial in "Apia Advertiser", Apia.

HAVE you any idea of a planter's life? I may not be wrong if I say that the life or existence of the country depends on him. It is a job nobody wishes to undertake because a person gets dirty, hot and wet! there is too

much exposure in the sun and rain.

If a planter's time, pain and hard labour were fully repaid it would diminish all past thoughts of hardship. Instead there is pain and discouragement. — Reader's letter in the "Cook Islands News", Rarotonga.

THE Director of Education, Mr. J. G. Rodger, pulled no punches when he talked to the Fijian Teachers' Association at Suva. His theme was . . . that Fijian education is dropping further and further behind, and that unless there is a radical change the proportion of Fijians qualified for, and appointed to, the higher posts in Government, commerce and industry will steadily dwindle.

Mr. Rodger showed that the failure of Fijians to make educational progress is not due to any inherent inability to learn, or to any intellectual inferiority.

The causes are external. Some are geographical. . . . Some are economic. . . . Other causes are social. . . .

Mr. Rodger put as the greatest cause of educational failure what he rightly described as the "appalling" shortage of Fijian teachers with even modest academic qualifications.

The process, of course, is cumulative. If the schools are not able to produce well-qualified students, there is nobody to train for teaching. Without teachers, the schools fail to produce well-qualified students.

The use of teachers of other races in Fiji schools . . . is a practical and indeed the only immediate solution to the problem of the supply of teachers.

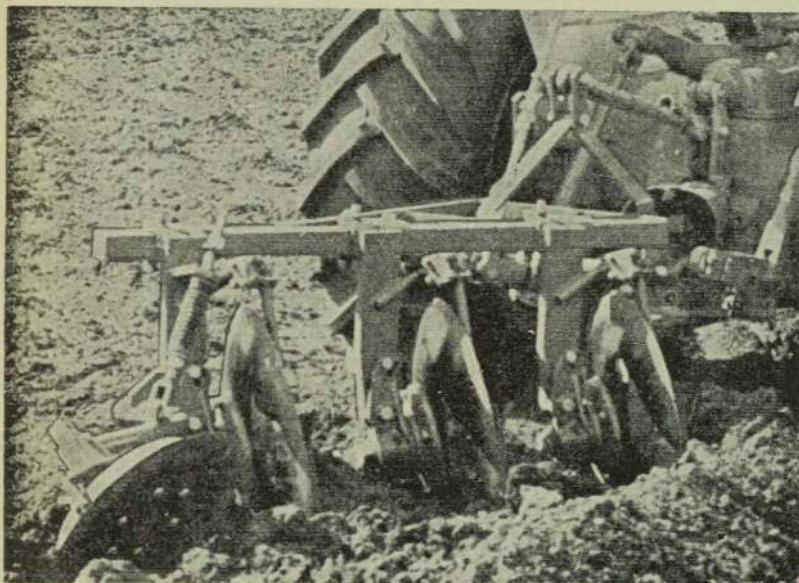
The most obvious source of recruitment is from the ranks of Indian teachers, who are qualifying in numbers far greater than Fijians are.

An overseas source that might well be considered could be the various organisations of the Peace Corps type. — Editorial in "The Fiji Times", Suva.

FOR SALE: One second-hand singleman canoe. Only been used for about eight months. Price £10. Apply: Uili i Mutalau.—Notice in "Tohi Tala Niue", Niue.

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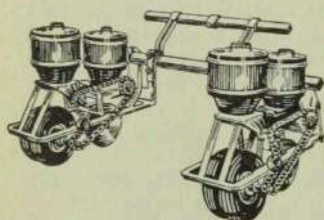
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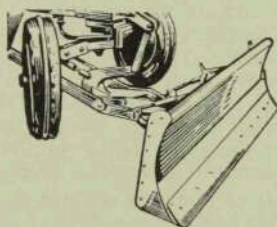
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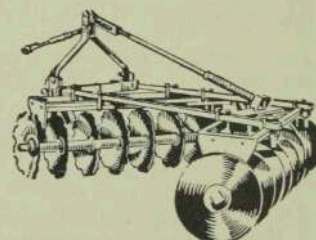
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RETT HILDER PROFILE

RETURN TO PARADISE

Mrs. Lillian Barclay-Millar has turned once more to New Guinea, where she is well-known to the old-timers, or Before. She now lives in Port Moresby.

Of the newcomers she is either quite unknown, or just another obscure legend of the dim days before the war. But she is very much a living legend, and the stories about her have been rampant since her cool days.

She was born at Hampton in Victoria, youngest daughter of Carl Henry Andersen and Louisa West. She graduated from Merton Hall in domestic science. Even then she was an eye-taking blonde of statuesque features and heroic build, and first met Rabaul with her father in the early 1920's; they also visited the East about this time in the old liner *Wah Ping*.

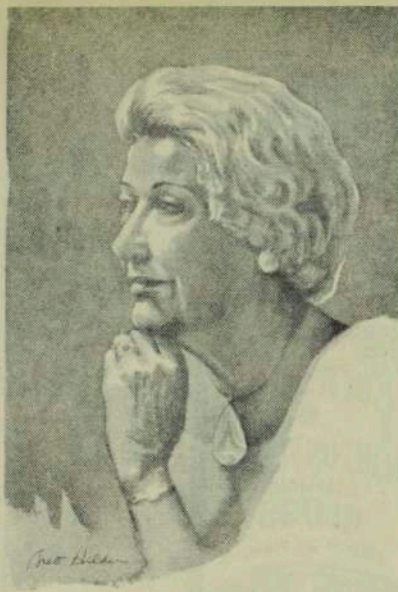
Lillian's first marriage was to Henry Angel Bennett, who retired from the Royal Navy and later joined the New Guinea Administration. He lived at Kokopo, Kieta, Madang, Wroble and Salamaua. As the gold rush was then in full bloom, he signed to join Major Skeate in gold-mining. They worked first at Kieta, then the lower Edie Creek, and finally at the Watut.

Bennett died in Sydney in 1933, and Lillian carried on the lease. She married Toby Millar in 1935, at Wau, and they later gave up goldmining to set up Yakumal Plantation, near Wape.

In 1939 Toby enlisted in the AIF, and went off to the Middle East campaigns. When the Japanese advanced Lillian to leave New Guinea. She first joined the Air Training Corps in Australia, then the W.A.A.A.F. and finally the U.S. services.

After the war Toby went into journalism with the *Sydney Morning Herald*, and Lillian joined Australian National Airways to organise air mail services. This involved quite a lot of air travel, but her headquarters were in Sydney.

When the American writer James Michener was looking for a flat in Weymouth, Lillian was able to provide one for him and his second wife, Angeline. Michener collected Lillian's stories of the goldfields, and



gave her a prominent mention in his book *Return to Paradise*, which was the sequel to *Tales of the South Pacific*.

In 1957, when Toby and Lil were making back towards New Guinea, they were induced to stay at Cairns,

where Toby worked at the *Cairns Post* until his death in 1959. Lillian then went to Fiji to be house manageress for the Northern Hotels chain owned by the late Sir Hugh Ragg. After some months she took the chance to go to New Guinea in the mission vessel *John Williams*, to attend the interment of Toby's ashes at Wau, where her first husband's ashes also rest.

There was another term at Cairns, before Lillian went to Minj in the NG Western Highlands to manage the motel for two years.

Back then to Qld., where she bought a house at Florida Gardens, Surfers Paradise, and named it "Salamaua".

She has talked regularly on the women's session of 2FC in Sydney and to various clubs. She has visited England twice, once in 1929 and again in 1951, when she also saw a lot of the Continent.

Now in Port Moresby she may perhaps at last settle down to the big task of writing the book of her life and loves, which she began 10 years ago. She probably has a better knowledge of the colourful characters of the goldfields than any other living person. —BRETT HILDER.

AT no time since European man came into the Pacific has the area been paid so much scientific attention as right now. You name any form of investigation—someone is carrying it out, in some island between Capricorn and Cancer; and, what is more, is writing about it.

Two new journals to help carry the word are *Micronesica*, the journal of the College of Guam; and *The Journal of the Papua and New Guinea Society* which is published in association with the University of Papua and New Guinea.

Micronesica has been on the scene longer—since 1964—and is somewhat more broadly based—it is a "forum for original research in the fields of physical and social anthropology, archaeology, linguistics, systematic botany, systematic zoology, ecology, marine sciences and related disciplines". It is primarily concerned with Micronesia but it also ventures into Polynesia and Asia—with which Micronesia probably has far more affinities than has the rest of the Pacific.

To date two issues of the journal have been produced.

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Manuscripts should be sent to Dr. L. G. Eldredge, College of Guam, Box EK, Agaña, Guam. Subscription is \$US3 per annum and should be sent direct to the College of Guam.

The Papua and New Guinea Society concerns itself with P-NG's past and the study of traditional cultures and cultural change and also with the present state of affairs and future developments. Its journal deals with subjects within this general framework.

It is proposed to publish twice yearly. Vol. 1, No. 1, covers the summer of 1966-67.

Manuscripts should be sent to the editor, at PO Box 172, Port Moresby, Papua.

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FIJI ALARMED AT RISING VD FIGURES

From a Suva correspondent

Fiji Health authorities are concerned with the rapid rise in the incidence of gonorrhoea in the colony. The figures have risen steadily each year, from 227 cases in 1961 to 784 in 1966.

ALREADY this year, to April there have been 250 cases reported, and it has been predicted that the year's total may be something like 1,080. This takes into account the fact that there has been a slight drop in the number of cases reported since April.

Fiji health authorities are well aware of the findings of a World Health Organisation committee set up in 1962 to examine the worldwide increase in VD. These reveal that even with modern drugs, once VD has solidly established itself in a country it is almost impossible to control it.

The difficulty is that gonorrhoea is highly infectious and has a short incubation, and nowhere has it been possible to bring a sufficiently large number of cases and contacts to treatment quickly enough to overtake its rapid spread once it has taken hold.

That the disease can spread rapidly is illustrated by the number of cases which resulted from just one contact here.

The Medical Department tells the story thus: "It all started with a girl who brought the infection home from a holiday in Suva. She infected a man at the island, who infected another girl who passed it on to a second man.

"This man in turn infected two girls. One of these girls then passed the disease on to no fewer than seven men.

"One of the seven men infected another girl; two passed the disease on to their wives and two other infected two girls each.

"In all, 20 cases of gonorrhoea resulted in a few weeks from a single source."

During the war the annual incidence of gonorrhoea in Fiji was about 250, which was considered appallingly high. A special hospital was set up, where prostitutes were treated behind a barbed-wire fence. Ratu Sir Lala Sukuna issued

clamation that all girls in towns had no specific jobs were to return to their villages, and this was rigidly enforced.

In 1961 the incidence of the disease began to creep up again.

There are probably several reasons for the increase. In part the rise is due to the world-wide increase in syphilis, which could be attributed to a general slackening of morals and the increased freedom from restraint of young people.

Tourism and the increase in the number of visiting ships in Fiji come under suspicion for a number of reasons. One is that the heaviest rises in the disease are in the country's two seaports, Suva and Lautoka, where prostitution has increased.

Alcohol also plays its part.

There have been many protests about the increased drunkenness in the colony, and particularly in Suva on Friday and Saturday evenings.

Another factor is the breaking-up of old social patterns and the establishment of new ones as a result of accelerated urbanisation.

The Medical Department has been endeavouring to draw attention to the gravity of the situation. It has been issuing frank warnings, pleading suspected sufferers to seek medical advice, and lately it has been arranging talks on VD at women's and girls' clubs.

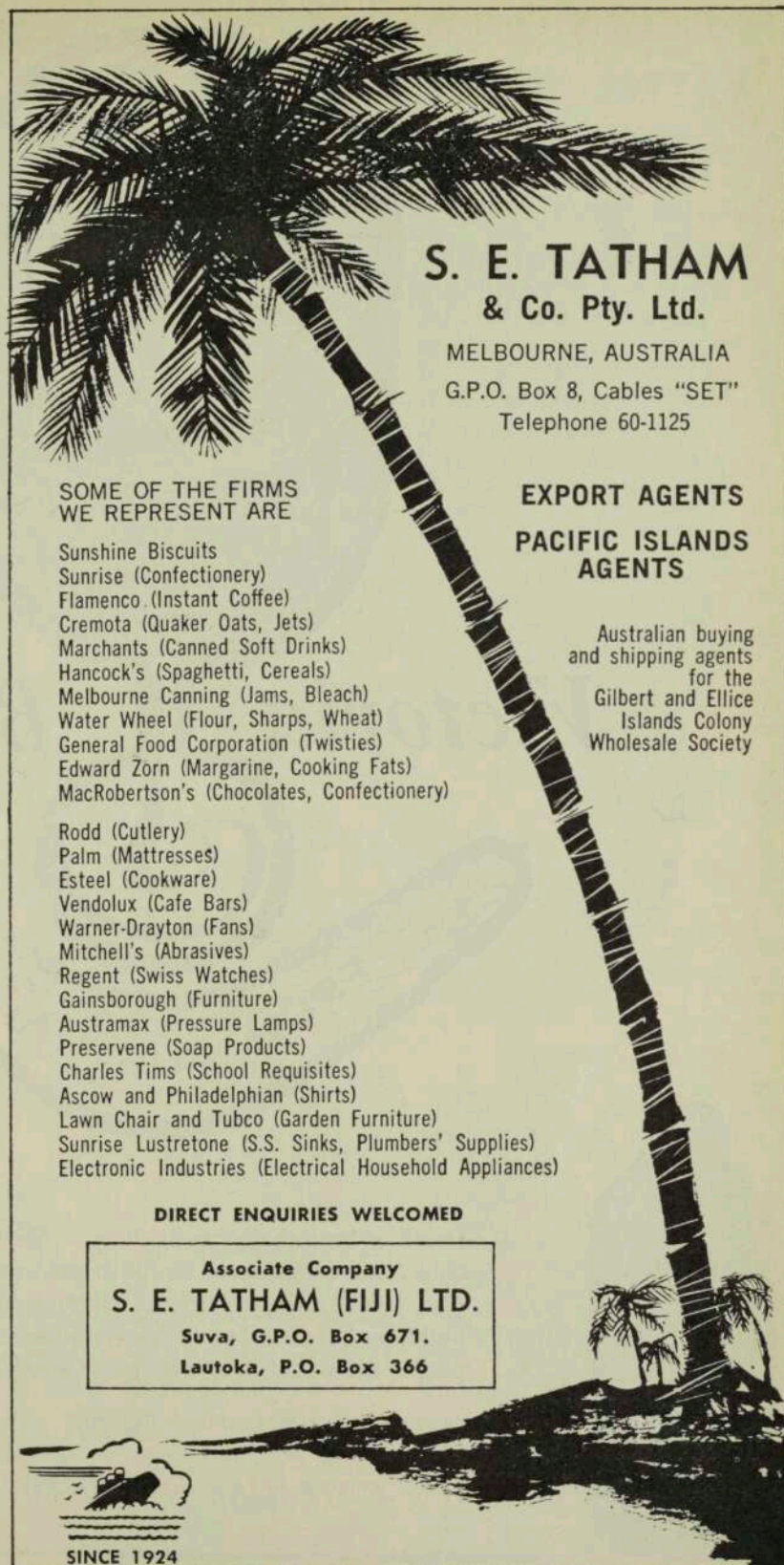
But still the figures continue to rise.

As distinct from gonorrhoea, syphilis has given no real cause for alarm in Fiji. Only four cases were reported last year. But there is probably a good reason for this, and the reason might not always be with

The Deputy Director of Medical Services, Dr. D. W. Beckett, explains that the reason for the freedom from syphilis could be that most of the people who might be expected to contract it probably suffered from yaws in childhood. There is a relationship between the two diseases although yaws is not a venereal disease—and one gives a high degree of immunity to the other.

Until 10 years ago yaws was very common in Fiji, and so most of the adult indigenous population has a high degree of resistance to syphilis. But children born in the last 10 years don't have this resistance, since yaws has been virtually wiped out in Fiji. When these children reach the at-risk age group, statistics could change.

Whatever the future of syphilis in Fiji, it is gonorrhoea which is at present causing concern, with good reason.



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Tongans and Fijians mix it on the Rugby field—Fijians in the striped sox.

How to beat those great big Tongans

From F. I. RYAN, in Suva

As Rugby has made steady progress in Tonga, Fiji representative teams, whether they have been playing the Tongans in Fiji or on their home ground, have found the Tongans to be tough opponents. Particularly so when they have relied mainly on their traditional tough, tight, forward play.

WHEN the Fiji team to go to Tonga in July is selected, particular attention will have to be paid to picking a pack of forwards who will be able to play it hard and tight when called on.

Heavily built, the Tongans are naturally tight forwards, but the inclination of Fijian forwards is to boom, and they sometimes like getting away from the pack too quickly.

The Tongans are also adept at interposing their not inconsiderable bulk between the opposing forwards and their backs, and there is nothing much about spoiling play which they have not absorbed.

The Fijians' line-out play will also call for concentrated coaching. The tendency throughout Fiji is to throw the ball in at any old place in the line-out, irrespective of whether it is their ball or not. In defence it should be close in, and on attack wider out.

And Fiji's line-out experts should take their position in the line-out exactly where the ball should go, eliminating the "lolly scrambles" so often seen today.

Another bad tendency for Fijian forwards is to jump high, which in itself is good, but they do it only to tap the ball back vaguely in the general direction of their backs, often out of reach.

Enterprising forwards watch for these loose balls and break through quickly, either to maul the half, or get among the inside backs robbed of a quick get-away.

So often in Fijian club football, forwards get possession in the line-out, only to give it away.

The Fijian backs will probably rely on playing *Vaka Viti* (Fijian style) as they did in the last hectic 10 minutes in the match against that strong Wales side. But there must be certain orthodox safeguards when on defence.

Playing *Vaka Viti*, the Fijians use the full-back as a second half-back in opening up play. When the opportunity offers he races up into play with the ball.

Not only does he make an overlap in the back line, but he can eliminate opposing backs by switching the attack to one side or the other, with the forwards racing up the centre to take their share of the ball when it comes back in-field.

To opponents this tactic can be most disconcerting, keeping them in a state of uncertainty, and helping to tire their forwards.

But one thing is certain.

Playing under the eye of their newly-crowned King Taufa'ahau, their patriotic fervour raised to a high pitch, the Tongans will be tough.

A NEW SCHEME FOR FITTER NEW GUINEANS

From a Rabaul correspondent

Papua and New Guinea is to pay more attention to the physical aspects of education, as a result of a National Fitness Bill, recently piloted through the House of Assembly by Mr. Don Barrett, of Rabaul.

THE bill clears the way for a National Fitness Council to be established, the functions of which will be much the same as those of similar bodies in Australia. Mr. Barrett studied Australian legislation and visited National Fitness camps in Australia before drafting his bill.

To date, New Guinean children at schools in or near towns have had a distinct advantage in sporting activities over smaller schools in more remote areas. One of the first actions of the council when it is set up will be to encourage the physical side of education. Activities for children of all ages would be included in any worthwhile programme.

Physical activities can begin quite simply and be gradually built up to team sports and field and track athletics. In this way, not only all children participants but those with special talent are discovered early and given the encouragement necessary for success.

Some criticism

There has been some criticism of the amount of time already spent in certain schools on sporting activities. However, Mr. Barrett claims that it is possible to arrange a properly planned school programme, with time enough for everything, and this is where the proposed council can help.

Another way, Mr. Barrett says, is for newly qualified New Guinea teachers to be given a basic grounding in the principles of physical education—more than they are at present getting, which is not enough according to Mr. Barrett.

Already three training camps have been run in the territory for primary school teachers and teacher trainees. The co-operation of Department of Education and the Missions made these camps possible, and all were conducted by Mr. Don Westley, a staff member of Port Moresby Teachers' College. They proved very popular,

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Pieces of charcoal found with pottery unearthed in Fiji by Miss Elizabeth Shaw, Relieving Director of the Fiji Museum, have been radio-carbon dated in Japan to about 1,290 BC. This means that Fiji was inhabited about 3,250 years ago—hundreds of years earlier than was previously thought.

A Fiji Government release on the dating of the charcoal does not state exactly where the material was found, but it quotes Miss Shaw as saying that this is the earliest date so far established for human occupation in Fiji, and, as far as she knows, in any of the Pacific Islands.

Meanwhile, the "New Zealand Herald" has reported that a pot at least 2,500 years old has been reconstructed from fragments found near the Sigatoka River of Viti Levu by two New Zealanders, Mr. and Mrs. T. L. Birks, who did archaeological work in Fiji in 1965 and 1966.

What has been lacking is the follow-up to these instruction camps.

Mr. Barrett sees the ultimate aim as a qualified physical education teacher at every large primary school and at every secondary school in the territory. Their training courses could be designed to meet local needs.

Mr. Barrett, who was P-NG's athletics manager at the Noumea Games, agrees that it is impossible to set a norm for performances of children at different ages, since environment will greatly effect performance. A great deal of study and research is needed but he does not think it should prevent the immediate introduction of organised physical activities to all schools.

"The regular hours of school life, and in the case of boarding schools, the regular diet, are producing much better generations of young men and women than before," he says. "But adequate physical activity is thus all the more essential."

"Youngsters who have taken part in sports at school mostly seek to carry it on when they start jobs or go to institutes of higher education. This in itself helps to circumvent the special problems of idle young people in towns."

"It also highlights the need for more and better sporting facilities in main towns."

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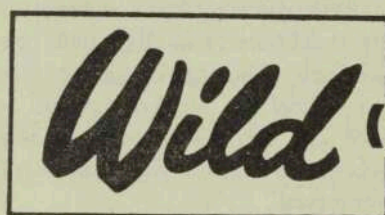
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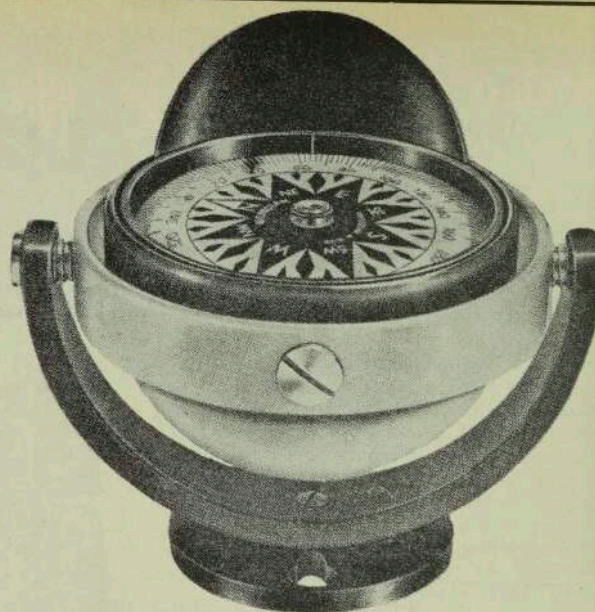


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New Bishop of Melanesia is a New Guinea man

From a Port Moresby correspondent

The Rt. Rev. John Chisholm, one of the Assistant Anglican Bishops of New Guinea, has been appointed Bishop of Melanesia to succeed Bishop Alfred Hill, who retires at the end of June.

BISHOP CHISHOLM, who is 44, is at present on leave in England. His new headquarters will be Honiara, British Solomons.

He was born at Bendigo, Victoria, and educated at the high school there, and later at Melbourne University. Bishop Chisholm was ordained in London in 1947 and was a curate at St. Stephen's, Westminster, for four years before going to New Guinea in 1952.

Most of his time has been spent at Dogura, the Anglican cathedral station in the Milne Bay District, first priest-in-charge and headmaster of the primary school and, after his consecration in February, 1964, as assistant bishop with pastoral oversight of south-east Papua.

The territory has now lost a bishop, but it will also gain one, for Bishop Alfred Hill will live in New Britain when he retires.

He will take charge of the Anglican mission station of Apugi, near Sandakan, in West New Britain. He will also be chaplain to the Melanesian Brotherhood, whose New Guinea headquarters are a short distance up the coast at Pomete.

Bishop Hill knows the area well. He served there as a layman, operating

small mission boats up and down the coast before the war, when New Britain was still part of the Diocese of Melanesia.

That was as different a job as it could be from his previous one—he was for some years a captain of ocean-going ships sailing between New York and Rio de Janeiro.

He left New Britain to teach at the famous Pawa boys' school in the Eastern Solomons. During his long headmastership he built up the school to the point where it became known



Rt. Rev. John Chisholm, new Bishop of Melanesia.

as "the Eton of the South Pacific".

He was ordained in 1938 and consecrated bishop in 1954.

Bishop Hill is expected to arrive in New Britain early next year after taking long leave in Britain.

NEW ISLAND LANDMARK FOR RAROTONGA

From W. H. PERCIVAL, in Rarotonga

Rarotonga has got its head in the clouds with a new radio mast—350 feet high. The mast was completed on April 7 despite rain, squalls, and one or two mishaps.

THE mast is part of a new radio broadcasting station on Rarotonga, work on which started in March. It is located in the school grounds of Matavera village—selected because no hills lie between the new station and the outlying islands of the Cook group.

Although the new station won't be in operation before 1968, the erection of the mast itself has given some people all the excitement they want.

The mast was imported in sections from the United States and erected on the site. A block and tackle arrangement, operated by a tractor, pulled each section to its new position.

Although eight inches of rain fell in March, when most work on the mast was done, and there were wind gusts of more than 30 miles per hour, the mast went steadily higher under the leadership of Muri Waka, a Fijian resident of Rarotonga, who was in charge of the rigging crew.

Mr. Waka is normally employed as a cafe manager.

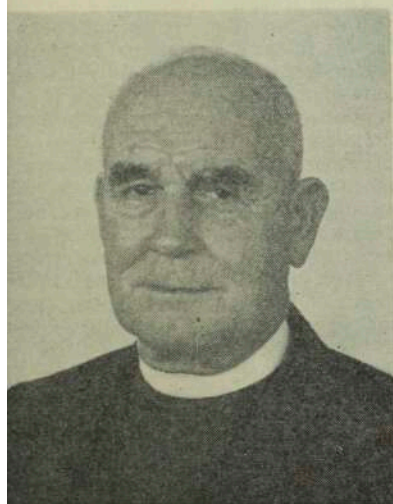
But he has no fear of heights because of his former experience as a seaman.

Muri Waka is one leader this writer refuses to follow—vertically speaking. On the morning of April 4 when the mast was already 270 ft high, I arrived at the scene to find Muri Waka already two-thirds of the way up, the wind slapping khaki drill trousers against his legs as he climbed slowly, pausing frequently to rest.

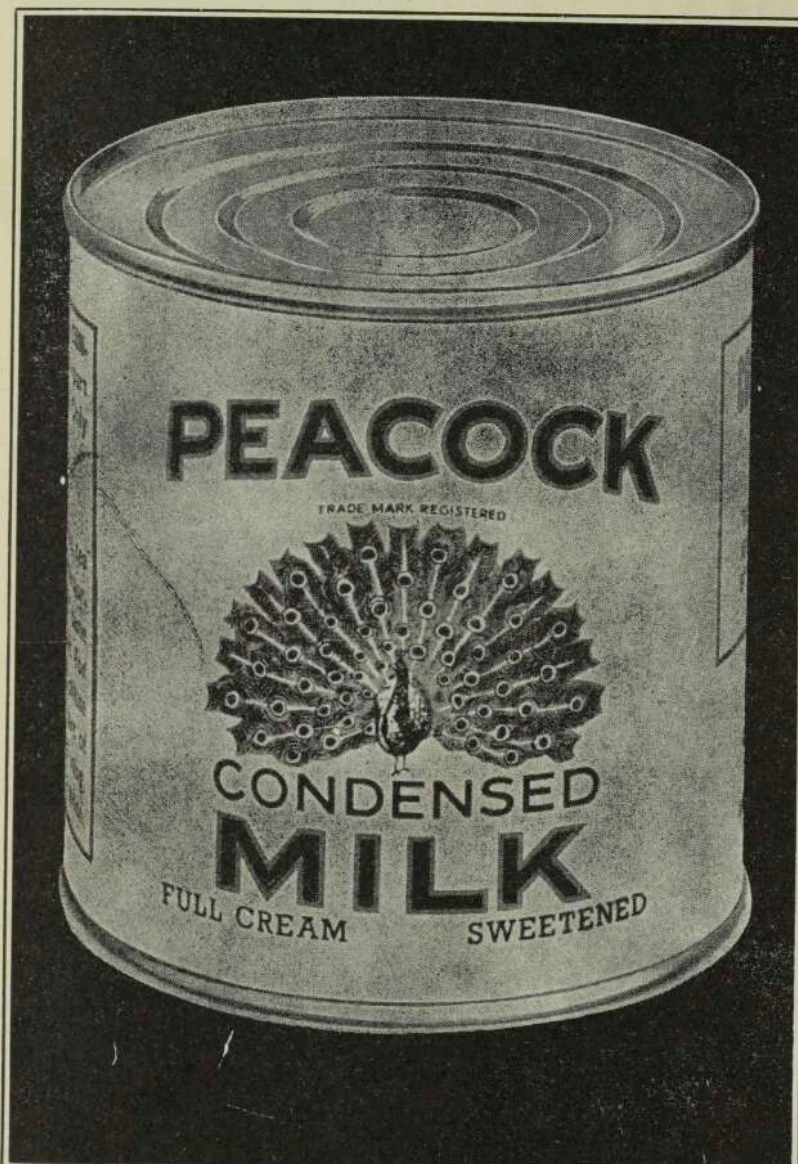
It is impracticable to knock off for a "smoko" when you are perched 200 ft from the ground on a vertical steel mast, because it takes so long to get there. The riggers disregarded the smoko when aloft, but descended on occasions when wind and lashing rain made life a bit too uncomfortable.

There was a near mishap one windy day when a bag of bolts which dropped from the mast was carried over the school and crashed like shrapnel through the fibrous cement of the roof. Nobody was hurt, luckily.

The mast is fully insulated and forms its own aerial. Six anchors and 24 stay wires will keep it there as a new island landmark.



Bishop Alfred Hill.



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DROWNINGS CAST GLOOM OVER COOK ISLANDS

*From W. H. PERCIVAL,
in Rarotonga*

The tragic drowning of a much-loved clergyman and his son—the Rev. Tuatakiri Pittman, and Tumu Rakau—cast gloom over Rarotonga at the end of April.

MR. Pittman was quietly-spoken, gentle and kindly. Tumu Rakau Pittman was a strong, athletic man, who was to have been elected captain of the Ngatangia-Matavera Rugby Club this year. He leaves a widow and three sons; his father leaves a widow.

The tragedy, which has shocked Rarotongans, occurred on a night reef fishing expedition to Rarotonga's southern reef, between Papua passage and the dangerous Avaavaroa passage, on April 27. It was almost an ideal night for reef fishing.

When the two men failed to return home the next morning police were told, and a full-scale search was launched with volunteers from all over the island.

Tekake William, the champion skin-diver of the Cook Islands, searched Avaavaroa passage with his companion, Akeau Kairua, without result. Later 14 divers took part in the search, some of them pearl shell divers from Manihiki and Penrhyn, while scores of others explored the reef, cranny by cranny.

Tumu Rakau's body was found the next day, but after five days the search for his father's body was abandoned.

Hundreds attended Tumu Rakau's funeral, including the High Commissioner, Mr. L. J. Davis, and the Premier, Mr. Albert Henry.

Father and son were both experienced reef fishermen, and it is presumed that in a sudden rain squall the father stumbled or was swept into the turbulent waters of Avaavaroa passage, and that Tumu went to his rescue. Probably both men were sucked down by whirlpools. Three or four other people have drowned in that passage.

In early May a fish drive which had been organised in the area for the farewell visit to the Cooks of the Governor-General of New Zealand, Brigadier Sir Bernard Fergusson, was cancelled as a mark of respect to the dead men.



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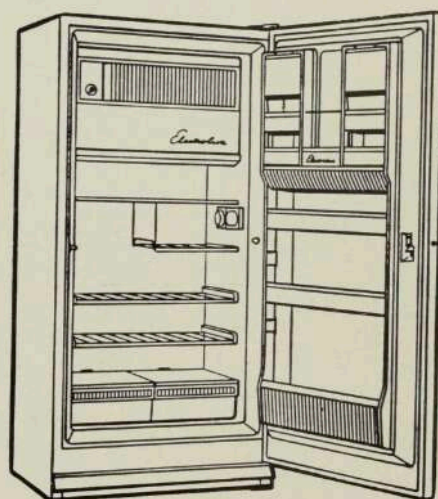
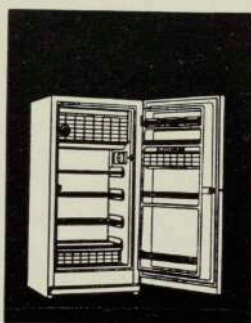
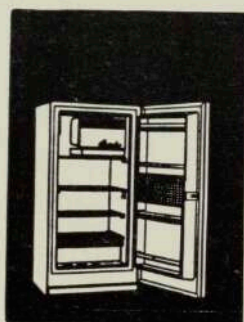
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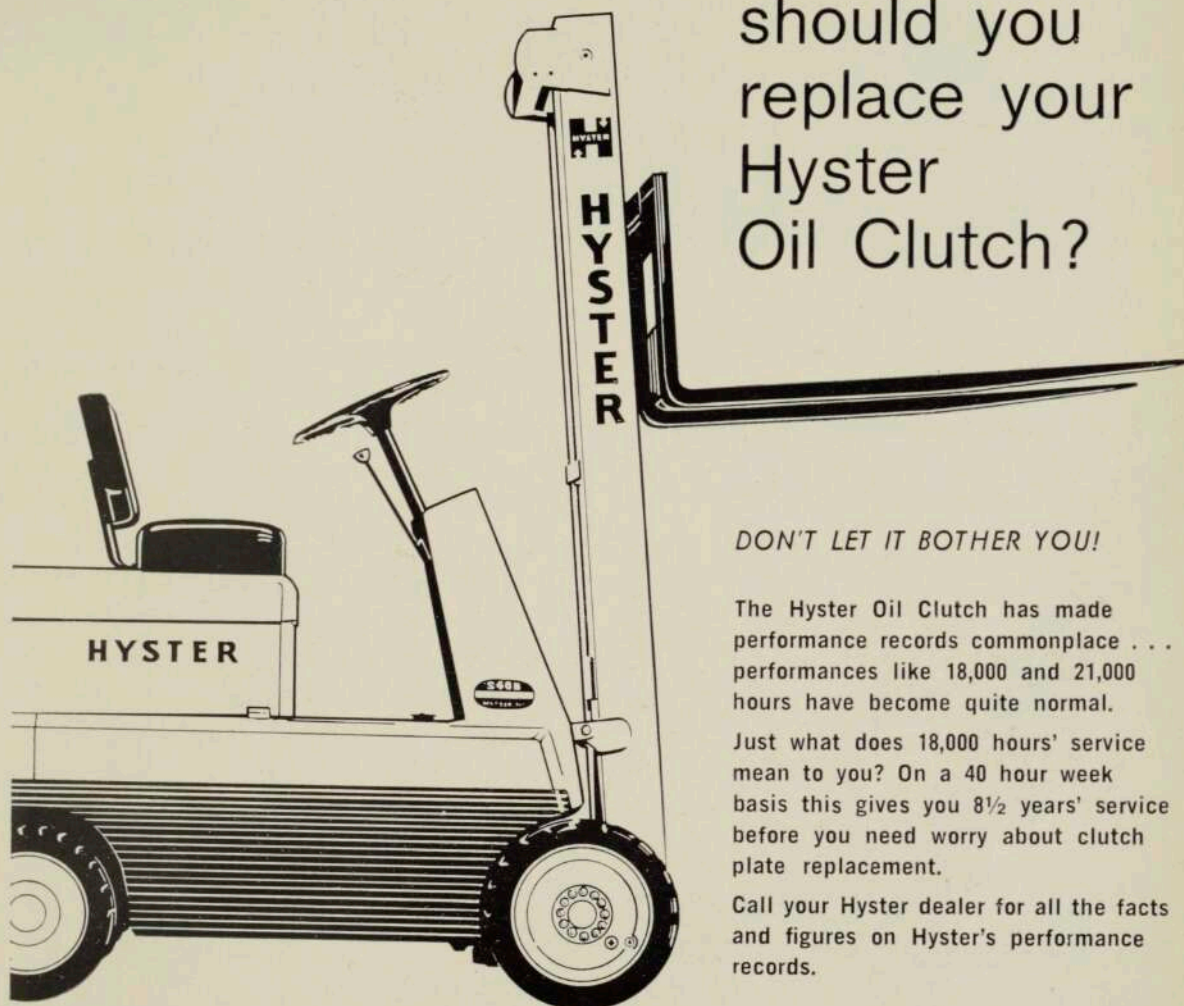
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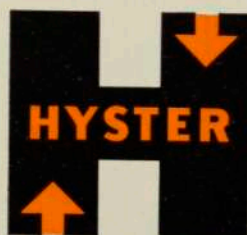
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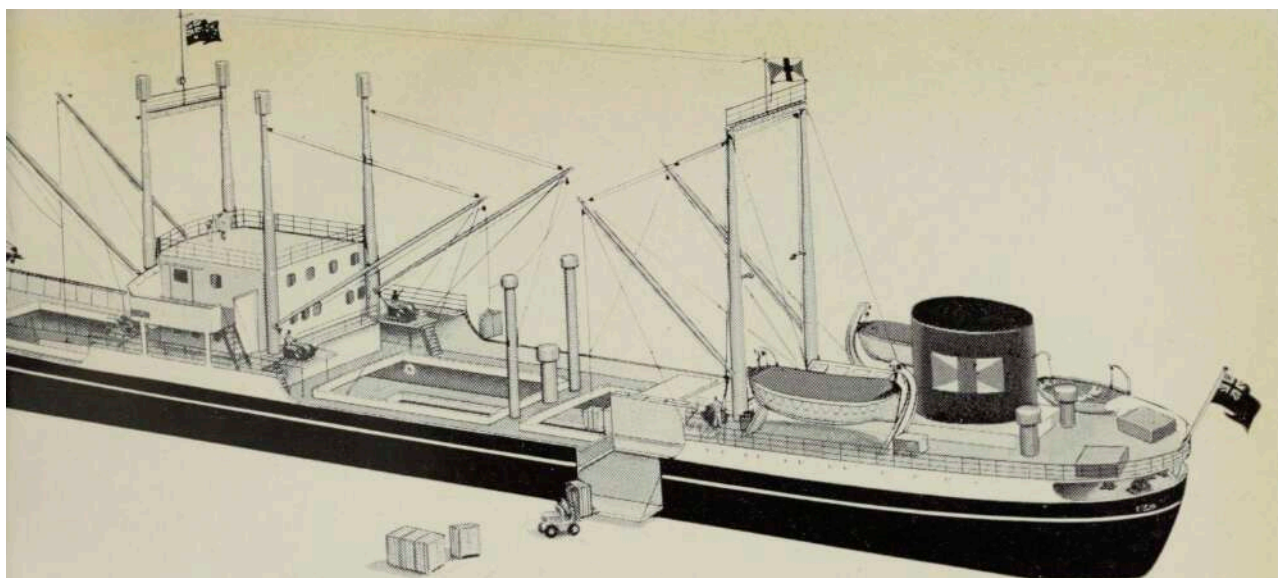
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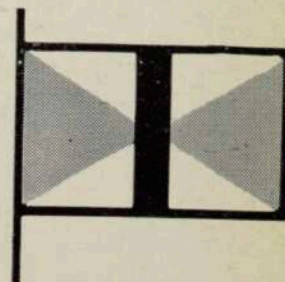
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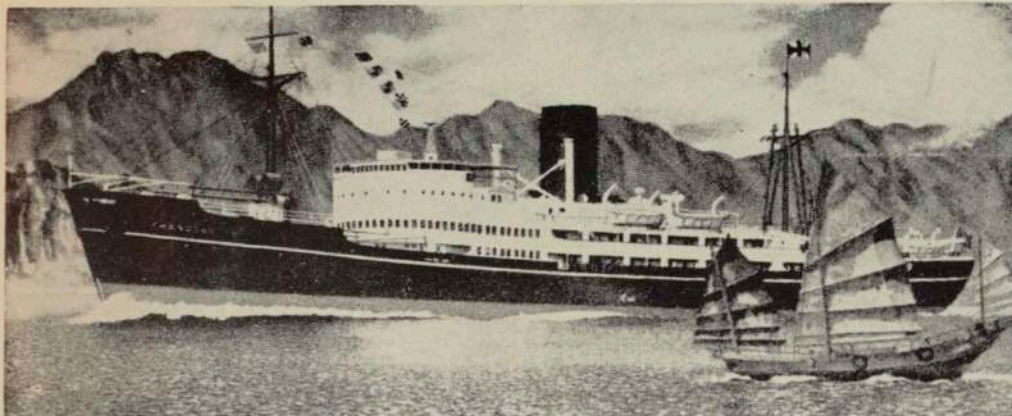
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HO4549/67

It's 200 years now since Englishmen discovered Tahiti's girls—and their "droll, wanton tricks"

By ROBERT LANGDON

On the afternoon of June 19, 1767, as the Royal Navy frigate *Dolphin* plodded westward across the Pacific, the lookout sighted a lofty mountain looming amidst the haze on the larboard bow.

By sunset the tops of several other mountains could be seen, and the ship was abuzz with excitement. Here, at last, the *Dolphin's* scurvy-racked crew thought, was a land where fresh food could be had—a land where they could rest after six months of ceaseless toil since entering the Straits of Magellan.

Some of the crew also had the notion that they were on the verge of an exciting historical discovery. George Robertson, the ship's sailing master, expressed the thoughts of these men when he wrote in his journal that night: "We now supposed we saw the long wished for Southern continent, which has been often talked of but never before seen by any Europeans."

Frenchman's theory

The *Dolphin's* crew soon found, however, that they had not discovered "long wished for Southern Continent". But they had, on the other hand, made an unusually interesting discovery, for the land ahead was the lush and languorous island of Tahiti, whose handsome, acquiescent Polynesian girls they were the first Europeans to see. Robertson said the land had "the most Beautiful appearance its possible to Imagine". Europeans have never quite recovered from the impact that Tahiti and the Tahitians—particularly the men—had on the *Dolphin's* men. So now, with the 200th anniversary of the *Dolphin's* discovery close at hand, this seems an appropriate time to look back to see what the *Dolphin* was doing in that part of the Pacific in 1767, and what happened when the ship reached Tahiti.



When the "*Dolphin*" arrived in Tahiti in mid-June, 1767, the person who seemed to have as much authority as anyone was the chiefess Parea, whom the Englishmen knew as Queen Oberea. This old engraving from Hawkesworth's "*Voyages*" shows Captain Wallis formally meeting her.

The *Dolphin's* voyage was a direct result of a book published in France in 1756 in which the author, Charles de Brosses, claimed that an immensely rich land was to be found in the South Pacific. The discovery of this land, he said, was "the grandest, noblest, most useful enterprise a sovereign could undertake".

De Brosses' theory proved of great interest to England's King George III, who, in June, 1764, ordered Commodore John Byron, the poet's grandfather, to search for the southern continent in the *Dolphin*.

When Byron returned without having made any significant discoveries, the king ordered the *Dolphin* out again—this time under Captain Samuel Wallis.

Leaving England on August 22, 1766, in company with HMS *Swallow*, the *Dolphin* crossed the Atlantic in four months and entered the Straits of Magellan.

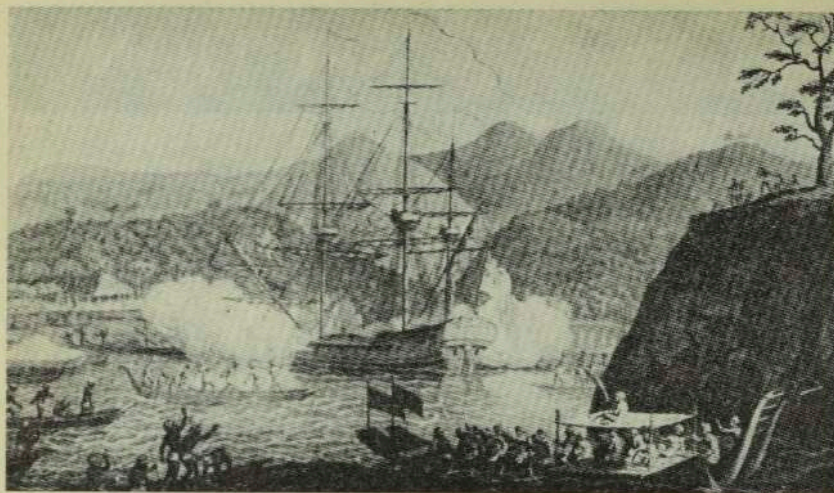
There the ships ran into such bad weather that four more months passed before they could get through the western end.

A day or two later, on April 11, 1767, the *Dolphin* lost sight of her consort in a fog, and the two ships did not meet again.

By mid-June, when the *Dolphin* reached the island of Mehetia after picking her way through the dangerous Tuamotu Archipelago, the captain, first lieutenant and many of the seamen were down with scurvy and other illnesses, and most of the others were merely tottering on their feet.

Ominous grumbling

Their need for fresh fruit and vegetables was so great by this time that many of them grumbled ominously when Captain Wallis gave orders for the *Dolphin* to bear away from



● This old engraving from Hawkerworth's "Voyages" depicts the Tahitians attacking the "Dolphin" in Matavai Bay. A modern hotel is now being built on the hill in the foreground, which the "Dolphin's" men called Skirmish Hill.

Mehetia, where these products seemed easily obtainable.

But the grumbling soon stopped when Tahiti's mountains came in sight, for, as Robertson wrote in his journal, "we was almost Certain of finding all sorts of refreshments on this great Body of Land".

The Englishmen made their first contact with the Tahitians soon after sunrise on June 20 when 100 canoes were paddled out to the ship as she rounded the island's easternmost point, which Captain Cook later named Point Venus.

When some of the natives ventured aboard, the sailors tried to make them understand that they wanted to barter cloth, knives and trinkets for food.

Some of the sailors grunted like pigs, while others clucked like fowls to indicate that poultry was wanted.

The natives were quick to understand, and some paddled shorewards to bring off the desired goods. Others, however, remained on board pulling at the iron stanchions and ring bolts, unwilling to leave the ship without some ironwork.

Brisk trading

Eventually, they became so surly at the failure of their efforts that the crew had to fire a nine-pounder over their heads to frighten them. Within a few minutes, the natives had jumped overboard and had swum off to their canoes.

Next morning, when the *Dolphin* moved into a safe anchorage in Matavai Bay, the natives immediately surrounded her again in canoes laden with coconuts, fruit, fowls and pigs. Trading was brisk for the rest of the day.

Friendly trading also took place on the second day. But when, during the next two days, the Englishmen tried

to get water ashore, they were intimidated by the huge numbers of natives who crowded around them, and did not manage to get more than a few barrels filled.

Events took another turn soon after daylight on June 24, when about 500 canoes, bearing 4,000 natives, came out to the *Dolphin*, with one or two "fair young girls" in each.

All were playing—as Robertson put it—"a great many droll, wanton tricks" to attract the crew's attention.

Possession ceremony

When the Englishmen crowded to the gunwales to watch the girls, their menfolk suddenly bombarded the ship with stones that were hidden in the bottoms of their canoes.

The *Dolphin's* guards were ordered to open fire on the Tahitians; but this, instead of repelling them, only roused them to a more intensive onslaught.

In desperation, the big guns were ordered out, and a few rounds of grapeshot fired. This frightened the Tahitians so much that by noon not a single canoe was to be seen.

Next day, the few natives who ventured out to the ship were so eager to be friendly that the Englishmen decided they could now make their first landing on Tahitian soil, and—in true-blue explorer style—take possession of it.

As Captain Wallis and the first lieutenant were still confined to bed, the landing party was headed by the second lieutenant, Tobias Furneaux.

Furneaux hoisted a pennant on a long pole and took possession of Tahiti in the name of King George III, naming it after him. The natives watched from a safe distance.

Next morning, they again showed signs of hostility, so Captain Wallis sent an armed party ashore to disable their canoes. From then on, the

Tahitians did everything they could to be friendly and hospitable.

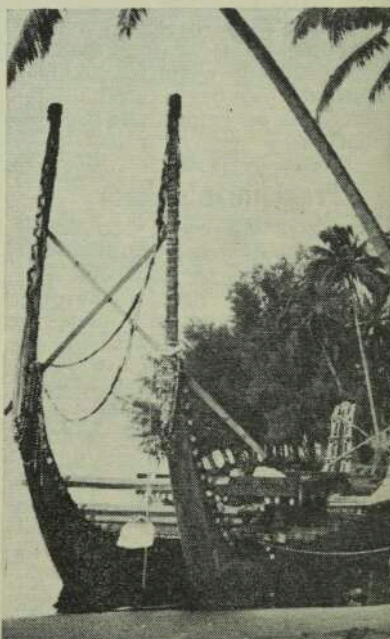
When Furneaux made his second landing that afternoon to get water, the Tahitians came to meet him waving banana palms and bringing peace offerings.

Among the Tahitians were several handsome young girls, whom the chiefs ordered to stand in line so that the English sailors could "take which they lyked best".

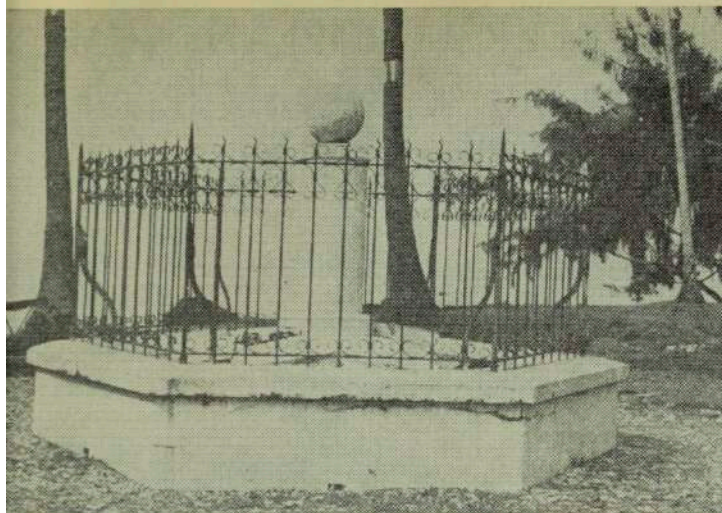
"And for fear our men had been Ignorant and not know how to use the poor young Girls," Robertson wrote in his journal, "the old men made signs how we should behave to the Women."

Furneaux's men immediately begged him to allow them to take a few girls on board. This, however, was refused, although Furneaux made signs to the girls that his men would visit them again.

When the watering party returned to the *Dolphin*, the sailors told their shipmates that they had never seen more handsome women in their lives and they declared that they would rather live on two-thirds' allowance



Large canoes such as this were used in Tahiti in Captain Wallis' day. This one was made for the Marlon Brando film version of "Mutiny on the Bounty".



an "lose so fine an opportunity of getting a girl apiece".

This news made the others madly keen to get ashore; and even the doctor, who had been on the doctor's sick for weeks, decided the girls would make excellent nurses and would ensure their speedy recovery.

The English sailors soon had the opportunity of becoming better acquainted with the Tahitian belles, for each day, when a trading party went ashore to barter nails and beads for pigs, fowls and fruit, the girls gathered around to watch.

Leave cancelled

Before long "a new sort of trade" began to occupy most of the sailors' time, although Robertson thought that it might properly be called the old trade. The barter rate was fixed at 30-penny nail each time—i.e., nails at had originally cost 2/6 per 100. The trade was started by an Irishman called Paddy who was thrashed by his shipmates for not starting in a more decent manner—"in some house at the back of some bush or tree". Transactions in the new—or old—trade became so brisk that soon the men had used up their own stock of nails and began raiding the carpenter's shop.

Within a fortnight they were pulling out the nails that secured their hammock rings. And in the end the carpenter was forced to report that every cleat in the ship was drawn and all the nails carried off.

On learning this, sailing master Robertson cancelled all shore leave and warned that no one would be allowed ashore again until the nail thief was found.

That evening he heard angry voices

At Point Venus, near where the "Dolphin" anchored in Tahiti, there are monuments to Captain Cook (left) and to Tahiti's first missionaries, who arrived in the ship "Duff" in 1797 (right). Yet nowhere on the island is there any memorial to Captain Wallis, the man who put Tahiti on the map.

in the galley as the men were preparing their suppers; and when he crept up to the half-open doorway to listen, he found that the sailors were holding a trial among themselves.

Six of them were eventually condemned for "spoiling the old trade" by giving large spike nails instead of hammock nails. But two of the seamen cleared themselves by pointing out that they got double value for the spikes.

When it was proved next morning that a sailor called Francis Pinckney had drawn one of the cleats, the captain ordered him to run the gauntlet three times round the ship. The remainder of the crew were warned that worse was in store for them if any more nails or cleats were stolen.

After five weeks in Tahiti, during which the sick Englishmen recovered their health in remarkable fashion, Captain Wallis announced that the *Dolphin* was ready to sail.

A strong, well-made Tahitian chiefess, who was known on board as Queen Oberea, pleaded with Wallis to stay for a few more days. But Wallis was anxious to get moving again, and her tears and entreaties were to no avail.

On July 27, 1767, the *Dolphin* continued her voyage westward in search of the southern continent. However, Captain Wallis had none of the qualities needed on a voyage of exploration, and after sighting and naming three more islands near

Tahiti, and one to the west of Samoa, which he named after himself, the *Dolphin* headed quickly homewards.

The expedition reached England on May 25, 1768, just as Captain Cook was preparing for his first voyage to the Pacific to observe the transit of the planet Venus and to make a new search for the southern continent.

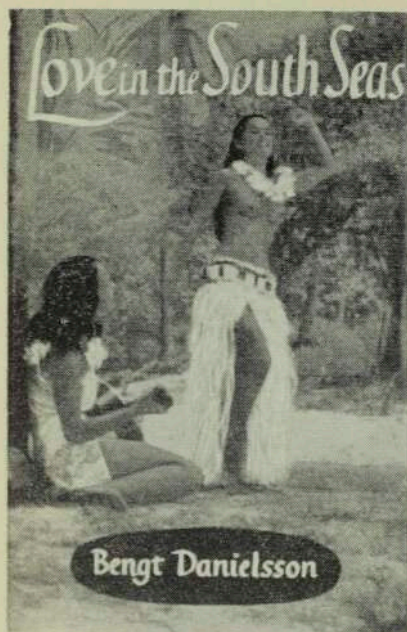
Cook's orders changed

Cook already had instructions from the Admiralty to observe the transit from the Marquesas Islands, which Mendana had discovered two centuries earlier. But after Wallis submitted an enthusiastic report on Tahiti, he was ordered to go there instead.

Cook found that Tahiti answered perfectly to his needs, and the result was that he called there for long periods on each of his two subsequent voyages to the Pacific.

Meanwhile, Tahiti had been visited by the French explorer Bougainville, who arrived there eight months after Wallis, but unaware of Wallis' discovery.

Bougainville, whose outlook was influenced by the romantic writings of the Swiss philosopher, Rousseau, became even more lyrical about Tahiti and its women than even the *Dolphin's* men did, and before long Tahiti was renowned throughout Europe as a latter-day Garden of Eden, where free love was the rule and Nature was so bountiful that there was no need to work. The



Even after 200 years, Tahiti, in the minds of most people, is still pretty much as it was in Captain Wallis' day. And how could it be otherwise when books come out with jackets and titles like this?

mutiny on the *Bounty* episode of a few years later added to the island's fame.

The accounts of the early explorers proved irresistible to the leading lights of the London Missionary Society, which, in 1796, sent the first Protestant missionaries ever to go to the South Seas to christianise the Tahitians.

Forty-six years later, Tahiti became the first island in the Pacific to be taken under the "protection" of a foreign power—that of France. In 1880, it was proclaimed an outright French possession, and it has remained so ever since.

Meanwhile, numerous poets, painters, novelists, travel writers, film makers, yachtsmen and tourists have sung Tahiti's praises—and are still doing so, despite the island's galloping inflation, high prices, frantic traffic and its association with the South Pacific's first nuclear testing base at Mururoa Atoll in the Tuamotus.

In the eyes of most people—both those who have been there and those who have not—Tahiti still has the magic that so captivated Captain Wallis and the *Dolphin's* crew.

Footnote: A committee was set up in Tahiti recently to organise bi-centenary celebrations to commemorate the discovery of the island by Wallis, Bougainville and Cook. Some will be held on June 17.

FIJI'S PIONEER EUROPEAN WOMEN: THEY WERE A TOUGH, BRAVE, RESOURCEFUL BAND

BY JANE GREGOR

What makes the European women who settled in Fiji last century particularly fascinating to read about is not so much their differences from ourselves as their similarities.

FOR instance, in *At Home in Fiji*, written by one of the most articulate of the early lady visitors, Miss Constance Gordon-Cumming, is the remark that, in 1877, it was peculiarly hard to train Fijian native girls to be house servants, as they seemed to have such poor memories.

Ninety years later I seem to hear echoes of that remark with monotonous frequency!

But Miss Gordon-Cumming, who accompanied Fiji's first Governor to Levuka, is not really typical. Her two volumes, beautifully illustrated, make lively, fresh reading; but she was a privileged person from a wealthy family and, although remarkably intrepid by any standards—losing herself in the bush in her eagerness to explore and unafraid of possible dangers—she was backed by the comforts and resources of the Governor's household.



Miss Gordon-Cumming.

Brave, tragic

The women who excite most curiosity and sympathy are those who preceded Miss Gordon-Cumming by some 30 years.

I think of such brave, sometimes tragic figures as Mrs. Binner, Mrs. Wallis, Mrs. Smythe, Mrs. Cross and poor, pathetic Mrs. Cargill who died at Rewa in 1840.

Whether married to missionaries or to planters, these dauntless women often shared the same, simple background. They sprang, for the most part, from decent upper-working or lower-middle class families in Britain, with a good, plain education to help them adapt themselves to the totally strange lives they were to lead.

They had a strong sense of duty to and love for their husbands, and, generally, a genuine desire to help the "savage creatures" they were to live among towards learning and betterment—those twin Victorian ideals.

Margaret Cargill was, in fact, the first European woman to settle in

the Fiji Islands, although when, in 1833, she and her missionary husband David, arrived in Tonga from Scotland, they were met on the beach at Nukualofa by a small band of European men and women already established there for a year or two.

Poor Margaret! From her husband's loving *Memoir of Mrs. Cargill*, written by him in 1841 on his lonely return to Scotland after his young wife had died at Rewa, it is easy to picture her as a sweet, self-effacing young girl.

Married at 23

Yet her meekness must have held a core of granite courage. Despite the clumsy verbal wrappings of the over-pious language fashionable in that day to a man of David Cargill's calling, a clear portrait emerges of this gentle, delicate woman, and of their warm love for each other.

She was born at Aberdeen in 1809

The mission, which David Cargill and William Cross established at Lakeba in Fiji's Lau Group, was at a place they called Buthainambua (Bucainabua). This sketch of the mission was done in 1839, four years after its establishment, by another missionary's wife, Mrs. R. B. Lyth.



I met her husband when he was dying at the university there. They were both 17.

It seems to have been love at first sight, although they were not married until they were 23.

Margaret's mother was a widow with little money, so the wedding was a homely affair, although everyone seems to have been happy about the union and no one appeared to have any apprehensions for their future.

Shortly after they were married, Rev. Mr. Cargill took his young wife half-way around the world to Tonga. By the time they reached these friendly isles, they already had their first baby.

Their first two years in the Pacific were spent at Tonga, working happily with other missionaries among people who, for the greater part, seemed ready to embrace Christianity.

David mentions one old Tongan woman who exclaimed that she "was quite dead with love" for the mission and its preachers.

"Unknown" Fiji

Margaret Cargill suffered much from the heat and the privations of her new life.

In January, 1835, a second child was born—was born, but he died next day.

The poor young mother "meekly submitted" to her baby's loss, but was not hard to imagine her distress, far from home and with no medical aid.

On the whole, however, those early years were contentedly busy, and it was not until the autumn of that year, when the Cargills embarked on the *Blackbird* for "unknown" Fiji, that the real hazards began.

For a start, the captain of the ship did not have a correct chart of the islands, and on sighting Lakeba, he refused, for a couple of days, to attempt to find a passage to the shore, which he had never seen before. (And who would blame him!) Eventually, David Cargill, with his companion Cross, went ashore in a small boat and were greeted by "some men, some armed with muskets, others with spears".

One was seen with a club in his hand and another had a bayonet fixed to the end of a long staff,

while others carried bows and bundles of arrows.

The appearance of this group of Fijians was motley and by no means prepossessing. The faces of a few of them exhibited their natural colour. Some were painted jet black and others red . . . and all of them were nearly naked.

The Lauans' reception of the missionaries was one of utter astonishment rather than of hostility, and in the afternoon it was considered safe for the whole party to disembark.

The party was housed in a large hut and "a homely repast was prepared in a style of primitive simplicity".

But the missionaries commented later: "What a restless night!" They were troubled by mosquitoes, by the ebullient curiosity of their hosts and also by the knowledge that "one of the dictates of the Feejean religion is to rob and murder the shipwrecked".

Shortage of food

However, the Cargills, with Mr. and Mrs. Cross, remained in Lakeba for some time, despite trying conditions and a serious shortage of nourishing food. Margaret wrote to her mother: "We have been here five days and all the food we've had is one fowl and a few yams".

But if they themselves had little bodily food, at least they were able to give the Fijians spiritual nourishment. Soon an open air service was held; sign language led to a modicum of understanding; and a mere 19 days after the missionaries' arrival, the king and 50 of his people were converted to Christianity, although the mind boggles at what the poor converts could have known of their new religion after so short a time.

On December 5, 1835, another son was born to the Cargills—"the first child of European parents to be born in Feejee" as his father proudly reported. The chief gave him the name of Lakeba.

One wonders how Mrs. Cargill managed without even a midwife to help, with toddlers to rear, and often living on a subsistence diet.

Hurricanes added to their other difficulties. No ship called at Lakeba for 15 months, and Margaret was forced to sell her own and the children's clothing for firewood. And, when a ship did arrive, she had to exchange her husband's shirts for foodstuffs.

More babies

David's *Memoir* notes that his wife continued cheerful and uncomplaining before all privations. But the sorest trial was the departure, in 1838, of the *Crosses*.

Margaret and her three children had no servant, the Fijian girls still proving unsuitable for training at that stage.

However, she kept her ambition to be a part of her husband's work and in addition to her household cares was soon teaching sewing, simple housewifery and hygiene to the village women and even began a Sunday School for the children.

And still the Cargill babies arrived! And still they were welcomed. Of the birth of one of them David recorded touchingly: "20th July, 1838 . . . a stout girl was born today. Margaret had engaged the services of two confidential females to assist in nursing the little stranger, but their joy on the occasion was so great that for a time it incapacitated them from attending to their charge. The writer extended his ingenuity in adjusting the

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Gruesome stories were too much for her

biliments of the lovely infant, but without success; he endeavoured, however, to atone for his awkwardness by affection and carefulness". But if life in Lau had been hard, the next two years were to prove even worse.

In 1839 the family sailed to Rewa where the first, early opposition to Christianity had only recently died down. Tribal wars were frequent and there, cannibalism was far more prevalent than it had been in Lakeba.

The little family arrived in the middle of a 'flu epidemic. It was September and already the weather is growing warmer.

One can picture the young mother, still finding the heat a constant trial, trying to make a home for her babies under the most primitive conditions, terrified of the ferocity of the natives, and suddenly faced with the task of nursing them and their families—without proven remedies, but by a series of trials and errors, whose results, if unsuccessful, could have placed her in danger of her own life. But she persevered, quietly, determinedly as always. David noted, most complacently, one cannot but think: "Mrs. Cargill used her skill and eventually found an antidote". Wonder who was more thankful, the sick Fijians or young Margaret?

Another war

At the end of October another tribal war broke out. During its course the King of Rewa's men captured 20 enemies, and into the blockade surrounding the Cargill's there was flung, one day, a severed head, to be followed next morning by a cooked human limb.

At times the small house was subjected to attacks by stone-throwing and occasionally stray bullets were fired at it.

And all around them the Cargills were forced to see how old and young alike mutilated the captured died before cooking them.

At last, a protest was drawn from the suffering Margaret.

After a friendly Fijian had called to tell David details of the battle, Margaret, revolted by gruesome stories, said: "Do not ask that man any more as a guest, David. I cannot bear it".

As the months slipped by, the warfare lessened. But then came family sickness; the youngest baby was seriously ill with dysentery which would not clear up; and David him-

self became sick. There were fresh hurricanes, and, inevitably, fresh preparations for war between the tribes.

David and the baby finally recovered their health; but early in May, 1840, Margaret, again pregnant, began to suffer from persistent dysentery. However, out of the savagery and unrest around them came one blessing. The US ship *Peacock* put in to help restore order and David had the comfort of being able to get some help for his stricken wife from the ship's surgeon. Despite this, and aid from the surgeon of the *Sulphur*, which arrived later, Margaret remained wretchedly ill for the next two or three weeks. Finally, on June 2, 1840, her baby was born prematurely and died, and she, too, died, quietly and uncomplainingly.

Moving story

It is a moving story and yet it was not all black. At various times the local inhabitants showed great kindness to the early missionaries who came among them with their incomprehensible exhortations and strange ideas.

David Cargill said that the Fijian ladies of Lakeba would say of his wife: "*A marama yalo loloma ko Misisi Kakeli*" (Mrs. Cargill is a lady of loving spirit).

While it is true that hardships and perils continued for many years after Margaret Cargill's untimely death, and while it would be unjust to minimise them, reading some of the accounts of Fiji's earliest Christian days one is often struck by the rapidity with which those resourceful pioneer women effected improvements in their family living conditions, creating clean, bright, loving homes out of little.

Only 10 years after Mrs. Cargill died in agony amid conditions of bestial savagery, Mrs. Wallis, wife of an American missionary, newly arrived in Bau, was writing: "I've had a house built . . . with three glass windows prettily ornamented with white fringed curtains. There is no house in Feejee half so pretty".

And though she could also record such ghoulish details as that "the hands of the cooked bodies are generally given to the children to eat", yet, when she left to return to America, a chief, on board the ship, thrust his daughter of 10 at Mrs. Wallis, begging her to take the child, teach her to read, to sew, to cook.



With his pigs' tusk necklace and back-swept hairdo, this old-time Fijian was a member of the Fijian Armed Constabulary of the 1870's, a forerunner of Fiji's present police force.

As the nineteenth century drew to its close, life was still difficult for Europeans in Fiji, especially for the women.

But where once homes had been non-existent and the earliest settlers had been grateful for the shelter offered by a simple *bure*, now the first clapboard houses were often "very old and dilapidated".

By 1883, when cannibalism and tribal war had almost ceased, life was still sufficiently primitive for there to be no Sunday church collection. Instead, an annual *meke* was held on the village green at which the people would produce their offerings either from their mouths or from the midst of their woolly hair.

Yet more and more visitors and missionaries were recording that they were "sorry to leave".

"We have spent five happy years among the people", wrote one family at the turn of the century, "and have grown very fond of them."

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For "growing very fond of them" is a remark that one also frequently hears today.

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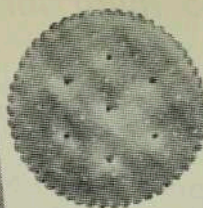
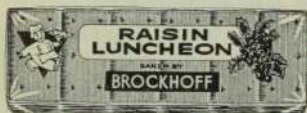
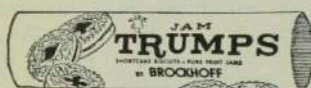
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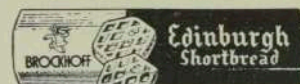
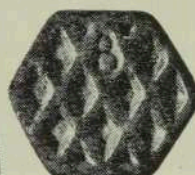
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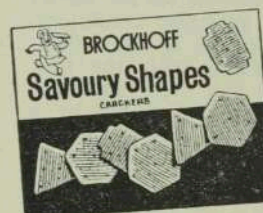
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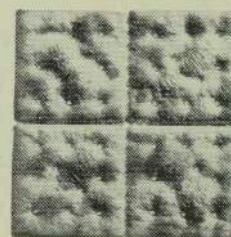
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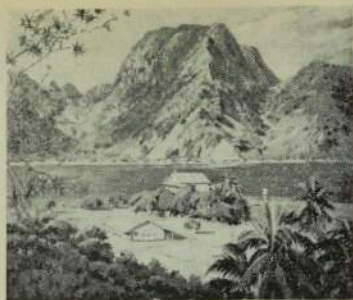
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PIM 20 years ago told the story of a multiple tragedy at Rotuma, about 220 miles north of Fiji. Two men and seven boys were killed by the explosion of what was believed to have been a derelict bomb. The boys had found the bomb and were examining it when it exploded. No one knew how the bomb had got to Rotuma, but one theory was that it had been jettisoned by an American bomber, during the war, on its way back to Fiji.

OTHER items in *PIM* for June, 1947, included:

THE American shipping company, Matson, had bought three freighters—renamed *Ventura*, *Sonoma* and *Sierra*—for the trans-Pacific trade from San Francisco to Sydney and Melbourne, via Pago Pago, Suva and Auckland. The *Sonoma* left San Francisco on its first trip on June 4, 1947.

A GROUP of New Guinea businessmen had bought the Civilian Hostel, Rabaul, and were to rename it the Cosmopolitan. Before the war, Rabaul's Cosmopolitan Hotel was run by Mr. A. J. Gaskin, who had an interest in the new one.

THE Australian Government had decided to buy out Qantas Empire Airways Ltd., which then had planes serving northern Australia, part of the England-Australia route, and Papua-New Guinea. It also had a flying-boat service from Sydney to Suva, via Noumea.

A MISSION appointed by the United Nations Trusteeship Council was due to arrive in NZ in late June on the way to Western Samoa to investigate a Western Samoan petition for increased self-government.

PLANTATIONS on Buka and Bougainville Islands were suffering from an acute shortage of labour. "That old saying about Satan finding work for idle hands

Yesterday

is especially applicable to our native indigenes," a correspondent said. "They (the natives) are not unknown to have a tendency to plot and scheme and turn on 'cargo' stunts at almost any tick of the clock."

SISTER Merle Farland, a New Zealand nurse, was presented with the insignia of the OBE in Fiji for remaining in the Solomons after the Japanese attacked Rabaul in January, 1942. Sister Farland was the only woman from the Methodist Mission to stay. She was at Bilua, Vella Lavella, and visited New Georgia, Simbo and Choiseul while the islands were under Japanese occupation.

A SPECIAL civilian committee, appointed by the US Secretary of the Navy, Mr. James Forrestal, recommended immediate United States citizenship for the residents of Guam and American Samoa. (But today, 20 years later, those islanders are still US nationals, not citizens).

A CHRONIC shortage of water at Port Moresby was causing much inconvenience. The water main burst three times and supplies were cut further because tanks had not been built on to post-war houses.

MONEY SPINNERS: There's an old familiar ring about the story behind these paintings, which were done in American Samoa in 1951 by the New Zealand artist Charles McPhee. The paintings were commissioned by American Samoa's Governor Phelps Philps, who planned to exhibit them on television in the United States in support of a campaign to get Washington to give Samoa more money. They were then to be presented to the Department of the Interior in Washington for permanent hanging.

The paintings (from left) depict Pago Pago's Rainmaker Mountain, with the Goat Island Officers' Club (now the site of the Intercontinental Hotel) in the foreground; S. P. Mauga, paramount chief of Pago Pago, and District Governor, Eastern; and a Blustery Morning at Vaitogo Village.

Artist McPhee was a familiar figure to *PIM* readers of the 1940's and early 1950's, for he then lived in such places as Western Samoa, Rarotonga and Tahiti. He now lives in New Zealand.

OYSTERS were thriving in Fiji. They were established in a mangrove swamp in Suva Bay in 1941 and six years later had spread along 150 yards of waterline. It was hoped to distribute the beds over a wider area as soon as possible.

IN a plea that Finschhafen should be made the new capital of New Guinea, a New Guinea correspondent said: "It is the only place on the mainland where big ships can come right up. We have miles of coral roads (built by the Americans), delightful surroundings, and a climate that puts Rabaul, Lae, Port Moresby and other places in the shade. Harbour facilities are unsurpassed—otherwise, why is the Navy here!"

A CHAIN of billiard rooms had been built in the district of Tahiti to combat alcoholism. Lads and young men were not patronising the beer saloons as they used to.

BOOK REVIEWS



Does this settle it once and for all?

New light on where those Polynesians came from

This time 20 years ago, six young Scandinavians, led by Norwegian archaeologist Thor Heyerdahl, were drifting westward across the Pacific on the wooden raft *Kon-Tiki* in an effort to prove a theory that Heyerdahl had been pondering on for years.

THE theory was that the Polynesians of the eastern Pacific were descended from a white-skinned tribe, led by the sun-god Kon-Tiki, whom the forefathers of the Incas of Peru drove into the Pacific.

Heyerdahl, however, did not believe solely in a South American origin for the eastern Polynesians. He also had the idea that sea-going war canoes, as large as Viking ships, brought North-west (British

Columbia) Indians across the sea to Hawaii and farther south to all the other islands. There, the North-west Indians "mingled their blood with that of Kon-Tiki's race and brought a new civilisation to the island kingdom".

The North-west Indians, Heyerdahl believed, were the second Stone Age people to come to Polynesia—in about AD 1100.

Although Heyerdahl's book on the *Kon-Tiki* expedition has sold millions of copies in umpteen languages—which proves, perhaps, that ordinary readers can see the reasonableness of his theories—most of Heyerdahl's scientific brethren have never been able to take his theories seriously.

Literary evidence

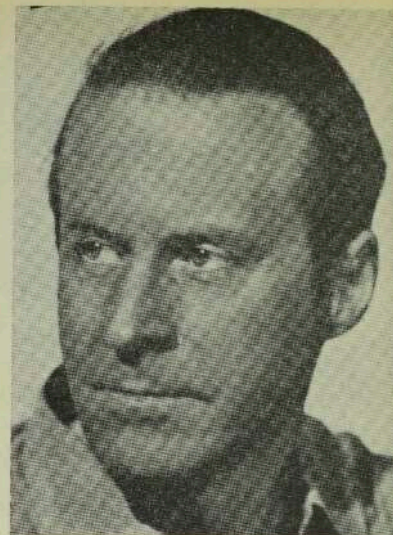
Heyerdahl, however, seems never to have been particularly concerned about this. With the enormous royalties from his *Kon-Tiki* book, plus income from his *Kon-Tiki* Museum in Oslo, he has simply gone on accumulating more and more evidence to support his theories and to throw back at his critics.

His first blast at his opponents was a massive tome entitled *American Indians in the Pacific* in which he dredged up all the literary evidence he could find.

But the scientific fraternity was still unconvinced.

"Evidence against the Peruvian origin of the Polynesians is . . . quite voluminous," one scientist, Robert C. Suggs, wrote scornfully, "but Heyerdahl has not read many contrary arguments for they are seldom mentioned [in his book]."

Heyerdahl's response to this sort of reaction was to charter a 150 ft



Thor Heyerdahl.

Greenland trawler and sail for the eastern Pacific with a number of other scientists to seek archaeological evidence.

The expedition spent most of its time at Easter Island, but also visited the Galapagos Islands, Pitcairn, Mangareva, Raivavae, Rapa, Tahiti and Cocos Island.

Aku-Aku, a popular book which Heyerdahl wrote on the eastern Pacific expedition, helped him to recoup the cost of it.

Then he and his fellow expedition members sat down to analyse the results of their investigations in a series of papers, which Heyerdahl has had published, at his expense, in two sumptuous volumes.

The first volume appeared in 1961; the second was published in Great Britain last year and has just reached Australia.

16 authors

Entitled *Reports of the Norwegian Archaeological Expedition to Easter Island and the East Pacific, Volume 2, Miscellaneous Papers*, the new volume contains some 550 pages, including 60 pages of photographic plates and 75 pages of line drawings. It contains reports on 18 separate subjects by 16 authors, some of whom were not members of the expedition.

Ten of the reports concern the expedition's archaeological investigations on Pitcairn, Rapa, Raivavae and the Marquesas. The rest are on miscellaneous matters such as "Cranial and Postcranial Material from Easter Island", "Notes on the Pre-European Coconut Groves on

HANDY VOLUME ON THE TROPICAL PACIFIC

Although written specifically for secondary school students, "The Tropical Pacific", by N. V. Harris, will probably be of value to others who want a working knowledge of the physical, human and economic geography of this region.

The author attacks his subject on a pretty broad base, covers most of the Pacific groups from Hawaii to the Tropic of Capricorn in 170-odd pages, and avoids, where possible, exact statistics which do more than anything else to make a book of this type out of date before it is printed.

The book has plenty of uncomplicated maps and diagrams and is illustrated with photographs of the islands covered.

Mr. Harris was once senior master at Levuka public school, Fiji. (He has now, presumably, returned to New Zealand.) He has a good brisk style and writes like a man with first-hand experience of the Pacific.—JT.

(THE TROPICAL PACIFIC. University of London Press. 20/- Stg.)

fascinating as a detective story

cos Island", "The Blood Group Genetics of Easter Islanders and otherynesians", and "The Concept of ngo-Rongo among the Historic ulation of Easter Island".

On the face of things, papers such these may seem pretty formidable the general reader. But they are, fact, as fascinating as a detective y once you get into them.

Generally speaking, the most interesting are those written by Heyerdahl himself, as he is more apt than other writers to draw conclusions from the material he studies.

In a study of certain stone statues Oipona on the Marquesan Island Nukuhiva, Heyerdahl points out t:

● Such monuments are to be and on only three other islands in Pacific—Easter Island, Pitcairn Raivavae (south of Tahiti).

● To the west of those islands, s necessary to go half way round world to Sumatra and the Celebes ore stone monuments—but not y similar ones—are again found. if you go to the east, you can t remarkably similar ones in rby South America.

Heyerdahl says that some of the

Marquesan monuments are remarkably similar to those of San Augustin, in the South American republic of Colombia, and that they "seem to bridge the gap between the north-western headland of South America and Raivavae" in idea and style, as well as geographically.

The Easter Island statues, on the other hand, "undoubtedly fall more in line with" those erected at Tiahuanaco in what is now Bolivia; while the Pitcairn statues seem to have something in common with those of Easter Island.

In other words, Heyerdahl believes that the Marquesan art form came from the northern part of the Andes while that of Easter Island came (at a much earlier period) from the southern part.

At this point, Heyerdahl waters down his Kon-Tiki theory somewhat, for he says: "Whether Marquesan voyagers reached Colombia and returned to their home ports with inspirations from the monuments at San Augustin, or whether South American voyagers brought an impulse on a one-way voyage to the [Marquesas] remains a problem to be solved. What we seem to be able to deduce . . . is that the anthropomorphic statues of the Marquesas can hardly be considered as prototypes of Easter Island monumental art".

Inscribed tablets

In an article on the *rongo-rongo* boards (inscribed wooden tablets) of Easter Island, Heyerdahl produces further evidence to support his theory of a South America-Polynesia link.

Rongo-rongo is the only pre-European form of writing known among the native peoples of the Pacific. It is a form known as reversed boustrophedon because the ideograms are arranged in vertical columns, with those in each second line being upside down. (The word "boustrophedon" comes from the Greek words for "ox" and "furrow").

A curious aspect of the Easter Island writing is that whereas the Easter Islanders of historical times have been able to chant various religious texts when confronted with their *rongo-rongo* boards, they have never been able to tell any European investigator exactly what any of the ideograms stand for individually.

Another curious thing is that reversed boustrophedon writing has been discovered in only two places in the world—Easter Island and Peru.



The huge statue seen here was transferred from Raivavae to Tahiti in the 1930's. Heyerdahl believes that the Raivavae statue-makers brought the art-form from the Marquesas, and that it originated in the San Augustin area of Colombia, South America.



st of Easter Island's stone statues, such this one near the island's main landing ce, were carved in a period beginning out 1100 AD, according to Heyerdahl. y all follow one standardised pattern, ich is "remarkably different from those the Marquesas and Raivavae" to the st, but similar to that seen at Tiahuanaco in Bolivia, he says.

Heyerdahl's theory to explain all this is that:

● A system of inscribing texts in boustrophedon on wooden tablets was formerly known over a wide area of Central and South America, although in historical times only the Cuna Indians of Panama have used such tablets.

● The tablets were used primarily for chanting religious texts at ceremonial occasions.

● From the Americas, the system of writing was taken to Easter Island, where isolation permitted it to survive, although the people lost the art of reading it properly "through internal wars and linguistic disturbances".

● Eventually the unique system of reversed boustrophedon became restricted to the two directly adjacent areas of ancient Peru and Easter Island.

There is much other material in Heyerdahl's papers which strongly



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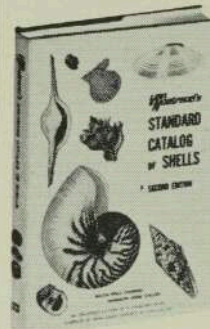
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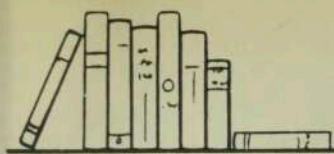
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suggests a link between South America and Polynesia.

But the paper that goes furthest in discussing the "Polynesian problem" is not by Heyerdahl, but by Dr. Roy Simmons, of the Commonwealth Museum Laboratory in Melbourne, Australia.

Dr. Simmons analysed blood samples taken from Polynesians by members of the Heyerdahl expedition at Easter Island and elsewhere.

He found that there were four points of serological similarity between the Polynesians and American Indians, two between Polynesians and Australian aborigines, one with Indonesians, and none with Melanesians, Indonesians and Ainu.

However, Dr. Simmons says one must not conclude from this that Polynesians originated in the Americas. Indeed, he says that "blood group genetical studies do not tell the racial components of the specific peoples, or their paths of migration".

No planned migrations

Dr. Simmons believes, furthermore (and this ought to make Andrew happy), that there were no planned migrations into Polynesia, that the Polynesian people spread only by accidental voyages to all distant Polynesian islands.

"There is," he adds, "no Polynesian problem other than that created by ourselves, for it would seem that a handful of men and women from the east and the west, not racial groups as we know them today, produced the Polynesian people as a distinctive entity among the races of Man."

This last sentence, in the eyes of a reviewer is as sensible as any statement that has ever been made about the origin of the Polynesians.

It puts right on Heyerdahl's side on that of just about everyone else who ever had a theory on where the Polynesians came from.

It is like discovering the simple truth that everyone you meet in Pitt Street, Sydney, is not descended from a First Fleet convict and that their ancestors did not arrive in Australia from the same place at the same time.—RL.

REPORTS OF THE NORWEGIAN ARCHAEOLOGICAL EXPEDITION TO EASTER ISLAND AND THE EAST PACIFIC. Allen and Unwin, London. (10.)

AN ASSORTED TRIO ON THE GREAT SOUTH SEA

A book by yachtsman Dr. David Lewis on his voyage in the catamaran *Rehu Moana* from England to Auckland; a new opus on Pitcairn that is something of an encyclopaedia on its subject; and a frothy travel book are among the latest books on the South Seas to reach PIM's reviewing department.

ON COPRA SHIPS AND CORAL ISLES is one of those occasional South Seas travel books which makes no impact because it has nothing much to say. New Zealand journalist Rosaline Redwood made a Cook's tour of Fiji, the Samoas, Tonga and the Cooks a few years ago and gives an island by island description of them.

What topical interest the book may have had is lost by the fact that all the territories have changed radically since Miss Redwood was there.

Sir Guy Powles, for instance, was still New Zealand High Commissioner in pre-independent Western Samoa when she visited Apia.

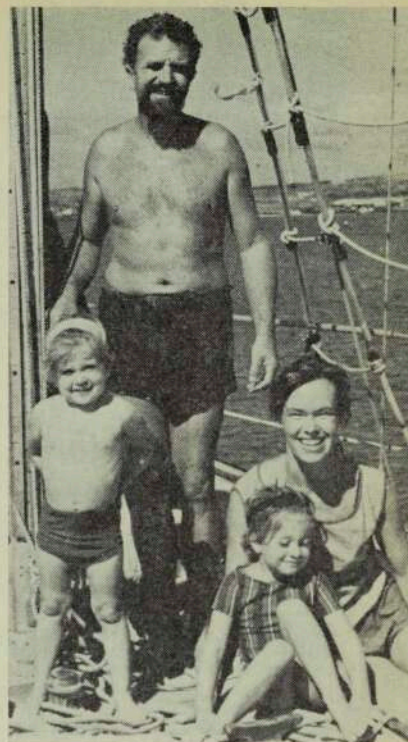
She will make no friends in most territory governments because of her outdated information on hotels and the tourist picture generally.—SI.

(ON COPRA SHIPS AND CORAL ISLES. Robert Hale, London. \$2.65.)

DR. LEWIS, a New Zealander, has figured frequently in PIM's yachting columns in the past couple of years.

With his wife, two young daughters, and a woman friend, Miss Priscilla Cairns, Dr. Lewis made a name for himself by sailing *Rehu Moana* across the Pacific by using (as far as is now possible) only the navigation methods of the ancient Polynesians—studying the stars, wind and current directions, and watching the habits of seabirds.

Dr. Lewis began his voyage by taking part in a single-handed trans-Atlantic race from Plymouth to Newport, USA. There he was joined by his wife and daughters, and with them he sailed via the Cape Verde Islands and Brazil to the Straits of Magellan, the beautiful but treacherous "channels" of Chile, and Valparaiso.



Dr. Lewis and family.

It was in Valparaiso that Miss Cairns joined the expedition.

Miss Cairns plotted *Rehu Moana's* true course across the Pacific, but had instructions to intervene only in an emergency. She had to once—when the *Rehu Moana* was in danger of over-shooting Rarotonga en route from Huahine and sailing on another 900 miles to Tonga.

Dr. Lewis' experiment was therefore of doubtful positive value in proving anything about the navigational prowess of the ancient Polynesians.

But no matter. His book is a delightful account of a long and often difficult voyage, which, in the Pacific, took in Juan Fernandez, Easter Island, Mangareva, Tahiti, Huahine and Rarotonga.

The title of the book, *Daughters of the Wind*, comes from the Ona Indians' name for certain fragile humming birds of Tierra del Fuego, and is a reference to Dr. Lewis' daughters.—RL.

(DAUGHTERS OF THE WIND. A. H. and A. W. Reed, Wellington. \$5.50.)

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mutineers, there has been a constant stream of literature on the subject quite out of proportion to its size of population.

Because of the diligence of past authors and the smallness of the subject—Pitcairn's land area is only 1,200 acres and its population has never exceeded the 1937 figure of 23—it is becoming pretty difficult now for anyone to find anything startlingly new to say about Pitcairn.

But there are always new ways of presenting the old material—and Mr David Silverman, a lawyer and businessman of Cleveland, Ohio, has found one in writing the latest book on Pitcairn, which is entitled simply *Pitcairn Island*.

Mr. Silverman, who has made a hobby of "searching out the truth about Pitcairn", has virtually abandoned the usual narrative approach in his book. Instead, he has made a close study of the many facets of the Pitcairn story and has written short essays about each one.

Well indexed

For example, in writing of the 11 years between the arrival of the mutineers on Pitcairn and Mayhester Folger's discovery, Mr. Silverman examines what he has been able to discover about each individual mutineer and each of their Polynesian companions, and he then discusses such subjects as what happened to Fletcher Christian, what happened to the *Bounty*, Christian's role on the island, etc., etc.

Further on, in a section entitled "The World of Pitcairn", Mr. Silverman sets down information about water, climate, fish, livestock and fauna, trees, plants, salt, tools, boats and the ways in which the Pitcairners make a living, etc.

There is similarly detailed information in sections entitled "Emigrants Immigrants and Visitors"; "The Society of Pitcairn"; and "Eugenic Laboratory—the Pitcairn Breed".

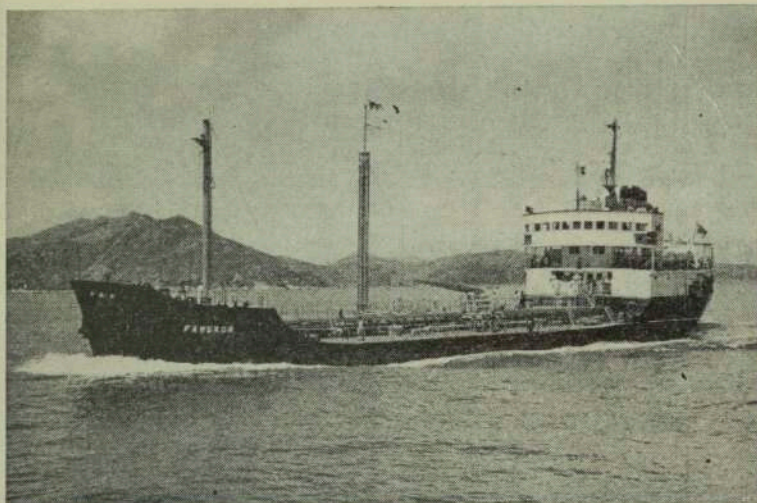
Mr. Silverman's book has copious bibliographic notes and is well indexed. It is, in short, something of an encyclopaedia on its subject, and is a most useful reference book.

The author seems to have left few stones unturned in his quest for material. However, there is one important writer whom he did miss—Captain James Henderson, of the ship *Hercules*, who visited Pitcairn in 1819 (while the last mutineer was still alive) and who wrote a long and interesting account of his visit for the Calcutta Press.—RL.

(PITCAIRN ISLAND. The World Publishing Co., 2231 West 110th Street, Cleveland, Ohio. US \$7.95.)

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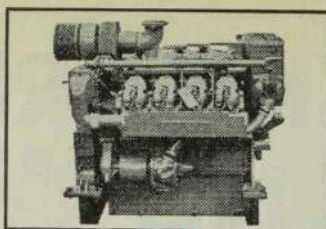


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C6NFLM	"	6	742.64	12.17	210	2100	170	1800	170	1800
C6TFML	"	6	742.64	12.17	310	2000	262	1800	235	1800
C6TFML Mk.IV	"	6	742.64	12.17	340	2000	282	1800	257	1800
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C8TFML Mk.IV	"	8	990.18	16.2	460	2000	380	1800	350	1800
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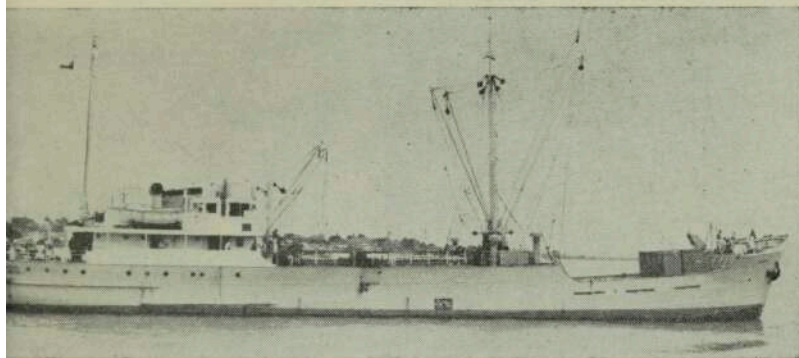
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Box 1813, G.P.O., Sydney, N.S.W., Australia.
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D JUNE, 1967—PACIFIC ISLANDS MONTHLY

Pacific Shipping And Cruising Yachts



The ill-fated "Wallisien". For other pictures, see p. 117.

Wrecked New Hebrides ship was "14 miles off course"

The 530-ton motor vessel *Wallisien*, which New Hebrides ship-owner Captain Athol Rusden had bought only a few weeks earlier, became a total loss when she ran aground on Nukutolo reef, about 30 miles south-east of Taveuni, Fiji, on May 8.

EVIDENCE was given at a Fiji Marine Board of Inquiry in a few days later that the *Wallisien's* helmsman had never been seen before, and that the ship was miles off course when she went und.

The News This Month

Papuan Chief
Portobello
Rainbow II
Rebel
Retriever
Rikki Skou
Rosina
Schedar
Shansi
Soochow
Stornaway
Ta'aroa
Tamatea
Takohe
Triaster
Trident
Vaitere
Vuniwai
Waitere
Wallisien
Wando River

The ship's skipper was Captain Ernse Wilhelm Lamberty, of Santo, New Hebrides. He took command of the ship in Suva after Captain Rusden bought her from the Holm Shipping Company, of Wellington, for trading between Noumea, Fiji and Wallis-Futuna (*PIM*, May, p. 105).

The *Wallisien* sent out a Mayday message eight minutes after midnight on May 7 that she was aground on a reef, with 17 people on board, and in danger of breaking up. Those aboard included a woman and a young baby, the family of Melbourne artist Alan Thornton, who had signed on as cook.

After the message was picked up in Suva, Fiji's Marine Department began an immediate search for ships in Fiji waters which could be diverted to the stricken ship's aid.

The New Zealand minesweeper HMNZS *Kiama*, on her way to Fiji on a training cruise, and the Fiji Government vessel *Degei*, on a



Captain Lamberty.

tour of northern islands, were both diverted.

Meanwhile, the Medical Department vessel *Vuniwai* and a 27 ft launch owned by Mr. Spencer Tarte, of Taveuni, also sped to the rescue after radio messages were picked up.

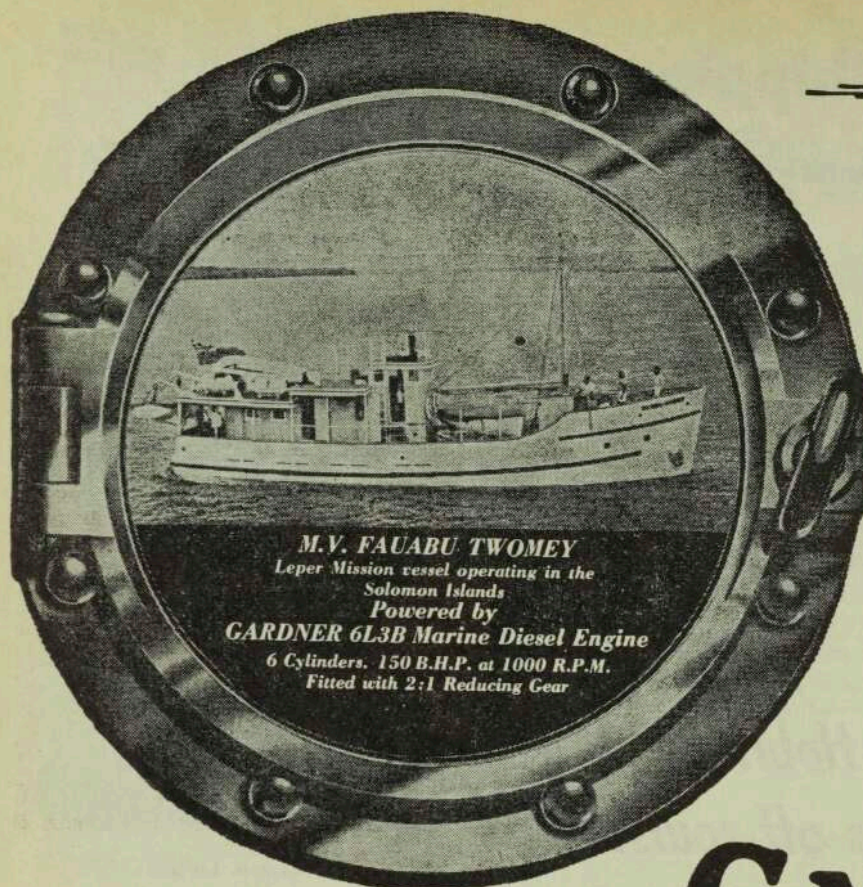
With the nearest vessel still four hours away, and with a heavy sea battering her continually, the *Wallisien* reported that she was filling with water. Later, shortly after midday, she radioed: "Vessel is write off. All ashore on Nukutolo Reef. No more transmissions. We await rescue".

The spot where the *Wallisien's* crew and passengers awaited rescue was one of three small sand cays on the reef, on which a few coconut palms and shrubs were growing.

Mr. Tarte's launch, followed by the *Vuniwai*, were the first to reach the scene, and by 2 p.m. the survivors had been picked up. An hour later they were transferred to the *Degei*, which subsequently handed them over to the *Kiama* which took them to Suva.

At the Marine Board inquiry, evidence was given that:

● The ship's engine was "in a shocking condition". (Over)



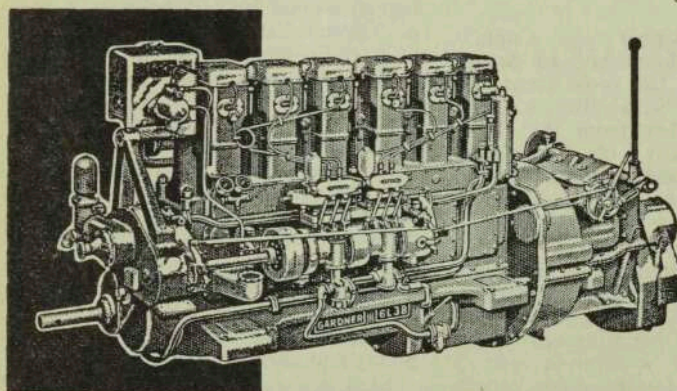
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CAPTAIN RUSDEN'S VIEW ON WRECK REPORTS

News items suggesting that Captain Athol Rusden, a director of the Rusmor Shipping Line, who crewed the *Wallisien* with a completely inexperienced team" wouldn't be further from the truth, Captain Rusden said in a letter to *PIM* on May 24.

He said the *Wallisien* left Auckland for Suva on April 28 with a complement including two masters and six Fijian seamen, all claimed to have had experience on island trading vessels and were engaged under the supervision of the Marine Department, Auckland.

At Suva the vessel was chartered to the Wallis Navigation Co., Ltd., of Noumea, and her master, James Kinniburgh, was replaced by Captain Ernest Lamberty, of Captain Rusden's ship *Konanda*, who took with him an experienced bosun and three other experienced men.

"From here the crew naturally became the responsibility of the charterer," Captain Rusden said.

He added that Captain Lamberty was told by Captain Kinniburgh that the seamen on board were "quite willing" but "not experienced" and he would have to keep a weather eye on them.

Captain Lamberty was in Suva a few days before sailing, but he chose to keep the seamen who crewed the vessel, although he was "at liberty to select a new crew if he so desired".

The New Zealand chief engineer sailed under protest.

The captain had sailed without protest.

Only one of the Fijian crew mentioned by the board had been on board before.

The helmsman had learned to steer on his first-ever trip, from Suva to Suva.

Captain Lamberty said it was the custom in New Hebrides ships to sail without a mate.

"I know I am going to be blamed for having no mate aboard," he said.

Captain Lamberty said he was asked when he took the ship over Suva after her delivery voyage from New Zealand that she had a slight westerly deviation. But he said he could not see how deviation would put the *Wallisien* so far off course, adding "only bad steering".

He said he had been given an inexperienced crew whose capabilities were unknown to him. When he had transferred to the *Wallisien* from the *Konanda*, he had wanted to transfer his crew with him.

Eroni Serukalou, of Fiji, the helmsman when the ship grounded, said he was recruited in Auckland after working in New Zealand on a three-month permit.

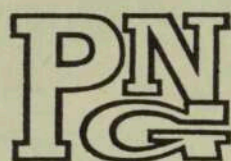
He said he had never been to sea before and learned to steer on the way from Auckland to Suva.

The inquiry was told that the crew were mainly Fijians recruited in New Zealand for the delivery voyage by Captain Rusden.

The chief engineer, Thomas Archibald Kay, of New Zealand, said the ship's engine was "in a shocking condition", and he had sailed under protest.

NEW JETTY FOR HONIARA TO COST \$25,000

Work is expected to be completed later this year on a new 120-ft finger jetty at Honiara. The jetty is being



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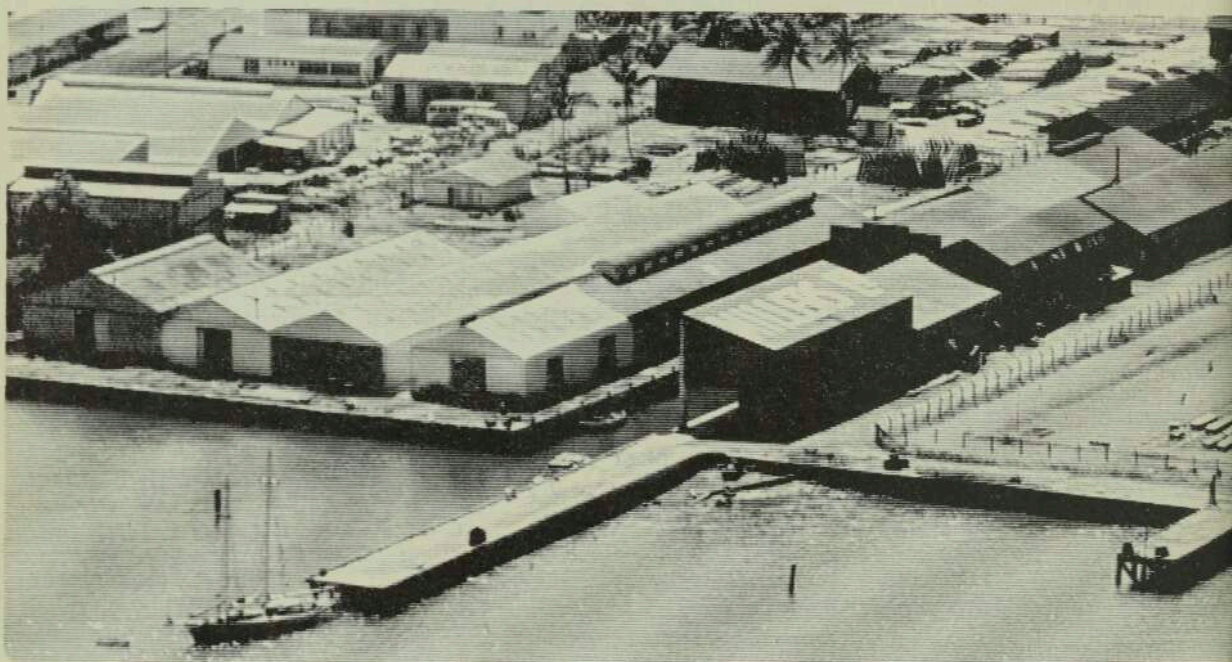
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AUSTRALIANS IN PROTEST CRUISE

... Australians, led by 24-year-old Bryson, of Sydney, left Auckland for Rarotonga on May 10 in the yawl "Trident" on the way to French nuclear testing zone at Murua Atoll in the Tuamotus. The Australians intend to sail into testing area as a protest against which plans to hold new tests in June and July.

In a one-sided news release, Bryson said that "Trident" passed through a school of 60 to 70 whales in the Tasman Sea between Sydney and New Zealand.

They were only little ones of about 30 feet or so (thank goodness), he said. "We brushed against them and chipped the tail of another, but they ignored us (to my intense relief)."

at a cost of \$25,000 by the Ports Authority in steel and concrete. It is situated between the Long Water and Shell jetties.

The new jetty will be used mainly for local trading ships and Government vessels.

Increased activity at the port and use of the deep-water wharf by gas vessels have made the new jetty necessary.

"RETRIEVER" LEAVES CABLE PATROL

The 4,218-gross ton cable-laying ship *Retriever* left Sydney on May 10 for Suva after minor repairs were made in Sydney.

Based in Suva, but never stopping in place for long, the *Retriever* has a big job ahead—patrolling the 1,000-mile Seacom cable on the ocean floor from Singapore to Cairns, Melbourne (Malaysia), Hong Kong, and Madang. The cable was laid on March 30 (*PIM*, April, p. 10).

The cable is broken—anywhere, at any depth—the *Retriever* must get to the break and repair the link. The master of the ship, Captain John Smith, of Sussex, has a crew of 70 British officers (including a Welshman) and 70 seamen from

India. Indians make up the stewards and the native Fijians are the cooks, firemen and deck hands.

The *Retriever* helped to lay the cable last year by dropping buoys over the spots where the cable was to go. Another cable ship, the *Arch*, followed the *Retriever*

from Guam dropping the cable under the buoys.

"The job was very difficult because the seabed all through the US Trust Territory and again in New Guinea waters is broken up into deep trenches and mountains," Captain Smith told *PIM* in Sydney.

"I can't remember one smooth stretch. South of New Britain in the Solomon Sea we struck the epicentre of an underwater earthquake on December 23 last year.

"Explosions broke the cable and we had to retrace our trail several miles to re-connect it."

POLYNESIA LINE ENDS FIRST YEAR OF SERVICE

The Polynesia Line Ltd., of Nassau, Bahamas, recently completed its first year of service in the Pacific with its 3,000-ton freighter *Graziella Zeta* which makes a 45-day turn-about from North American ports to American Samoa, via Tahiti.

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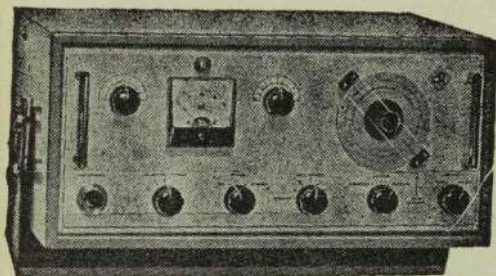
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Seeing some more of Samoa

A 21-year-old Western Samoan, Ele Sefo, went out in his 10 ft pao (canoe) from his village Aleaamua, on Upolu, on the morning of May 3 to do some fishing, and became so engrossed before he knew it darkness overcame him and he was out of sight of land. Next morning, he sighted mountains to the east of him, after paddling furiously towards them, he got ashore at about 8 o'clock. The first thing he did was to climb a tree for a moment to quench his thirst. Presently a young man came along, and Sefo found that he was on American Samoa's main island of Tutuila, near the village of Aloa. Sefo's voyage was the first unaided voyage of its kind to cross between Western and American Samoa this year. But the official *News Bulletin* of American Samoa reports that there were seven crossings last year. The distance between Upolu and Tutuila is only about 25 miles, but the crossing is one of the most treacherous in the South Pacific.

from British Columbia to and general supplies for American Samoa. On the return trip carries up to seven million cans from the Star-Kist and Van Cannerries at Pago Pago to Los Angeles. Service began in May, 1966.

SHIP SINKS IN MARQUESAS

French Polynesian coastal ship *Kariga* collided with a cliff bank off Hiva-oa, Marquesas, early in May. Another ship, the *Vaitere*, which was nearby rescued all members of the crew. The ship was owned by Siou Fong, usually known as Ah Fong, of Papeete.

TO BEGIN SOON AT LA WHARF

Work is expected to begin on the new wharf at Vila, New Caledonia, by the end of the year. Condominium Government is actively looking for likely tenderers,

and hopes to call for tenders by early September. Preliminary construction should start about two months later.

Mr. J. R. Taylor, a consultant engineer of the Sydney firm of Wilton, Bell, Dobbie and Partners, visited Vila in April to discuss the project and was to leave for Vila again on June 2 for further talks.

SEARCH FAILS TO LOCATE NAURUANS

An extensive search by air and sea early in April failed to locate two Nauruans who drifted away from their island in a small boat early on March 31. The boat was fitted with

an outboard motor, which is assumed to have broken down.

All vessels in a large area surrounding the island were alerted by the Nauru radio station; but no ship was available locally to make a search until the phosphate ship *Triaster*, which had been delayed by bad weather, arrived on the evening of April 1. She was directed to a point 35 miles west of the cantilever and to search to a point 60 miles west, travelling some 15 to 20 miles north and south while working her way west.

The *Triaster*, using radar, searched the same area in daylight next day,

From Ocean Liner to Outrigger Canoe:

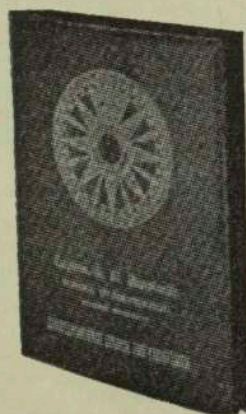
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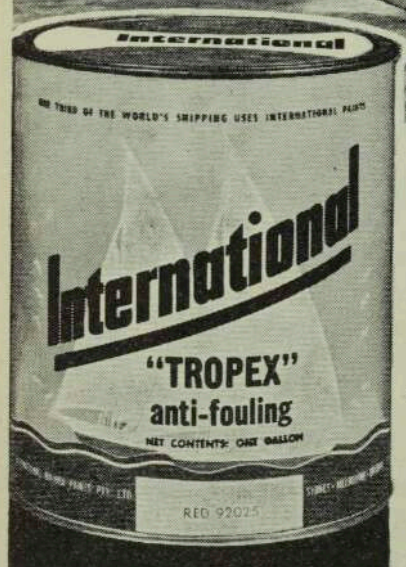


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Plenty of visitors for Pitcairn

Pitcairn Island, which, a year or so ago, was afraid of losing its long links with the outside world, had no shortage of visitors in recent months.

February, seven ships—*Port Phillip*, *Fossanger*, *Cap Nelson*, *Alfred*, *Rakaia*, *Caledonia Star* and *Gothic*—called at the island. The *Phillip* and *Fossanger* were at the same time, the latter being unexpected.

In March, Pitcairn had visits from the *Ceramic*, *Lake Eyrie*, *G. D. Smedley*, *USNS Wyandot*, *Otaio*, *Rikiki Skou* and the yacht *Chimere*. *Rikiki Skou*, bound from Auckland to New York, with about a dozen passengers, mainly Americans, left most of the Pitcairners unprepared to go out to her with their boats, etc. Their Bristol crawler motor broke all records to get down the landing place. The ship circled the island while the men were launching their boats and stayed three-quarters of an hour.

They then moved further west to continue the search.

Meanwhile, the Administration sent an aircraft from the Australian authorities to join in the search.

The only plane immediately available was a TAA DC4 Cargomaster, which arrived on April 4. Two BPC Master volunteers and 18atives of the missing men and local fishermen were chosen to act as divers from the plane, which made a wide search for the missing men on April 5 in co-operation with the *Star*. The search was abandoned after nine hours.

NEW ZEALAND-MANNED SHIPS WANTED BACK ON SUGAR RUN

New Zealand's Minister of Marine, Mr. Scott, promised the Auckland Seamen's Union early in May that he would look into union proposals about New Zealand-manned ships on the sugar run between New Zealand, Australia and Fiji, according to NZ Press reports.

Mr. Scott received a deputation from the New Zealand Seamen's Union on May 5.

Representatives of the Seamen's Union held meetings in Auckland, Auckland and Lyttelton to discuss employment of seamen caused by the withdrawal of New Zealand-manned ships from the sugar run.

The secretary of the Auckland Seamen's Union, Mr. T. Curphey, has claimed that there are about 100 unemployed seamen in Auckland alone and yet chartered foreign ships, with foreign crews, were carrying on a New Zealand trade.

New Zealand-manned vessels were last on the sugar run about seven years ago.

P-NG HARBOURS BOARD TAKES OVER PORTS

The Papua-New Guinea Harbours Board took over full control of territory ports on May 1, with port managers in charge of the ports of

Port Moresby, Lae, Madang and Rabaul.

The Collector of Customs will act as a port manager in the ports of Kavieng and Samarai for the time being.

The new arrangement is the first stage in a plan for the Harbours Board to take over and operate all ports in the territory.

BARGE WILL MAKE UNLOADING EASIER

The Lord Howe Island Board will take delivery soon of a new 15-ton barge to help islanders unload cargo from the *Jacques del Mar*, which

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"PACIFIC"
"ARROW"

The advertisement features a central illustration of a palm tree with a small building at its base. Below the tree, the text "Tried and trusted in the Pacific since 1873" is written in a cursive font. Underneath this, the brand name "HELLABY'S CANNED MEATS" is printed in bold, capital letters. Further down, three product lines are listed in quotes: "CROWN", "PACIFIC", and "ARROW". At the bottom of the advertisement, there are four detailed illustrations of canned meat tins. One tin is labeled "CROWN", another "PACIFIC", and two others are labeled "ARROW". The tins are shown in various orientations, some standing upright and others lying down.

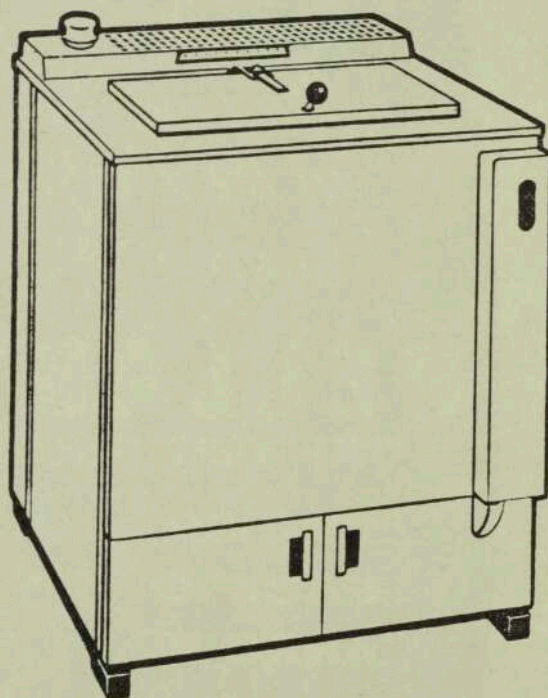
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E. V. LAWSON LTD., Honiara.

every three weeks with an age of 80 tons of cargo from ey.

the board had the barge built in ey at a cost of \$3,300 and acts it to arrive in late June early July.

when the *Jacques del Mar* arrives Ned's Beach, on the east side of island, islanders will tow the e out to the ship with two ers, which will be used in con- ion with the barge.

SHIP FOR TRALIA-PAPUA SERVICE

2,439 gross ton freighter, re- ed *Papuan Chief*, will go on the alia-Papua shipping run for the a Navigation Company in July. e will replace the company's two -ton freighters *Soochow* and si, which have been sold.

The new ship leaves Sydney on her voyage on July 1, and will make at Brisbane, Port Moresby and arai before returning to Sydney uly 16.

The *Papuan Chief* will have two utes every 34 days. The first, g 16 days, will be Sydney- ane - Port Moresby - Samarai - ey. The second, taking 15 will omit Samarai.

The first voyage will begin from ey on July 1.

ina Navigation has had the ship ed to handle unit and container ng. It claims it is the first fully- anised ship on the run.

Papuan Chief was built in Norway s 337 ft long. Space is available efrigerated and cooler cargo.

The ship was formerly the *Bahia*, ran in the fruit trade between and Europe under the owner- of Ludvig Lorentzen.

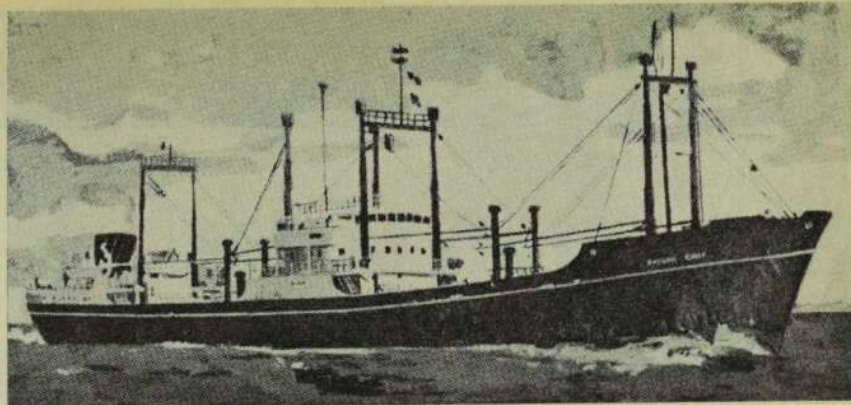
"BODMER" ADRIPT FOR ND TIME THIS YEAR

The 278-ton Cook Island vessel er was adrift off Niue with e trouble for 2½ days in early

She was on a voyage from tonga to Suva and was to call ue to pick up 900 empty petrol diesel drums. She broke down iles from Niue at 12.40 p.m. on 20. Later that afternoon the er started to drift towards the ern end of the island. When dis- appeared imminent, the *Bod-*

captain sought help from the Administration's launches, which used for towing cargo lighters. launches are 27 feet long with o diesels.

nder the command of Mr. J. han, Superintendent of Works, launches left Alofi and sighted



An artist's impression of the China Navigation Company's ship "Papuan Chief" which is to run between Sydney, Brisbane, Port Moresby and Samarai.

the *Bodmer*, which was firing flares, in gathering darkness at 6 p.m. By this time, however, the launches were in difficulties themselves with rough seas breaking over them, and they had to abandon their attempt to reach the *Bodmer*.

Meanwhile, the *Bodmer* had hoisted a makeshift sail (rigged from a hatch cover), and this was helping to keep her off the island.

That night the *Bodmer* drifted around to the west side of the island, and next day she continued to drift away to the north-west under the influence of the trades.

Next morning, after other plans had been considered, the American research ship *Wando River*, which had been in Tasmania doing oil exploration work, and was heading back to Long Beach, California,

called up and offered to tow the *Bodmer* to safety. This offer was accepted, and the *Wando River*, then 300 miles away between Suva and Pago Pago, headed at full speed for Niue.

She came up with the *Bodmer* in the darkness of the following night, and it was decided to tow her to Pago Pago for repairs, rather than against the wind to Niue where the possibility of repairs was doubtful, anyway.

This is the second time this year that the *Bodmer* has broken down at sea and has had to be towed a long distance for repairs.

The first occasion was in January when she broke down 50 miles south of Manihiki (Cook Islands) and was towed to Tahiti by the *Fleetbank* (PIM, Feb., p. 107).

CAPTAIN W. L. KENNEDY

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TRAWLER, suit cargo, 66 x 18, 250 h.p. Rolls Royce diesel, in local survey. £12,500.

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TRADING VESSEL, steel, diesel, 56 x 18, Gardner diesel, large hold, about 3,000 cu. ft. Trade store, good accommodation, well maintained. £14,750.

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AND

CANNED FISH	STAINLESS STEEL SINKS
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DRIED PRAWNS	OREGON TIMBER
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WE ARE SELLING AGENTS



REBEL, 35 ft trimaran from Francisco, with Mr. and Mrs. Glenn, was to leave Pago in early May for Tonga (for coronation of King Taufa'ahau) New Caledonia, NZ and Australia. The Glenns saved for nearly four years to build *Rebel* and sail around the world. They left San Francisco last year and have since visited Marquesas, the Tuamotus, Tahiti, Bora, Palmerston Island and Tonga. They arrived in Pago Pago last year, and worked there while waiting out the hurricane season.

DOVE, 24 ft fibreglass sloop, 18-year-old solo American youth Graham, reached Darwin on May 5 from Port Moresby. Graham left Los Angeles in July, to try to be the youngest person to sail round the world single-handed. So far, he has made calls at Hawaii, Fanning Island, both Cooks, Tonga, Fiji, New Hebrides, Solomons and New Guinea. He was to stay in Darwin a few days before leaving for Durban.

CYTHERA, 50 ft Australian ketch, which made headlines when it was stolen from Lord Howe Island in 1963, was to leave Port Moresby at the end of May and sail to Durban, via Torres Strait and Christmas Island. *Cythera* left her home port of Sydney a year ago on a voyage across the Pacific to Panama and Europe, headed north when the weather turned "dirty" near Lord Howe. The ketch is owned by Mr. and Mrs. Peter Fenton, who are travelling with their 13-year-old daughter.

CAROPHYL, an American ketch with Mr. J. B. Minchin, left for Nukunono, Marquesas Islands, in late May for Tahiti and Sydney.

NIRVANA, 50 ft ketch from Honolulu, with a Hungarian, George Balkanyis, his French wife Iliane, and an American, Ross Miller, reached Sydney on May 10 for a stay of two weeks. The Balkanyis have called at Samoa and Tonga and intend to make calls at NZ, Australia, and New Guinea before heading for the

Mediterranean where they hope to charter *Nirvana* in the waters off Spain, Greece and Italy.

The couple migrated to the US from France 10 years ago with their two daughters. They now live in Honolulu.

● **NAM SANG**, 66 ft American yacht, was reported to have left Russell, NZ, in late April for Rarotonga and Los Angeles.

The yacht left Sydney in early April for NZ with the owner, Mr. J. Thompson, and a crew of about seven.

Sydney waterfront gossip is that Mr. Thompson tried to sell *Nam*

Sang in Sydney, but that Australia's 60 per cent, import tax made the price prohibitive.

● **STORNAWAY**, 33 ft black-hulled New York yacht, left Sydney on May 16 for Japan, via the Barrier Reef and New Guinea.

Aboard were Alf Peterson and his wife Marjorie who reached Sydney in early March from Noumea.

Fifteen years ago Alf made a single-handed circumnavigation in *Stornaway*.

● **TA'AROA**, 50 ft luxury American yacht, is to leave Sydney in early June for Townsville, Cairns,

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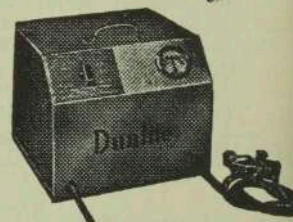
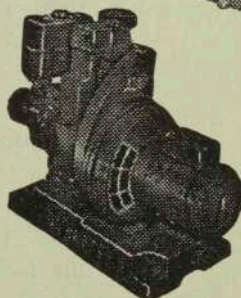
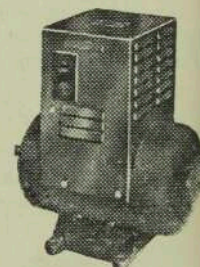
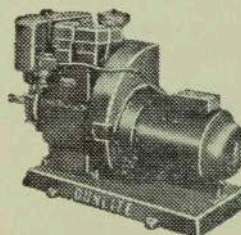
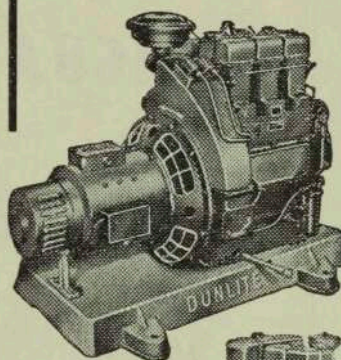
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COLYER WATSON (N.G.) LTD., Goroka.

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Cables-Telegrams: "DUNLITECO", Adelaide.

Port Moresby, Thursday
nd, Darwin, Indonesia, Ceylon
Ethiopia.

Alaroca arrived in Sydney from
kland in April with skipper-
er, Mr. H. Sederlund, 35, Chris
by, Allan Messamer, Barbara
mer, and Nancy Spencer, all from
Port Beach, California (*PIM*,
p. 109).

But Messamer will leave
ney in the yacht. He will stay
to "earn extra funds", and will
in the yacht in Darwin.

ARIADNE, 69 ft ketch with a
hp auxiliary motor, arrived in
on April 30 and was due to
again on May 2 for New
and.

Among the seven people on board
reaching Vila was Dr. A. R.
son, who was to take up a post
the Paton Memorial Hospital.

Arriadne, which hails from London,
kippered by Tom Newland. She
sed the Pacific last year. Ports
call included Rarotonga and
ualofa (*PIM*, Jan., p. 119).

WAITERE, 30 ft yacht, with
nie Muir, 25, of Los Angeles,
Bruce Roberts, 23, of Auckland,
Sydney on May 18 for the Great
ier Reef, Port Moresby, Thurs-
Island, Darwin, Timor, Bali,
stmas Island, Cocos-Keeling, the
helles and Durban.

Muir told *PIM* he bought the
t in NZ in 1966 for \$7,500 and
ght her to Australia for the last
ey-Hobart race, in which she
ed 11th place in her division.
or our South Africa trip I'm
g a Lee Graham," he said. "We
a tiny kitten called Randy on
which we hope will bring us

TAMATEA, 48 ft racing sloop,
by Mr. Heath Hemphill, of Suva,

ARGENTINE "NABBED" FOR JOB IN GILBERTS

In scattered islands groups
th as the Cook Islands and
EIC, there are never enough
ps to do everything required.
when the handsome American
quentine *California* put into
rawa on May 5, the GEIC
vernment promptly chartered
for a voyage to Ocean
and. Until recently, the
California was engaged in a
ophysical survey in the
omons (*PIM*, Feb., p. 59).

FIJI RELAXES RULE ON BONDS FOR YACHTSMEN

A rule requiring the lodgement of
a bond of £100 from overseas yachts
visiting Fiji is to be relaxed. The
rule was introduced several months
ago (*PIM*, Mar., p. 115).

A Fiji Government news release
of May 10 says bonds or tickets for
the onward or return travel of cap-
tains and crews of visiting yachts
will not now be sought unless the
immigration authorities have reason
to believe, in any particular case,
that a yachtsman does not intend to
leave the Colony by yacht.

Captains and crew members will
be issued with visitors' permits on
arrival. The period for which the
permits are valid will depend on the
funds available to the yachtsmen for
their maintenance while in Fiji
waters.

The Principal Immigration Officer
has been asked to introduce the new
system as soon as conveniently
possible.

to Mr. Ross Cochrane, of Auckland
(*PIM*, April, p. 113), ran into
trouble on her delivery voyage and
had to limp 500 miles back to Suva.
She arrived at Suva on May 16.

Mr. Cochrane reported that
Tamatea ran into bad weather about
four days out from Suva, losing her
boom and storm sails. There was
a heavy southerly gale with 35 to 40
knot winds, and high seas.

After losing the boom and storm
sails the crew used the storm trisail
as a sea anchor, and lost that too.

The *Tamatea* rode in front of the
storm most of the way back to Fiji,
making good time.

Mr. Cochrane will stay in Suva
till the *Tamatea* is repaired, but most
of the other six men in the crew will
return to New Zealand.

● *APOGEE*, Alan Eddy's tiny 30
ft yacht from Newport, Virginia,
USA, left Sydney in early May for
New Guinea via Brisbane and
Gladstone. Alan was single-handing
the yacht when he left, but he was
reported to be picking up a Sydney
girl in Gladstone to accompany him
to Port Moresby. (In Sydney, he
appealed through the Press for a
female sailing companion).

Apogee left the US in mid-1963
to sail the Caribbean and Pacific.

● *LA BELLE SOLE*, 64 ft
American luxury ketch, left Sydney
on May 25 for the Barrier Reef,

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BA, FIJI ISLANDS,

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Press the nourishment along the
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times, in an outward and upward
direction with the fingertips,
then smooth over the face and
neck to enable the Ulan vitaliz-
ing night cream to bring youth
to the complexion. As you sleep,
your complexion is nurtured as
never before.



"La Belle Sole".

Darwin, Indonesia, Singapore, Ceylon, Ethiopia, the Mediterranean and the Black Sea.

Aboard were Mr. Roger Franson, a Los Angeles engineer, his wife, Anne, their two young 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.

● *SCHEDAR*, the 26 ft sloop which American Frank Capers sailed single-handed on a 7,000-mile trip from Japan to Sydney last year, was shipped on board the Farrell Lines freighter *Australian Surf* from Sydney to New York in May.

Frank told *PIM* he would fly back to the US. He hoped to sail *Schedar* on the eastern coast and to the West Indies, or even sell the sloop and buy a new one.

A 28-year-old former US Navy navigator, Frank said he thought it was about time he settled down and got a steady job back home.

● *CHIMERE*, a French yacht, called at Pitcairn Island in March en route from Panama to Tahiti. *Chimere* is skippered by Jean Bluche and has one crewman, Andrew Reynolds, a 19-year-old Englishman.

● *ALOHA*, 36 ft yacht in which NZ yachtsman Ian Rabbitts sailed to Lord Howe Island, the Barrier Reef and Thursday Island a couple of years ago, has been sold to Brisbane yachtsman Des Hills.

Mr. Rabbitts has now settled in Sydney with his wife, Fran, and their two-year-old son Kelvin to manage the Cammeray Marina where he expects to talk yachts with many a cruising yachtsman.

Chapter of accidents in Noumea yacht race

The 1,000-mile Whangarei-Noumea yacht race this year, conducted by the Onerahi Yacht Club of New Zealand, turned out to be of unexpected interest.

THERE was confusion for some time over which yacht had actually won, some amazingly inaccurate navigation by one yacht, and some adverse reports about the behaviour of some of the yachtsmen when they reached Noumea. Then, on the way home, two yachts got into difficulties in Fiji, and one of them became a total loss; while a third yacht went aground at Norfolk Island.

The race was held in the second half of April, and was won on handicap by the Auckland sloop *Rainbow II*, skippered by Chris Bouzaid.

Fidelis, the first yacht to reach Noumea, was widely reported to have been the winner. But she lost the title because she failed to cross the finishing line "correctly".

Fidelis, a 61 ft Auckland sloop, which won the last Sydney-Hobart race, reached Noumea about 6 p.m. on April 19, miles ahead of the rest of the race fleet. However, the race judges immediately ordered her skipper, Mr. J. V. Davern, to put out again and cross the finish line "correctly". The order cost *Fidelis* the race by 1½ hours.

Off course

During the race, *Corsair*, a 30 ft sloop from Picton, NZ, got hopelessly off course because of a compass or sextant fault, and ended up in Fiji, about two weeks after *Fidelis* reached Noumea.

Meanwhile, an unsuccessful air search had been made for her.

Her owner-skipper, Mr. J. Wicks, of Blenheim, NZ, said on reaching Suva that he had made a mistake on his compass course and had had trouble with his navigation lights.

He added: "We found we were about two-thirds of the way between Noumea and Fiji, and as the wind was with us, we thought we might as well head for Fiji."

Takohe, a sleek 45 ft yawl, ran aground on a reef near Wilkes Passage in the Mamanuca Group of Fiji on May 6 on her way to Lautoka from Noumea after the race.

Owner-skipper "Snowy" Gatehouse and his crew of two escaped in a dinghy to the nearest inhabited island,

Malolo. From there they were taken by villagers to the Castaway Hotel on Qalito Island.

Returning to the stricken yawl next day, the crew opened a door, flames immediately shot out and the yawl was gutted.

It is believed that escaping chlorine gas from water-soaked batteries ignited when the opening of the door created a draught.

Hull damaged

Portobello, a 43 ft yacht, also got into trouble in Fiji after the race. At one stage, when she was making for Suva, she was reported missing and an air-sea search began for her.

Meanwhile, she was limping slowly towards Suva after hitting a reef off Mana Island in the Mamanuca Group. Her hull was damaged and her radio telephone was out of action.

Skippered by Mr. W. Endean, with a seven-man crew, *Portobello* was eventually found and towed into Suva Harbour by the pilot launch *Seniceva*. She reached Suva on May 11 and was to remain there for two weeks to undergo repairs before returning to Auckland.

Rosina, which came fifth in the B division of the race, went aground just north of Cascade Pier on May 12 when she called at Norfolk Island on her way back to New Zealand.

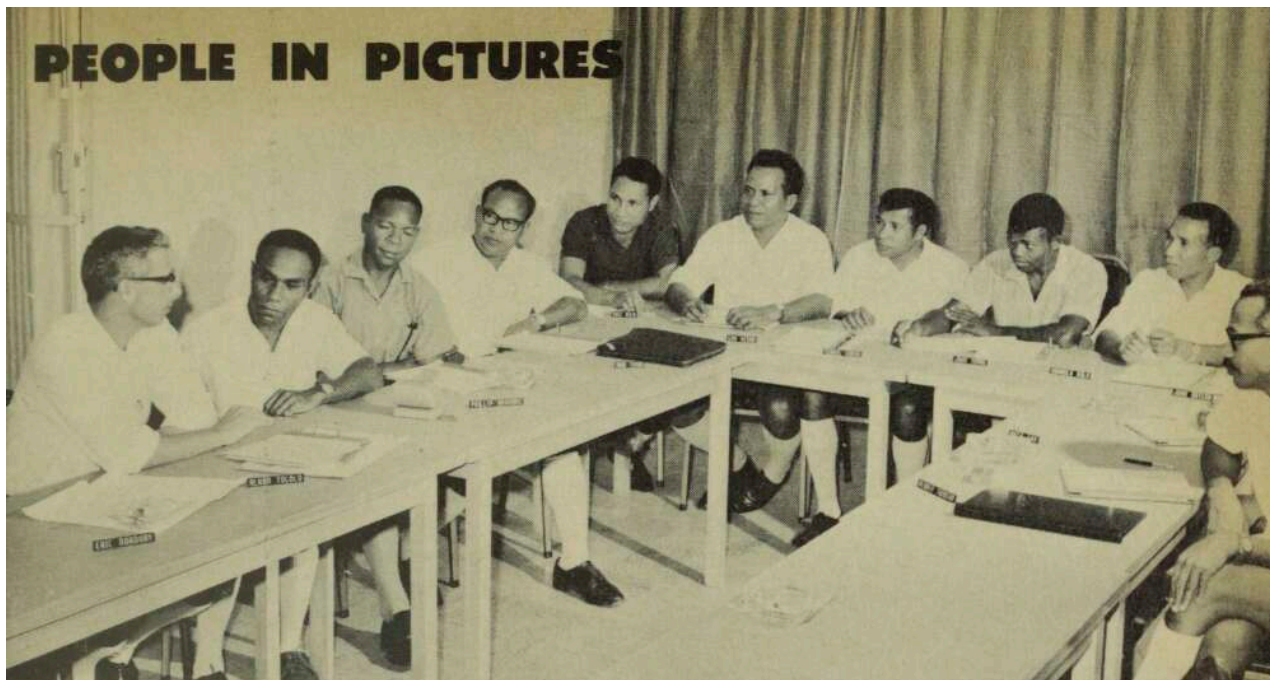
However, with assistance from various quarters, her crew managed to get her off again.

The crew—Frank Marks (skipper), Ray and Frank Munns, Peter Millar and John Jacques—unbolted and removed the fin keel with the help of several residents. Then the *Jacques del Mar's* crane lifted out the mast; the Administration launch towed the yacht to Cascade Pier; and the stricken vessel was lifted out of the water by the pier crane.

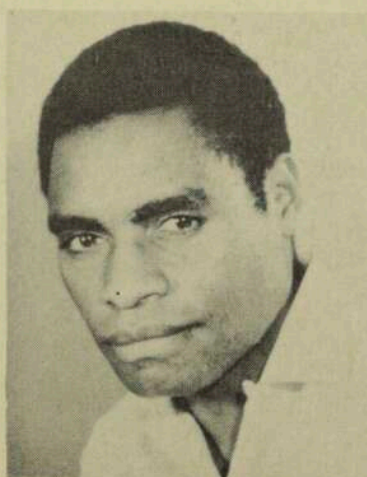
Complaints about the behaviour in Noumea of some of the yachtsmen who took part in the race were published in the Noumea newspaper, *France Australe*.

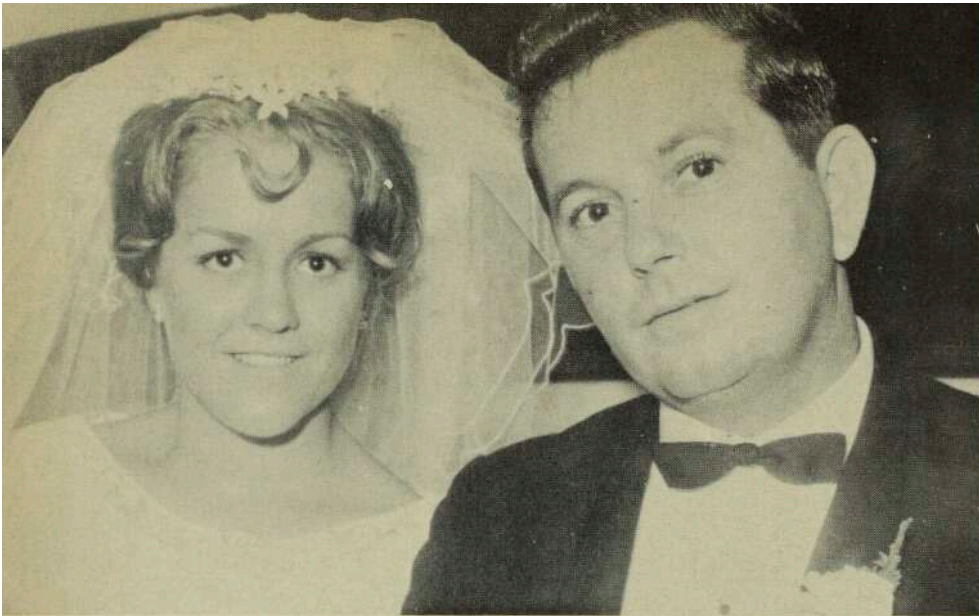
The paper said that police were called to many disturbances and that some nude New Zealand bathers refused to dress after the police had been called.

PEOPLE IN PICTURES



Above, senior and middle range New Guinean public servants get round the table in Port Moresby in May for the first of a new series of management courses, designed to advance local officers to jobs of higher responsibility. The course, being conducted at the Administrative College, deals with staff, finance, supply and communications, and between sessions officers will return to their departments for on-the-job instruction. Below are three New Guineans of the latest group to be appointed executive cadets under the W. R. Carpenter group's executive training scheme in New Guinea. The company now has 31 executive cadets in training at territory colleges, all expenses paid. There will be a further intake later this year. From left, Dalem Kasek, 21, of Kar Kar, Island; Paul Wai, 19, of Mt. Hagen; and Lawrence Wambu, 20, from the Sepik.





hoto: Chin H. Meen.

Recent marriages of interest include (above) Miss Ricki Burgess, of Boroko, Port Moresby, to Mr. P. Avenell, of Rabaul, which took place at St. Joseph's Church, Boroko (the bride was formerly an air hostess with Ansett-Mal); and Miss Cherry Ann Messenger, of Auckland, to Mr. Kevin Heyward, of Hastings, NZ. The bride is the daughter of the late Alf Messenger, and Mrs. Biddy Messenger, well-known in Suva before the war.

Below, Colin Tai, of the Cook Islands, who for four years now has been employed in the Auckland shoe factory of Perillo Brothers. He likes the work.



a recent meeting
the Polynesian
Association of
Sydney, Mrs. Lotty
bec, and Messrs.
e and Eteuati
ngala, of Western
noa. The Sangala
others are attend-
a year's English
course at Sydney Uni-
versity, and expect to
return to Apia next
January as senior
teachers.—Telephoto.



Little Patricia Boisard and Maraia Laban make a pretty picture, below left, at a recent mannequin parade held in Santo, New Hebrides, in aid of the Santo Hospital. The photo is by Tintin, Santo. Below, Mr. K. C. ("Kam") Gajadhar, Suva-born solicitor who has been appointed legal officer at the NZ Marine Department, Wellington. Mr. Gajadhar is a former acting Solicitor-General in Fiji, where he was also a popular sportsman. Many Islanders will remember him for his organisational work with the First South Pacific Games, Suva.





People

HE Duke and Duchess of Kent are to visit Fiji in July after ending the Coronation of King Taufa'ahau Tupou IV of Tonga.

The Duke will represent Queen Elizabeth at the coronation celebrations. Afterwards, the Duke and Duchess will spend three days in Fiji, arriving on July 11 and leaving in the early hours of July 15. The Duke and Duchess have also accepted invitations to visit Rarotonga and Western Samoa.

Mr. Peter Piper, formerly of Australia, was married to Mrs. J. N. Piper, of Adelaide, at St. Columba's Church, Hawthorn, Victoria, on April 10.

Well-known Norfolk Island identity, Mr. Ab Bathie, and his wife were strolling at Ball Bay, Norfolk Island, recently when Ab picked up a coin dating back to the convict days. It had the head of King George III on one side and a profile on the other, and bore the date 1799. It was so black with age that it was impossible to tell whether it was gold, silver or copper, but it was the same size as the common penny.

After 45 years in the New Hebrides, Mr. Charles Graziani has returned to New Caledonia. As a young man, Mr. Graziani worked on various plantations in the group. He was particularly well-known on Santo where he was manager of the Estate of a plantation for a number of years. During the war, he and his wife embarked on a profitable venture when they operated a restaurant on the Hagen property for American troops. Later, they invested in various enterprises, including a copra plantation at Hog Harbour. This property, within a sheltered harbour fringed with white sandy beaches, was recently sold to an American company, which is reported to be planning to establish a modern tourist hotel there in the near future. Santo residents gave the

name of the French Polynesian beauty on the opposite page. She was photographed by James Anderson, now a Sydney photographer, beside a stream near Taiohae, Nukuhiva in the Marquesas.

Graziani couple a farewell dinner party at the "Corsica" restaurant and presented them with an ivory token.

Two Resident Agents in the Cook Islands have swapped jobs. Mr. J. H. Webb has gone from Aitutaki to Atiu. Mr. J. J. MacCauley has gone from Atiu to Aitutaki.

Mr. James C. Flannery, special assistant to the Governor of American Samoa for four years until last October, has been appointed District Administrator of the Yap District of the US Trust Territory. Mr. Flannery arrived in the territory in March to become special assistant to the High Commissioner. He served a total of eight years in American Samoa, originally as auditor.

Mr. L. B. Capon, who has served with the Australian Administration on Nauru, has been appointed Surveyor in the Gilbert and Ellice Islands Colony.

The first Justices of the Peace have been appointed on Niue Island. They are Mr. Leslie R. Rex, of Avatele; Pastor T. Tamatoa, of Makefu; and Mr. Tongakilo, of Mutalau. Any two Justices of the Peace sitting together may try cases in the High Court, and the three JPs will relieve the judge and commissioners of many of the minor cases.

Mr. W. H. Johns, of Port Moresby, has been appointed chairman of the South Pacific Games Trust, which will control funds for the 1969 South Pacific Games to be held in Port Moresby.

The P-NG Administrator, Mr. David Hay, said he was delighted that a person of Mr. Johns' standing in the territory and of his business experience had agreed to undertake the job. He hoped to announce additional names of trust members soon.

Fiji's Governor, Sir Derek Jakeway, has appointed Mr. D. W. Brown as Member for Natural Resources in the Fiji Government. He succeeds the Leader of Government Business, Ratu K. K. T. Mara, who previously also handled the Natural Resources portfolio. Mr. Brown was previously Ratu Mara's parliamentary secretary.

The University of Queensland Press, Brisbane, is to publish a history of Norfolk Island by Norfolk resident Mervel Hoare. The history covers its discovery by Captain Cook in 1774 to the end of 1966. Mrs. Mervel



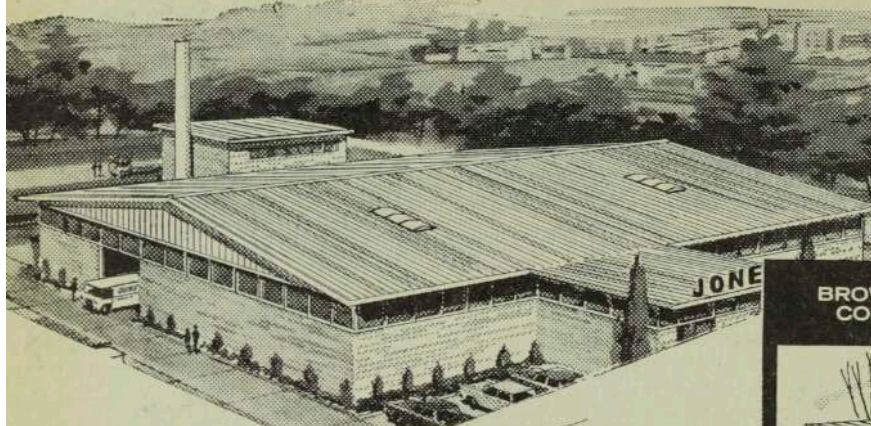
Mrs. Mervel Hoare.

Hoare, who has written many articles for PIM on Norfolk's history, is also author of the *Rambler's Guide to Norfolk Island*, which is a detailed island guide, giving main points of interest. Her full history of the island is the result of many years research.

The appointment of new Assistant Resident Commissioners in the New Hebrides and the Gilbert and Ellice Islands Colony was announced recently. Mr. Michael Townsend, MC, who became ARC in the GEIC a few months ago after serving in the New Hebrides since 1958, is to return to the New Hebrides as Assistant Resident Commissioner. He will be replaced in the GEIC by Mr. Derek Cudmore, who has been Deputy Financial Secretary in Honiara since June last year. Mr. Townsend will take over his new job late this year or early next year at the conclusion of leave; Mr. Cudmore will go to Tarawa in September.

The Rev. S. J. Cooper was inducted in Paton Memorial Church, Vila, on May 4 as Presbyterian missionary of the district of Vila-Erromanga. The service was conducted by the Rev. W. D. Francis, BA, Moderator of the Efate Presbytery. He was assisted by the Rev. R. W. Murray, the Rev. T. K. Galuvakadua and Pastor Mahlon Vatoko. Representatives of the Roman Catholic and Anglican Churches attended. Mr. Cooper, who is married with four children, replaces the Rev. H. F. Peak who returned to Australia last December for health reasons. Mr. Cooper is a former district missionary at White Sands, Tanna, but has recently been serving in Victoria.

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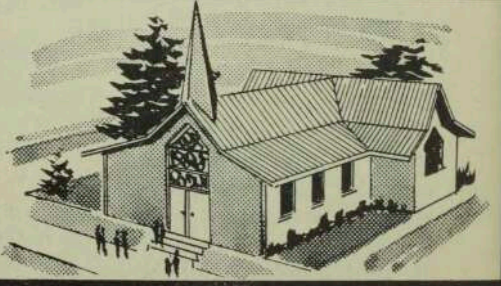
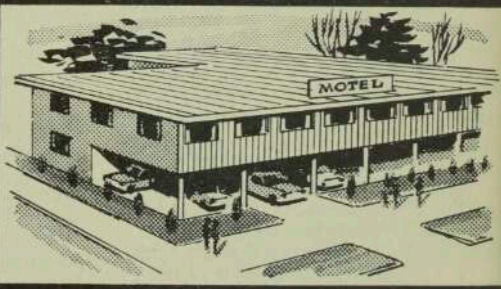
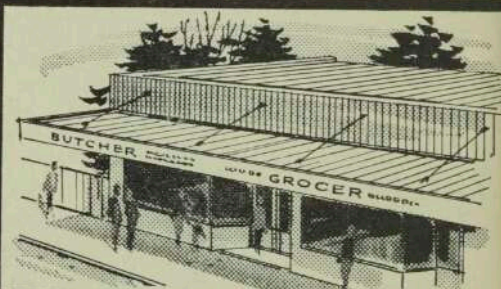
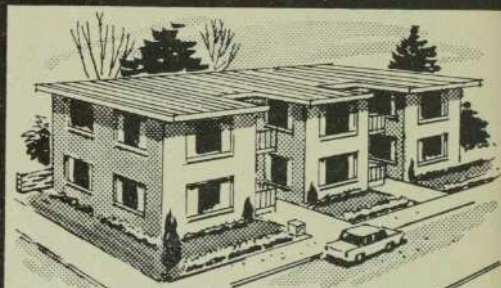
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BB.P8

REPUBLIC OF NAURU

(Continued from p. 59)

ould be enacted locally would require immediate consideration of the necessary to the attainment of objective. If Nauru is to attain independence by January 31, 1968, it will have to begin without delay the preparation of constitutional proposals and the examination of all problems.

Arrangements will have to be made for the election in September or October of a Constitutional Convention; and the Convention will have to complete its work before the end of the year. (It would be desirable if the Constitution of Nauru should be adopted in time for it to be presented to the General Assembly of the United Nations before it adjourns at Christmas).

Such a programme would require full co-operation of the partner governments, in particular by their making available the expert legal and financial assistance that will be necessary.

With regard to the formation of a Constitutional Convention, we believe we could draw substantially on the experience of Western Samoa. For example, the membership of the Constitutional Convention of Western Samoa included the elected members of the Legislative Assembly and three additional representatives of each constituency. We believe that membership along similar lines would be suitable in our own case.

Citizenship problems

It is desirable that those who elect members of the convention should be persons who will possess Nauruan citizenship after independence.

It is our desire that Nauruan citizenship should be largely restricted to those who are Nauruan by descent. Because of the small size and limited resources of the island, and the high cost of increase of the Nauruan population, no other policy is open to us.

We do not wish that those who come to Nauru to work in the phosphate industry should acquire the right to apply for naturalisation. We are prepared, however, to admit to the privileges of citizenship a small number of persons of non-Nauruan descent who are permanently resident on the island.

This raises two questions. On what conditions should non-Nauruans who have long been resident in Nauru be permitted to opt for Nauruan citizenship when it is first introduced? What

conditions should apply to later applications for naturalisation? These are questions to which immediate attention should be given.

On one matter, our opinion is already clear: the problems of "dual citizenship" that may result from the admission of non-Nauruan to Nauruan citizenship must be minimised. We think that such persons should be required to take an oath, in which they would renounce their foreign allegiance, and that the law of Nauru should provide for the loss of Nauruan citizenship by any citizen exercising any right pertaining to the citizenship of another country.

Dealing with the structure of the administration, because of the small size of the Nauruan Public Service we cannot expect to have many senior permanent officers of the quality and experience required; nor, indeed, would it be economically sound for us to obtain the services of a greater number of such men than is necessary.

Moreover, the duties of the heads of some existing departments demand professional or technical knowledge, rather than the general administrative ability to which we have been referring. We therefore believe that the present departmental structure should

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be reorganised and the number of departments be decreased, so that, as far as possible, each Minister would be responsible for only one department. It would then become possible to appoint as heads of department officers able to work effectively with their Ministers.

External affairs

Since we are seeking the agreement of the Partner Governments that Nauru should become an independent state, it will already be

clear that final authority in all matters of external relations will rest with the Government of Nauru.

This does not mean, of course, that the Government of Nauru will not be ready to enter into treaties and agreements with other countries or that it will not seek the assistance of another country, or other countries, in the handling of Nauruan affairs overseas.

But we are convinced that such treaties and agreements should not be entered into, or such arrangements be made, until Nauruan independence

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Brigadier L. D. King, Nauru's last Administrator?

has been attained. Only then will the Government of Nauru be able to negotiate with other governments on terms of legal equality.

There is one matter of a rather special character on which we can make a positive statement. The desire of the Nauruan people to retain an association with the British Commonwealth has already been placed on record. This remains our desire.

In view of our small size, we would not expect to take part in all the conferences attended by representatives of the larger Commonwealth countries.

On the other hand, once we have attained our independence, our relationship with the Commonwealth would have to be a direct one, not a relationship through Australia. We hope that the partner governments will inform their fellow members of the Commonwealth of our desire to maintain an association with them and that a suitable form of association will be agreed upon.

The external relations of Nauru will be far simpler than those of almost any other independent country. We have at present only one export; and the disposal of this will continue to be controlled by agreements.

We are at present served by no regular air-service or shipping line, other than the ships calling for phosphate. We receive no tourists. Moreover, our small size will make it impossible for us to take any but the most limited part in international affairs.



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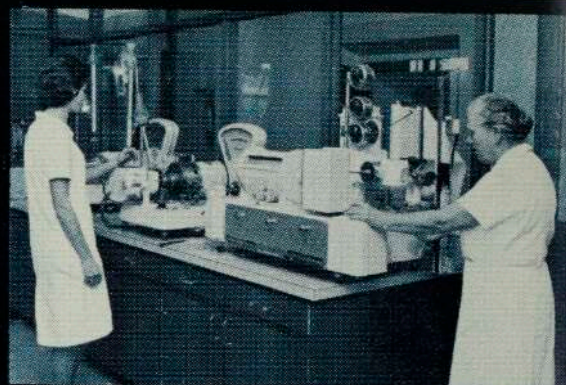
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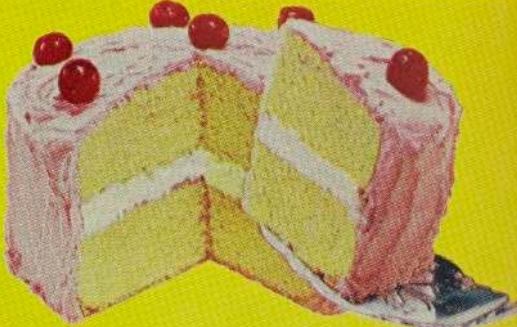
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Business and Development

"STEAMIES" SHARES EXPECTED TO GO EVEN LOWER

cut in dividend, together with a forecast of reduced profits and the announcement of a big share issue, sent shares in Steamships Trading Co. Ltd. falling on Australian Stock Exchange late in May.

The 50 cent shares dropped from 90 cents to 68 cents after the announcement and showed little immediate sign of recovery. Earlier this year they had sold as high as \$1.09, and in recent years their price had at times topped \$1.50.

The main shock to the market was a sharp reduction to 10 per cent. in annual dividend rate. Since 1951 the rate has never been lower than 10 per cent. per annum, while for the past five years the payout to shareholders has been a regular 13½ per cent.

In their half-yearly report, the company's directors spoke of a steady net profit for the period but added a forecast that profits for the full year to 30, 1967, would be less than in 1966.

This was another shock for the market which has become accustomed to regular annual profit increases from the company. In fact, the forecast is borne out, this will be the first occasion since 1943 that the company has shown a fall.

The directors attributed the setback to several factors, including:

Expenses in merchandising, particularly salaries and wages, which increased disproportionately and led to lower net returns despite increased turnovers.

Substantially reduced results from plantations and coffee processing due to a depressed produce market.

They said that business in the current half-year was still expanding but the above factors had increased to the extent that a lower profit for the full year was forecast.

On the brighter side, they reported improved results from the company's

sawmilling, hotel, quarry, aerated waters and shipyard interests.

They also said that large capital projects begun recently were drawing heavily on available funds and were not yet income-producing.

It was here that the market got its third shock, with the announcement that the company will raise more than \$2 million in new capital by a 2-for-5 par issue.

This follows 1-for-5 premium issues to shareholders in 1964 and 1965, a placement of 1,000,000 shares last year, and other issues for a variety of purposes over the same period. In total these have swelled issued capital over a period of four years from \$2.9 million to a proposed \$7.4 million.

When this issue of *PIM* went to press, stockmarket sources were forecasting even lower prices for "Steamies" shares, despite the prediction by directors that the new 10 per cent. dividend rate would be "amply" covered by profits.

Brokers pointed out that there would be more than 4,000,000 "rights" to new shares on the market (at least, in theory) during June. They expected heavy selling of "rights" because of the downturn in profits and dividend, and this was considered likely to depress the market for both "rights" and existing shares.

Industrial gases get going in NG

TWO companies, Commonwealth Industrial Gases New Guinea Pty. Ltd., and South Pacific Oxygen Acetylene Company Pty. Ltd., are now producing acetylene and oxygen gases locally in Papua-New Guinea. Until early last year all gases were imported from Australia.

In March, 1966, South Pacific began gas production at an industrial plant in Port Moresby and recently, at an industrial plant at Lae, CIG became the territory's second gas producer.

South Pacific is 40 per cent. owned by Steamships Trading Co. Ltd., and the balance by the Air Liquide group, based in Paris.

Before South Pacific started its local operation, Commonwealth Industrial Gases, a subsidiary of the parent Australian firm, was the only

SECOND NICKEL COMPANY URGED FOR N. CALEDONIA

Newspapers in Noumea have stepped up demands for a second nickel company to start exploiting New Caledonia's vast nickel deposits, *PIM*'s Noumea correspondent reports.

The French Minister for Overseas Territories, General Billotte, said last December (*PIM*, Jan., p. 142) that a second company with a majority of French capital, would be allowed to begin mining operations in New Caledonia, but the French Government has said nothing more about this.

Noumea's newspapers have drawn attention to recent discoveries of nickel in Australia and the example of Australia using foreign capital to develop its mining industry. They argue that New Caledonia's nickel could suffer if a second company isn't set up in the territory before Australia's nickel industry gets into full stride.

International Nickel, American Metal Climax, Patino Mining Corporation, of Canada, the US Hanna Mining Co., and Canadian Madison Lines have all applied to work in New Caledonia.

group supplying gases to the territory. For over 20 years CIG supplied gas to medical and industrial consumers—including the Administration—in NG.

CIG originally decided to set up its plant in Port Moresby but the company altered its plans and moved to Lae after it compared the growth prospects of the two areas.

Protests at 'unfair' French trading

FRANCE has made big inroads into Australian sales of flour and sharps to Fiji by selling cut-price flour to big importers in the British colony.

Up till 1966 France was not selling any flour to Fiji. Then in that year French millers sold to the colony 5,500 tons of sharps (the undermilled flour used by the Indian community) and over 1,000 tons of flour. Australian exports of sharps to Fiji in 1966 dropped from 22,300

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tons to 14,200 tons and flour from 16,000 tons to 10,400 tons.

French flour and sharps sell at about \$70 a ton landed in Fiji as against Australian flour at \$83 a ton. To offset this, Australia is given a small tariff preference of \$2 a ton.

Australian millers told PIM they expected the French to sell more flour in 1967 to Fiji because the Fiji Government had so far refused to act.

They claimed that consumers in Fiji were not benefiting from the lower-priced French flour and sharps because it was resold in Fiji at the same prices as Australian flour.

France is able to sell its flour cheaply because the French miller is heavily subsidised by the French Government. He gets \$123 a ton for flour in France and can export his flour at cut prices to remove surpluses.

There is one price in France, a lower price in their own protected markets such as New Caledonia, and a dumping price in markets such as Fiji, where France must compete on the world market.

Fiji's Chinese bakers do not use French flour—they prefer Australian flour which they say is of better baking quality.

Generally, the French flour is sold on the domestic retail market. Indian consumers buy the sharps to make chapatties and other breads at home.

Australian millers are protesting that the French trading practices are unfair because Australian bulk flour is denied access to New Caledonia and French Polynesia by strict licensing laws. French flour actually costs more than Australian flour would in those territories.

Copra market fluctuates

THE copra market during April fluctuated though not widely. The average price for Philippine copra, at £Stg.63/17/6, was down by £Stg.3/2/6 compared with that for March.

The P-NG Copra Marketing Board reported that market trends were diverse. Both Nigerian groundnuts and US soyabean have dropped lower, whereas laurics and fish oil have been able to recover slightly.

Copra gains appear likely later this year in view of apparently declining world export availabilities, although actual world production of oilseeds will be considerably higher than average. However, low prices in competing and interchangeable oils could restrict any recovery in copra prices to within narrow limits.

Setback for new moan industry

ONE of the most promising of Western Samoa's small scale development projects received a setback in May when a leading food processing scientist, Mr. L. J. Lynch, resigned as head of the recently started food processing laboratory at Alafua.

Mr. Lynch, a blunt-speaking Australian who has won international recognition for his work, minced no words about his resignation, according to PIM's Apia correspondent. "When I came here six months ago, I was full of hope about the project," Mr. Lynch said. "I didn't come here to make a career but to do something for Western Samoa."

But the lack of co-operation I have received has made these the happiest six months of my life. I have never come across such bureaucracy as I have struck here."

Mr. Lynch said there was no doubt that the food processing industry in Samoa could have a "rosy future".

Despite the present shortage of material, initial work at the laboratory in processing pineapples, avocados, papaws, bananas, coconuts and passionfruit had been very successful.

Mr. Lynch said his troubles were restricted to the Agriculture Department, with which he was only associated, but extended throughout the public service.

Morale throughout the public service is appalling," he said.

Mr. Lynch claimed the situation was a legacy from the New Zealand administration, under which senior positions were filled with no real regard as to the qualifications and competency of the officials concerned.

Until Samoa can break away from this New Zealand influence, it will never get ahead," he said.

Passionfruit factory rescued

THE passionfruit industry, in the doldrums following an April announcement that one of its two fruit processing factories would be closed, has a new lease of life in May with a further announcement that the factory would in fact remain open and operate on a different basis.

In the future, Cottees (Fiji) Ltd., will continue operating the factory on a somewhat reduced scale and buy passionfruit from farmers on an open market instead of at contract rates.

PAN-PACIFIC COPRA PLAN URGED

At an inter-territory copra board conference in Suva in May, delegates from Tonga, Western Samoa, BSIP and Fiji agreed that the South Pacific territories should co-operate more in growing and selling their copra.

They recommended looking into combined charter or joint shipments to overseas markets; asking their governments to increase research facilities and inviting the South Pacific Commission to set up a central copra research body; and "making inquiries" for liaison with the Pacific Islands Producers' Secretariat.

Addressing the conference, Ratu K. K. T. Mara, Leader of Government Business in Fiji, urged producers to unite and form a co-ordinating body and so have a bigger voice in world copra markets. He said the area covered by the South Pacific Commission produced 14 per cent. of the world's copra.

"Whereas an individual view representing one or two per cent. of world production is a voice crying in the wilderness, a collective view expressed by over 10 per cent. is usually fairly effective," he said.

The go-ahead for the industry followed a fact-finding visit by the chairman of Cottees (Australia) Ltd., Mr. Harold Cottee, Sr., to Fiji in April and May to confer with government officials and see the Sigatoka factory. (PIM, May, p. 131.)

Mr. Cottee had also discussed the pending closure with Mr. D. W. Brown, Fiji's Parliamentary Secretary for Natural Resources.

With a view to looking for increased export markets for the passionfruit, Mr. Cottee made a three-week trip to the United States in May and June. He was expected to return to Sydney on June 6.

A company official in Sydney told PIM that Cottees (Fiji) had changed its buying methods. It had paid £F15,000 compensation to 130 farmers who had contracted to grow the passionfruit in the Sigatoka Valley and sell it to the Cottees processing factory.

The money was paid through the Fiji Government to the farmers on behalf of the company on April 28, the spokesman said.

The factory never, in fact, did close down for any period—it operated on a limited scale and would continue to do so until additional export markets could be found.

An Australian five now

A NEW Australian \$5 banknote went into circulation on May 31 in Australia and all Pacific Islands where Australian currency is used. The new note is basically mauve in colour with the main features overprinted in black.

The front of the note shows a

portrait of Sir Joseph Banks, surrounded by Australian flora—the reverse side shows a portrait of Mrs. Caroline Chisholm, an Australian pioneer, against a background of women and children of her time. There is a watermark portrait of Captain Cook. The new note is expected to lessen the demand for \$2 and \$10 notes.

Career ends for a company promoter

THE extraordinary career of Leonard Francis McEachern in Papua-New Guinea is ended. He tried to make a fortune in the territory by manipulation of companies. On May 24, in Port Moresby, he was sentenced by the Supreme Court to gaol for three years, for forging, uttering and falsifying company documents.

The extraordinary and complicated story extends over about 10 years. For many years, Harvey Trinder (NSW) Ltd., insurance brokers, a branch of the London corporation, have operated in Australia, being agents of Lloyds' of London. Mr. Frank McEachern was the highly-respected NSW managing-director.

After World War II, Harvey Trinder did well in P-NG. Frank McEachern's son Len, then about 30, who also was a director of the Sydney company, directed P-NG business.

Young McEachern was instrumental in forming there a group of local trading companies—Aroana Estates, Ela Services, Eriama Estates, Eriama Shipping, Hotel Cecil, Morobe Hotels, and Wanigela Plantations. The group was owned by a Mc-

Eachern company, Hamac Holdings Ltd.

Hamac presently appeared to be in financial difficulties. It owed £330,000 to Harvey Trinder interests, and about £100,000 to secured and unsecured creditors, mainly in P-NG.

Hamac in trouble

The London board of Harvey Trinder Ltd. took stern action. It was settled by the McEachern interests transferring their HT shares to Harvey Trinder, and receiving in return all the HT interests in Hamac.

Naturally, without HT backing, the value of Hamac dropped. Complicated legal proceedings followed.

Hamac's unsecured creditors appealed to the Supreme Court which, on April 1, 1960, ordered Hamac into liquidation.

The tireless and clever Len McEachern then got busy with accountants, lawyers and financiers, and they formed the P and NG Development Corporation Ltd. (authorised capital £5 million in 5/- shares), with Lord Lymington as chairman. This peer was associated then with Latec Ltd., which subsequently had a distressing history in Australia.

P-NG Development persuaded the Supreme Court to accept its guarantees that all the unsecured creditors of Hamac (£58,000) would be paid in

full; and liquidation was stayed on October 6, 1961.

In May, 1962, P-NG Development announced that Morobe Hotels Ltd. (Lae, Goroka and Wau) had been sold to Sangara Holdings Ltd. (a plantation company which had extended to investments) for £101,185 in cash, and 769 fully-paid Sangara 5/- shares.

In July, 1962, Sandy Creek Gold Sluicing Ltd. (a NG goldmining company turned investor) announced it had taken over 8 per cent. registered mortgage debentures of a nominal value of £150,000 from Sangara, in return for 1,200,000 2/6 shares in Sandy Creek. The debentures were to be redeemed by Sangara in cash—£25,000 in June, 1963, and £10,000 half-yearly thereafter.

Sandy Creek had been acquired in April, 1962, by a syndicate comprising Len McEachern, his father (F. N. McEachern) and H. H. Stitt (an accountant). Len McEachern was on the board of Sangara.

It is difficult now to sort out what was going on between Hamac, P-NG Development, Sangara and Sandy Creek (*PIM*, Oct., '62). The group expected substantial finance from P-NG Development; but those hopes were dashed by the sensational collapse in Australia of Latec Ltd.

Values of Sangara and Sandy Creek shares, hitherto good stocks, sagged in 1962.

Nemesis

Hamac's unsecured creditors (£58,000) were not paid, as stipulated by the court, and Hamac's main asset, Morobe Hotels Ltd., were taken over by a receiver (a Burns Philp nominee).

At that period, drink restrictions on New Guineans were lifted, and the profits of Morobe Hotels in 1963-65 liquidated the old debts.

Meanwhile, where was McEachern, the key man in it all?

There had been fighting within Sangara Holdings Ltd. (*PIM*, March, '63) and reports indicated that Sangara expected to gain control of Morobe Hotels Ltd. when the latter was clear of receivership.

Meanwhile Sangara Holdings got control of the Cosmopolitan Hotel Co., and Len McEachern, under authority from Sangara, settled in there as a manager, in 1962, with a substantial salary (the "Cosmo" was making big profits).

Early in 1964 there came a development which spelled Nemesis for Mr. McEachern. Someone began to buy Sangara Holdings shares on the Australian stock exchanges. At first, the 5/- shares were available at 6d.

(Continued on p. 141)

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Produce Prices

Unless otherwise stated, quotations are in Australian currency. Aust. \$ equals approximately 8/- Stg., NZ, or W. Samoa; Fiji 1 Pa'anga Tonga; 5.381 Ceylon Rs.; 98 Pac. Frs.; \$US1.125.)

COPRA

PUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives. The board directs production and sales, and makes payments to the producers. Production goes to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing in Rabaul, and (d) Japan (surplus available). Prices generally tally with rate in Philippines with premiums for not-air dried.

NG Board's purchase prices for copra were: main ports from March 1 were air dried, \$120 per ton; FMS, \$117 per ton; smoke-dried, \$115 per ton.

FI:—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 transport, taxes, selling costs, shrinkage. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Nadi. Prices in Suva to June 26 were: Grade one, £F53; grade two, £F48/2/6; grade three £F40/5/-. A scale of discounts has been established for copra referred to grading centres other than Suva.

WESTERN 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 received was £NZ56/12/6 grade one.

NGA: All copra is sold to the Tongan Copra Board which sends it to Europe, by arrangement with Unilever, controlled 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 May 28 were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$106 per ton, BSIP ports (Honlira, 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 May 17 was \$70 (7,000 Pac. Frs.). French price in May was 860 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 May 26 these were approx. £Stg.225 per ton, c.i.f., Sydney.

On May 26, Quote No. 1: In store Rabaul, export quality \$450 per ton, ex-wharf Sydney, \$500. Quote No. 2: Best quality, ex-wharf Sydney, \$500, in store NG ports \$440 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on May 17 were: Grade 1, £Stg.272/10/-, grade 2, £Stg.252/10/- per ton, f.o.b., Apia.

COFFEE.—P.N.G.: May 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 May 26, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER.—P.N.G. price is based on Singapore rates, which on May 25 were: Prompt shipment 57% Straits cents per lb, c.i.f. (16.64c Aust.); June shipment 57 Straits cents per lb (16.53c Aust.); July shipment 57 Straits cents per lb (16.53c Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on May 26 were: white and yellow label processed, standard packs, \$6.55, green label, \$6.45, 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, 56 lb bags, \$142 per ton, f.o.w. Brown, 40 lb bags \$138 per ton. Other Pacific Islands: Polished white (56 lb bags) or dried brown rice (112 lb bags), \$150 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 29, quoted these prices: Sound \$1,650 per ton, D grade \$1,180, E grade, \$650, EE \$470 (in store Sydney).

Solomons.—Honlira, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, £NZ350 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: May 29 — Papua — \$160-\$180 per ton; N.G., B.S.I.—\$150-\$160 per ton, f.o.b. Islands ports.

Stock Market

LAST SALES SYDNEY

	Apr. 26	May 26
Ansett .50	.60	.70
Ball Plantations .50	.50	.51
Burns Philp 1.00	4.10	3.98
Burns Philp (SS) 2.25	4.30	4.40
Camelec .50	.58	.56
Carpenter .50	2.20	2.01
Choiseul Plntn. 1.00	2.65	2.70
C.S.R. 1.00	3.45	3.34
Dylup Plntn. .50	.57	.56
Fiji Industries 1.12	2.25	2.25
Hackshalls .50	1.36	1.30
Kerema Rubber .50	.20	.21
Koitaki Rubber .50	1.20	1.15
Lolorua Rubber .50	.47	.45
Makurapau Plntn. .50	.43	.43
Mariboi Rubber .50	.30	.35
Plantation Hldgs. .50	.35	.35
Queensland Ins. 1.00	4.20	4.00
Rubberlands .50	.20	.25
Sogerl Rubber .50	.58	.58
Sth. Pac. Ins. .50	1.60	1.50
Steamships Tdg. .50	.91	.68
Watkins Cons. .50	.45	.42

OIL AND MINING SHARES

C.R.A. .50	5.24	7.90
Emperor .10	.44	.42
NG Gold Ltd. .35	.46	.48
Oil Search .50	.15	.13
Pacific I. Mines .25	.39	.40
Papuan Apin. .50	.15	.22
Placer Dev.*	31.50	31.50

* No par value

(Quotations are in Australian dollars—\$A2 = £A1.)

Sydney stock exchange share price index for ordinaries on May 26 was 345.50. On Apr. 26 it was 338.39.

GREEN SNAIL SHELL.—Sydney buyers quoted: May 29, No. 1, 1st grade, \$500, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney.

CROCODILE SKINS.—On May 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., Honlira: \$1.89 per in. Gizo: \$2.10 per in.

PAPUAN GUM: New Guinea graded gum \$185 per ton, f.o.b., Samarai, ungraded gum \$174, f.o.b., NG.

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, May 19, Philippines, in bulk, \$US190 per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports. UQ. US Pacific Coast, Philippines, \$US166 per short ton. CEYLON: Spot, 955 Rupees per long ton.

COCONUT OIL: LONDON, May 19, Ceylon, 1% in bulk, £Stg.99/10/- per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, May 25, Spot, buyer 17-11/16d Stg. lb; June 17-3/16d; Sept. 17-15/16d.

EXCHANGE RATES

FI.—Through BANK OF NSW, ANZ & CO., BANK OF NZ and THE BANK OF MEXICO LTD. Australia on Fiji, £F100: Buying, \$A221.73; Selling, \$F100: £221.73. NZ-Fiji, basis \$F112: S. £F110/15/-; NZ-Fiji, basis \$F100: B. £F111/11/9; S. £F110/4/3.

WESTERN SAMOA.—Through BANK OF MEXICO LTD. Australia on Samoa basis £WS100: B. \$A246.67; £A249.08. W. Samoa-NZ, basis \$F100: B. £WS99/11/3; S. £F100/10/-.

FIJI-W. Samoa. basis \$F100: B. £F109/17/6; S. £F111. Samoa-London, basis £Stg.100: B. £100/1/3; S. £WS101/10/-.

RFOLK IS. AND PAPUA-NEW GUINEA.—Australian currency used; no exchange payable in transactions with Suva.

FRENCH PACIFIC COLONIES.—Pacific Islands (CPF) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. FRENCH BANK of Paris National D'Ecompte de Paris, Paris, on Apr. 28, quoted: Selling, 100 Pac. francs to £ Stg., 240 Pac. francs to US \$; Noumea, 90 Pac. francs to US \$; Noumea, 90 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Buying 100 Pac. francs to £Stg.



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For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.

Tahiti. Messageries Maritimes, Papeete.

Cable Address: Messagerie Papeete.

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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

P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia (with an occasional call at West Irian) and Brisbane, Sydney and Melbourne with the *Pilar Regidor*.
Details from John Manners and Co. Pty. Ltd., general agents, 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

CSR Company operates a passenger/cargo service, usually with the *Arctura*, departing Sydney every three or four weeks for Suva and Lautoka. Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a weekly cargo service with the *Arctura* from Sydney to Lautoka, Suva and Nukualofa and Apia with return service via Auckland. The return trip usually takes in Malua (Fiji) and Tonga (NZ) for timber.
Details from Union Steam Ship Co. of Australia, 247 George Street, Sydney (2-0515); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel *Australis* maintains a two-monthly passenger service 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, Fiji, operate a passenger-cargo service three times yearly with the *Lakemba* from Sydney, Melbourne, Suva, and Auckland, Honolulu, Vancouver. The *Lakemba* will occasionally call at Sydney on the southbound run if it is timber or paper.
Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Ambus Lines of New York, operate a monthly passenger-cargo service from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Hawaii, GEIC (with transshipments to Honolulu in the Marshall Islands) and Honolulu to Los Angeles or Vancouver. Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila Noumea and Sydney, and return by same route.

Polynesie maintains three weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, occasional calls are made at Pago Pago and Nukualofa.

Details from P. and O. Lines of Australia, 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, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel *Maasdam* leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Europe-Canada Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - LORD HOWE - 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.

NOTE.—From July the *Soochow* and *Shansi* will be replaced by the *Papuan Chief*.

Swire and Yull Pty. Ltd., 8 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels *Slettfjord*, *Saidor*, *Sarang* and *Sletholm* leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta, and occasionally Gizo, Honiara, Buka and Vanimo.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessels *Australasia* and *Malaysia* run monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby and Djakarta.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

● PIM's shipping and airways timetables are correct to time of publication.

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 Wihl. 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 Yull 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. Sleight 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, Blak, Manokwari and Sorong.

Details from Royal InterOcean 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 InterOcean 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 InterOcean 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 InterOcean 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 Yull 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).

NZ - NEW CALEDONIA - NORFOLK ISLAND

Holm and Co. Ltd., vessels provide a two-monthly service from NZ to Noumea and Norfolk Island and return.

Details from Holm Shipping Co., Queen Street, Auckland.

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.

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay (British Columbia), Papeete and Pago Pago and return the same way.

Details from InterOcean Steamship Corp., Box 1631, GPO, Sydney (27-8505).

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 Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 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 Young 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 Co. (Pty.) Ltd., 2 Castlereagh St., Sydney (2-0313).

**USA - PACIFIC PORTS - NZ -
SYDNEY - USA**

Matson Line liners Mariposa and every maintain a regular passenger/ every three weeks from San Francisco and Los Angeles to Bora Bora, Rarotonga, Auckland, Sydney, return via Noumea, Suva, Niuafuou, Pago and Honolulu to San Francisco. Calls from Matson Lines, 50 Young St., Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Merrell Lines passenger-cargo ships on Atlantic Coast-Panama-Sydney service three-weekly calls at Tahiti on bound voyages.

Calls from Wih. Wilhelmsen Agency, Bridge St., Sydney (27-6301).

**USA - TAHITI - SAMOA - FIJI -
NEW CALEDONIA**

Pacific Islands Transport Line's vessels Regaard and Thor I maintain approximately monthly services from West Coast American ports to Papeete, Pago Apia, Suva, Noumea, occasionally Suva, Vila, Santo and return.

Calls from Birt and Company Ltd., 2 Castlereagh Street, Sydney (13).

AIRWAYS TIMETABLES

International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES**SYDNEY - BRISBANE - HAWAII - US**

QANTAS (with 707's)

Mon.: Dep. Syd. 0945, arr. Bris. 1100, dep. 1145, arr. Honolulu 0025, dep. 0130, arr. San Francisco 0915.

Tues.: Dep. San Francisco 1100, arr. Honolulu 1255, dep. 1400, arr. Nadi 1515, dep. 1850, arr. Bris. 2030, dep. 2115, arr. Syd. 2225.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Fri., Sat., Sun.: Dep. Syd. 0945, arr. Nadi 1525, dep. 1610, arr. Honolulu 0015, dep. 0130, arr. San Francisco 0915.

Wed., Fri., Sat.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, arr. Honolulu 0930, dep. 1100, arr. San Francisco 1845 (to New York, London).

Wed., Fri., Sun.: From New York, dep. San Francisco 2000, arr. Honolulu 0555, dep. 2300, arr. Nadi Wed., Fri., Mon., Tues. 0415, dep. 0400, arr. Sydney 0615.

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 16, 30, etc.)

Sat., Sun.: Dep. San Francisco 0000, arr. Honolulu 1255, dep. 1400, arr. Nadi Wed., Sun., Mon. 1715, dep. 0000, arr. Sydney 2015.

PIM's shipping and airways timetables are correct to time of publication.

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Mon.: Dep. Syd. 1000, arr. Auckland 1445, dep. 1545, arr. Papeete* 2225 Sun. dep. 2325, arr. Acapulco 1130 Mon., dep. 1230, arr. Mexico City 1320.

Wed.: Dep. Syd. 2100, arr. Nadi 0240, dep. 0340, arr. Papeete 0945 Wed., dep. 2230, arr. Acapulco 1035 Thurs., dep. 1135, arr. Mexico City 1225 (to Nassau, Bermuda, London).

Tues.: Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete* 0400 Wed., dep. 0500, arr. Auckland 0845 Thurs., dep. 0945, arr. Syd. 1050.

Sat. (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)

Tues., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2310, dep. 2359), Honolulu arr. Tues., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1755.

Mon.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0130, dep. 0210), Honolulu arr. 0815, dep. 1000 for Los Angeles, arr. 1755.

Thurs.: Dep. Sydney 1600 for Auckland (arr. 2045, dep. 2145) for Honolulu, arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1755.

Sat.: Dep. Sydney 1400 for Auckland (arr. 2045, dep. 2145) for Pago Pago, arr. 0200, dep. 0240 for Honolulu, arr. Sat. 0845, dep. 1000 for Los Angeles 1755.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO

NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO LTD.

Beaufort House, Gravel Lane,
London, E.1.

BURNS PHILP

(SOUTH SEA) CO. LTD.
Suva

**UNION STEAM SHIP CO. OF N.Z.
LIMITED**

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

**Ship your cargo by a Union Company
Vessel.**

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

Sun., Wed., Fri.: Dep. Los Angeles 2145 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0515, dep. 0610, and Sydney, arr. 0830.

Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, and Sydney, arr. Mon. 0915.

Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0830 for Sydney, arr. 0935.

Thurs.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0855, dep. 0945 for Sydney, arr. 1050.

NOTE.—From June 17, PAA will fly through Noumea (northbound) on Mondays and Noumea (southbound) on Sundays.

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. (June 11, 25, July 2, 16): 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 (June 4, 18, 30, July 9) the DC8's will end and start at Auckland, leaving at 2030 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 - 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.

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. 1700 for Papeete, arr. 2225.

Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1655.

Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0515, dep. 0600 for Auckland, arr. Mon. 0945.

Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0640, dep. 0745 for Los Angeles, arr. Mon. 1830 and San Francisco, arr. 2045.

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.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "USU MARU" V-2

Dep. JAPAN June 30.

GUAM July 5-6.

APIA July 15.

PAGO PAGO July 16-17.

SUVA July 20-21.

*LABASA July 21-22.

LAUTOKA July 23-24.

NOUMEA July 26-27.

*VILA July 28.

SANTO July 29.

* Subject to cargo inducement.

Reefer space and passenger accommodation available.

Next Sailing—M.V. "Fiji Maru", end of 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.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)
times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)
times weekly, both ways.

MELBOURNE - WELLINGTON

AIR-NZ (with Electras)
times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)
(exc. Tues.), both ways.

BOAC (with 707's)
times weekly, both ways.
PAN AMERICAN (with 707's)
service weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)
times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)
times weekly, both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)
Dep. Sydney 1000, arr. Nadi 1545.
Dep. Nadi 0730, arr. Sydney 0955.

SYDNEY - LORD HOWE IS.

QANTAS (with Sandringham
Flying-boats)
times every week from Rose Bay
Dep. Departure time depends on time
high tide at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)
Dep. Sydney 1100 for Noumea (arr.
0), dep. 1545 for Sydney, arr. 1735

SYDNEY - N. CALEDONIA - FIJI - NZ

UTA-FRENCH AIRLINES (with
Caravelle)
Dep. Noumea 1200 for Sydney, arr.
0, dep. 1600 for Noumea, arr. 1955.
Dep. Noumea 0930 for Auckland,
1320, dep. 1500 for Noumea, arr.
5.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)
Sat.: Dep. Sydney 0900, arr. Auck-
land 1345, dep. 2130, arr. Nadi 0020
(exc. Sat.).
Sun.: Dep. Nadi 0505, arr. Auck-
land 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-Auck-
land-NI Wed., Sat. only. (See "NZ—
Pacific Islands").
Thurs., Fri., Sun.: Dep. NI 1445,
arr. Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

QANTAS Australian Airlines and Ansett—
each operate from Sydney or Mel-
bourne to Port Moresby and return four
times a week, with Boeing 727's.

NORTHBOUND

Tues., Thurs.: Dep. Melb. 0730, arr.
Syd. 0835, dep. 0900, arr. Bris. 1010,
dep. 1050, arr. Pt. Moresby 1335.
Sun.: Dep. Syd. 0700, arr. Bris.
10, 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.
0820, dep. 0850, arr. Bris. 1000, dep.
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. 1600, arr. Syd. 1720,
dep. 1800, arr. Melb. 1910.

Ansett-ANA: Mon.: Dep. Pt. Moresby 1345,
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. 1925,
dep. 2000, arr. Melb. 2110.
Fri. Dep. Pt. Moresby 1220, arr. Bris.
1505, dep. 1610, arr. Syd. 1720, dep.
1800, arr. Melb. 1910.

NOTE: TAA and ANA each operate a
weekly DC4 from Sydney to P-NG with
cargo only.

ANA: Thurs., Dep. Syd. 1930, arr. Bris.
2205, dep. 2320, arr. Pt. Moresby 0610
Fri.

Sat.: Dep. Pt. Moresby 0600, arr. Bris.
1240, dep. 1735, arr. Syd. 2015.

TAA: Sat., Dep. Syd. 2000, arr. Bris. 2235,
dep. 2300, arr. Pt. Moresby 0600 Sun.,
dep. 0735, arr. Lae 0900.

Mon.: Dep. Lae 0600, arr. Pt. Moresby
0755, dep. 0845, arr. Bris. 1545, dep.
1805, arr. Syd. 1925.

QLD. - PAPUA-NEW GUINEA

TAA (with Viscounts)

Sat.: Dep. Townsville 1205, arr. Cairns
1255, dep. 1325, arr. Pt. Moresby 1525,
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, dep. 1530, arr. Lae 1625.
Fri.: Dep. Lae 0700, arr. Pt. Moresby
0755, dep. 0835, arr. Cairns 1035.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

By PAN AMERICAN AIRWAYS
(with 707's)

Fri.: Dep. Pago Pago 0610, arr. Auckland
Sat. 0855.

Sat.: Dep. Auckland 2145, arr. Pago Pago
Sat. 0200.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Fri., Tues., Thurs., Sun.: DC8 dep. Auck-
land 2130, arr. Nadi 0020.

Sat., Sun.: Electra dep. Auckland 1000,
arr. Nadi 1355.

Wed.: Electra dep. Auckland 2300, arr.
Nadi 0255.

Sat., Wed., Fri.: DC8 dep. Nadi 0505,
arr. Auckland 0755.

Sun., Thurs.: Electra dep. Nadi 0505,
arr. Auckland 0900.

Mon.: DC8 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.

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 - NEW CALEDONIA

AIR-NZ (with Electras)

Fri.: Dep. Auckland 1315 for Noumea,
arr. 1540.

Fri.: Dep. Noumea 1645 for Auckland,
arr. 2105.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific
Coast Ports of U.S.A. and Canada
and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company,
Ltd.

PAPEETE — Agence Maritime Inter-
nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company,
Ltd.

LAE/RABAU—Burns Philp (New Guinea)
Ltd.

PORT VILA — Comptoirs Francais de
Nouvelles Hebrides.

NZ - NORFOLK IS.

AIR-NZ (by Qantas DC4's on Charter)
Mon., Wed., Sat.: Dep. NI 1600, Auckland,
arr. 1945 (not June 19, 26).
Tues., Thurs., Sun.: Dep. Auckland 1030,
arr. NI 1330 (not June 20, 27).

NZ - TAHITI

UTA-FRENCH AIRLINES (with DC8's)
Fri.: Dep. Auckland 2345 for Papeete
(cross Dateline) arr. Fri. 0630.
Thurs.: Dep. Papeete 0700 for Auckland
(cross Dateline) arr. Fri. 1030.

INTER - TERRITORY SERVICES

FIJI - GILBERT & ELLICE ISLANDS

FIJI AIRWAYS LTD. (with Herons)
Fri.: Dep. Suva 0745, arr. Nadi 0825, dep.
0910, Funafuti, arr. 1305. Sat., dep.
Funafuti 0700, Tarawa, arr. 1140.
Sun.: Dep. Tarawa 0630, Funafuti, arr.
1130, dep. 1230, Nadi, arr. 1625, dep.
1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with Herons)
Mon., Thurs.: Dep. Suva 0900, Nadi, arr.
0940, dep. 1025, Vila, arr. 1300. Next
day (Tues. or Fri.) dep. Vila 0900,
Santo, arr. 1015, dep. 1045, Honiara,
arr. 1440.
Wed., Sat.: Dep. Honiara 0630, Santo,
arr. 1025, dep. 1055, Vila, arr. 1205.
dep. 1235, Nadi, arr. 1705, dep. 1735,
Suva, arr. 1815.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC3's)
Tues., Thurs.: Dep. Nadi 0615, arr. Suva
0700, dep. 0800, arr. Nukualofa 1200.
Dep. Nukualofa 1245, arr. Suva 1445,
dep. 1600, arr. Nadi 1645.
Sat.: Dep. Nadi 0845, arr. Suva 0930,
dep. 1000, arr. Nukualofa 1400. Dep.
Nukualofa 1445, arr. Suva 1645, dep.
1730, arr. Nadi 1815.
Details from Fiji Airways Ltd., Victoria
Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)
Sat.: Dep. Nadi 0615, arr. Suva 0700,
dep. 0750 (cross Dateline) arr. Apia
Fri. 1300.
Fri.: Dep. Apia 1350 (cross Dateline) arr.
Suva Sat. 1700, dep. Sat. 1730, arr.
Nadi 1815.

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS
(with 707's)
Tues.: Dep. Honolulu 1000, arr. Pago Pago
1410, dep. 1500, arr. Papeete 1850.
Tues.: Dep. Papeete 2230, arr. Pago Pago
Wed. 0040, dep. 0130, arr. Honolulu
0735.

NEW CALEDONIA - NEW HEBRIDES

UTA-FRENCH AIRLINES (with DC4's
and Herons)
Tues.: Dep. Noumea 0800, arr. Vila 0955,
dep. Vila 1035, arr. Santo 1150, dep.
1330, arr. Vila 1445, dep. 1515, arr.
Noumea 1710.
Sat.: Dep. Noumea 0800, arr. Santo 1040,
dep. 1110, arr. Vila 1225, dep. 1400,
arr. Noumea 1555.

NEW CALEDONIA - WALLIS ISLAND

UTA-FRENCH AIRLINES (with DC4's)
Monthly service (second Wednesday)
Wed. (June 14, July 12): Dep. Noumea
0800, arr. Wallis 1430.
Monthly service (following Friday)
Fri. (June 16, July 14): Dep. Wallis 0900,
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 (June 14, 28, July 12, 26)
and on alternate Thursdays (June 8, 22,
July 6, 20).

P-NG - WEST NG

TAA and Garuda Indonesian Airways,
using DC3's, fly fortnightly between Lae
and Sukarnapura.

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 1900, arr. Papeete 2225.
Fri.: Dep. Papeete 0130, arr. Honolulu
Fri. 0650, dep. 0900, arr. Los Angeles
1655 Fri.



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FROM SYDNEY (Aust. dollars)

	Single	Return
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Auckland	83.50	158.70
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Honiara	186.40	372.80
Honolulu	382.40	726.60
Lae	114.70	229.40
Lord Howe Is.*	38.20	76.40
Nadi	122.00	231.80
Norfolk Is.*	55.00	104.50
Noumea	81.30	154.50
Pago Pago	172.00	326.80
Papeete	272.50	517.80
Pt. Moresby	89.50	179.00
Rabaul	138.00	276.00
San Francisco	473.70	900.10
Vancouver	473.70	900.10
Wellington	83.50	158.70

FROM SUVA (Aust. dollars)

Apia	56.30	107.00
Honiara	196.20	374.00
Nadi	11.50	23.00
Nukualofa	41.70	79.30
Santo	111.20	211.50
Tarawa	220.90	407.50
Vila	90.40	172.60

FROM NADI (Aust. dollars)

Honolulu	280.80	533.60
Noumea	55.00	104.60
Pago Pago	50.00	95.10
Papeete	159.00	300.00

FROM AUCKLAND (NZ pounds)

	£	s.	d.	£	s.	d.
Honolulu	139	15	0	265	11	0
Nadi	31	0	0	58	18	0
Norfolk Is.*	20	15	0	39	9	0
Noumea	31	0	0	58	18	0
Pago Pago	49	12	0	94	5	0
Papeete	83	8	0	158	10	0

* First class seats available only.

Promoter convicted

(Continued from p. 132)

They moved up slowly, a penny at a time. On March 23, 1964, about 2,400 changed hands at 1/2. On March 24, Sydney Stock Exchange suspended Sangara Holdings shares from trading. *PIM* of April, 1964, said "the picture is one of singular complexity".

The picture became clearer in 1964-65. It was disclosed (*PIM*, Dec., '64) that the mysterious buyer was Mr. Stanley Eskell, MLC, of Sydney, formerly managing director of South Pacific Post Ltd., Port Moresby, and he had gained control of Sangara Holdings.

Morobe Hotels came out of the receivership early in 1965, and this valuable former asset of Hamac-P-NG Development had to be handed back to the owners.

But who were the owners? Hamac, or P-NG Development, or Sangara, or Sandy Creek? It was the kind of puzzle beloved by lawyers and accountants. Obviously, McEachern had hoped to take over.

Complex

There was a similarly complex situation in Rabaul. Who owned the Cosmopolitan Hotel? The old Cosmopolitan Company? Or Sandy Creek? Or Sangara?

Possession is nine points of the law, they say. McEachern was in there as boss, in charge of the Cosmo's very comfortable income, and he fought like a legalistic tomcat to stay there.

When Stanley Eskell bought control of Sangara, he bought three years of fighting in the territory's courts before it was finally established that the three Morobe Hotels (Cecil, Goroka and Wau) and the Cosmopolitan in Rabaul, are the property of Sangara Holdings Ltd.

It was November, 1965, before Eskell and his associates got a Supreme Court order under which McEachern was summarily removed from control of the Cosmopolitan Hotel, the annual profits of which were said to be some £45,000. The judge's comments were scathing (*PIM*, Dec., '65).

By now, Len McEachern was thoroughly discredited. He first appeared in court, on charges of grave malpractice, in January, 1966; and from then on, during 1966, there were long-drawn-out proceedings, which culminated in his being charged on 15 counts, with forgery and falsifying company records. He was found guilty of eight of them.—RWR.

FOUR VETERANS SERVED ISLANDS FOR 240 YEARS

Four Roman Catholic missionaries, who spent a total of 240 years working in the Pacific Islands, died in the Islands recently.

THEY were Father Alessandro Goupillaud, of Samoa, Sister Mary Hermelände, of the Gilbert Islands, Sister Marie Angele, of Tonga, and Monseigneur Edouard Bresson of New Caledonia. All came originally from France.

Monseigneur Bresson arrived in New Caledonia in 1909 and for 15 years served as a missionary in the Pouébo mission.

About 1924 he was appointed Superior of the St. Louis mission near Noumea, and in 1937 he became Bishop of New Caledonia. One of his most important achievements was the introduction of Melanesian priests in New Caledonia.

In 1941 he led the centenary ceremonies of the first landing of missionaries in New Caledonia at Balade

DEATHS OF ISLANDS PEOPLE

—the spot where Captain Cook landed.

Later, in the dark days of the Battle of the Coral Sea, Monseigneur Bresson made a vow that if New Caledonia was spared the horrors of war, he would build a church to commemorate it. The church, Eglise du Voëux (vows), has been in service for many years in Noumea.

Monseigneur Bresson retired as bishop 11 years ago and spent the rest of his life teaching student priests at the Paita seminary. He died in late April, and was buried in the St. Louis mission cemetery.

PIM's Noumea correspondent says Monseigneur Bresson was a man of great charm. He was the *cure* of fiction. Small, roly-poly, with a small goatee beard and a squeaky voice, he might have stepped from many a page. However, he was admired and regarded with affection by all, especially the Melanesian population.

Father Goupillaud, who was 83, arrived in Samoa from France in 1909. He worked at Samoan parishes at Leulumoega, Palauli, Falealupo, Falefa and Safotulafai and at Leone and Lepua in American Samoa.

He won the Legion d'Honneur a

few years ago for looking after the graves of the 12 Frenchmen of the *La Perouse* expedition who were massacred at Asu in 1787. Father Goupillaud retired in 1962 to Moamoa. He died on March 10.

Sister Hermelände died in April aged 92. She reached the Gilbert Islands in 1902 and spent the next 32 years at Tarawa, going to Abaiang in 1933 and remaining there until her death.

In her 65 years in the Islands, she never returned to her native France, nor had she travelled to the other islands of the group, except Butaritari.

Her nephew, Brother Gautier, has worked in the Gilberts for over 30 years and is at present stationed at Betio.

Sister Angele, an octogenarian, died at Eua Island, Tonga, on April 12. She arrived at Tonga from her native France in 1906 and worked for the people of Niuatoputapu and Niuafu'ou for nearly 40 years.

In 1946 she was evacuated from Niuafu'ou when the volcano erupted and with the islanders she was moved to Eua for resettlement.

She remained there until her death

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pt for a trip in September last to Nukualofa to celebrate her 20th birthday in Tonga. Sister Angele was well liked and respected by Catholics and non-Catholics alike.

Lt.-Colonel H. T. Allan

Lt.-Colonel Herbert T. Allan, who spent 20 years in a variety of jobs in New Guinea before World War II, died at his home at Mullaway, NSW, May 23, aged 72. A veteran of World War I, "Blue", he was known to his friends, had a creative goldmine at Wau when he left for Sydney at the start of World War II to enlist. The AIF accepted him, rather reluctantly because of his age (he was 45 at the time) and he was sent to the Middle East. He won the OBE at Tobruk. He returned to New Guinea to fight against the Japanese and was an officer for both the Australian 8th Army, and the US Army in Milne Bay. He commanded AIF at Finshchhafen, Madang, Lae, Aitape and Jacquinot Bay. Promoted to colonel, he became in-charge of the Pacific Islands Regiment. After he was discharged in March, he became a company director and lived at Mullaway, NSW. "Blue" Allan was the son of the late Percy Allan, a well-known Sydney journalist who edited Stewart's *Book of the Pacific Islands*.

Mr. Kim Morris

Kim Morris, 20-year-old son of the late Mr. Morris, a photographer, died on Howe Island's photographer, Richard Morris, was killed in April when he fell from cliffs at S Beach, on the east coast of the island. Mr. Morris had showed great promise as an artist. His watercolours sought by islanders and tourists. His death tragedy shocked the small community of the island, as Kim was a promising figure.

Mr. F. D. W. Payten

Mr. F. D. Payten, who lived most of his life at Lord Howe Island, died on the island on April 24, aged 61. Mr. Payten was actively engaged in most island activities, and had

G WOMEN'S CLUB MEETING

The annual general meeting of the New Guinea Women's Club will be held at the clubrooms, Feminist Club, King Street, Sydney, on Thursday, May 20, following morning tea at 10 a.m. Visitors are welcome.



OLD-TIME SKIPPER PASSES ON

CAPTAIN JOHN McINNES, one-time master of various vessels of the Burns Philp fleet, died in Royal Brisbane Hospital on April 24. He was 88.

He was at one time master of the MV *Malabar*, and later either master, or relieving master, of the steamships *Marella*, *Mataram*, *Mindini*, *Matunga*, *Marsina* and *Melusia*.

Captain McInnes joined Burns Philp about 1910, and resigned in 1926 to try his luck on the Morobe Goldfields. Having little success, he retired to Western Australia, and later to Brisbane.

Captain McInnes is seen in this old photograph of Burns Philp skippers taken about 1916-17. He is seated on the extreme left in the front row.

All the other skippers are now dead except Captain G. E. Williams (second from right in back row) who, at 83, lives at Chatswood, Sydney.

Those pictured are: Top row (standing, from the left): Captains D. J. Williams, S. Rothery, H. W. Wherall, N. E. Smith, G. E. Williams and G. I. Griffiths; bottom row (seated, from left): Captains J. McInnes, E. J. Hillman, W. Voy, S. Mortimer and M. Donaldson.

collected palm seeds for the island's only export from the age of seven until shortly before his death.

A self-taught carpenter and shipwright, he built his own home and several boats. He leaves a widow, Margaret, and a daughter Beryl Clifford, who lives in Tasmania.

Chief Letuli T. Tuia'ana

Chief Letuli T. Tuia'ana, American Samoa's popular Police Chief, died in Honolulu on May 13 during an official visit to witness the graduation of three of his officers from the Honolulu Police Academy.

Chief Letuli, who was 61, was found dead in his bed after being taken ill a few hours earlier. An inquiry was held into his death.

Born at Iliili, Chief Letuli served in the US Navy from 1931 to 1951

and was a member of American Samoa's House of Representatives from 1952 to 1957. He had been Chief of Police for 10 years.

Chief Letuli left a widow and five children.

Mr. W. J. Hay

Mr. William Joseph Hay, a well-known Fiji resident, died at Auckland on May 25, aged 57.

He worked for Burns Philp (SS) Co. Pty. Ltd. at Suva and Lautoka for several years before joining the Government service.

Mr. Hay served in the Medical Department for a number of years, and reached the rank of executive officer at the tuberculosis hospital, Tamavua.

He leaves two sons and two daughters.

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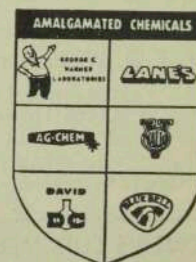
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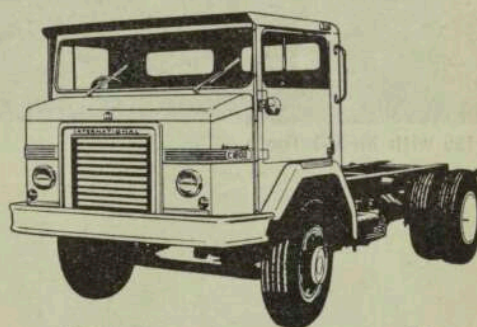
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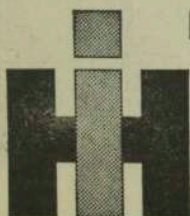
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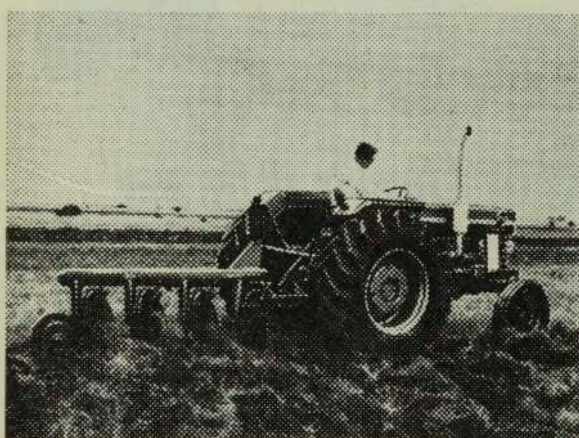
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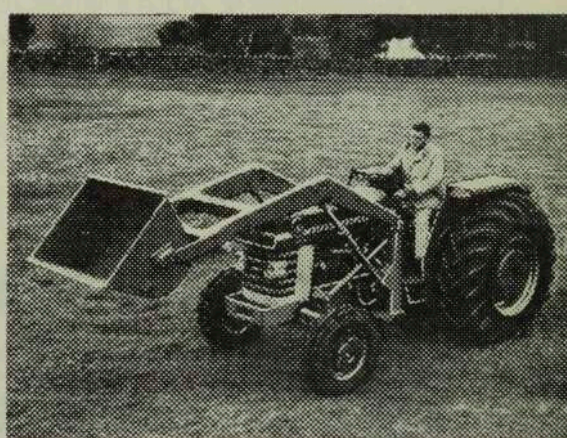
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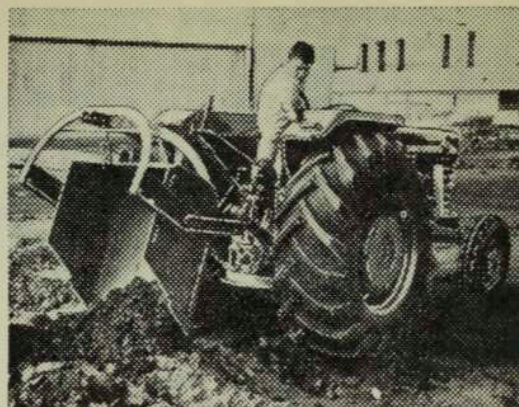
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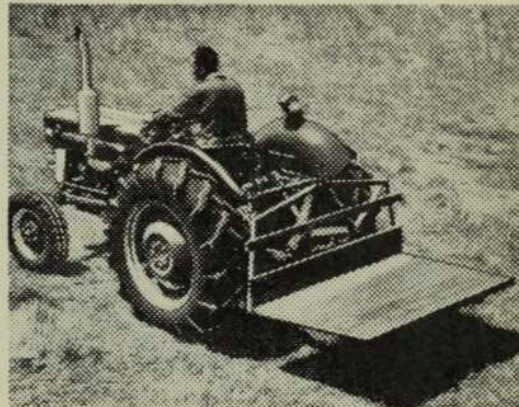
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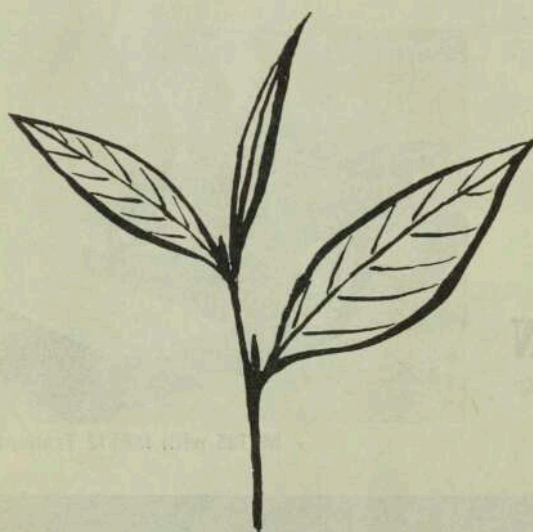
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THE PRACTICAL PLANTER



There is no 'best breed' of pigs

In pigbreeding there is no best breed; it is the strain within the breed that counts, and it is the selection of breeding stock from these proven strains that gives a solid foundation to the breeding programme.

For successful pig-raising, however, there are certain fundamental principles to be followed. Some of these are given here by Mr. N. Steel, Principal livestock officer (pigs), of the NSW Department of Agriculture. Breeding stock must be well-fed all times, but must not be allowed to become overfat.

Pigs should be housed under conditions which permit them to resist disease and parasitic infestation.

They should be supplied with adequate leafy green feed or good quality lucerne meal; in the absence of green feed, vitamin A and D₃ should be included in the diet.

The concentrate ration should contain at least 50 per cent. grain (apart from grain by-products) to ensure efficient supply of vitamin E; this vitamin is contained in the grain germ and is essential for fertility.

Boars and sows should be supplied with good grazing paddocks which are rested from stock regularly.

Mating

Boars and sows should not be mated until they are at least nine months of age. Sows should be mated on the second day of the heat period. The heat period normally lasts for two or three days and should recur every 20 or 21 days until the service period.

One complete service is sufficient, but if the boar is not in demand, a second service can be allowed the following day.

Service should take place in the morning and before feeding.

Sows should be remated as soon as possible after their litter have been weaned.

A young boar must not be overworked and should be used only once a fortnight for his first year of service.

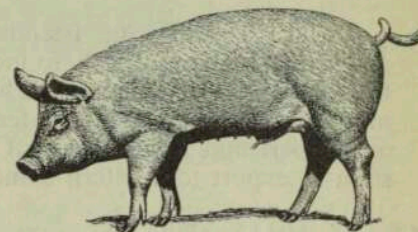
A boar should not be expected to cover more than 20 sows. If there are more than 20 sows in the herd, a second boar is required, and if more than 40, a third boar should be provided.

Culling and selection

When a boar has passed four years of age, consider selecting and purchasing a young boar as a replacement.

A four-year-old sow should also be considered for culling and replacement with a good quality gilt.

A boar should not be selected until he is at least six to seven months of age.



Look for a neat head; fine shoulders; a long middle; straight back and belly lines; meaty, well-filled hams, properly-attached, well-balanced testicles; and at least 12 well-spaced rudimentary teats.

He should walk and stand well, have straight pasterns and neat feet.

Boars should be purchased only from stud breeders who have consistently figured in prize-lists at agricultural shows and in pig carcass competitions.

Evidence of the production record of the sire and dam should be sought.

When selecting a sow, look for a neat head; fine shoulders; a long middle; straight back and belly lines; meaty well-filled hams and at least 12 evenly-spaced teats starting well forward.

She should walk and stand well, have straight pasterns and neat feet. The sow should come from a dam which has proved a prolific mother of good milking capacity.

Adequate water "essential" in the piggery

An adequate water supply is essential in a piggery, especially during the hot season. Pigs which find themselves with a 10 per cent. cut in their liquid diet can show disastrous affects.

THE quantity of water a pig drinks will vary according to its size, outside day temperature, and the type of ration fed, whether it be a total grain ration, or whether milk by-products are added.

Plenty of water should be on hand always and the water containers should be checked regularly.

Water assists in the digestion of the feed constituents which are absorbed through the walls of the intestines and circulated in the blood to all tissues.

If pigs are running in a paddock, the drink troughs should be large enough to hold sufficient to keep the water cool and should be located close to shade.

ON THE TRAIL OF BETTER, CHEAPER STOCK FEED

From BERYL CATES, in Suva

The South Pacific Islands' only factory producing stock and poultry feed is shortly to increase its size and add extra staff to keep up with the demand. The factory, at Nausori, near Suva, meets all Fiji demands for feed, and also exports to Tonga, the Gilbert and Ellice Islands Colony, the Marshalls, and plans soon to export to Western Samoa.

CREST MILLS (Fiji) Ltd., goes about its job scientifically. Its manager, Suva-born Joe Campbell, was for 17 years with the Fiji Department of Agriculture, the last eight of them as livestock officer at Koronivia Research Station.

He has a Dip.Ag. from New Zealand's Massey College.

The mill also uses the services of the Sydney parent company's top nutritionist, Malcolm McDonald, M.AgS., PhD., who recently created interest among Fiji farmers by confirming that the Fiji weed vaivai could be used with advantage as a replacement for imported lucerne meal.

Vaivai has been used in poultry feed for some years in Hawaii, the Philippines and New Guinea.

Vaivai (*Leuceana leucocephala*) is a prolific weed in almost all Pacific Islands territories and it is easily recognised. It is a small, quick-growing

tree with leaves comprising leaflets, and with white flowers in globose heads. Pods of the weed are clustered together and each pod contains about 20 seeds.

Dr. McDonald, who recently returned from lecturing at the 13th World Poultry Science Congress in Kiev, Russia, carried out trials on Fiji vaivai sent him by Mr. Campbell.

The vaivai was grown by Fiji Department of Agriculture officers at the department's Sigatoka experimental farm, and hot air dried. Cuttings dried included leaves, stalks and some small twigs. Hammer-milling followed drying.

The vaivai contained 16.4 per cent. protein, although samples produced on other occasions contained up to 27 per cent. Lucerne used in the comparative trials was a sun-dried Australian lucerne meal, containing 14 per cent. protein.

Experimental diets were produced by diluting a basic mash with increasing quantities of lucerne meal or vaivai. Each diet was fed to 12 chickens for 14 days, from the seventh day post hatching.

The results are in the accompanying table.

Since, on the feed/gain ratio, g. per g. represents grammes eaten for grammes gained, the lower the figure the more efficient the diet is.

There is another interesting point.

It has been established that, as a stock feed, diets containing over five



Mr. Joe Campbell.

per cent. vaivai depress growth, owing to the presence of toxic amino acid mimosine. It may also cause shedding of manes and tails of horses.

Dr. McDonald's own experiments with poultry feed have so far produced no harmful results with 7.5 per cent. vaivai, although tests have yet to be completed. Dr. McDonald wants to find the reasons for his results.

The local poultry food mill products differ in colour from those manufactured overseas, because many locally produced ingredients are used.

Maize, some sorghum and coconut meal are grown locally by farmers under contract. Lime used in the food is coral lime, bought from the Fiji cement factory, and fish meal is obtained from the fish factories at Levuka and Pago Pago.

Food produced at the mill incorporates special medicines, and available on request are additives for deworming, and for the prevention of many diseases.

The Crest factory was opened in 1965, in what was the former South Pacific Sugar Mills' Nausori factory. It has 5,000 square feet of floor space, and plans to add another 6,000 square feet. Present production is 400 tons a month.

One of the reasons for improved business is the recent decision by the Fiji Legislative Council to raise tariffs on imported dressed poultry by 15 per cent. to 25 per cent. This means a boom for local poultry farmers.

Gas conversion for refrigerator

A kerosene refrigerator can easily be converted to work on bottled gas. The operating costs will be a little more after conversion, but the advantages, especially the lessened fire danger, are worth the extra cost. And there are no wicks to trim!

The parts required for the conversion are a burner, a thermostat, a low pressure governor, a valve which shuts off the gas if the flame blows out, and a control cock. These are available as a kit from Portagas Pty. Ltd., 711 George Street, Sydney. Fitting instructions go with the kit, but quote make, model and size of the refrigerator when ordering.

DIET	INITIAL WEIGHT	WEIGHT GAIN	FEED/GAIN RATIO.
98 lb basic + 2 lb lucerne	72.1 g.	161.7 g.	2.05 g. per g.
98 lb basic + 4 lb lucerne	73.7 g.	145.1 g.	2.26 g. per g.
98 lb basic + 2 lb vaivai	72.8 g.	167.6 g.	2.07 g. per g.
98 lb basic + 4 lb vaivai	72.8 g.	170.2 g.	2.07 g. per g.
98 lb basic + 8 lb vaivai	66.9 g.	167.7 g.	2.00 g. per g.

bananas are helped by "trashing"

In the early days of banana growing, trash was left hanging like a cloak around the trunks on the belief that it kept the plant warm.

HOWEVER, according to Mr. D. W. Andersen, inspector in the Horticultural Branch of the Queensland Department of Primary Industries, "trashing" keeps the plants and soil warm in the cold months. It also slows down growth of the young plants that are to be left as followers to produce fruit the following season. Nowadays trashing, or the removal of dead leaves, is usually carried out once a year in a well-managed plantation. It can also be done at any time as desuckering. The leaves are cut off with a sharp knife at a point where they bend over and hang from the trunk. An upward movement of the knife eliminates the risk of tearing the leaf base away from, and damaging, the trunk.

After removing all the dead leaves, direct rays of the sun can penetrate around the stem and base of the plants. This warms both the plant and the soil. As a result, stimulation of growth takes place in plant and soil. It is not wise to remove leaves which still retain some green colour.

Trash must be removed from the banana plant before beetle borer control can be carried out effectively, because the presence of dead leaves interferes with this operation. As this is usually carried out twice a year, the convenient time to trash is just before the application of the appropriate insecticides.

Dead leaves hold spores of diseases, that, in addition to its other advantages, removal of trash is good for plantation hygiene. Dead leaves are better as a mulch on the ground than draped around the plant where they hinder work. Trash has to be done around the stool for good plantation management. The leaves once cut off should be removed between the rows and across the rows to prevent erosion.

This mulch will also help to control weeds. Spraying over this mulch and applying the normal arsenical treatments for weed control will assist further to improve control of the various diseases.

WORKBOAT MAINTENANCE



Petrol engine trouble-shooting

The information on this and the next page comprises your trouble-shooting guide for marine petrol engines. Keep it in your workshop for reference.

THE ENGINE WILL NOT START

Reason:

Main switch not on, key not switched on.
Empty fuel tank, fuel cock closed.
Engine "wet" by excessively rich fuel mixture.
Blockage in carburettors.

Remedy:

Open throttle and choke fully. Rotate engine with starter motor until it starts. Disconnect line at carburettor and check that fuel runs out. If not, clean fuel pump filter and blow (suck) through line. Make sure that the tank air-venting pipe is not blocked.

Faulty fuel pump.

Examine pump diaphragm as well as suction and pressure valves.

Faulty spark plugs.

Clean and adjust electrode gaps. If necessary, fit new plugs. Make sure that you use plugs of the correct heat range.

Faulty distributor.

Turn the ignition key and disconnect one of the ignition cables from its spark plugs. Hold the end of the cable close to the engine block. When the engine is turned over with the starter motor, there should be a powerful spark between the cable and the block. If not, check and clean the distributor cap and the ignition cables from moisture and oil. If there is still no spark, examine the contact breaker points.

No contact or poor contact between the battery cables and battery.

Loosen the cables, scrape the battery poles and cable terminals clean. Connect up the cable terminals and grease with Vaseline.

Battery discharged.

ENGINE STOPS OR IDLES VERY ROUGHLY

Reason:

Faulty spark plugs.
Air leaks at carburettor connections.
Idling speed too low.

Remedy:

Check or replace spark plugs.
Check tightening. Replace damaged washers.
Increase idling speed.

KNOCKING NOISE FROM VALVE MECHANISM

Reason:

Excessively large valve clearance.
Worn or damaged parts in valve mechanism.

Remedy:

Adjust valve clearance.
Recondition or replace parts where this is necessary.

(Continued on p. 153)

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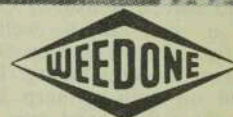
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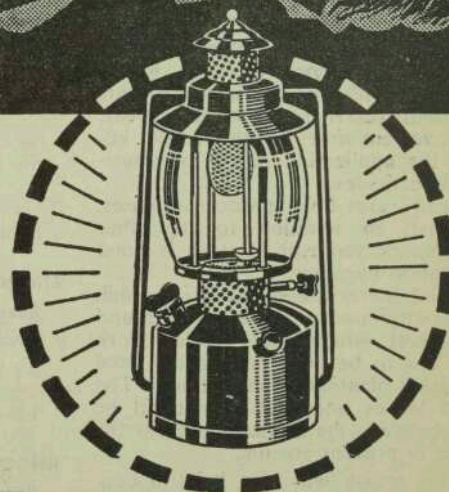
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Petrol engine trouble-shooting

(Continued from previous page)

ENGINE RUNS JERKILY (OR EVEN COUGHS) DURING ACCELERATION

Reason:
Dirty or moist spark plug insulators.
Dirty spark plugs.
Dirty, cracked or moist distributor cap.
Dirty or moist cables.
Air or water in the carburettor.
Air mixture too lean.
Faulty fuel pump, not enough fuel.

Remedy:
Clean insulators.
Check or replace spark plugs.
Remove and clean or replace distributor cap.
Check, clean or replace cables.
Disassemble and clean.
Check carburettor settings.
Check pump capacity and pressure.

ENGINE OUTPUT

Reason:
Wrong type of fuel.
Dirty ignition settings.
Dirty carburettor settings.
Dirty valve clearances.
Low compression on one of the cylinders.
Oil on chafing.

Remedy:
Measure the compression pressure. If the values are too low, remove the cylinder head for more detailed investigation.
Remove cylinder head for investigation.

ENGINE MAKES REGULAR POUNDING NOISE, MORE OBVIOUS UNDER LOADING

Reason:
Worn main and connecting rod bearings or worn pistons and pin pins.

Remedy:
Localise sound by short-circuiting the spark plugs one after another. Then disassemble where necessary to examine bearings and pistons.

ENGINE OIL PRESSURE TOO LOW

Reason:
Oil cleaner blocked.
Faulty relief valve spring.
Pump worn.
One or more bearings worn.
General wear.

Remedy:
Change oil cleaner element.
Check spring and pump.
Examine and replace bearing shells.
Replace or recondition engine.

ENGINE OIL CONSUMPTION

Reason:
Hard running.
Leakage at joints.
Oil level too high.
Worn valve guides.
Worn piston rings.

Remedy:
No remedy necessary. Oil consumption can increase during hard running.
Replace faulty or poor gaskets and tighten bolts and screws.
Do not top up with oil until oil level approaches lower mark on dipstick.
Recondition valve system.
Replace piston rings.

ENGINE RUNS ABNORMALLY WARM

Reason:
Blocked water intake or faulty water pump.
Faulty temperature gauge.
Fuel used has too low octane rating (knocking).
Faulty thermostat.
Faulty ignition timing.
Faulty carburettor settings (too lean fuel/air mixture).
Blocked cooling system.
Loose hose connections.
Ineffective cylinder head gasket.

Remedy:
Disassemble and clean.
Check gauge and replace if necessary.
Use fuel for correct octane rating.
Replace.
Adjust ignition timing.
Adjust settings.
Clean cooling system.
Check hoses and clips, replace if necessary.
Change cylinder head gasket.

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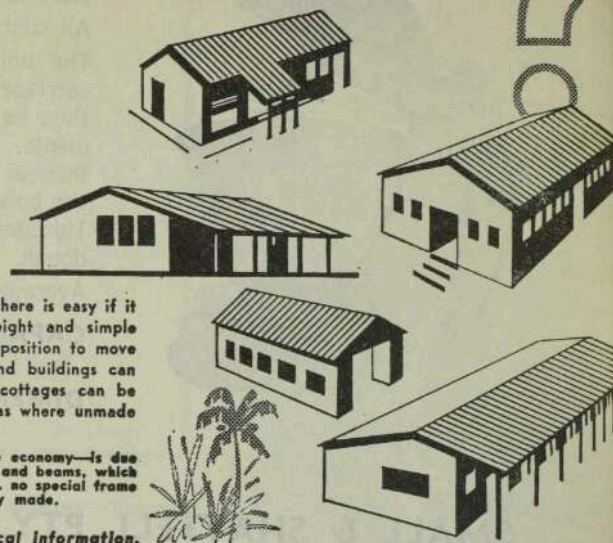
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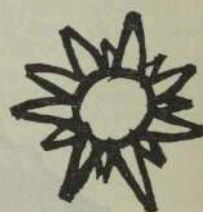
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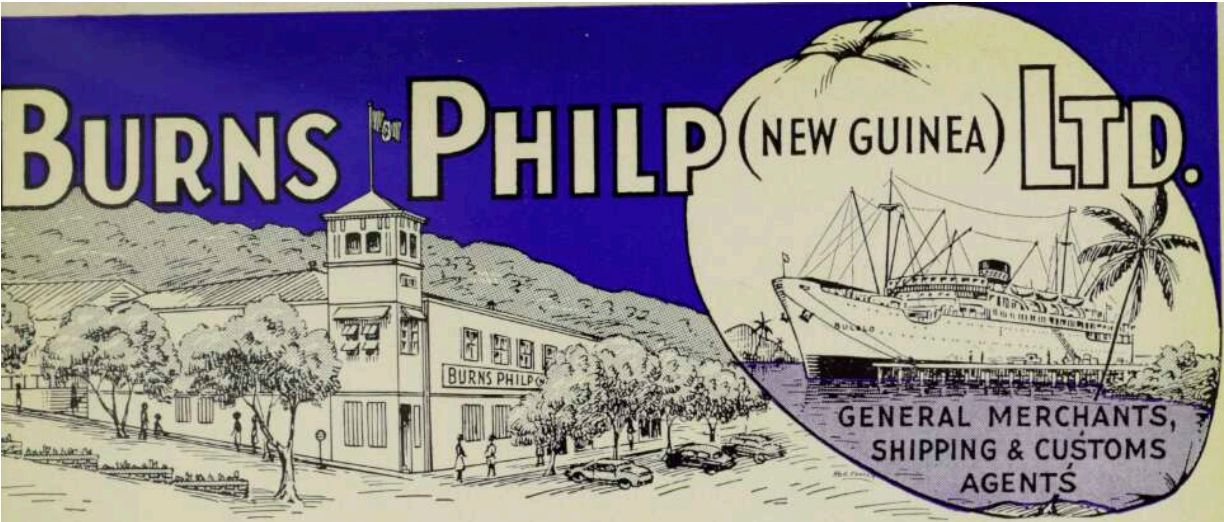
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