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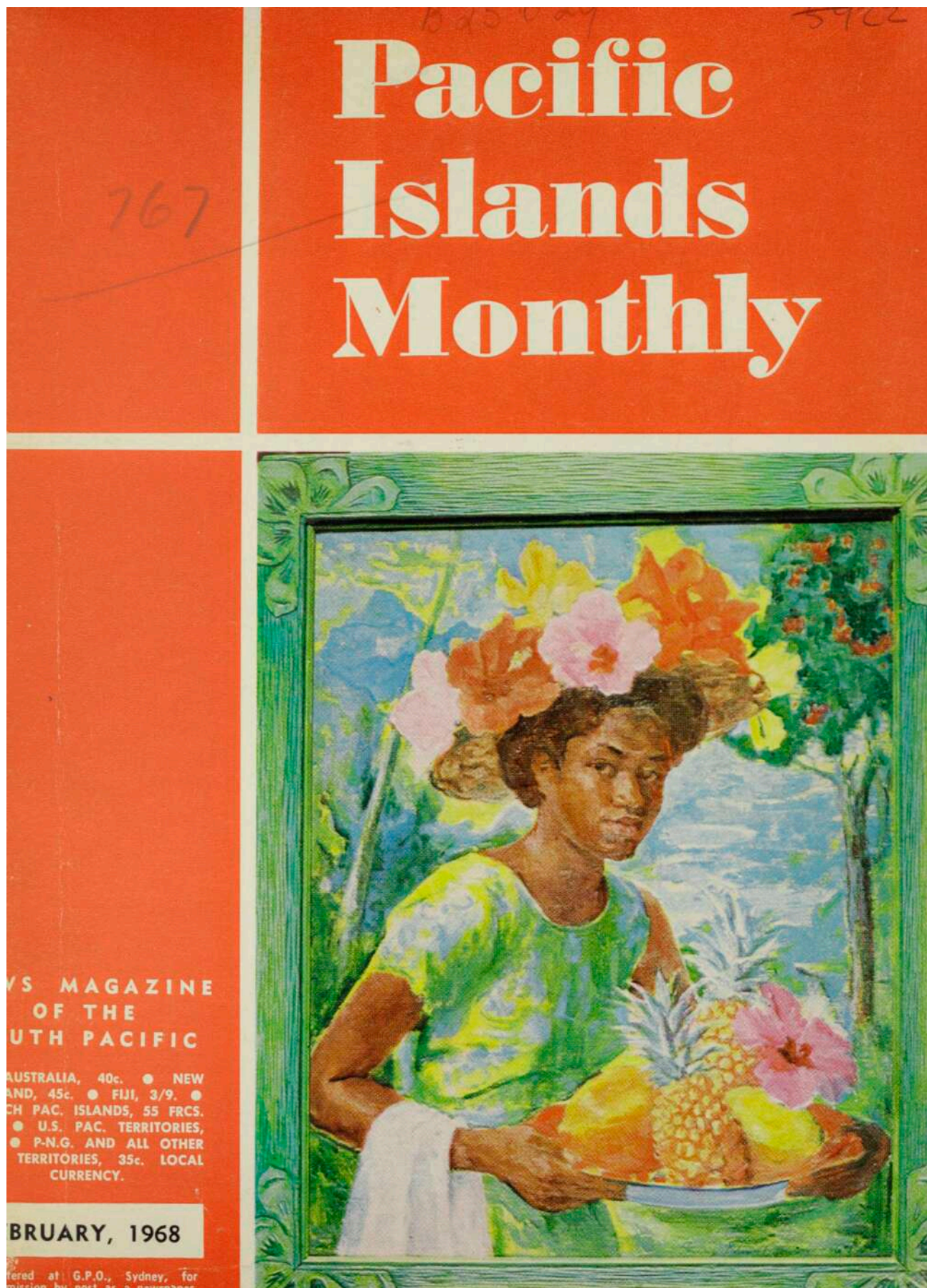
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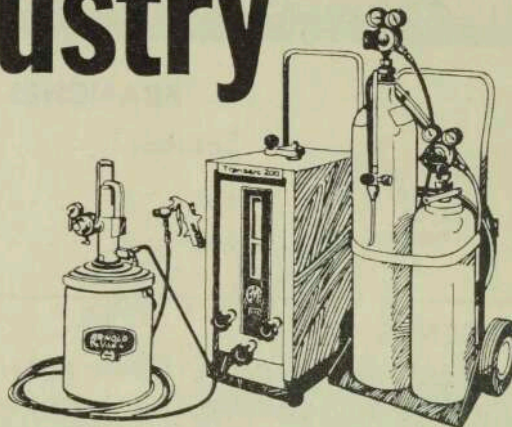
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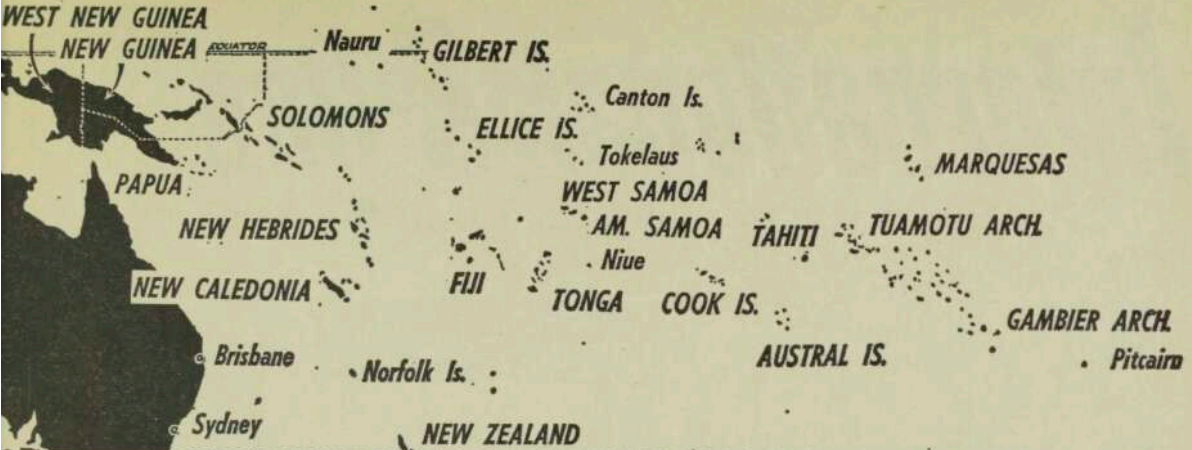
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PACIFIC ISLANDS MONTHLY

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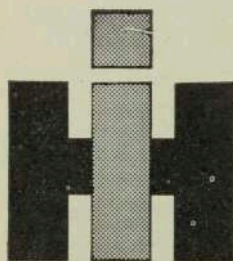
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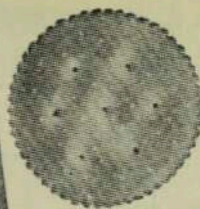
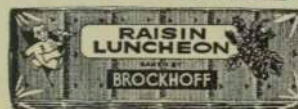
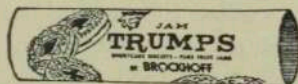
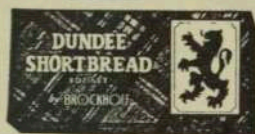
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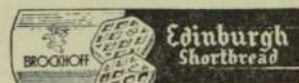
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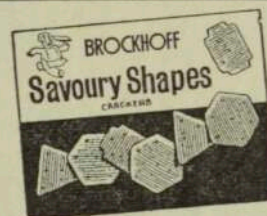
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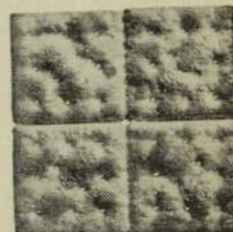
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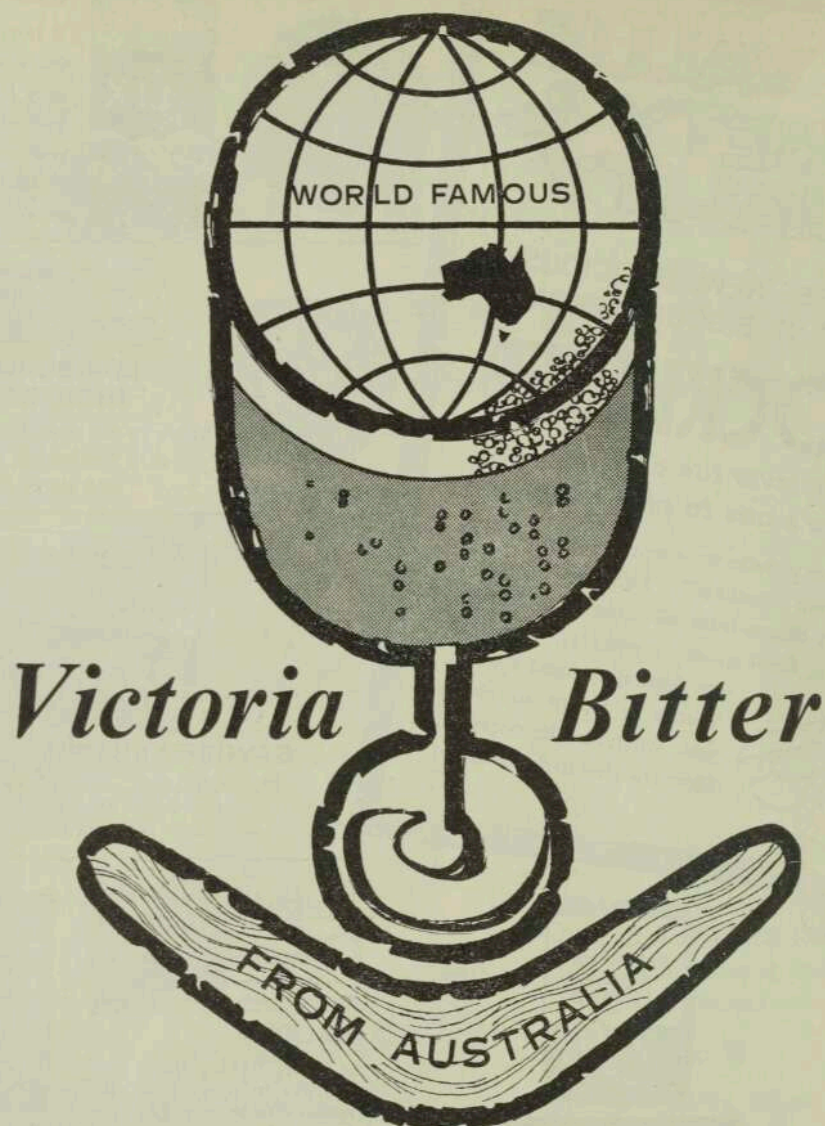


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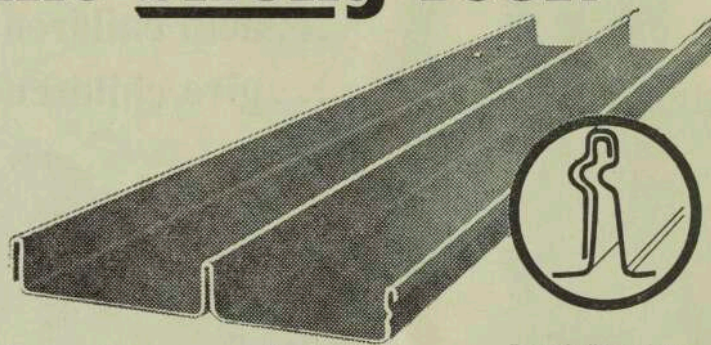
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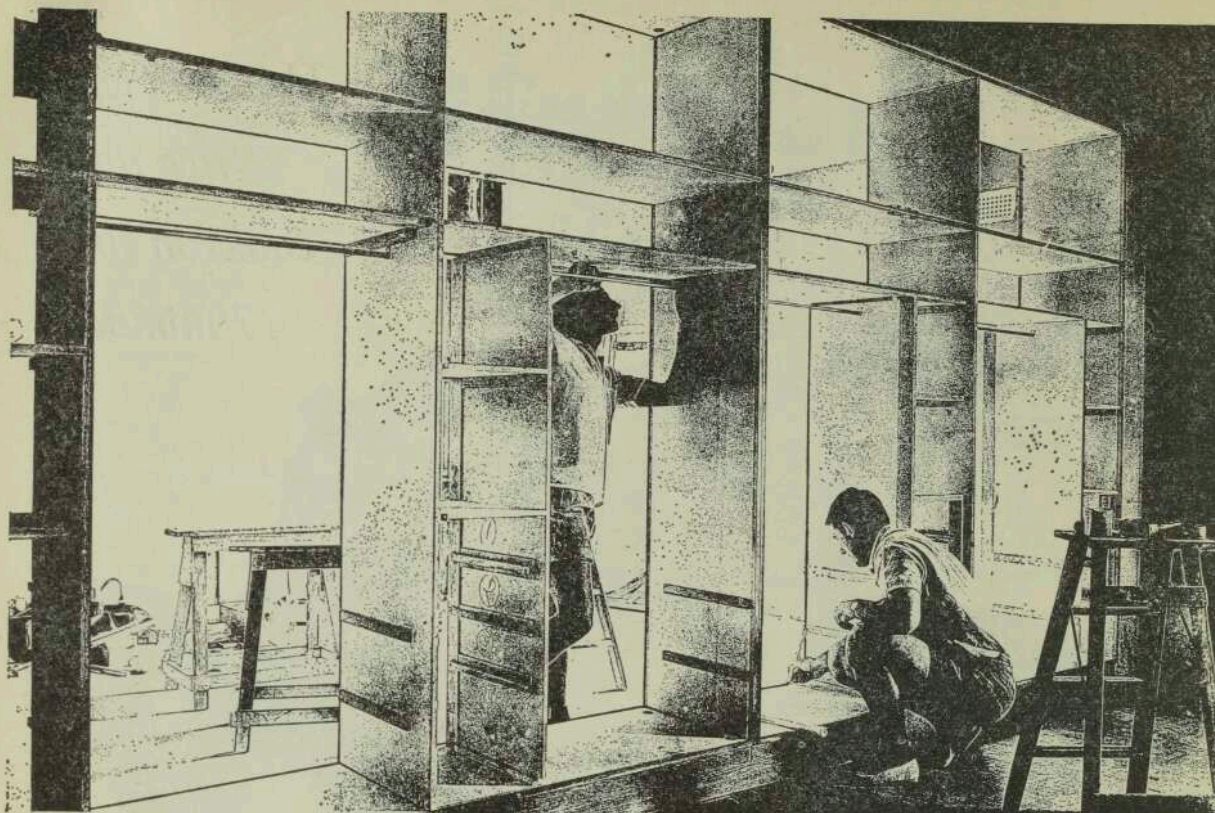
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UP FRONT

with the editor

Ian Grabowsky (pictured on p. 119) is one of those Islands old hands who help make the job of producing this magazine a pleasure. He is one of a widely distributed group of Islanders with whom we keep in contact, although often a year or two may pass before we next see each other.

THESE friends of ours can turn up anywhere at any time, and nearly always without warning, and when they do we catch up on their gossip and enjoy their conversation before they are swallowed up again.

For many years now Ian Grabowsky has lived in Melbourne, and it is a long time since he last piloted an aircraft in New Guinea. Those days are still very much part of his life, especially since 1962 when Ian began the task for the Australian Department of Civil Aviation of preparing a detailed history of New Guinea aviation.

There is a colourful, spectacular story to be told of that development, and Ian Grabowsky's own part in it has fitted him ideally for the job of seeking out the facts.

It is fact-hunting that has involved him. His is the research task; the writing is for somebody else, although Ian himself, in different circumstances, would be more than capable of doing that too.

Born in Finland, Ian has been involved in aviation since 1917, when he was trained as a pilot with the Royal Naval Air Service (later combined with the Royal Flying Corps and renamed the RAF).

He came to Australia from England as a soldier-settler in 1920, but within a few years he joined DeHavillands as sales manager, and then, in 1931, became a pioneer of New Guinea aviation, flying with or managing Guinea Airways there until 1937.

Back in Australia in 1938, and during a long stretch with Australian National Airways, he pioneered the famous Air Beef scheme for out-back Australia; later he became special projects officer for TAA. During World War II he organised the civilian repair facilities for the

RAAF and the American forces in Australia.

Ian Grabowsky has not one, but two, artificial legs. He lost his leg at different times as a result of Berger's Disease (the first one was when he was in New Guinea), and he had to let his flying licence lapse in 1938. Nevertheless, 20 years after giving up active flying he flew solo aluminium legs and all, in a Tiger Moth at Charleville, Queensland—for the hell of it.

His New Guinea aviation history has been a mighty task of research. To show for it he has five thick typescripts covering the 10 years from 1926, the result of diligent and skilled investigation into every available record, including pilots' logs and personal diaries, and something like 150 to 200 personal interviews with the men who flew, or repaired or directed the planes in that remarkable period of development, when New Guinea pilots were doing things that had never been attempted anywhere before.

Ian's thick volumes tell that great story in chronological order, and they are packed with detailed sources and references. Fascinating personal stories and reminiscences of the men who flew are recorded side by side with the official statistics.

They've involved five years of hard labour, based on 50 years of experience in the field, and now Ian

OUR COVER: One of the most remarkable European women in Fiji today is Mary Edwell-Burke, a 70-year-old Australian artist, who painted our cover picture, which she has called "Hibiscus Hat". An article on Miss Edwell-Burke's life and work appears on p. 68. — Photo: Caines Jannif.

has to give the work up. In Sydney the other day for a much-needed rest, we caught up with each other, and I found him far from well.

He told me how, about a month earlier, he had gone to his Melbourne office as usual, sat down, and broke into a shivering sweat. He couldn't go on. His doctor has told him he can't do any more work on his aviation records; he must retire. Ian is 68. His stumps are giving him pain for the first time in many years.

What happens to his five volumes covering the first 10 years of New Guinea's aviation history, Ian doesn't know. They belong, of course, to the Department of Civil Aviation, but there are no plans to have them edited or published.

I believe it would be better to get them published sooner rather than later, so that the dwindling band of pioneers who are still on deck can correct any errors or make any additions to the record. And it's a valuable record.

There surely is a task here for Papua-New Guinea's new university, in combination perhaps with Qantas or the W.R. Carpenter Group, who have shared in New Guinea's aviation development. Little finance would be needed. What proposals, please, to publish Ian Grabowsky's massive labour of love?

ON this subject of old hands, old friends and old records, this is the occasion to announce that *PIM* will soon farewell assistant editor Robert Langdon. After nearly six years with *PIM*, Bob in April will join the staff of the Australian National University, Canberra. He is to establish there a new clearing centre for Pacific manuscript material, and his task will be to ferret out Islands material before it is lost, for the benefit of several libraries in Australia, New Zealand and the US.

PIM is a very personal magazine. We make more friends than money. I bear Bob's departure as a personal cross, for *PIM* to some extent is Robert Langdon; he has added his own ingredients of scholarship and specialised research to *PIM*'s recipe. The taste of the magazine won't be quite the same, and I shall miss him as a personal friend.

But his skilled pen will not be lost to us entirely, for he plans to be an occasional contributor on the subjects that are his special love, such as Polynesian history. He'll always be welcome in *PIM*'s paper-strewn office when he's in town; as are the Ian Grabowskys of the Pacific.

—Stuart Inder

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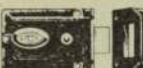
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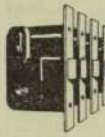
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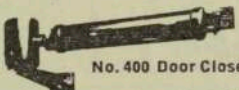
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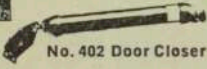
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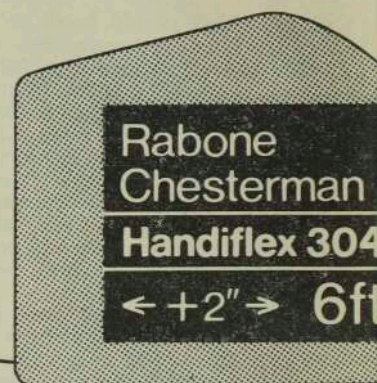
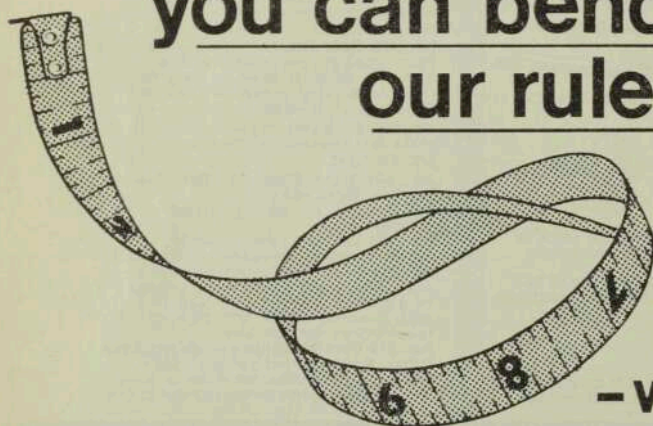
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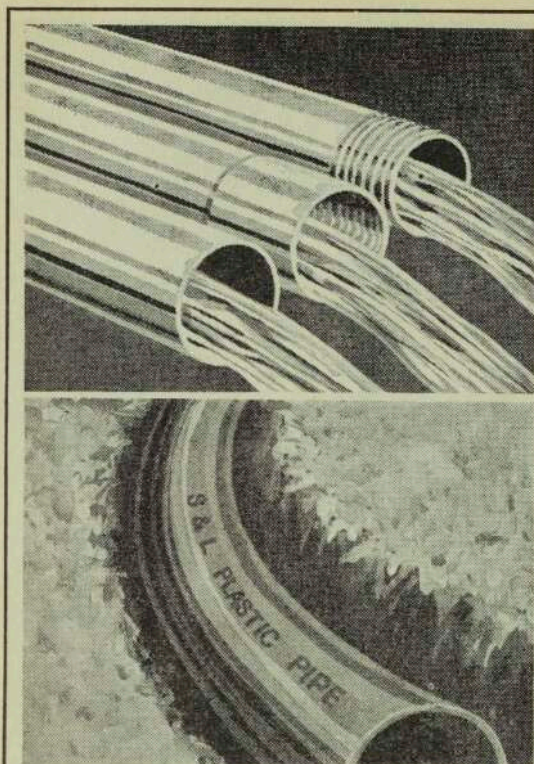
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● The new Nauruan flag flew in Australia for the first time at 11.15 a.m. on January 31 when it was raised alongside the Australian flag on the roof of the multi-storey Bank of NSW building in Collins Street, Melbourne. The building houses the offices of the Nauru Local Government Council and the Nauru Co-operative Society. The ceremony was performed by two Nauruan members of the office staff, Messrs. Paul Jeremiah (left) and Theodore Moses.

The flag has a royal blue field with a gold stripe across the centre representing the Equator. The 12-pointed star—symbolising the original 12 tribes of Nauru—is situated below the gold line to indicate Nauru's position in relation to the Equator. The star is white.

The flag-raising ceremony was one of two functions held in Melbourne on January 31 to mark the attainment of independence. The other was a dinner at a leading city hotel. The guest list of about 100 included about 5 Nauruans (including schoolchildren) living in Australia, the staff of the two Nauruan organisations mentioned above and members of the British Phosphate Commissioners' staff and Department of Territories.

INDEPENDENCE COMES TO TINY NAURU— BUT NOW WHAT?

*From PIM editor STUART INDER and
PIM's Nauru correspondent*

NAURU, January 31

It is a surprising thing that independence day for Nauru has been less spectacular than the occasion exactly two years ago when Nauru inaugurated its first Legislative Council.

Today there have been more distinguished visitors, more ceremonial and more speeches than there were two years ago, but there has been less headiness in the air, less enthusiasm than two years ago.

One reason for this is that Nauruans are not normally demonstrative. But there is another reason. Nauru appears to be a more sombre island for having finally shed the substance for the shadow. I don't mean that the island is apprehensive about its future—it is fit enough to manage. But now independence is here what is left on the horizon? Much hard work.

The celebrations themselves are a great success.

The fireworks, the concerts, the military ceremonies and formal proceedings have been run both with alacrity and with a welcome availing of that Nauruan informality which creeps in on those occasions when the official programme becomes overwhelming.

It's all been very well arranged. The independent Republic of Nauru came into existence at midnight on January time this morning with the

beautiful sounds of a Nauruan church choir singing Nauruan hymns at a combined Catholic and Protestant service under the palms.

Fireworks especially brought from Sydney together with an expert to set them off gave the Nauruan children—and Nauru has many children—their first treat.

Leaders chosen

Only a few hours later it was very much an adult show, with coats and ties, as official visitors crowded the small Legislative Assembly chambers to watch the inaugural Assembly elect, without any fuss, the Speaker and the five men who will manage the affairs of the nation as the Council of State for the next few months (see pp. 22, 34).

Nauru's constitution, which comes into force today, makes no mention of a President, Chief Minister or Cabinet Minister. These details have yet to be decided by the Constitutional Convention, which is legally entitled to continue its deliberations until June 30.

Although there is some talk by

Convention members that a Presidency might be "too grand", there is no real doubt that, basically, the executive of the new republic will be along the lines of the draft submitted by the Nauruans to the partnership powers several months ago—that is a President and Chief Minister and Cabinet Ministers.

But the deliberations of the next few months should be interesting, nevertheless, just in case new divisions show up.

It was no surprise that the man elected as the chairman of the Council of State this morning was Head Chief Hammer DeRoburt, the architect of Nauruan independence.

And, of course, it was DeRoburt, who, in a brief ceremony, with little pomp, raised for the first time the royal blue and gold Nauruan flag.

There was no cheering but it was a moving moment, especially for DeRoburt himself.

Hotel-less Nauru has had to go to extraordinary lengths to accommodate the modest list of visitors who have arrived for the celebrations of Independence Day.

A crash programme of house





building resulted in a number of new houses, meant for government staff, being available, together with a number of Administration houses which are temporarily vacant through the absence on leave of expatriate teachers. These houses will be needed for as little as 48 hours in some cases. Most of the guests are being fed by an imported staff of cooks, in a house temporarily converted to a dining room.

All homes filled

The BPC has put into use the one official guest residence, Nauru House, more commonly known as the White Elephant. An imposing modern two-storey house, with its timber exterior all painted in white, it commands a magnificent view over the phosphate loading plant, and is used for a few weeks each year when high officers or special guests of the Commissioners are on the island. But more than half-a-dozen guests would soon get in each others' way at Nauru House, and so it will be pinch and squeeze for the critical period there too.

A number of the newer Nauruan homes have also been handed over graciously by their occupants for the temporary housing of visitors.

The guests have come in a number of aircraft from divergent points. One aircraft arrived from Brisbane, mainly loaded with newsmen, another with official guests from Sydney. There were also a VIP aircraft direct from Canberra and a RAAF aircraft from Victoria, carrying a brass band.

Fiji Airways has put through a special flight of its HS427 via Tarawa, to bring in several Pacific leaders, including Prime Minister Fiaame Mataafa of Western Samoa; Ratu George Cakobau representing Fiji's Chief Minister, Ratu K. K. T. Mara, who was unable to attend because of illness; Mr. V. J. Andersen, Resident Commissioner of the Gilbert and Ellice Islands; and Tebuke Rotan, manager of the Rabi Island Council, Fiji.

(The Rabi Islanders are really Nauru's phosphate neighbours, the Ocean Islanders, who moved from Ocean Island to Rabi after the war.)

The VIP aircraft from Australia brought in Cabinet ministers and top officials of the departments of External Affairs and Territories, led by the Minister for Territories, Mr. C. E. Barnes. The diplomatic corps includes the British High Commissioner in Australia and the Japanese and German Ambassadors.

Various people who have assisted the Nauruans towards independence, including their economic advisers, are among the official guests, as also are representatives of the New Guinea House of Assembly. The Press party includes newsmen from New Zealand, the United States, Russia, and Japan, and teams from the Australian Press, radio and TV.

Following the formal transfer of power today and the flying of Nauru's new flag, there was an inaugural meeting of the Legislative Assembly of the Republic.

There is an exhibition of Nauruan national games this afternoon.

The Nauru Local Government Council is host at a barbecue for the

whole island in the evening, which is being organised by the Apex Club of Nauru. The Apex Club is also conducting an art competition during the celebrations as a cultural contribution. An informal concert closes the Independence Day programme.

Some people will already be departing on February 1, including the Administrator, Brig. L. D. King. That day a programme of sports, including Australian Rules football will be held. The third day of the Independence holiday, February 2 will see the Nauruan games completed in earnest, and all the visitors on the way home, so by then it will be time to settle down and get the new republic on the track of working out its independent future.

● See also Background to a mini nation p. 34; Nauruans find independence is good for their Constitution p. 35; When it comes to making string figures, the Nauruans are world champs p. 81.

THESE MEN WILL RUN NAURU

From a Nauru correspondent

Here are the five men elected by the Assembly to comprise Nauru's Council of State—the body which will govern Nauru until the President and Cabinet are elected under the new constitution. The President of the republic is expected also to be Chief Minister, and be in charge of the Cabinet. However, details of the executive have yet to be agreed on.

HAMMER DeROBERT. One of the "pre-war men" (as four of this five are), the present Head Chief went to school in Geelong in the 1930's. Not long back in Nauru, he was among the islanders whom the Japanese removed to Truk during the war.

He became a teacher in the Nauru Education Department, and councillor for Boe District. Later he left teaching to become manager of the Nauru Co-operative Society, an institution for which he still has an enduring affection.

He is still the chairman of its board, and gives any precious moment he can spare from politics to its help and encouragement. He is also chairman of the Nauru Lands Committee and, despite his heavy political responsibilities, he keeps an interest in many facets of Nauru life.

The title Head Chief comes down from the former Council of Chiefs,

which preceded the Local Government Council.

Married, with one daughter, a schoolgirl in Australia, the Head Chief is a man of great courage, strength and ability, with an engaging smile and confidence in himself and his people. He was awarded the O.B.E. in 1966, and undoubtedly he will be President and Chief Minister of the republic.

AUSTIN BERNICKE. The oldest member of the group, he is at present the superintendent of the Nauru General Hospital. He was previously its pathologist, having done some years of medical study in Melbourne before World War II. He represents Buada District in the Local Government Council, of which he is secretary, and in the Legislative Assembly. Like the Head Chief, he is a keen churchman, and is senior deacon of the Protestant chapel at Nibok.

Mr. and Mrs. Bernicke have

typically large Nauruan family, some of whom are grown up and performing responsible jobs in Nauru, while others are students in Australia or on the island.

ATEGEN BOP. A student in Australia just before World War II, Ategen Bop was still there when war overtook Nauru, so that he remained in Australia until the reunion of the people in 1946. Now in his mid-forties, Mr. Bop is also the father of a large family, seemingly with one child at each stage of the Nauru education ladder. He has represented the district of Meneng as councillor for many years, has been assistant manager of the Nauru Co-operative Society, and a senior officer in the Nauru Post Office.

JOSEPH DETSIMEA. At present he is employed as radiographer at the Nauru General Hospital, a position to which he rose from schooling at the Sacred Heart Mission, Nauru, and through technical courses in Australia. Mr. Detsimea is the long standing representative of Yaren District, through which runs the Nauru airstrip.

A survivor of the evacuation to Truk during the war, Mr. Detsimea is a happy family man, but with few children of his own. He is always the children's man, and any move for their welfare is near to his heart.

BURARO DETUDAMO. The youngster of the team, Buraro was educated after the war at Knox College, Sydney. He is a son of the former Head Chief Detudamo of great renown. A career in the Nauru Public Service was interrupted for two years while he served as purchasing officer for the Nauruan Co-operative Society in Melbourne. Returning to the island and the Public Service, Mr. Detudamo rose to the position of Nauruan Affairs Officer, and meanwhile councillor for the mixed electorate of Ubenide. On the formation of the Legislative Council in 1966, he had to step down to lower status in the Public Service in order to stand for election, because under the special situation of Nauru's tiny population, only heads of departments and not public servants generally, are excluded from the legislature. The Nauruan Affairs Officer was graded as head of a department.

Buraro Detudamo was a youngster in the contingent deported to Truk. Now widely travelled and experienced, he is a frequent spokesman, for instance as chairman of the steering committee of the Nauru Constitutional Convention. He is married to Eliza, a former teacher, and now a busy mother.

Calls for self-government in New Caledonia, Tahiti

● And the Tahitians want foreign scientists to advise on fall-out

President de Gaulle was faced with strong pressure from New Caledonia and French Polynesia in January to grant the two territories internal self-government within the French Republic.

In New Caledonia, the Territorial Assembly voted 24 to 9 in favour of a resolution asking for internal self-government. The vote was taken after a four-hour debate.

The motion was proposed and supported by the majority Union Caledonienne party and one independent member. It was opposed by the Entente UNR party and another independent member. Four members abstained.

The motion also asked that the Minister for Overseas Territories, General Billotte, bring the question of self-government for New Caledonia before France's National Assembly when it meets in April.

Vote on bomb tests

French Polynesia's Territorial Assembly passed a resolution in mid-January asking France to appoint a six-man international commission to "control radio-active pollution and its fallout" from French atomic tests at Mururoa Atoll this year.

The resolution was proposed by Mr. Francis Sanford, deputy for French Polynesia in the French Parliament. Voting on the resolution was 17 to 7.

The resolution asked that the forthcoming nuclear tests be observed by six atomic scientists—three French and three foreigners. The Assembly proposed that the three Frenchmen should be Professors Jean Rostand, Theodore Monod and Kastler, all hostile to nuclear tests. It was suggested that the three foreign observers should come from the US, New Zealand and Japan.

In a three-hour debate on the motion, a member of the majority parties, Henri Bouvier, said: "It is not a matter of attacking French prestige, but we have no confidence in French scientists who say there is no pollution [from the nuclear tests]".

French Polynesia's former deputy, Mr. John Teariki, said: "Nobody has yet seen results from tests on con-

tamination after the last bomb experiments. There are plenty of things that are being hidden from us".

Mr. Nedo Salmon, a member of the opposition, said: "We agree with you [on a commission of inquiry] provided you don't talk of foreign scientists".

Sanford resigns

Mr. Sanford said that if the French Government refused the Assembly's request for an international commission, "then we can go further and ask for the bomb tests to be stopped".

Twelve days after the debate, Mr. Sanford announced that he had resigned from the Independent Republican Party in the French Parliament, thereby depriving President de Gaulle's government of its absolute majority. The government had previously had a majority of one—244 supporters to 243.

Mr. Sanford had stated after the Territorial Assembly debate that he would withdraw his support from President de Gaulle if the Assembly's resolution on radioactivity was ignored, and if the French Government did not take heed of the people's wish for internal self-government in French Polynesia.

French Polynesia's senator in the French Parliament, Mr. Alfred Poroi, who is a red-hot Gaullist, strongly criticised the Territorial Assembly resolution on radioactivity in a telegram from Paris. He said he disapproved of the resolution and had "complete confidence in the science of French technicians".

● Mr. R. N. Hamilton, a former Australian Commissioner in Fiji and who is now Australian Commissioner to Kenya, has also been named as Australia's representative in Ethiopia and Uganda. Mr. Hamilton will be Australian Ambassador to Ethiopia and High Commissioner in Uganda.

Plenty of variety in P-NG's second general election

From a Port Moresby correspondent

Nominations for Papua-New Guinea's second House of Assembly closed on February 5 with 484 candidates to contest the 84 seats in the elections to be held from February 17 to March 16. This compares with 299 candidates for 54 electorates in the first general election in March, 1964.

In this year's election, there are 15 regional and 69 open electorates. The regional electorates can only be contested by candidates with certain minimum educational qualifications—the P-NG Intermediate Certificate or its equivalent.

The list of 50-odd candidates for the regional electorates, includes nearly two dozen Papuans and New Guineans with the necessary educational qualifications.

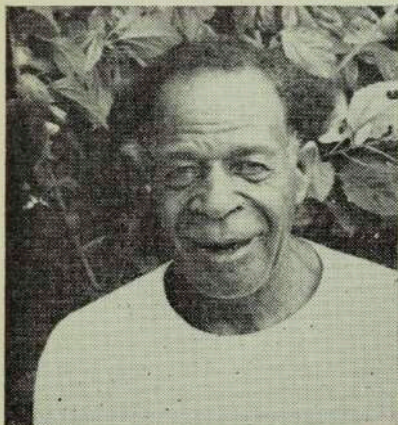
This should convince even Mr. Nathaniel Eastman, of Liberia, that the change from "special" to "regional" electorates was not just a piece of humbug.

Political parties

Even in the Western Highlands, the list of eight candidates includes three New Guineans.

In the open electorates, too, there appears to be quite a sprinkling of young, well-educated men, and it will be interesting to see how many of them can defeat their more mature, but less educated opponents.

Six political parties—all unthought of at the last election—have



Among the long list of native candidates at the election is the famous cult leader Yali, who failed to gain a seat in the last Assembly.

sponsored candidates. These parties are the United Democratic Party, Pangu, All Peoples' Party, New Guinea Agriculture Reform Party, the Territory Country Party and the National Progress Party (NAPRO).

The youngest candidate is a 21-year-old New Guinean, Herman Kabai, a school teacher, who is contesting the East Sepik regional electorate.

The oldest is Mr. Percy Chatterton, a 69-year-old retired English missionary, who has lived in Papua since 1924. Mr. Chatterton, who represented Central Special in the last House, is seeking re-election in the Moresby Open Electorate, which comprises the urban area of Port Moresby. He is opposed by the recently-retired and much-respected Director of District Administration, Mr. Keith McCarthy, who is probably better known on the New Guinea side of the border than in Papua.

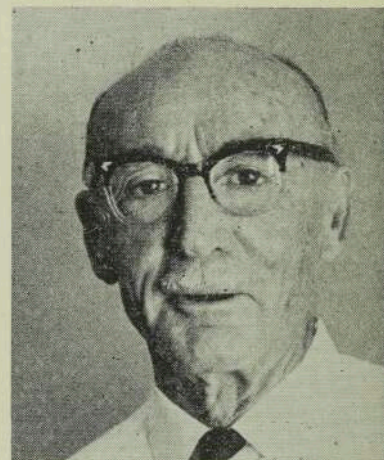
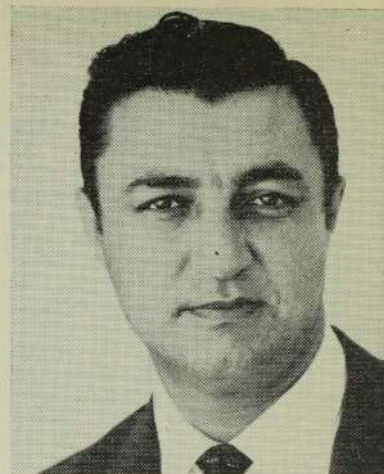
There are nearly 50 Europeans contesting the elections in either the regional or open electorates. Only one has been returned unopposed—Mr. Ron Neville, representative for West Papua Special in the last House, who will occupy the Southern Highlands regional seat.

Straight fight

Other candidates, all New Guineans, to be returned unopposed are Joe Paul Langro (West Sepik Regional), Wesani Iwoksim (Upper Sepik) and Tei Abal (Wabag). Tei Abal, a self-educated man of 37, was one of the most impressive speakers in the last Assembly.

Speaker Horrie Niall, who was unopposed in 1964, is now opposed in the Morobe Regional Electorate by Tony Voutas, the young university graduate who, following the death of Bill Bloomfield, won the Kaundi by-election by a very comfortable majority.

This contest, between a member of the "old guard" and one of the



The only European to be returned unopposed in this year's election is Mr. Ron Neville (top) who will represent the Southern Highlands. Speaker Horrie Niall (below), who was unopposed in the 1964 election, will battle it out this time with Tony Voutas, member for Kaundi in the last House.

foundation members of Pangu, will be watched with great interest.

Another straight fight between Europeans which will be full of interest is that between Don Barrett and Roy Ashton, both members of the last House, for the New Britain Regional Electorate.

At the other end of the scale, one of the Chimbu electorates, Sinasina is to be contested by no fewer than 16 candidates.

There will be a specially interesting line-up in Central Regional, with two European and three Papuan candidates. Of the latter, one represents Pangu, a second the newly formed NAPRO party, while the third, Oala Oala Rarua, is standing

(Continued on p. 153)

E. HIGHLANDS CANDIDATE IS NO ORDINARY YOUNG BUSINESS TYCOON

From a correspondent in Goroka, NG

Wherever you go in the Eastern Highlands of New Guinea these days—Kainantu, Obura, Wonenara, Okapa, Lufa, Watabung, the Bena and, of course, Goroka itself—you are likely to run into a medium-sized fresh-faced, tow-headed talkative young man sponsoring his own candidature for the Eastern Highlands regional seat in P-NG's new House of Assembly.

He is Ranauld Dennis Buchanan, better known throughout the length of the Highlands, Madang and the Sepik as "Junior". Junior Buchanan, who turned 35 last November, is chairman and sole proprietor of Territory Airlines, the fastest expanding airline in New Guinea, and weight for age, probably in Australia.

Unabashed

Junior's active political campaigning in the Eastern Highlands has put colour into the Assembly elections in his area. He is conducting a vigorous campaign and has been careful to (a) link himself with a few prominent native leaders and (b) keep clear of the mess of political parties which in the last 12 months have sprung up to the confused minds of the voters.

In the 1964 Assembly elections Junior conducted a lively and unabashed campaign against the

great Ian Downs and polled a most respectable number of 37,000 votes, considering the calibre of his opponent. But Downs has retired from political life, and the electorates have been redrawn, so Junior must be given a good chance of being elected this time.

He is being opposed by former patrol officer Barry Holloway, sitting member for the Kainantu Open, and by the optimistic Peter Fox, Goroka businessman and tireless member of all sorts of committees.

The experts—or those who claim they are—see the election as a contest between Holloway and Junior. Holloway will certainly not be easy to beat. His record in the House is unblemished, he is a sincere worker, he has identified himself with the Pangu Party, and has made a great effort to obtain more native support by espousing many schemes designed to achieve early self-government and eventual independence.



"Junior" Buchanan

If the electorate was a more sophisticated one it is likely that Holloway would win, but in the Highlands the bulk of the New Guineans are suspicious of political parties and are afraid of any accelerated move towards independence.

Junior Buchanan's outstanding attribute is his determination. Once he has become involved in a problem he won't give up until it has been settled. He would be a keen, troublesome and pertinacious critic of the government, but he is a man with a great personal stake in the country.

He has had no great amount of former education; he certainly is no orator; and on first encounter his brash, direct approach often provokes dislike. But he improves on acquaintance. He has no frills or affectations; he is easily approachable; and while he presumably would find the formalities of parliamentary procedure tiresome and time-wasting, he is shrewd enough and adaptable enough to conform.

Background

Junior Buchanan was a schoolboy at All Saints College, Bathurst, NSW, when in late 1948 the school was visited by its most famous old boy, war ace Bobbie Gibbes. Gibbes was then operating that magnificently adventurous airline of immortal memory, Gibbes Sepik Airways, and he later wrote to the headmaster asking if he could recommend a promising lad willing to build himself a career in commercial aviation in New Guinea.

Junior got the job, arriving in New Guinea just before his 17th birthday. He worked for Gibbes as traffic



Ian Downs



Barry Holloway

DOCTORS ON STRIKE

All Cook Islands doctors in Rarotonga went on strike on January 24 after delivering an ultimatum to the Government demanding increases in salaries retrospective to January, 1964.

The doctors had had consultations with the head of the public service in mid-January and had agreed to await a salaries reassessment.

The Premier, Mr. Albert Henry, said in a radio broadcast that the Government would not be dictated to and the doctors must return to work by 9 a.m. on January 25 and their grievances would be investigated.

The Premier ordered all outer island doctors to remain at their posts and requested the High Commissioner to inform the New Zealand Government and seek medical personnel to run the Cooks' hospital services for the duration of the emergency.
—W. H. Percival.

officer and general clerk in various territory centres, ending in Goroka in 1955.

It was there, in 1958, that he got his big opportunity by raising sufficient capital to buy Territory Airlines. The company had been put up for sale following the crash of a Tiger Moth in 1957, in which the company's managing director and chief engineer, Jack Gray, and one of the principal shareholders, Jim Smith, were killed.

Opposition

The airline at that time consisted of one DH 84 and a Cessna 170. Junior decided to concentrate on Cessna operations. The staff then consisted of himself, a pilot/engineer and an office girl.

He disposed of the DH 84 and got another Cessna, a 180, in March, 1959, and within a couple of years he had four Cessnas operating in the Highlands and occasionally in the Madang district.

He found himself up against strong opposition almost from the start. MAL, the W. R. Carpenter subsidiary, had previously bought out Gibbes Sepik Airways and MAL had in turn been bought out by Ansett-ANA. Then in 1961, following the withdrawal of Qantas operations in New Guinea, TAA had acquired Qantas' four single-engined Otters, which were available for charter

operations. Junior, then only 28, found himself in a struggle for survival against the two giants of Australian commercial aviation.

He didn't sit down and wait to be wiped out. He kept his aircraft flying by adopting very competitive charter rates and he won the sympathy of a rapidly growing number of settlers. Assisted by the invaluable advice of his first sponsor, the redoubtable negotiator Bobbie Gibbes, Junior kept niggling at the Administrator of the day, Sir Donald Cleland, and the Department of Territories in Canberra. Sir Donald and the then Minister for Territories, Mr. Hasluck, and the secretary of his department, "Eskie" Lambert, were impressed by Junior's courage and drive, and it was through their good offices that Junior eventually got an interview with the then Minister for Civil Aviation, the late Senator Sir Shane Paltridge. On this man Junior's future depended.

Junior told Sir Shane that Ansett was his main threat because that company had been granted exclusive rights to service the five major freight ports from Mt. Hagen, which was the centre of the rapidly expanding Highlands district.

Sir Shane advised Junior, "Go and have a talk with Reg Ansett". Junior, the extrovert who would not be deterred from attempting to interview the Pope or President Johnson if it suited him, approached the powerful Ansett boss. Said Reg, in effect: "For God's sake, keep out of my hair and you'll get by!"

Junior got by. In February last year Ansett announced he was disposing of all his light aircraft in New Guinea, except for four Piaggios which would no longer engage in charter work.

Bright future

Today Territory Airlines operates unrestricted charter services in the four Highlands districts and Madang, and its fleet consists of three Cessna 185's, six Cessna 206's, three Cessna 336's, one Cessna 402 (pressurised nine seater) with another on order, and two Beechcraft Barons. There were three Barons, but one crashed in November.

To fly these aircraft the company employs 23 pilots, headed by the operations manager Wes Guy, DFC, one of the territory's most experienced pilots, and 28 other Europeans and more than 50 New Guineans. In Goroka, Junior has a new two-storey office building and terminal, modern workshops for all his servicing and numerous houses and flats to house his staff.

One would think that the development of this considerable enterprise would be more than sufficient to occupy the attention of a man of 35 with a wife and five children. But Junior Buchanan is no ordinary young business tycoon. He is a member of the District Advisory Council, and is vice-president of the Goroka Council. His latest bid to become a politician is being watched with great interest locally.

NEW HEBRIDEANS BREAK MORE RECORDS

NEW HEBRIDES athletes, who broke a number of records at a meeting in Vila in mid-November (*PIM*, Jan., p. 30), had further successes in Noumea in early December when they competed by invitation against a New Caledonian team and the Lyndale Athletic Club of New Zealand.

The New Hebrides men's relay team, consisting of Yves Rolland, Jean Bai, Seru Korikalo and Charles Godden, won the 4 x 100 metres relay in 42.2 sec., clipping 0.6 sec. from the South Pacific Games record established in Suva in 1963.

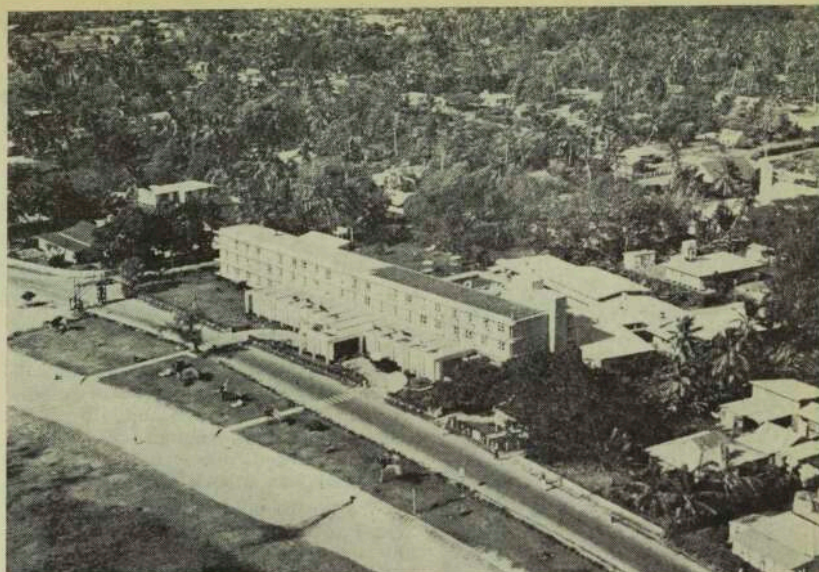
In addition, Charles Godden, a student at the British Secondary School, won the 100 metres in the fastest time recorded at Noumea's Magenta Stadium in 10.9 sec.

Yves Rolland and Jean Bai both set up New Hebrides best performances of 22.6 sec. for the 200 metres, and John Naupa came third in the pole vault with a New Hebrides best performance of 11 ft.

In the women's events, Saria Kaluat came second in the 100 metres in 12.8 sec., which equalled the New Caledonian record and established one for the New Hebrides. The women's 4 x 100 metres relay team, consisting of Marilyn Rose Leo, Saani Mafi, Mary Jo Jacobe and Saria Kaluat, also established a New Hebrides record with a time of 53.0 sec.

With Coronation Year
in the past . . .

Tonga looks to a rosier future



From a Nukualofa correspondent

Tonga is now looking back on Coronation Year—the beginning of the Taufa'ahau Era—and the impression it gets is that 1967 was probably the turning point in Tonga's economy. It was a year of big changes and of progress.

Today, there is a feeling of prosperity, and visiting businessmen say they feel that Tonga is on the verge of a boom. This is despite the fact that there is nothing concrete to support their view. But many business ventures in the last 12 months have been successful; a group of local businessmen are about to begin a factory to make banana cases from local and imported timber; two firms are interested in establishing canning factories; and there is a report—unconfirmed—that a brewery has obtained land, and plans to brew in Tonga. Bee-keeping, an industry which is flourishing on Niue, may be introduced.

New records

Meanwhile, the 1967 output of copra and bananas was a record. Vavau, which was crippled by the 1961 hurricane, is getting back into agricultural production and has found an eager market for her initial vanilla exports.

The tourist trade, with the publicity it got from the coronation, looks like having a bright new year. More than 100 tourist group tours have booked for 1968. They are mostly arriving by air, each group numbers about 28, and the average stay of each will be about three days. The P and O Line will have eight cruise

ships visiting Tonga, and the new overseas wharf, which was opened in coronation year, will obviously attract more cruises.

There is to be duty-free shopping for Nukualofa, and the Peace Corps people have already opened a travel bureau in the Dateline Hotel and produced a brochure on things to see and do. The offshore island of Onevai is being developed for tourists, with facilities for swimming, boating and fishing, and tours will be made to it with a recently-purchased craft.

Sterling repercussions

There is talk of a regular New Zealand-Tonga yacht race and a tentative inquiry has been received from Australia about golf tournaments. Some observers would like Tonga to build a full championship golf course and thus attract international competition of the kind Hawaii does. Tonga's climate for golf is surely the best in any Pacific territory.

As against this development, devaluation of sterling in 1967 certainly had some serious repercussions. There was a drop in the value of Tongan investments in London and New Zealand, and it affected banana prices. Tonga must work harder agriculturally.

● Nukualofa's only hotel, the newly opened Dateline, did a thriving business with the influx of visitors to Tonga for the Coronation. The King hopes that tourism will be an important adjunct in the future economy of the kingdom.

— Photo: Rob Wright.

But repayment of overseas loans, particularly for the wharf, will be easier. Already essential consumer goods, noticeably butter and meat which come from New Zealand, have dropped in price and lower prices are expected on all imports from New Zealand and Britain including vehicles, heavy machinery, timber and building materials.

Tongan merchants will benefit from their greater buying power in New Zealand as will Tongan families who send their children there for secondary or university education.

Devaluation means that New Zealand will do better trade with Tonga—and presumably take trade away from Australia. Although Australia takes few of Tonga's goods, she is the kingdom's leading supplier.

Australia's reputation is high in Tonga despite this balance of payments. Although Australia possibly has more to gain by concentrating greater efforts on South-east Asia and Papua-New Guinea, she found the time in 1967 to send a six-man parliamentary delegation to Tonga, and this fact-finding mission was successful from everybody's point of view. The delegation saw evidence of Australian aid in the Telegraphs and Postal departments, and in schools

(Continued on p. 136)



Raymond Burr

NEW ROLE FOR TV ACTOR

TV actor Raymond Burr, who gained fame and fortune for his role as lawyer Perry Mason in the small-screen series of Erle Stanley Gardner's mystery stories, now plans to play the role of a Fiji businessman.

Mr. Burr got a foothold in Fiji two years ago when he bought Naitauba, one of the islands in the northern Lau Group. (PIM, Feb., 1966, p. 33).

Mr. Burr's latest venture is the formation of an export-import company designed to develop trade links between Fiji and Canada.

An announcement on the new company was made at a Press conference in New Westminster, British Columbia, Canada, in late January. The company's head office will be in New Westminster, and there will also be one in Suva.

Mr. Burr said at the Press conference that the company would attempt to establish Canadian markets for Fiji products and Fiji markets for Canadian products. It would also encourage Canadian investment in Fiji, particularly in the tourist industry and in real estate; and it would bring experts to Fiji from all parts of the world to teach local artisans modern techniques—for example, silk-screen printing.

Tropicalities

The swimming pool at Port Moresby's Ela Beach has its uses—not the least of them lately as a recreation centre for the town's native unemployed. You will find them there late at night.

SOME recent visits of ours to the pool at about 11 p.m. appear to indicate that different tribal groups of the out-of-works occupy the pool each night. As though by mutual consent, when one group is in occupation the others stay away.

We got to talking to some of them. On one night the pool was occupied by men from Lese, in the Gulf District, who had been in Port Moresby without work for periods of from a few weeks to three years. They had sought out the bright lights, knowing that other members of their tribal group in the town would find accommodation for them until they got a job. There were seven in the group we spoke to, and none had jobs.

The next night we found nine Finschhafen men who had come to Moresby looking for domestic work and found none. These nine had been out of work for more than two years.

On another evening a group of 10 were from Goroka, and all had lost their jobs in domestic service—mostly because their employers had resigned, had retired or been transferred without making any provision for them either to get new work or to return home.

These two groups, like the first, were being kept by their tribal connections in Port Moresby.

Faceless

Such groups as these may be found in all of the territory's major settlements. How many there are nobody knows. They are faceless, the Administration seems to be making no real effort to find out about them; it does not know for instance whether these people are exercising their right to vote, or whether they are avoiding taxation or their other obligations.

This body of unemployed is the submerged portion of the iceberg, and for all anybody knows it could be just as dangerous as an iceberg in the event of a collision.

As more residents in the towns

Action needed on Moresby's pool of unemployed

replace domestic servants with washing machines, the number of these unemployed will surely rise. Tribal obligations are nowadays nowhere as strong as they once were, and they are fast becoming weaker.

Shouldn't this problem of unemployment be identified and tackled? Certainly P-NG's Department of Labour officials cannot be expected to spend their nights at the Ela Beach swimming pool. But if they called in there occasionally, it might give them some leads on what they are up against.

NG's "Monty" Stobo goes south

WHEN Mr. and Mrs. "Monty" Stobo left Rabaul in early January, Rabaul lost two of its best behind-the-scenes community workers. Unobtrusively, in his modest way, Mr. Stobo had done a lot to keep Rabaul one of the prettiest and cleanest towns in the South Seas.

Mrs. Stobo, through her work on the Rabaul Horticultural Society and also the Girl Guides, will be long remembered.

For nearly eight years Mr. Stobo, known to all his friends as "Monty", had been Rabaul manager for Burns Philp (NG) Ltd. Then, last September, (PIM, Oct., 1967, p. 101) he was appointed shipping manager at head office, Sydney.

Mr. Stobo arrived in Sydney on January 18 on the last voyage of the *Bulolo* (see p. 101) and started work in his new job the next day. He told us he hoped to buy a house on Sydney's north side.

BP in Rabaul prospered with "Monty" at the helm—the retail store

had a facelift; a supermarket and an automotive section were opened and the big firm pulled away from its competitors on the lucrative retail front.

But "Monty" Stobo will be better remembered for encouraging the plantings of frangipanis along Rabaul's streets, introducing clean low-cost homes for New Guinean employees, improving the working conditions of stevedores and co-operating with the District Commissioners as much as possible.

The Stobos gained a widespread reputation for hospitality—visitors, plantation owners, businessmen were all welcome at the Stobo home, some to the extent of a bed for the night.

Using BP transit labour, Mrs. Stobo personally supervised the clearing of about six acres of government and BP land near their Rabaul home, converting it into a beautiful park for orchids, bananas and pineapples. The Stobo home was often open to charity fetes, garden parties and other community activities.

Mr. Stobo's business career is not unusual for a BP man. He joined Sydney head office as a junior in the Island agencies department in 1926 and was first sent to Port Moresby as an acting accountant for the BP subsidiary, BNG Trading Co., in 1934.

He followed this up with two years as acting accountant at Samarai and in 1938 he was transferred to the travel department at Sydney. He enlisted in the army in 1940 and spent three years in the NG Islands. In 1951 he was permanently back in NG as BP branch inspector.

He met his wife Joan while they were both travelling in the company's ship, *Bulolo*.

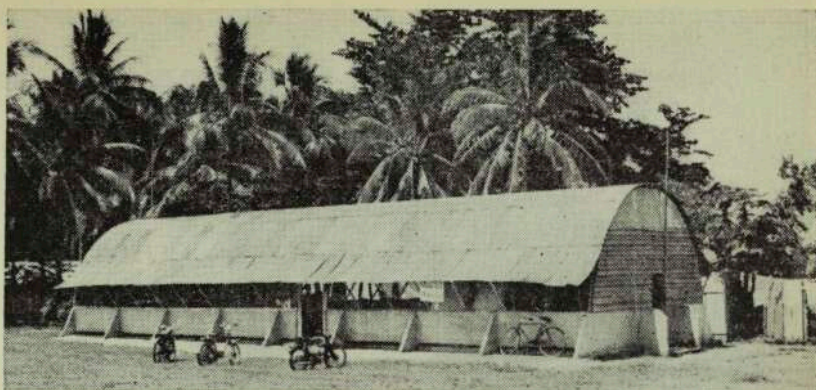
Honiara Club shows how

CYNICS who doubt that Pacific Islanders can run their own licensed club and make a success of it ought to take a good look at the Honiara Club on Guadalcanal in the Solomons.

Nearly four years old now, the clubhouse is a small, refurbished Quonset hut off Mendana Avenue, half a mile south of Honiara's Mendana Hotel.

From a modest start in March, 1964, with 17 members and about \$140 in funds, the club now has 186 paid-up members (subscriptions are either \$4 or \$6) and a sum of \$5,000 in the bank.

It also has plans to build a new \$10,000 clubhouse around the Quon-



The Honiara Club.

set, which is showing more than a few signs of wear.

The new clubhouse will include a central bar, with added barmen's facilities, two stages for local singers, musicians and picture shows, a second table tennis table, a committee room and a snack bar.

The club's president and its major founder is Dr. Gideon Zoleveke, 45, a Solomon Islander who is senior health education officer of the BSIP. Dr. Zoleveke, who has just been made an MBE (see p. 135), told us in December that the club was formed because a club was needed where Islanders, Europeans and Chinese could meet.

Honiara's Guadalcanal Club, about a mile up the road, was considered "too posh" by most Islanders and was mainly a preserve for Europeans although Islanders could belong to it and do.



Dr. Zoleveke.

To start the Honiara Club, Dr. Zoleveke interested 16 Europeans, Fijians, and Solomon Islanders. Four dances were organised to raise funds and each foundation member paid an initial \$6 subscription. These efforts produced just enough to pay for the club's registration and buy a liquor licence.

The Quonset hut, originally used for labour lines, and the land around it, were rented from the Lands Department.

A \$380 icebox and some chairs were bought from local businessmen on hire purchase, a refrigerator was bought from the government for \$32, and club members made themselves a table tennis table.

Two record-players were donated.

At first, the club opened for limited hours because it couldn't afford to pay barmen for long periods. But now the doors are open seven days a week, 11½ hours a day.

The club has its troubles—unruly members sometimes get a little out of hand with too many beers in them.

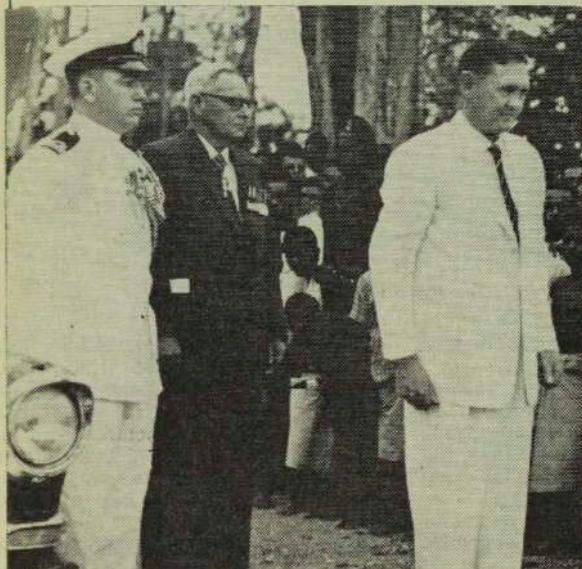
But Dr. Zoleveke believes that if a new, brighter clubhouse were built, all members would "rise to the occasion" and behave accordingly.

"You can't expect a lot of respect for a club if it's not really smart," he said. "They don't play up at the Guadalcanal Club or the Mendana Hotel."

Venturesome NG voyager passes on

WHEN New Guinea miner, planter and copra inspector Mr. Charles Alfred Reason died in December while holidaying in Australia, many old territorians recalled the hardy voyage he made around the New Guinea mainland 26 years ago in a

New P.M. is no stranger to the Islands



Senator John Gorton who became Prime Minister of Australia in January following the tragic drowning in December of Mr. Harold Holt ("PIM", Jan., p. 28), is no stranger to the islands of the South Pacific.

His most recent visit to the area was in July last year when he represented Australia at the coronation of King Taufa'ahau Tupou IV in Nukualofa. He was then Minister for Education and Science.

Our picture was taken on an earlier occasion, in New Guinea, when Senator Gorton (right) was Australian Minister for the Navy, and pressed the button which put into operation the Coastwatchers' Memorial Light at Madang. This was on August 15, 1959. Seen standing behind him at the ceremony is the former Administrator of P-N.G., Sir Donald Cleland. In his opening speech at Madang, Senator Gorton said that the spirit of co-operation between New Guineans and Europeans which had developed during the war would continue to be built on as "the light continues to shine". It was a good speech and Senator Gorton was a popular visitor, the general opinion being that he was a straight shooter with no frills. He had a colourful war record of his own.

small launch to escape the invading Japanese.

With five men—C. M. Rouse, Tom Spencer, E. W. Haynes, Geoffrey Luff and Victor ("Nifty") Nixon—Mr. Reason used his 30 ft plantation launch to sail the six to safety from Angoram on the Sepik to Port Moresby—under the noses of the Japanese most of the way.

The trip on his 27-year-old launch, which did a mighty five-miles-an-hour, took a month.

After meeting at Angoram, the six men motored down to Simbini, at the Sepik's mouth, and set off on February 24, 1942. It was a race against time, as Japanese patrol boats and other vessels were in the area, preparing for the landing at Salamaua and Lae, which took place on March 8.

The little party reached Sek, near Madang, on February 25, and by March 3 they were in Busaga, near Finschhafen.

Three days later Finschhafen was occupied, but the launch had left Busaga at 9 p.m. on March 3, running straight across the Huon Gulf to bypass Lae and Salamaua.

By noon on March 4, Mr. Reason and his five fellow-travellers anchored in the little port of Morobe, well to the south-east of Salamaua. After a hurried meal and a few hours' sleep, the voyagers left at dawn the next morning.

On March 5 they made Yoga; on March 6 they reached Buna; and on

March 9 they stopped at Tufti, Cape Nelson, where "Nifty" Nixon reported in his diary: "We had good kaikai and a good bath".

After a stop at Dogura Mission, they reached Samarai on March 12.

They finally reached Port Moresby on March 19.

Mr. Reason went from there to Australia, but not for long. He returned to the Islands in American small ships and also helped to build the Norfolk Island airstrip.

After World War II he worked on New Guinea plantations for 10 years and later took a job with the Agriculture Department as copra inspector at Kavieng. He was on long-service leave when he died.

Mr. Reason is survived by his wife Nancy, his daughter, Mrs. Helen Bryant, of Djaul Island, Kavieng, and one son, John, who is at the Toowoomba Grammar School, Queensland.

Another "human torch" on Nauru

ON January 4, a Nauruan woman, mother of six children and a respected member of the teaching profession, calmly walked out of her house by Nauru's picturesque Buada Lagoon, poured kerosene over herself, and set herself alight.

She stood without flinching on the spot while flames licked all round her, until in a few moments she

dropped to the ground, and apparently died almost instantly. Inquiries have yielded no explanation of the tragedy.

Suicide by burning has become a grisly tradition for the women of Nauru. Every year or so another case occurs—the ninth one since 1948 being reported in these columns in March, 1966 (p. 21). This was the tenth.

No one seems to know just why this particular form of self-destruction is practised in Nauru, but it has obviously become part of the psychology of the female population, because from time to time reports are heard of threats to do the same, apparently with marked effect on the person threatened with being an unwilling witness.

However, on Nauru, as in the Gilbert Islands, the suicide rate has always been somewhat higher than elsewhere. In the Gilberts, the most common way of committing suicide is by jumping from the top of a coconut tree or by self-impalement on a knife.

Jumping from coconut trees used also to be the usual way of self-destruction on Nauru in the old days. But on Nauru, many of the people can no longer climb a coconut tree.

On Nauru, and also in the Gilberts, the motive for suicide seems almost invariably to have had some sexual basis, such as jealousy or ill-treatment.

No shortage of ideas on what to do about New Guinea

By ROBERT LANGDON

A thousand or so people attended a summer school in Canberra over the Australia Day holiday weekend to hear discussions on what Australia should or should not do in New Guinea.

The school was arranged by the Australian Institute of Political Science. Several dozen Europeans and about a dozen New Guineans addressed the school. There was no shortage of ideas, including a good proportion of the ivory tower and extra woolly variety.

A common view on the part of many European speakers was that Australia's paternal and colonialist attitude towards the territory must end; and that independence for the territory should be its stated policy.

Most of the New Guinean speakers, on the other hand, never mentioned the word independence, or if they did, they seemed to think it was a long way off. But they made it clear that they would like to see a continuance of Australian aid, and plenty of it. (This raised an unanswered question: Is it possible to give aid without being paternal?)

Pressure from without

Probably the most pertinent observation at the seminar was made by the Minister for Territories, Mr. C. E. Barnes, who was held up to ridicule by several European speakers.

Mr. Barnes pointed out that whereas in all other countries that had become independent in recent years, the pressure for independence had come from within, in the case of New Guinea the pressure for independence was coming from without, while resistance to it was coming from within.

Mr. Barnes strongly defended Australia's policy in New Guinea, which, basically, he said, was self-determination for the people.

He said: "We are seeking the social, economic and political advancement of the people of Papua and New Guinea to the stage at which they are ready to choose their own form of government".

Mr. Barnes was sharply criticised by several speakers for stating, both at the seminar and previously, that some form of association with Aus-

tralia might be open to Papua-New Guinea after self-determination.

Mr. H. B. Turner, a Liberal member for New South Wales in the Federal Parliament, said Australia could be leading the people of the territory up the garden path on this question.

It was not entirely up to the New Guineans to choose their own future, he said. Australia would have a say, too, about any proposed association in the future, and could reject what the New Guineans wanted.

"We should clearly say that independence is the goal and plan for it," Mr. Turner said. "It is inevitable, anyway."

Mr. J. H. Wootten, QC, also took the view that independence was inevitable, and said it was in Australia's interests to make the territory independent as soon as it was politically and administratively viable.

"We should demonstrate our sincerity and sense of urgency by indicating the pre-requisites for independence," he said.

"One obvious pre-requisite is the transfer of policy-making and administrative authority to Port Moresby so that the indigenous people can learn to take over the reins of government."

More investment

The president of the Sydney Chamber of Commerce, Mr. F. M. Hewitt, said that an economy controlled and operated by Papuans and New Guineans was necessary before one could speak of an independent New Guinea. He thought much more private capital investment was needed in the territory, and he outlined a five-point plan to attract this capital.

A stable tax policy and a land policy which permitted investors to acquire suitable land were two necessities, Mr. Hewitt said.

Among the comments made by New Guinean speakers were:



Mr. Barnes

● To Robert, officer of the Reserve Bank, Port Moresby: "There should be more indigenous ownership [of businesses] in the territory. A dangerous future political situation could arise if nothing is done".

● Another native speaker: "We appreciate the help of the Australian people, but we need more of this".

● Albert Maori Kiki, secretary of the Pangu Party: "We ask you not to treat us as black people of New Guinea, but as equal partners. Let us buy shares in the companies of New Guinea. You will all be welcome in our country provided the present situation develops in a proper way".

● Paul Lapun, MHA for Bougainville: "More help is needed at the village level".

● Michael Somare, foundation member of Pangu: "It is very hard to unify New Guinea with its 700 languages. We have no feeling of one nation yet".

● Lepani Watson, Under-secretary for the Treasury: "We [Papuans and New Guineans] do not trust each other. In the present House of Assembly, we had an elected leader. Then we threw him out. Then we threw out Oala Oala Rarua from the Pangu Party. If we do not see this mistake, we will create difficulties in the future".

● Bernard Socorra, law student: "I, personally, think that unifying the whole island of New Guinea is more practicable than uniting the territory to Australia as a state. Australia should indicate what its policy would be if Papua-New Guinea took the initiative to unite the two sides of New Guinea".

Are New Guineans drinking more and enjoying it less?

I sometimes think that the first 40 years of this century were in some respects a golden age for those Papuans who had come into contact with Christianity and the Pax Britannica during the last quarter of the previous one. This may be just senile nostalgia for "the good old days". But I don't think that it is.

IT is true that during those years paternalism and racial discrimination were rampant. It is true that health, education and social welfare services were rudimentary and economic development minimal.

But it is also true that this period was one in which Papuans who had come under government and mission influence had abandoned the worst of their own vices and had not yet adopted the worst of ours.

In a world in which Noah's epoch-making discovery of how to get drunk had spread far and wide, primitive Papua was almost unique in being practically free from intoxicating beverages. In the western district of Papua, the Kiwai made a drink locally known as *gamada*, which appears to have closely resembled, if it was not identical with, the Polynesian *kava*; and, like the latter, it was used mainly for ceremonial purposes.

The much more potent "coconut toddy" appears to have been a later introduction from either Indonesia or the Torres Straits islands, and not to have been indigenous.

They didn't drink

I have been told that a *kava*-type beverage was made and drunk in some parts of New Guinea too. But by and large, it is true to say that prior to contact with Europeans, the vast majority of Papuans and New Guineans had no means of getting drunk.

In pre-war Papua (as distinct, perhaps, from New Guinea with its German background) there was very little drinking by indigenes. The law forbade it, and few Papuans broke or even resented the law. There was a certain amount of pilfering of beer and spirits, and there were a few metho addicts. But it wasn't really a problem, except perhaps in the Daru area where contact with Thursday Island had been considerable.

Then came the Pacific war, and with it Australian and American troops—and their beer. In sharing the latter with the friendly and help-



TO THE POINT

WITH
PERCY
CHATTERTON

ful brown men among whom they found themselves they had nothing but the most generous and kindly intentions. But the effect of this exercise in mateship was to create in many Papuans a taste for intoxicants which they had not previously had.

I emphasise that I am speaking of Papua in general; the situation in New Guinea may have been different, and in the Daru and trans-Fly area of Papua it was certainly different.

Enjoy the sensation

With the restoration of civil government at the end of the war, and the establishment of a single administration for the two territories, the authorities found themselves attempting to re-enforce pre-war prohibition with decreasing success against a rising tide of resentment.

Some Papuans wanted to drink because they really liked the stuff. Many more wanted to drink because they enjoyed the sensation of getting drunk. And an increasing number wanted to drink to demonstrate that they were as good as the white man. The fact that he could drink and they could not became a symbol of their growing sensitivity to discrimination.

The plea that prohibition was for their own good fell on deaf ears. It was met by the unanswerable argument: If this is a good thing, let us enjoy it too; if it is a bad thing, give it up yourselves.

The strangeness and repulsiveness of some of the concoctions imbibed during this period is clear evidence that the attraction was not so much that of drinking as of getting drunk. My own most vivid recollection of

that time is of being called upon, as a minister, to officiate at the mass funeral of 10 Kiwai men who had broken into a paint store and purloined a drum of methyl alcohol with which to make merry.

By 1962 it was clear that the situation was getting out of hand. Various remedies were suggested. Total prohibition for all races was one. Europeans were not wanting who said that they were prepared to give up their grog for the good of the country, and some of these probably really meant it, though others may have been influenced by the thought that it was extremely unlikely that they would be called upon to make this sacrifice.

On the other hand, there were dire predictions that if the territory went dry all the Australians would immediately clear out, and one colourful character declared that, if deprived of his Scotch, he would set up an illicit still in his garage.

Proposals for a permit system invariably foundered on the inability of their propounders to suggest what the qualifications for receiving a permit should be. The suggestion of one member of the Papuan elite that eligibility for a permit to drink should depend on possession of the Queensland Junior Certificate did not commend itself very widely.

His own recipe

One Highlands leader claimed the right to drink for all his people on the curious ground that the consumption of alcohol promoted longevity. He based this belief on his observation that white men aged less quickly than New Guineans, and that, as the most radical difference be-

tween their respective ways of life was that white men were free to get drunk while New Guineans were not, it was obvious that the secret of longevity lay in the use of alcohol, a secret which the white men were selfishly withholding from his people.

The final decision to remove all restrictions on drinking based on race, and to try to curb over-indulgence by tightening up the provisions of the Liquor Licensing Ordinance, was probably the only one which could have been made.

A permit system would merely have shifted the frontier of resentment from one boundary line to another; it would not have removed it. And it is difficult to see how total prohibition could have been made to work—for two reasons.

In the first place, the long, unguarded and sparsely inhabited coastline of New Guinea would have made smuggling an extremely profitable and comparatively risk-free profession.

In the second place, by this time most Papuans and New Guineans had found that the preparation of potent home-brews from readily available fruits such as papaws was quite easy, and that even the home distillation of spirits from such materials, while a little more difficult, was not beyond the ability of a resourceful villager.

So, on September 26, 1963, the floors of P-NG's pubs were thrown open to all races.

They can put it away!

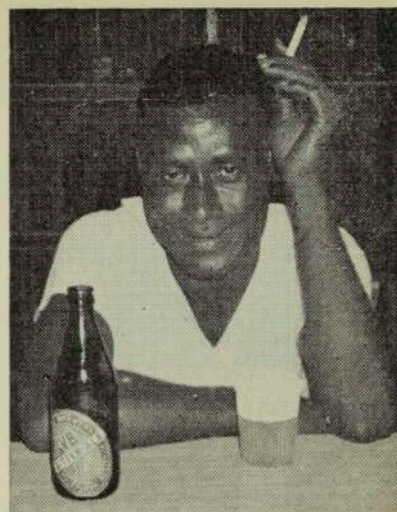
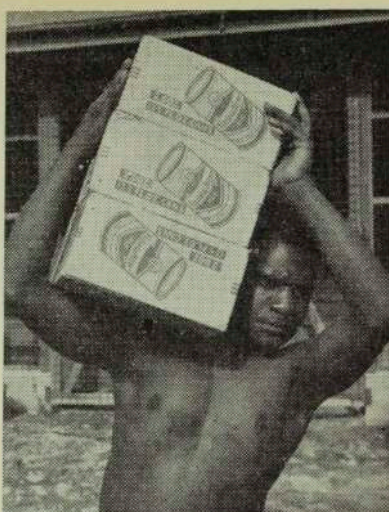
It had been predicted that this would be the signal for an orgy of drinking by Papuans and New Guineans, followed by a tailing off once the novelty had subsided.

The reverse proved to be the case. Papuans, at any rate, approached the exercise of their new freedom cautiously, and from small beginnings the volume of drinking built up gradually. It has continued to build up since, and from my own vantage point in a predominantly indigenous suburb I would hazard the opinion that both the volume of drinking and the volume of excessive drinking are still building up.

More drunks stagger or are partly dragged partly carried by their mates, past my house on pay night than formerly. And more Papuans who used to pass it with a couple of bottles of beer sticking out of their pockets now pass it with cartons of beer on their shoulders.

It is a solemn thought that most of this beer is drunk luke-warm!

A small group of our neighbours, the men of perhaps half-a-dozen



On pay nights, more drink by the carton than by the bottle.

families, had a party one afternoon a few days before Christmas. Next morning, their womenfolk gathered up the empty stubbies. They completely filled a 44-gallon drum.

The fetish of "social drinking" acquires new overtones in New Guinea. It is difficult for any but the very determined to get drunk at a cocktail party or reception which runs its course in a couple of hours. Late night parties offer more opportunities, but even the most hardened European party-goers generally call it a night round about 2 or 3 a.m.

Papuans, on the other hand, adopted the motto "We don't go home till morning" centuries before we made it the theme of a popular song, and regard it as a point of honour not to disperse till daylight appears.

Worrying feature

This was all right in the old days, but after an all-night session with warm beer even the sturdiest constitutions wilt, the most melodious songsters wander off key, and the most robust guitars sound an uncertain note. The party ends "not with a bang but a whimper", or perhaps with a brawl.

A couple of Decembers ago I sat in at a local government council meeting at which a councillor asked that a police patrol should be sent to stand by at his village on Christmas Eve to quell incipient brawls. "On earth, peace; goodwill towards men," I murmured to the council adviser who was sitting next to me.

Perhaps the most worrying feature of all this is a mental rather than a physical one. This year our Christ-

mas was marred by an accident in which a number of people returning from a pre-Christmas party were tipped out of a truck on to their heads. A Papuan and an Australian were subsequently discussing the incident. The Papuan took the view that they should have organised themselves taxis to get home in before they went to the party. The Australian suggested that it would have been a good idea not to get drunk.

Surprised

The Papuan looked surprised. "Oh no," he said. "Getting drunk was OK, but they should have made arrangements beforehand to get home by taxi."

If we are moving into an era in which getting drunk is OK, where do we go from there?

A very lively organisation, SEVA (Society for Encouraging Voluntary Abstinence), has been trying to tackle this problem. It has done a very good job indeed, both in the educational field among young people who have not yet reached drinking age, and in helping excessive drinkers who are prepared to tackle their problem the hard way—by cutting the stuff out altogether and going on the water wagon.

We certainly need SEVA, with its gospel of abstinence. Maybe we need, too, an organisation working parallel to, and one would hope in close co-operation with SEVA, which would try to help those who are not prepared to take the SEVA way but who do seriously want to get their drinking under control and to achieve temperance, in the true meaning of

CHINESE, KOREANS AT "WAR" IN SAMOA

Sporadic fighting between Nationalist Chinese and South Korean fishermen took place in Pago Pago, American Samoa, in late January over a period of two days. At least two Chinese were injured and had to receive hospital treatment.

Most of the fighting took place at the Starkist cannery at Satala. A cannery official said "bad blood" had existed between the two groups since a boat from one group had reportedly rammed a boat from the other group last year.

Governor Owen S. Aspinall met representatives of the fishermen on January 24 and called on the Chinese and Korean consuls in Honolulu to come to Samoa to talk to their people.

Meanwhile, most Chinese, Korean and also Japanese fishermen in Pago Pago were ordered to remain in their boats.

that much misused word. This organisation would perhaps have an even tougher job than SEVA. But it would be worth trying.

However, I mustn't paint too gloomy a picture of our situation. There are still plenty of Papuans and New Guineans who don't drink at all, any many others who drink in moderation. And there are still plenty of happy, drink-free parties.

The Port Moresby police say that they had a nice, quiet festive season—only three dead and 166 arrested at the Christmas weekend, with another 70 arrests at the New Year.

About 1 a.m. on New Year's morning a bunch of young Papuans, mainly teenagers, came cavorting up our road, banging tins and uttering joyous cries. As they came abreast of my house a police van approached from the opposite direction, drew in to the side of the road, and watched them pass. Deciding, apparently, that they were harmless, it moved slowly on, raking the margins of the road with its spotlight. The youngsters paused, turned about, and careered back in the wake of the police car in joyous abandon. As nice a display of joie-de-vivre as I've seen.

But, as I have said, they were mainly teenagers.

How many of them will be drunks by New Year 1978—in a land where young persons are deemed to be old enough to drink at 18, but not old enough to vote till they are 21?

Background to a mini-nation

The Republic of Nauru, which attained its independence on January 31, will be the world's smallest nation—with an indigenous population of only 3,100 and an area of 5,263 acres. But it will also be one of the wealthiest nations per capita, due to its extensive high-grade phosphate deposits.

Total population is about 6,000, comprising Chinese, Europeans and Gilbert and Ellice Islanders working the phosphate.

Nauru was first sighted by Europeans in 1798. Foreign domination began in 1888 when Nauru was occupied by Germany then busy expanding its colonial interests in the Pacific. German control lasted until World War I, when Australia took control.

In 1920 the island formally became a British mandated territory under the League of Nations with Britain, Australia and New Zealand accepting the trustee mandate.

1,200 deported

In World War II, the island was shelled by a German raider in December, 1940, and bombed by the Japanese before they occupied it in August, 1942. It was then frequently bombed by Allied aircraft.

The sinking of Japanese supply ships made the food situation desperate, and during the Japanese occupation 1,200 Nauruans were deported to the Japanese garrison on Truk in the Carolines to work as forced labourers.

After the war ended, the survivors—only 737 out of 1,200—were returned to Nauru. The remaining 463 had died of starvation, disease and Japanese brutality.

The date of the reunion of the survivors with those who had remained on Nauru was January 31, 1946. This is why the Nauruans chose that day first as the date for establishment of the Legislative Council (in 1966) and again to mark independence.

Australian control of Nauru continued from 1947 when it was made a United Nations Trust Territory, with Australia, Britain and New Zealand as the Trust powers.

The political advancement of the Nauruans did not begin until December, 1951, when the first elections were held for the Nauru Local Government Council which replaced the

old Council of Chiefs, largely a hereditary body and with no powers.

Formation of the council and the emergence of strong leaders, in particular Head Chief Timothy Detudamo and the present Head Chief Hammer DeRoburt, accelerated the Nauruans' desire to control their own affairs.

The first step towards self-government had to be control of the phosphate industry, and in recent years, through patient negotiation with the partner governments, and the assistance of skilled economic advisers, they began to gain ground.

The phosphate royalty rate, originally one halfpenny per ton, had risen to only 37 cents by 1965—in a period of 45 years. The rise over the next few years was rapid—first to \$1.75 in 1965 and to \$4.50 in 1966.

In June, 1967, it was agreed that the phosphate would be purchased at \$11 a ton for the next three years, subject to world price adjustments, and that the partner Governments would hand over the control of the phosphate industry to the Nauruans from 1970.

Full independence

The Nauruans have to pay \$20 million for the capital assets of the British Phosphate Commission, and if this payment is completed by 1969, the basic phosphate price will rise to \$12 per ton for the third year.

After 1970, the industry will be controlled by a Nauru Phosphate Corporation. Phosphate will continue to be supplied to Australia and New Zealand if they care to pay the prices the Nauruans will be able to demand.

Agreement on independence was not long in following the phosphate agreement, and came finally on October 24, 1967.

With the achievement of control of the phosphate industry, and now on January 31, full independence, only one matter remains unresolved, the question of the Nauruans' future.

Phosphate extraction has destroyed

(Continued on p. 153)

Nauruans find independence is good for their Constitution

From a Nauru correspondent

January 21.

Here on Nauru it's been a frantic, frantic month before independence. At times, one wonders how we will ever get Nauru's new flag flying on time. Has any republic ever been born so quickly?

It was, of course, no surprise to the Nauruans that the Head Chief was completely successful in wringing out of the Australian Government a complete capitulation to his demands for absolute independence on the day of his choosing—January 31, 1968. The pattern had been so well tried and proven—decide with the aid of professional advisers, the most that can be asked for at the time, ask for it, and sit tight with the assurance that pressure from UN will result in the demands being met.

Now that the mini-state of Nauru has to chart its own course, its lonely situation in the Pacific may become symbolic of a self-chosen loneliness in the great world of politics.

The mechanics of it

Head Chief Hammer DeRoburt is confident that he has power enough, albeit a different kind of power, to protect the interests of his people from that he exercised in the days of playing the field in the UN Trusteeship Council. Now the influence must be purely economic, the raw purchasing power of an awful lot of still-valuable phosphate.

The Nauruans have taken with gusto to the mechanics of setting up their own republic. While their representatives in Canberra were frantically at work with the legal draftsmen to prepare a draft constitution, they nominated no less than 10 per cent. of their eligible selves for election to the Constitutional Convention. That is, 96 nominations were made for 27 places on the convention, while the number of registered voters was slightly less than 1,000. With the nine elected members of the Legislative Council ex-officio, the convention numbered 36.

A bizarre note was struck by Councillor Victor Eoaeo, who has in recent times won a reputation for being the fly in the ointment of peaceful independence-making. Councillor Eoaeo has spoken out against

the haste with which the hand-over is taking place, and even went to the trouble of appealing (too late) to the UN to slow things down.

He is not opposed to the principle of independence (he is at pains to point out) only to the rush, which he believes could be unfavourable to a good settlement of many problems concerned with independence. Goaded by some taunts from the supporters of the "do-it-now" policy, Councillor Eoaeo resigned from the Legislative Council, and nominated for election to the convention as an ordinary member. He received the vote of confidence he was seeking, coming out at the top of the poll in his electorate.

It then looked as if the convention would be one member short, as the closest date that a by-election could be held for the vacant Legislative Council seat was January 6. At that stage someone must have read the small print, for it was announced that a mistake had been made; those who were councillors as at November 21, 1967, were automatically on the convention, and Councillor Eoaeo had resigned on November 30.

Recount

A quick recount resulted in another outside member being declared elected to the convention, while the temporarily ex-councillor took his ex-officio place all the same.

When the Constitutional Convention got under way on January 3, the Legislative Council Chamber strained to an undignified crush to contain the crowd. The Administrator, Brig. L. D. King opened the proceedings, and then left them in the hands of Councillor Hammer DeRoburt, previously appointed by the councillors to be the convention's chairman. The first session, a merely mechanical one to adopt standing orders and elect a steering committee, saw the delegates in a mood to try out their new debating prowess, and hours passed while amendment and gag, formal motion and informal con-



Professor Davidson

fusion, went gaily round and round, until at last Standing Orders emerged triumphant and unscarred, just as they had been submitted at the outset. The session ended so late at night that the next morning's working session had to be cancelled to allow the steering committee time to meet.

While a number of the members of the convention appeared a little out of their depth, a good and sufficient number were able and willing to wrestle with the difficulties of constitution making.

The convention showed a remarkable tenacity for discussion, and avid interest in the principles which were to shape the island's future government, and so the timetable ran sadly awry.

On January 19 about two thirds of the articles of the proposed constitution had been dealt with, and so a close finish between the convention and Independence Day seemed assured.

Professor J. W. Davidson, the constitutional adviser, had hoped to get back briefly to his desk at the Australian National University before actually taking part in the Independence Day celebrations on January 31, but he decided to stay on and see the debate through to the end.

Professor's part

Had he been obliged to leave, the convention would have changed markedly in character, for up to that point, he had, by invitation, found himself the main speaker. Until then a quarter of all the words spoken in the convention had probably been spoken by Professor Davidson. It is perhaps a measure of the degree of influence of the adviser.

On the introduction of every new major item (and one gathers most

(Continued on p. 136)

The Editors' Mailbag

RECOGNISING ILLEGITIMACY

Sir,—I read with interest your article on de facto marriages and "illegitimate" off-spring in Fiji (Nov., p. 75). I fear that your correspondent has rather overstated the problem, because I am certain that this is a Pacific-wide matter.

The real difficulty arises where Christian concept of monogamy, and legal registered marriage, are applied to a people whose traditions do not conform to such a view. Mr James Michener brings this conflict out very sharply in the novel, *Hawaii*—and the film of the novel is again devoted to this theme.

Why concentrate on the rejected waifs of society when there are persons in high places in Fijian society who would, according to Christian concepts, and the British law, be classed as "illegitimate"? Instances could be cited, but in the present atmosphere which attaches to the word it would be wrong to do so.

By Fijian reckoning, these persons have a legitimate place in Fijian society. Yet, cruelly, if one of their parents died without making a will, the child would be disinherited.

I know the name of UN is much maligned in the Pacific. But the UN charter seeks to abolish illegitimacy; it asks why the child should be punished through no fault of its own. The child is not responsible for the situation.

The solution would be to pass legislation recognising the special position of illegitimate children in Fiji.

T. S. SHARMA.

Shalimar St.,
Samabula, Suva.

SHORTLAND'S AIRSTRIP

Sir,—Some time ago, with a number of other interested people, I went up to Ballalae Island, in the Shortlands, to see if the old Japanese airstrip could be cleared and brought back into operation as a civil airfield; also to confirm the rumour that there were some Japanese aeroplanes still around.

We set out in the Megapode Airway's Dove for Mono, which is the nearest airfield, and then proceeded by boat to Nila, to pick up Father O'Grady, who had volunteered to show us where to find the planes.

We found that on the ground it

was difficult to see that there had been an airfield, but once we had positioned ourselves on the runway we were able to see the runway boundaries, i.e. we could see the limits of the grading that had taken place. From the air, one could tell that on the runway alignment the trees were a slightly lighter shade of green.

The aeroplanes were there alright—a number of Oscar single seat fighters, two or three dive bombers and the remains of an unidentified two- or four-engined bomber. Further up the strip were two more bombers, believed to be Bettys. Also near Nila are some parts of seaplanes and the remains of several four-engined flying boats.

We came to the conclusion that the airfield could be brought back into operation, but of course none of us were surveyors. It would, however, be very useful to have a strip in the centre of the Shortlands, and near to Bougainville.

In the war history of the Solomons, very little mention is made of this airfield, yet by its size it seems to have been one of the biggest Japanese bases in this area.

If any readers can give me any information or pictures for reproduction, I would be very grateful. My address for correspondence about the airfield is 11A Jean Street, Largs Bay, South Australia.

H. E. HALL.

Honiara, British Solomons.

NORFOLK ISLAND COMPLAINTS

Sir,—I am enclosing a copy of a letter I have sent to the Administrator of Norfolk Island, following a recent holiday I spent on the island. It's as follows:

We recently stayed on Norfolk Island for 17 days. We were greatly impressed by its natural beauty, and appalled by what is being done to mar that beauty.

Tourists are directed to visit Headstone Point, as one place of interest. We did so, to find that the island's rubbish is tipped over the cliff there, into the sea, with the result that the headland is littered with bottles, tins, cardboard boxes—anything and everything. Furthermore, we found that much of this litter was washed by the tide on to Anson Beach.

Why is the rubbish of the island

not deposited in an incinerator, and bottles dealt with in some other fashion? Or don't the residents care that one of their national assets is being marred in this way?

We were taken by the proprietors of our hotel to two barbecues at Emily Beach. On the first occasion, well before Christmas, there was not much litter, and the remains of our barbecue were deposited in two petrol drums provided. On the second barbecue, we found that the petrol drums had not been emptied, and they were already overflowing before our meal remains had been disposed of.

Can the council not do something about this state of affairs? I imagine that Norfolk Island depends reasonably heavily on its tourist trade, judging by the number of duty-free shops. But it seems to me that little is done for tourists except to encourage them to buy the duty-free goods. We met many people (including many of those at our hotel) who would have shortened their stay had they been able to get places on an aeroplane. But it is not sufficient to count on the fact that once the people arrive, they have to stay.

It will not take long for the tourist bureaux and travel agencies to learn that Norfolk Island has vast disadvantages as a holiday resort. I, for one, intend to give my impressions to the NSW Tourist Bureau, the Bank of NSW travel agency, and the *Pacific Islands Monthly*.

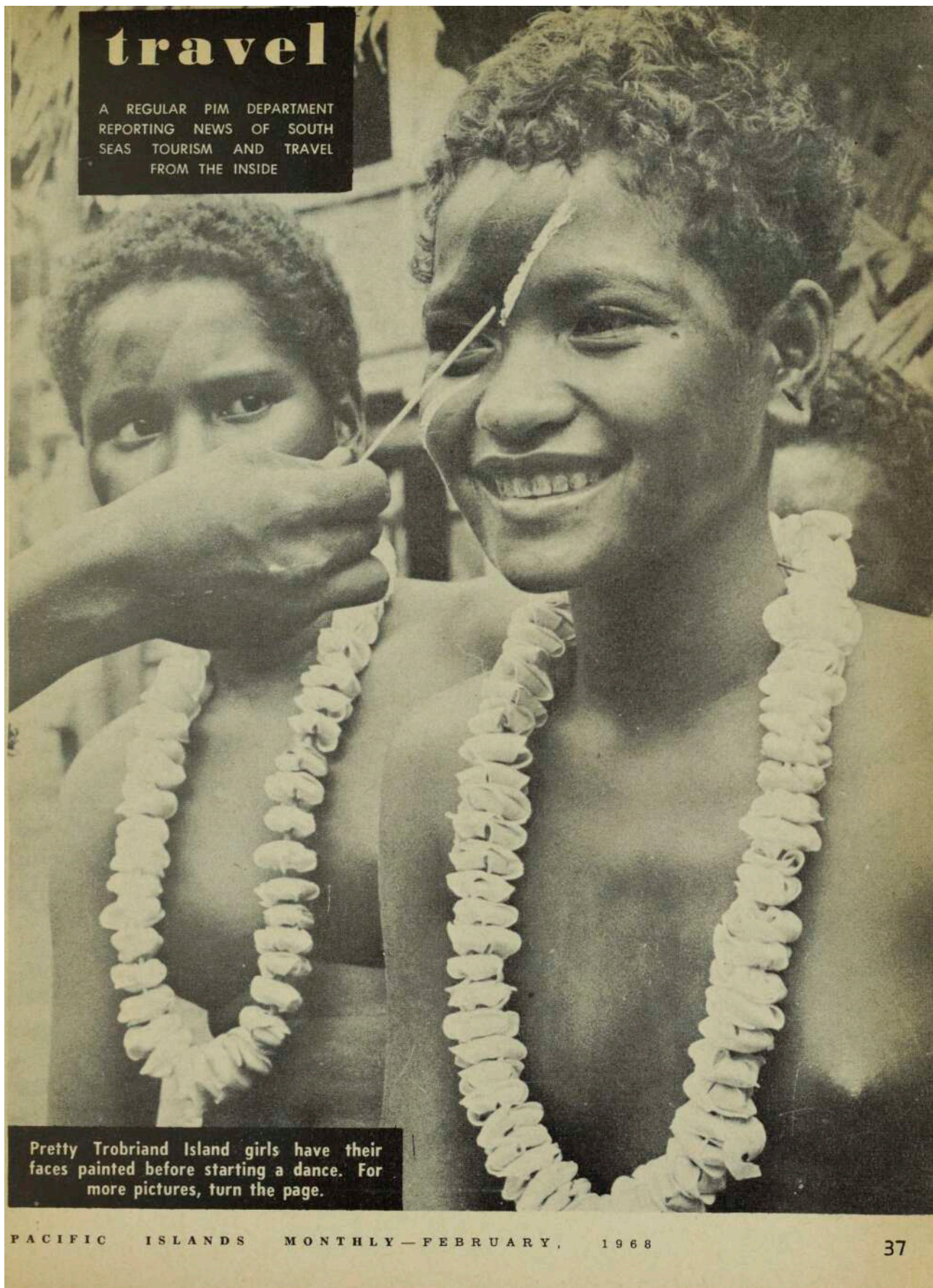
We felt also that the hotel in which we stayed provided in food and service nothing comparable with that provided on the mainland at similar prices. I know that this last matter is not one for the Administration, but it is of interest, for it was the feeling of other guests during our stay. And those guests, like me, will recommend holidaymakers to consider carefully before they go to Norfolk Island.

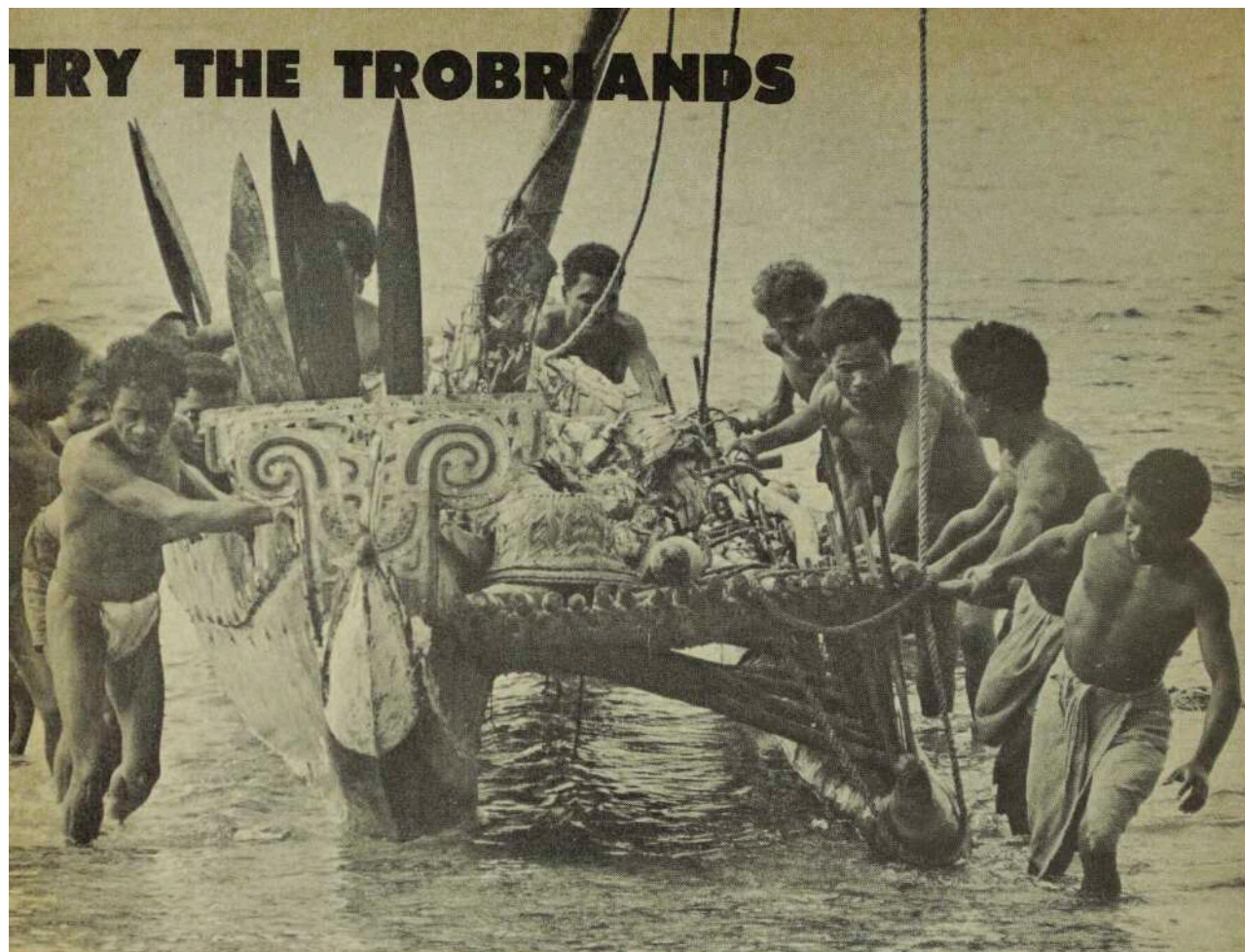
(Mrs.) NANCY DEANS.
Castlecrag, NSW.

TONGA'S CORONATION

Sir,—I would like to convey to Mr. Stuart Inder my appreciation of the report of the Tongan coronation of a few issues back (August, p. 45). I meant to do this earlier, but have been out of Australia a good deal recently. Of all the reports I read, I thought the report written by Mr. Inder showed the most understanding of the position in Tonga and was the fairest and most objective.

(Rev.) C. F. GRIBBLE,
General-secretary.
Methodist Overseas Mission,
Sydney.





A HOLIDAY with a difference. A group of tiny Pacific islands. The pleasures associated with an island holiday—basking in the sun beneath palm trees, swimming, excellent fishing. And a touch of the unusual. It's all to be found in the Trobriand Islands, 100 miles off the north east coast of Papua; fertile and thickly inhabited.

The main island of the group, Kiriwina, is a coral formation, 30 miles long and in parts, 12 miles wide.

One of the few Europeans living permanently on Kiriwina is Australian Tim Ward. With his wife he runs the only hotel in this group of islands.

The main interest of visitors to the Trobriand Islands will certainly be in the people themselves. But other attractions include the fantastic fishing, from big game to reef; in the Trobriands the fishing yarns are really true and for the really adventurous, traveller, crocodile hunts can be organised.

Twice a year the Papuans hold a

festival for the yam gathering. Pigs are killed—as this is a special occasion. This happens about November and July.

The Kiriwina Hotel has a newly-completed swimming pool surrounded by self-contained, native style huts. Only a minute's walk from the hotel are the beaches. White sand, crystal clear water and palm trees.

Health-conscious visitors will be pleased to note that the Trobriands are free of malaria and there is a full-time doctor in residence.

The Trobriand Islanders are honoured to show people through their villages. The islanders are honest, extremely friendly and keen to sell their wares to anybody interested in their skills. They do make magnificent wood-carvings, which are sold at low prices. Whether a coffee-table (with hand-carved legs) or a chess-set, these carvings are some of the best to be found in the whole Pacific.

One of the most interesting places to visit on Kiriwina is the site of their own version of Stonehenge. This is a mysterious collection of square stones carved into blocks (some weighing up to seven tons). The strange thing about these stones is that the Trobriand people know nothing of their origin. They say the stones "have always been there".

Underground caves, with stalactites, and water holes to swim in, are as fascinating as some of the famous caves of Southern Australia.

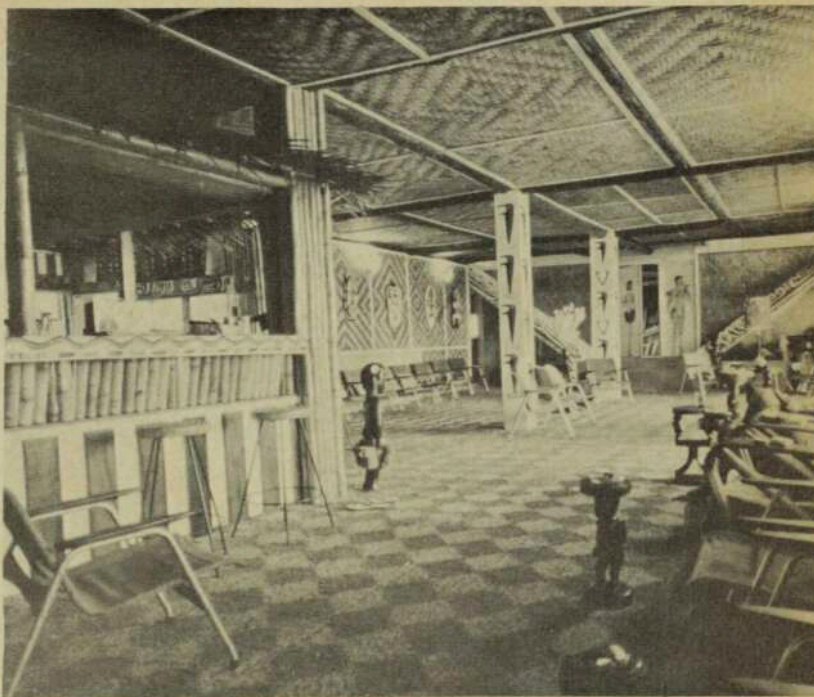
Some years ago the Trobriands were famous for their natural pearls and from time to time an excellent pearl will still turn up. Small natural pearls are always on sale to visitors and the prices are not excessive.

A fascinating evening's entertainment is to be a spectator at some of the tribal dances of the islanders. These usually depict domestic events, the harvesting of crops, fertility rites and ancestor worship.

Papuan fishermen supply the bounty of the sea to the hotel each day—fish, crabs, lobster, and there is an abundance of tropical fruits. It's hard to believe such a place could still exist in its natural simplicity—but it does. Kiriwina is different.

To get to the Trobriands, you fly to Port Moresby by the daily Ansett or TAA 727 jet and take the scheduled Thursday flight by Papuan Airlines to the Trobriands. The fare by Papuan Airlines to Kiriwina is \$94 return to Port Moresby and the hotel accommodation on Kiriwina is \$9 per day, inclusive. Through passengers between Australia and Asia may also travel to Port Moresby on the weekly Qantas 707.

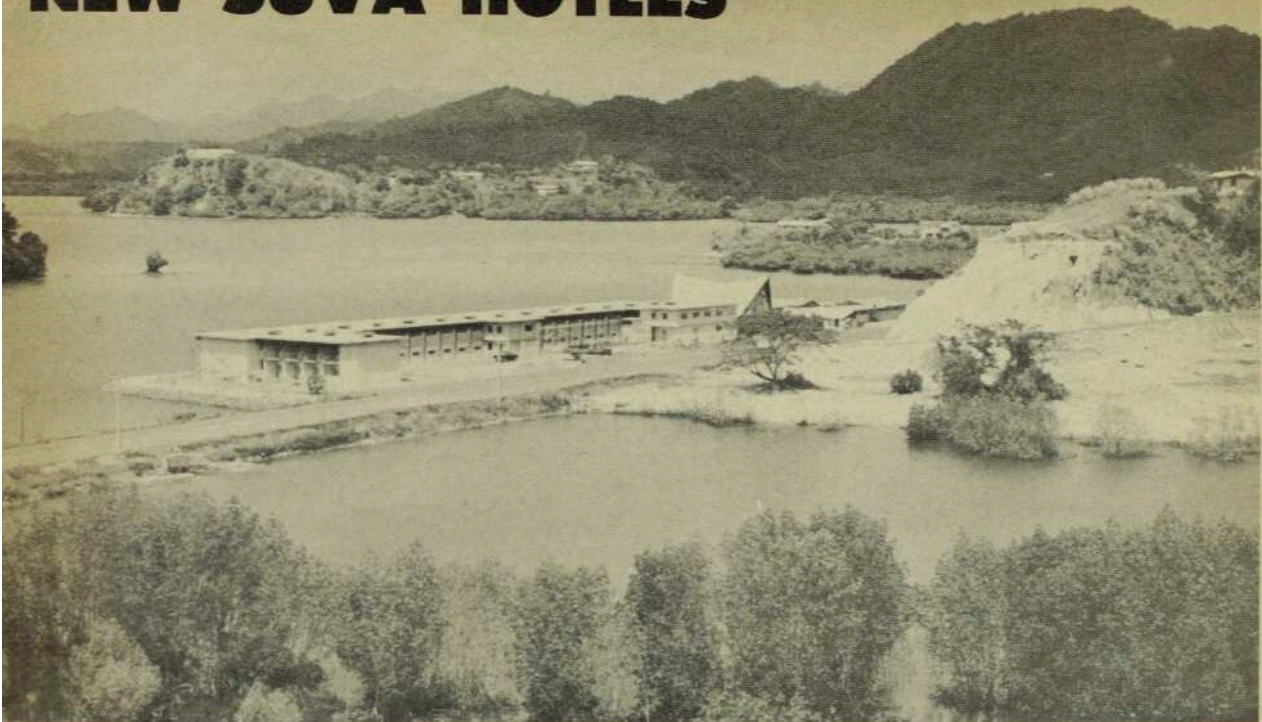
STORY AND PICTURES BY BRUCE ADAMS



In the top picture opposite, Trobriand Islanders push their canoe ashore after a 30-mile sea trip. They are noted for long voyages. Opposite, below, is Administration headquarters at Losuia, main town of the Trobriands, and several miles from Kiriwina Hotel — two views of which are seen on this page.



NEW SUVA HOTELS



Fiji's current tourism boom is reflected in the amount of hotel-building that has been going on in the colony lately. These two new hotels are within a few miles of the heart of Suva. Above is the recently-opened Trade Winds Hotel at Lami which has an unrivalled view of the Bay of Islands. At right is the soon-to-be-opened turtle-roofed Isa Lei Hotel, with Suva on the other side of the harbour.

Photos: Rob Wright.



travel

Malaita is an island with a heavy rainfall and dense tropical vegetation. Road-building is hard work. This is a typical scene.—Photo: Rob Wright.



Off the beaten track, down Malaita way

By staff writer KEN MCGREGOR

Don't miss a trip to Malaita when you visit the British Solomon Islands Protectorate. The BSIP's most populous island is only a 30-minute plane ride from Henderson Airfield, 10 miles out of the Solomons capital, Honiara, on Guadalcanal.

Recently I paid my \$17.40 for a return day trip from Honiara to see the big island, centre of blackbirding activities late last century. (Because of its large population, Malaita was an ideal spot for recruiters from the Queensland and Fiji sugar plantations).

A small light plane from Megapode Airways, the New Guinea-owned BSIP internal airline, left Henderson at 8 a.m. and returned about 5 p.m.

Up front with the pilot, Harold Hall, I was rewarded with wide views of Honiara and eastern Guadalcanal before we moved into a set course north-east towards Malaita, across the blue Pacific.

We flew very low and picked out small craft and outriggers without any trouble. After 10 minutes we reached the Florida Group of islands, with tiny islets and *motus* surrounded by brilliant green reefs and sandy beaches. From the air there were few signs of European life—only tiny thatched villages popping into view along the coastline or in little clearings inland.

Pleasant drives

We flew on over Big and Small Gela Islands and over the ocean for another 10 minutes before the great navy-blue shape of Malaita appeared out of the sea.

Malaita's airstrip is on the island's north-west coast, about six miles from the main town, Auki. It is built on the water's edge.

We landed smoothly, and jumped out to be welcomed by a handful of Europeans, Chinese and dozens of laughing 'picaninnis' (Malaita youngsters). I boarded a sturdy Jeep to take me to Auki.

It was a pleasant 20-minute drive, along a mostly dirt road, winding among dense trees covered with vines of every colour of green, and shaded coconut groves with smaller cocoa trees nestling under the palms.

Auki is one of those beautiful South Seas towns with an ideal harbour, several native villages with huts on stilts by the water's edge and the inevitable Chinese trade stores dominating the main street.

They play marbles

At the end of the street, is the small overworked little wharf where island traders of all descriptions tie up.

In the concreted village market place, which opened on Wednesdays and Fridays (unfortunately I picked a Tuesday), about two dozen



The Dove aircraft of Megapode Airways which operates between Honiara and Auki.

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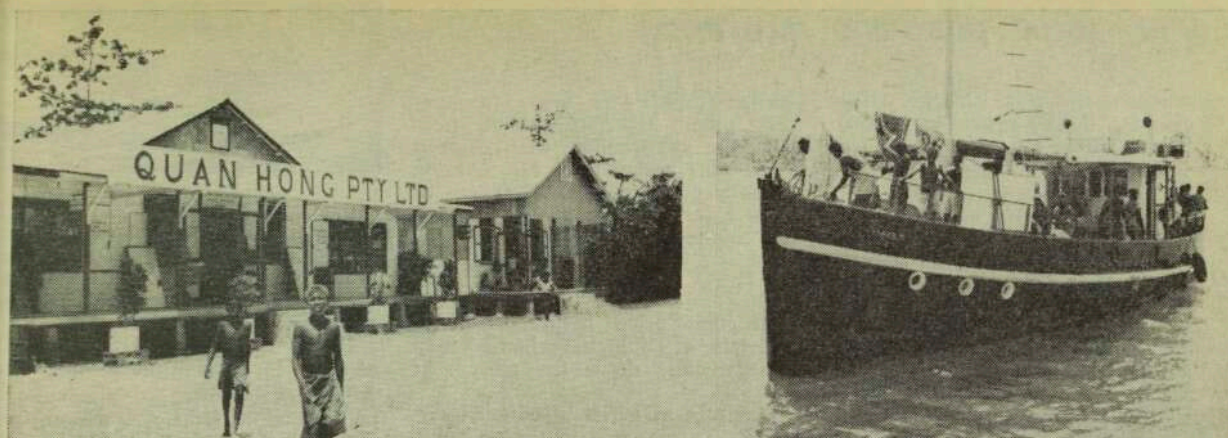


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islanders watched while three boys played marbles.

All the Chinese stores, and there are six in Auki, had abundant supplies of marbles on display and together with umbrellas, they are big sellers. The umbrellas combat the sun rather than the rain, especially for women with babies. But a lot of the menfolk are partial to them too.

Most men wear a pair of shorts, maybe a singlet, and thongs or sandals. Sunglasses are popular. Women are quite content with a laplap around their waists—nothing else is required. Malaita, while only a few miles north of Guadalcanal, is noticeably hotter and the humidity is also higher.

Auki Island village, set on a little island about half a mile off Auki wharf, is very pretty with about 20 stilted huts around the foreshore with coconuts in their backyards.

A trip to the village is worthwhile in one of the many outrigger canoes beached near the wharf.

Langa Langa Lagoon, south of

Auki's main street and shops (left) aren't exactly George Street, Sydney, but many islanders congregate there nevertheless. Some may spend all day looking at goods in the shop windows without spending a cent. "Malika" (right), an island trader, commutes between Auki and Honiara, about nine sea-hours away.

Auki, stretches for five miles, and contains many beautiful little islands dotted with coconut palms, hibiscus and other tropical foliage.

You can walk about two miles south of Auki over a narrow bridge and through a village as primitive as you are likely to find anywhere. Huts are built off the ground and families eat around small earthen fireplaces underneath.

Club life

Eyes peeped out of the huts at me and cries of "Good Morning" came from all quarters.

Just behind the village is a primitive pig pen where half a dozen pigs wandered about cheerfully.

Someone had stuck a picture of the Queen on one hut and a neighbour had countered with an equally old picture of Prince Philip. They believe in the monarchy at Auki!

Auki's new nine-hole golf course had just been completed and locals claimed that golfers who played Honiara's bigger course just couldn't handle the Auki one.

"Auki's course is deceptive," I was told. "Looks a lot shorter than it really is, and there are a lot of traps."

The *Malika*, a 40 ft motor vessel which carries passengers from Malaita on a regular run to the "big smoke" of Honiara, pushed off on its nine and a half hour trip about 11 a.m. chockablock with passengers.

Chinese businessmen

For a little town, Auki has its share of clubs. There are the Auki Club, with about 60 members; the Auki Golf Club—26 members; and the Auki Tennis Club with an asphalt and cement court. Rarusa Club, a smaller version of Honiara's successful Honiara Club, has a big following of Solomon Islanders, and there is the South Sea Community Club, which includes five Fijian families, recruited by the BSIP Public Works Department.

The Chinese traders include Kwang Chong and Company, Sze Tu Kut, Quan Kew, Quan Yin, Quan Hong and Company (a branch of the Honiara company of the same name) Chow Lai (store and bakery) and Leong Yee (bakery only).

As in most Pacific Islands, the Chinese are respected as both good



This is Malaita's old hospital at Auki. It has been closed down as such, but is being refurbished to handle malaria cases and for use as an administrative centre. Photo: Rob Wright.

travel

Copra, cocoa plantings recovering

businessmen and good citizens. Their storefronts don't resemble David Jones in Sydney but nevertheless all are doing well, some very well, thank you.

A drive by jeep around the 60 odd miles of dirt road the PWD has built from Auki northwards around North Malaita is well worth it. Everywhere the prolific growth is prominent and I couldn't help wondering what it would have been like if Malaita hadn't been hit by a big cyclone just over a year ago, destroying or stripping thousands of coconut palms and ruining many valuable cocoa trees planted in the shade of the palms.

Malaita is only just recovering from the after effects.

The only European planter on Malaita is Mr. Robert Gordon, who spent eight years planting in the Russell Group, before going to Malaita nine years ago.

Today he has about 9,000 acres on Baunani Plantation, 25 miles south of Auki, on Malaita's west coast.

When the cyclone hit Malaita, Mr.

Gordon and his wife, Joan, lost about 1,200 palms and most of his trees that were left standing were stripped of all nuts and fronds. Mr. Gordon normally produces about 300 tons of copra a year; but production in 1967 was 200 tons.

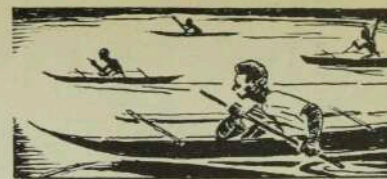
The gaol

"If copra prices hadn't brightened up lately, I would have had to temporarily close down the place," he said.

Malaita's District Commissioner, Mr. R. Turpin, said that most copra and cocoa plantings were now just recovering from the year-old cyclone.

Mr. Turpin is anxious to get the coastal road built right round the island, as this will speed up development. The PWD is building it at the rate of about a mile a month.

DC Turpin also is preparing for a 1969 census which will be the first real count of the Malaitans ever taken. Malaita is easily the most populated island in the Solomons and if it had the same harbour facilities



and cleared land as Guadalcanal it would certainly have been the site of the Protectorate's capital after Tulagi was destroyed in World War II. Present population is believed to be about 60,000 people.

I paid a half-hour visit to Auki's gaol, set high up in the town proper.

Inmates consisted of a couple of pig thieves, a female murderer and several in for assault during the day.

Officers told me of the time, year ago, when the gaol was filled with adulterers—adultery then being regarded as a serious crime. The male offenders built a tunnel from their quarters to the women's section and made nightly visits—which went very well until a "new recruit" gave the show away.

That's what they told me, anyhow and it's not difficult to believe in this beautiful, off-the-beaten-track South Seas town.



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- In the past couple of years, Marvin Glenn and his wife Ann have bobbed up regularly in PIM's yachting columns as they have cruised the South Pacific in their 35 ft trimaran "Rebel". They have visited the Marquesas, Society Islands, Rarotonga, American Samoa, Western Samoa, Tonga, Fiji and New Caledonia, and are now in Australia. Here Ann Glenn tells how . . .

YOU, TOO, CAN SAIL THE SOUTH SEAS

By ANN GLENN, of the trimaran "Rebel"

How does a girl from the desert of Texas wind up sailing across the Pacific in a trimaran? In my case, it was relatively simple. I married a fellow whose determined ambition is to sail around the world in his own sailboat.

Just where *his* ambition comes from is a little difficult to explain. It seemed simple enough when he first told me the story. He was 11 years old, and it was a hard winter in Happy, Texas.

When the water pipes in the school froze, an unexpected holiday was declared, and the Glenns loaded the family into the car and drove 650 miles to Corpus Christi on the Gulf of Mexico.

During a harbour spin in a charter launch, Marvin saw a sun-tanned young man lolling in the cockpit of a small sailing dinghy, trailing his feet in the water. He took one look at this, remembered the zero degree

travel

weather back home in Happy, and decided that this was the life for him.

It was about five years later that he persuaded two of his younger brothers to go into partnership with him in buying and building a kit boat.

At the end of a winter's construction, the three boys were the proud owners of the only sailboat in Swisher County—an 8 ft pram.



"Rebel"

By this time the family had moved from Happy to Tulia, and were consequently 17 miles closer to the nearest navigable waters.

The boys carried their pram the remaining five miles to Tule Lake on top of the family car. From sheer necessity, they quickly became expert at manoeuvring in close quarters, because the lake was little more than 100 yards at its widest point, and a quarter of a mile long.

The boat provided as much pleasure as the Corpus Christi episode had promised, and the process of moving to bigger and better boats began.

By the time I came on to the scene, at Texas Tech. University, Marvin was sole owner of a 12 ft class boat, and years of reading boating magazines and sailing biographies had merely strengthened his ambition.

As our friendship deepened, my reading material was carefully monitored, and together, we read book after book on the adventure of sailing the South Seas.

By the time we married, two years later, it was decided. We would finish our last year of University, pull our mobile home to California, and look around for a place to build a boat.

We were in California a year



● Ann Glenn does a spot of typing in "Rebel's" cabin.



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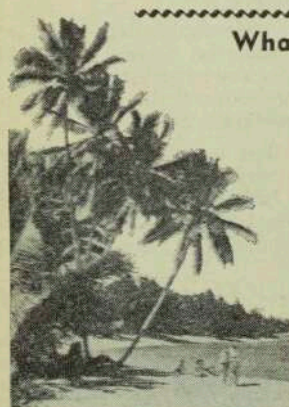
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before we found that place, but the time was well spent. We bought a set of plans for a 35 ft trimaran from Arthur Piver, and spent rainy week-ends building a scale model and fine weekends visiting possible building sites in the area.

Then, in 1961, we stumbled on to the perfect situation—a large, rambling house set on pilings above a stretch of private beach, and, most important of all, beside the house was a vacant lot where we could begin our project.

What followed was nearly four years' of construction. All that time Marvin continued to work as an industrial engineer and I continued to teach at a local high school.

Marvin's salary was for living expenses and for building the boat. Mine was used to pay for the house.

When we were ready to sail, we decided we would sell the house and live on the monthly payments. Money from selling the car, the furniture, and personal belongings would be added to the savings account to provide a lump sum in case of unexpected expenses.

But, four years is a long time, and keeping our enthusiasm was much harder than any economies we practised.

Neighbours watched

True to cartoon tradition, the frames for the boat were built in the living room. After that, construction moved outdoors—to the great interest of the neighbours and the Sunday beach strollers.

We smiled to ourselves as we overheard their comments: "It's too narrow; it'll turn over". And, as we finished the main hull and started the first float: "They've made a mistake; they're starting again".

Confusion and speculation increased, for by the time we began the third hull, a friend building another trimaran had moved his three hulls to the lot, and the place was locally known as Glenn Boat Works.

At the end of a year, we had completed the three hulls and connecting crossarms. We were confident we would be sailing very soon. The second year crawled by as we built decks and cabin, cut hatches and installed windows, and began the slow job of interior work.

The third year was even more painful. We discovered that the cost of construction was fractional compared with the cost of rigging, and we spent a frustrating amount of time shopping for the best buy on countless items of expensive gear.

travel



Marvin and Ann Glenn photographed in Tonga during the Coronation last year.

Finally, in June, 1965, *Rebel* was launched. It began quietly enough, as we had told only Marvin's family and a few friends of our plans. Everything went smoothly at first.

We dug a hole in the sea wall, moved the boat down to the beach on a track of planks, and painted the bottom.

By this time, however, the scene resembled a circus back lot, as children and dogs raced upon the sand, and cars lined the cliffs of our small bay.

A reporter for the local newspaper appeared and wanted to know if we could hurry the launching up a bit, because he had another appointment at 4.30.

His appointment was the least of our problems!

The surf, which had been calm, was now four to five-foot rollers, and the tide was going out, exposing the rocks we had planned to float over.

Then, trouble! The planks on the sand shifted, and the trailer wheels sank up to the axle—*Rebel* was stuck.

Frantic digging and hauling inched her close to the edge of the water. In the end, dusk was settling as a crowd of volunteers—some we didn't even know—waded into the waist deep water and bodily lifted *Rebel* from her cradle and launched her into the breakers.

It was too late to sail around to San Francisco Bay as we had originally planned, so we moved to an anchorage just beyond the breakers for the night. We nodded

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Spacious compared with motorcycle

numbly to the repeated congratulations and best wishes of friends; we were wet, cold, and hungry, and we were completely drained physically and emotionally. On our way ashore for something to eat, we swamped the dinghy in the breakers and had to swim in, towing the boat.

It was near midnight when we returned to *Rebel* to spend the first night afloat in our boat. Approximately 10 minutes after going aboard, I was ignominiously and thoroughly seasick.

I wondered miserably to myself if *this* was what I had spent nearly four years working for!

What a wretched night we had. In addition to the seasickness—Marv thought it was funny, but dared not laugh—our sleep was sketchy as we kept getting up to check the bilges for leaks or to take bearings to be sure we weren't dragging anchor.

Next morning, I was *still* seasick, but as we raised the sails for the first time and headed up the coast for a pleasant day's sail to San Francisco Bay, I formed the basis of my present philosophy: "It will go away".

The moment when we sailed under the Golden Gate Bridge in the boat we had built with our own hands was a proud one; it was worth working and waiting for.

Trial voyage

A few months later the beach house was sold, and *Rebel* was the only home we had. We "retired" from our jobs—much to the astonishment of our employers, who had known of our plans, but apparently had not believed we really intended to leave.

August saw us heading down the California coast to Catalina on our maiden voyage. We were out to test the boat and see just what it could take.

On the passage down, we were accompanied by one of Marv's brothers and his wife, and the trip was relatively pleasant, with only a few hair-raising experiences.

Another brother joined us for the return to San Francisco, against the wind. This passage forced us to admit with a combination of pride and rue that *Rebel* could take more than we could.

Once again, seasickness was the chief offender; only Marvin was immune.

We had our full share of rough

weather and broken gear. And, it was many more weeks of sailing before I learned to trust *Rebel* completely and could adjust to the variety of ominous sounds connected with sailing our small boat.

See the U.S. first

Back in San Francisco, we abandoned *Rebel* to the care of a friend for several months. We were off to "see the world" shortly, and we both agreed that we should see some of our own country first.

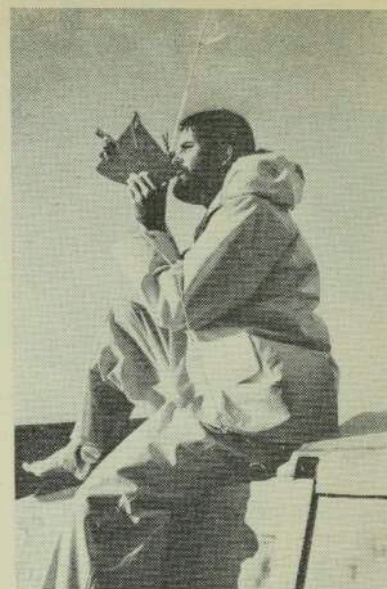
Accordingly, we made a two-month circle tour around the United States on a motorcycle, camping along the way. This trip served a psychological purpose, as well. We had felt cramped in moving from the large house into *Rebel*, but after two months' living with what we could carry on the motorcycle, *Rebel* seemed a spacious home by comparison.

We were home in mid-December, but Christmas got lost in the rush of final shopping and packing for our now imminent departure.

We loaded *Rebel* with my wild estimate of six months' supply of food, mostly tins, but including some 720 freeze-dried meals—bought at half-price on the condition that we buy all that the dealer had.

We took on 30 gallons of water and an evaporator to be used to convert salt water to fresh in case of emergency.

The water was carried in one-



Marvin Glenn takes a sun sight.

gallon plastic containers which permitted us to keep an accurate count of the amount remaining, and which could easily be moved about to balance the trim of the boat.

Excitement mounted, and suddenly, to our surprise, we found that we were in the midst of the greatest social success of our lives. We had dinner invitations night after night.

I teased our friends by saying that they were assuring their claim to fame—no matter *what* happened.

If our trip was a success, they could say: "Yes, . . . and, you know, they had dinner with us just before they left", and if something terrible happened, they could say: "Yes, poor things, . . . you know they had dinner with us just before they left!".

It was apparent that we would never finish final preparations by remaining in San Francisco. So, on a quiet Sunday afternoon in mid-January, 1966, we sailed under the Golden Gate Bridge, outward bound.

We stopped nearly a month in the port of Morro Bay installing additional gear and re-stowing provisions.

Here we were so impressed by the friendly reception given us at the Morro Bay Yacht Club that we became "Vagabond" members, a special designation for yachts going overseas.

Probably the most important job accomplished in Morro Bay was the construction of a wind vane self-steering device which would eliminate the necessity of standing watch and

AIR SERVICE TO GUAM

A new Pan American weekly air service from Sydney to Tokyo, via Guam, will begin on February 6. The service will bring Guam and the Micronesian islands of the United States Trust Territory within a few hours' flight of Australia for the first time.

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The new flight will leave Sydney each Tuesday at 8.30 p.m., arriving at Guam at 4.10 a.m. on Wednesday, Tokyo at 6.20 a.m., Honolulu at 10 p.m. and San Francisco at 6.15 a.m.

travel

watch and would permit us to sleep at night.

On "sea trials" between Morro Bay and San Diego, the vane proved only partially effective, so our final job in San Diego was to re-design and re-build it.

Completed, tested, and approved, the vane was dubbed "Johnnie REB", and became a permanent member of the crew. On the subsequent voyage, for about 85 per cent. of the time, we were able to "let Johnnie do it".

First step, 3,200 miles

Finally we reached the point where nothing remained but to raise the sails, cast off the dock lines, and wave goodbye.

On March 9, we slipped through a light early morning fog and headed south and west toward the Marquesas Islands, 3,200 miles away.

The four years required to build *Rebel* had provided plenty of time for studying related subjects, including navigation.

This was our only vague uncertainty as we faced the vast stretch of water between us and our first landfall. But Guadalupe Island, approximately 200 miles along our course, provided a final checkpoint, and, on the second day, when Marvin's noon sun sight placed us within a few miles of our known position, we sailed on, reassured. The dream had become reality.

In the two years' cruising that has brought us to Australia, if the passages between islands have sometimes been terrifying, sometimes boring—the independence of travelling in our own boat has more than compensated.

We have been able to travel where we wanted to, when we wanted; the only timetable we keep is dictated by the seasons. And we have been able to afford prolonged visits because we have come equipped with our own food and lodging.

Cruising from island to island is a far cry from teaching in a Texas schoolroom, but it is a way of life that I have adopted with great satisfaction.

Rebel and her crew will continue to sail for as long as it is financially feasible. Then, chances are 10 to one, that we will go back to the beginning and start working step by step toward another boat and another cruise!

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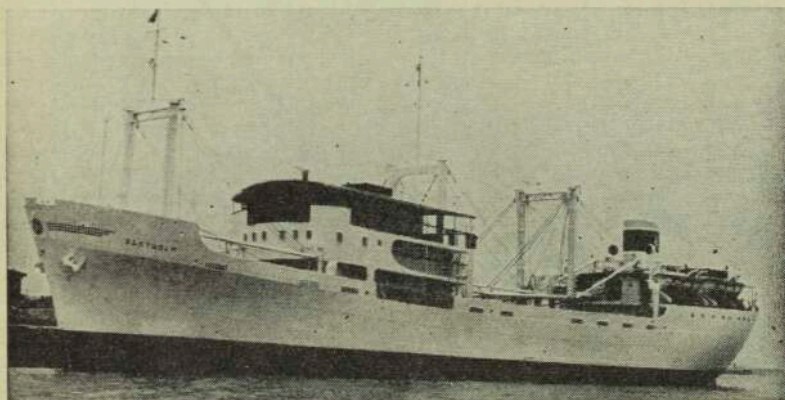
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- Sydney-based James Anderson, a young American photo-journalist whose work has been appearing widely lately in national and international magazines, including "Life", wrote the following caustic commentary after a visit to Papua-New Guinea. PIM publishes it without comment, and invites replies.

THOSE "RUDE AND UNPLEASANT" P-NG HOTELS

By JAMES ANDERSON

Do all the hotel people in Papua-New Guinea have a chip on their shoulder—a "step-on-them before-they-step-on-you" attitude to business?

I don't know, but after a recent territory business tour during which I stayed at many hotels, perhaps I might be forgiven for thinking so. Frankly, I found a lot of unpleasantness and rudeness in the territory hotel business. I didn't like it, and I think it's time the territory hotel industry took stock of itself.

Let me start at the beginning and tell you of some of my experiences.

My first port of call was Port Moresby, where I arrived by air at 2 a.m. from Brisbane and looked forward to a sleep for the rest of the night at accommodation I had booked through Ansett Airways in Sydney three months before.

I was met by a gentleman waving a flashlight, who said, "Who are you and what do you want?" I told him. He replied that if I hadn't sent him the money for the room then I didn't have a room. He couldn't hold rooms for people who made reservations through the airlines instead of sending a deposit, he said.

It was now 4 a.m. I asked if I could sleep on the verandah until daylight and then sort things out and was told no. Not knowing where to go, I sat in front of the hotel for about an hour until a woman came out and said, "You can come in now, Mr. Anderson. We've found your reservation".

I was shown to my room.

Later that morning I left the hotel, although I had booked in for two nights, and was roundly lectured by the lady for this.

What a beginning! I didn't expect to find first-class service and accommodation in New Guinea, and would not have been upset about the mix-up in the reservations had I been treated with more courtesy.

Later, all through the territory I heard complaints from hotel owners about the difficulty of getting staff, equipment and furnishings, of high costs and the never-ending problems associated with native labour.

But politeness costs nothing, and if some of the European staffs I met in territory hotels were only half as considerate as many of their native staff, the territory would be a better place to holiday in.

There was an instance at one hotel, where I tried to order a middy of beer from a woman behind the bar, and had to repeat myself several times, finally explaining that I wanted "a small glass of beer".

"Well, my gosh," she said. "Why didn't you say so. I thought you were talking about a bloody automobile or something!"

Worse to come

I could only assume that she couldn't understand my American accent, but worse was to come. After serving me with my beer (a middy, by the way, is an Australian measure of beer), she joked with the barman in a very loud voice about how some people "never learn to speak English".

At the reception desk at the same hotel I asked if the receptionist would call me a cab. She said, "There's the phone. You can call one yourself". But as I reached for the phone she put her hand on it, and said, "That will be sixpence please".

At a hotel in the Sepik district I got into trouble because I helped myself to some ice for my drink from an ice-bucket on the bar. The native drink waiter was serving somebody else.

The manager, sitting at the other end of the bar, called out to me, "Hey you! We have service here!"

I felt like replying, "Where the hell is it?" But this being the only hotel in that area, I smiled, gritted my teeth and said, "sorry".

I could give you more examples in different places, but why bother. It's the general atmosphere that counts. And the general atmosphere is: "If you don't like it you can sleep under the nearest coconut palm, because we hotel people really couldn't care less".

As a visitor, the general lack of courtesy made me mad.



Guests relax in the air-conditioned comfort of the Cedar Room at the Melanesian Hotel, Lae.

OFF TO A GOOD START

By a Staff Writer

Lae's recently opened \$800,000 hotel, The Melanesian, is already proving popular with visitors and locals and is vying with Port Moresby's Gateway Hotel at Jacksons Airport for the title of New Guinea's top first-class hotel.

The Melanesian's bars have been open for several months, but it was only in November that it began accepting guests in its 46 twin-bed suites.

The local people are inclined to say that the hotel is "premature" and "before its time" because its food, service and accommodation are so good.

Each suite is fully carpeted and air-conditioned. All have private bathrooms, telephones, two channels of recorded music and radio.

Meals are served in an air-conditioned dining room on a table d'hôte or a la carte menu.

There are three separate bars—the Outrigger Bar, which spills on to a wide terrace overlooking the hotel lawns, a public bar and a tavern bar. In addition, there is the Cedar Room,

a cocktail bar which adjoins the dining room.

The hotel manager, Mr. Rolf Gschwind, told me in December that at least half of the guest accommodation had been occupied up till then.

This was a very good start and also an indication that people were prepared to pay a little extra for a really good first-class hotel in the territory, he said.

Steamships Trading Company Limited, the hotel's owner, is training native staff as assistants in all operations.

The cable address of The Melanesian is Hotelae; the address is P.O. Box 125, Lae; and the telephone: 2905-6.

A NEW Tahiti travel agency, Pacific Travel, opened in Papeete in December. The manager is Mr. Philippe Chenu. Pacific Travel will operate a fleet of five buses for sight-seeing and transport of tourists.

travel

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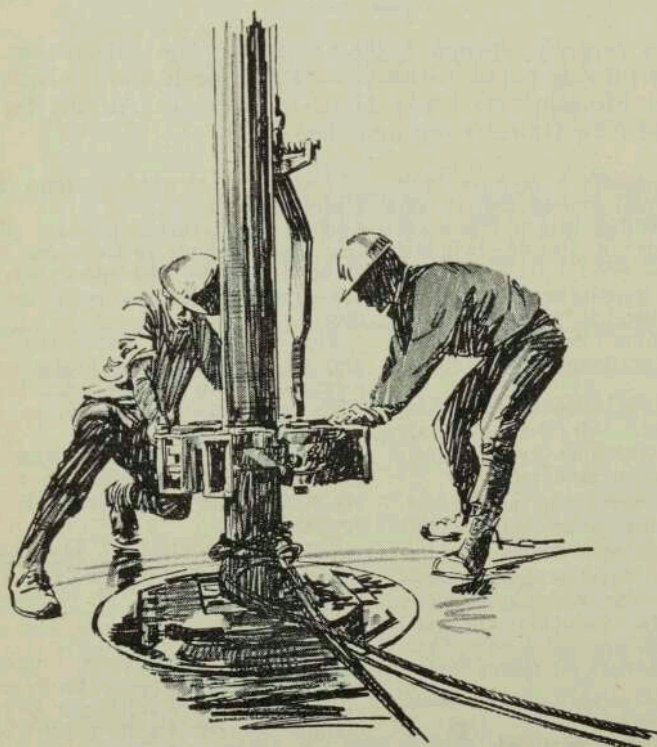
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Town where the airport is

Of the many thousands of travellers who pass through Nadi international airport each year, only a small fraction have an opportunity to visit the nearby town of Nadi, which has a predominantly Indian population. Nadi is a vigorous town, which is growing rapidly. New and better buildings are replacing many of the town's older wooden shacks. This typical Nadi street scene was photographed by Rob Wright.



ANOTHER USE FOR JAPANESE ADMIRAL'S BUNKER

MOVES are afoot to build a \$24,000 historical and war museum for the New Guinea Islands on top of Admiral Isoroku Yamamoto's bunker, in Clark Street, Rabaul, opposite the New Guinea Club.

Admiral Yamamoto, who was killed on Bougainville, directed Japanese operations in the Pacific area from the bunker from about 1942 to 1944.

Mr. Don Clarke, president of the New Britain Historical Society, told *PIM* recently that the society hoped to obtain the land where the bunker is situated from its owner, the New Guinea Club.

He said one storey would be built on top of the bunker. The bunker itself would be lit and ventilated. The Japanese fortifications would be kept as they were as far as possible. (One item of interest is a ceiling map of New Britain).

Mr. Clarke said the historical society hoped to house all European and other historical records of New Britain, New Ireland, Bougainville, Manus and the NG Islands in the museum, and put on display relics of early traders and missionaries, the Germans, the Australians and the Japanese occupation.

There would also be examples of Chinese and native arts and crafts, local shells and a section on the mineral wealth of the area.

AIR New Zealand will step up its DC8 jet service from Auckland to Pago Pago via Nadi from one to two flights a week, beginning on March 21.

The twice-weekly flights are designed to strengthen Air New Zealand's appeal to overseas tourists, especially Americans, and to New Zealanders.

MR. LOUIS LECA, who already runs four businesses in Santo, announced plans recently for a new hotel in that town. He said that Santo did not at present have enough hotel accommodation to satisfy demands, and that a new hotel of 20 rooms was contemplated. It was expected that a capital of \$250,000 would be needed to build it.

THE British airline, BOAC, expects to be operating daily services across the South Pacific by 1972, according to the chairman, Sir Giles Guthrie.

At present BOAC flies across the Pacific three times a week with Boeing 707's, from Sydney to San Francisco, via Fiji and Hawaii.

The airline has ordered six Boeing 747 Jumbo jets, which will be

delivered by 1972, and in the same year the Anglo-French supersonic Concorde is expected to start running commercial services.

Both the Jumbos and the Concorde could figure in BOAC plans for the South Pacific, although the airline has made no definite plans yet for their use in this area.

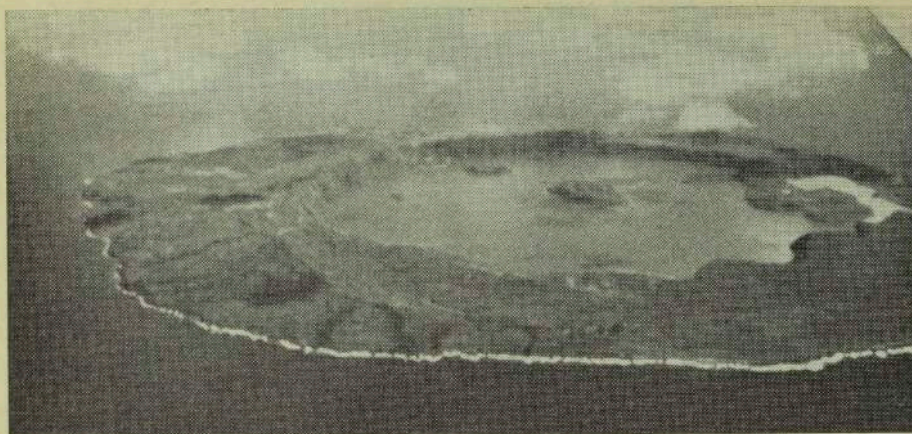
PIONEER PILOT REMEMBERED

A special flight of Air Melanesia took residents of Aoba, Tonga and Efate to the island of Tanna on November 26 to witness the unveiling of a plaque in memory of the late Paul Burton, a pioneer airman in the New Hebrides.

Burton and seven other people were killed when a Drover aircraft he was piloting crashed in rugged mountain country on Tanna some 16 months ago. The memorial plaque was unveiled at Lenakel airfield by the chief of Tanna, Kabalu. Its inscription reads: "This plaque is dedicated to the memory of Paul Hollingsworth Burton, pioneer of internal aviation in the New Hebrides, who died in service on Tanna on October 21, 1966".

The Lenakel airfield will henceforth be known as Burton Field.

travel



Tin Can Island (Niuafu'ou), the Tongan outlier, from the air. The volcanic formation is clearly seen. The islets in the large central lake (the old crater of the island) themselves have craters. Photograph is by Byron Farrell, made available by Wilmon Menard.

Social eruption on Tin Can Island

By WILLIAM H. DAME

Eruption-prone Tin Can Island has exploded again. This time, however, instead of the usual destructive lava confined to the environs of the tiny island itself, the eruption was started by a magazine article that circled the earth and created interest in the island in 185 countries! This was the lead article, the publisher's column, in an issue of *Time* magazine.

The article told how the 37 English-reading residents of Tin Can Island received *Time* in the tin can mail from Matson Line's SS *Monterey*, how these readers translated the news to their 600 or so Tongan-speaking friends and how, finally, the pictures were cut out to decorate their homes while the remainder of the magazines was used to cover pupils' exercise books.

How the article was published and what happened then make an interesting story.

Wide reaction

For over six years I've been manager of the gift shop on the *Monterey*, and for the past three years I've sent my used *Times* ashore at TCI (really Tonga's Niuafu'ou) and have often wondered what happened to them. So I enclosed a questionnaire which was answered by voluble Kitone Mamata, the island's telegraph operator.

I condensed his 31-page letter to five pages, which I submitted to *Time* with a picture of the actual tin can mail transfer at TCI. I expected a line or two at most in some future article dealing with unique delivery

problems, and asked that the tin can method be contrasted with Eskimo dog sled delivery up north or delivery by flying saucer to Planet Pincus No. 7, if *Time* had any readers there. But *Time* did a longer piece and the excitement began!

Telephone calls and letters came from all directions. Some of the letters were requests for Tin Can Island stamps, but others, plus personal comments from passengers

and crew, made me either chuckle or cringe. A few of the choicer ones were:

Sir: That island's the perfect place to escape the bomb. How do I get there?

Sir: Is this man (Mamata) a missionary?

Sir: He's Rousseau's Noble Savage. Please don't corrupt him with our civilisation.

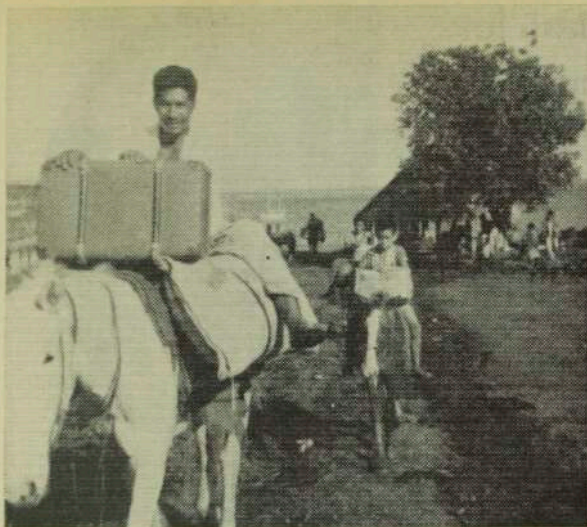
Sir: What's the point? You expose those natives to all that expensive advertising and they can't buy a thing.

Sir: How much did Matson have to pay for that blurb?

Sir: If you can get my name and product mentioned in "Time",

Riding around the southern edge of the big lake. Tin Can Island now has a population of about 570. It was 1,300 when it was evacuated following a violent eruption in 1946. The islanders have gradually been returning since 1958.





Kitone Mamata, who took these pictures of some of his fellow islanders (on the right they are in their Sunday best) wrote under the picture at left: "Niuafu'ou taxi on local boat day. It's why horses are our best friends as they share with our shoulders in carrying loads from place to place, especially in making copra".



I'll pay you ONE THOUSAND DOLLARS! Will you try?

Sir: You should be stuffing that can with good Christian tracts to save their immortal souls instead of all that nonsense you get in "Time". Shame on you both.

Sir: Some people will do anything to get their name in print.

Sir: Now send them "Newsweek" to show the other point of view.

Sir: May I have your autograph?

Old friends have been uncovered and new friends made. A former university classmate wrote, "Never mind sending magazines to illiterate Australian aboriginals on Tonga-Bonga. Write and let us know how you are". (Confined, as this old pal is, in an ivory "think" tower back in the USA, I'm not surprised that he confuses the Aboriginal with the much more sophisticated Polynesian). Contrast his letter with one from a New York schoolteacher of non-English-speaking adults, who offered to assist in setting up a programme that teaches English by word-picture association.

Impact

But, what was the impact of the article on Tin Can Island?

Mamata reported that, "I and all join with you in GLAD that our little island is visited by MILLIONS EYES and that Niuafu'ou is up with the SIGHTS of the world! We are proud of the race that we are!"

He said that the four mailmen in the outrigger canoe, whose picture *Time* printed, are, "... forever changed. They take with them everywhere they go their appearing and show to everyone with Glad. Is the first thing they see in the morning and the last at night. They don't find in their MINDS how many is MILLIONS PEOPLE who see their SHAPE around the world."

What has the article done to and for Mamata? He reports that since the article appeared he has received, "... telegram and the pouring in of letters from many countries, USA Switzerland, Netherlands, Sweden, Germany, Italy, Brazil, Israel at war, India, Japan, Formosa and others.

"Some say 'congrats', some ask stamps requisitions, exchange of

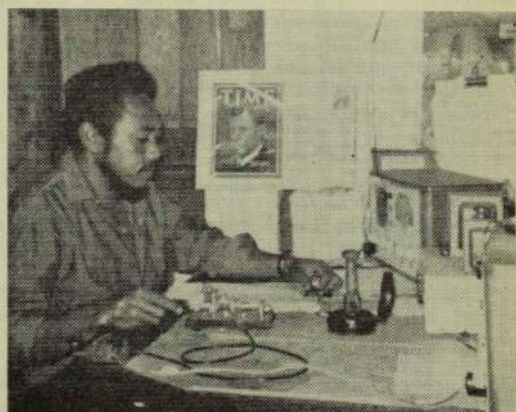
cultures and how life of people here with theirs in comparison. I answer all with thanks for the unexpected GOOD or beneficial future that will come to unforgettable Niuafu'ou because of it. Packages of clothing and gifts arrive from *Monterey* and *Mariposa*. These I share with other islanders and we give thanks."

Old routine now

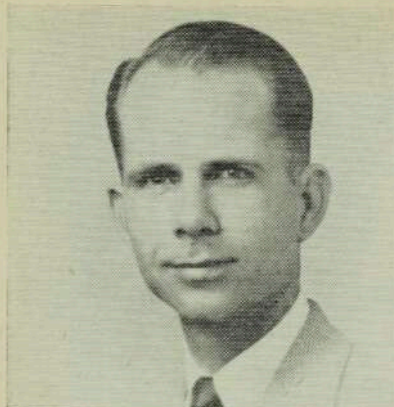
Now that the excitement generated by the article and the Tongan coronation have simmered down, the TC islanders are gradually returning to their old, routine copra-making life.

And from what I've learned about the island, these brave people, perched as they are on the rim of one of the world's most active volcanoes, live with the constant threat of fiery eruptions. They deserve their fame.

Kitone Mamata has been in constant touch with me, sending me



Kitone Mamata, the island's telegraph operator, in his radio shack, a copy of "Time" displayed proudly.



"Monterey's" gift shop manager, William Dame, who keeps in touch with the Tin Can islanders.

many pictures of life on the island. I can't use them all but I'll quote some of his captions, in his own English, so you have some of the facts of life on Tin Can Island.

Children take part in many ways in making copra so that they may share with their parents in this dirtiest and heaviest task. With their money they can have their share of a cloth, an exercise book, or just a sweet. . . . Our island tough guy is named Seli Kata, who is well known because of his bad behaviour. He always acts to pretend to be an outstanding criminal. He has many dogs for hunting wild pigs and he likes to leave his hair long. His habit is to carry a big knife with him wherever he goes (I don't know for what purpose). . . . We have a big hill near the lake known as Mokotu where most people run in times of earthquake or eruption. . . . Here is a picture of two mothers (not married) with their babies, walking around their drying copra, to keep away pigs, horses, etc., from eating their copra. . . . All the lakes in the island are at full tide because of continuous rain for months and up to now not enough sun to evaporate them to their normal tides. Because of this you cannot now see steam in the hot lakes. Also there is only low and weak bubbling. . . . There is no post office or government building in Niuafo'ou up-to-date except the Copra Board office. . . . Here is a picture of three women on horses' back, passing our front door midday today. They have been in the southern village of Petani, where there is a tiny retail store, and there they bought sugar and matches which are on their horse with them on their way home. . . .

Modest start for Fiji's new University

Fiji's new University of the South Pacific will be on quite a modest scale when it opens on February 1 at the old RNZAF flying-boat base at Laucala Bay, near Suva.

The university will start with only two classes. One will consist of first-year students from the Fiji School of Medicine and the Fiji School of Agriculture. The other will comprise students, nearly all from Fiji, who have passed the University entrance examination.

There will be about 85 students in residence and 210 day students. Besides those from Fiji, there are some from the Gilbert and Ellice Islands, the New Hebrides, and the British Solomon Islands Protectorate.

Board and lodging is £F40 a term and tuition is £10 a term. Lunch and dinner for day students will be provided at 2/6 per meal.

The students will work at approximately New Zealand University scholarship level, the first four to six weeks of the opening term being devoted mainly to English.

Degree classes for arts and science students will not begin until 1969.

Dr. Colin C. Aikman, Professor of Jurisprudence and Constitutional Law and Dean of the Law Faculty at the Victoria University of Wellington,



Dr. Aikman.

has been appointed Vice-Chancellor designate of the University of the South Pacific.

Dr. Aikman is expected to take up his duties in April or May.

He is a barrister and solicitor, and an expert on constitutional law. He has frequently served as a New Zealand representative in the General Assembly of the United Nations and on its committees. He also helped draw up the present Cook Islands constitution.

To begin with, the Fiji university will have a teaching staff of only a dozen or so. But the Interim Council has authorised up to 10 appointments of professorial rank to be made this year and up to 15 appointments at lecturer and senior lecturer level for next year.

By late last year, the P-NG University in Port Moresby, which opened last March, had already appointed 11 professors, one associate professor, 10 senior lecturers, 10 lecturers, 15 tutors, a couple of research assistants, and a variety of laboratory technicians. In addition, there were 10 librarians, numerous secretaries and administrative staff.

This large staff served 226 students. Of the total of 226 (of whom 46 were part-time), 131 were doing preliminary year courses (i.e., courses designed to bring them up to university entrance standard); 88 were doing first-year courses; and seven (all Australians) were studying for higher degrees.

The first-year students were divided into three faculties—arts, law and science.

Nun swims mile to get help

A Roman Catholic nun swam fully clothed for a mile through open sea in Papua-New Guinea's Sepik district recently to get help for five companions who were clinging to a capsized dug-out canoe.

The nun swam to an island and alerted villagers who rushed out in canoes to save the five other nuns. One of the nuns could not swim. She was held by the others while they waited to be rescued.

The six nuns had paddled the canoe 15 miles to an offshore island. They were capsized on the return voyage.

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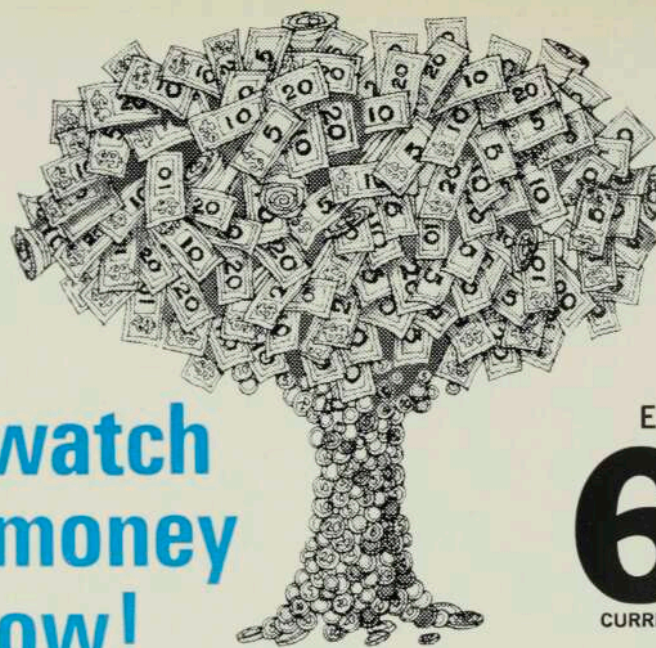
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PIM 30/1/68

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New Caledonia: Etablissements Ballande, Noumea.

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

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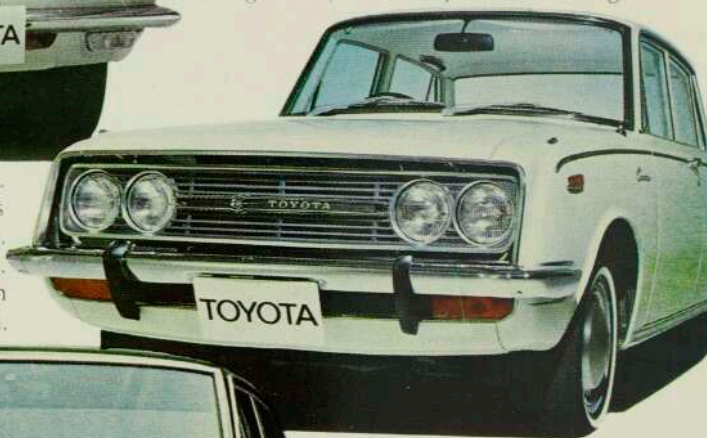
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New Guinea gets back into the desiccated coconut business

By staff writer KEN MCGREGOR, recently in Rabaul

Papua-New Guinea is back again in the desiccated coconut industry—this time in a big way. It's the first development in this field since such an industry collapsed soon after World War II following a health scare. The new promoters have gone into the industry scientifically and have no worries about the future.

The promoters are the W. R. Carpenter Group, who have begun producing desiccated coconut on their New Britain plantation of Ulaveo, 24 miles from Rabaul, on colourful Blanche Bay.

The plant has been established at a cost of more than \$500,000 by Coconut Products Ltd., a Carpenter subsidiary.

Ulaveo is owned by another Carpenter subsidiary, Island Estates Ltd., which is administered locally by CPL.

Work started on the factory's four-acre site in February, 1967. It is already bigger than a similar project in Tonga, and it will be the biggest desiccated coconut factory south of the Equator.

35-minute drive

Coconut Products hope to sell their desiccated coconut under the brand name of "Desikoko", initially on the growing Australian market. Later it aims to service the much bigger European markets.

The company is less hopeful about breaking into the United States markets because cargoes of desiccated coconut, being perishable, could be adversely affected by extra periods spent in tropical waters because of poor shipping connections.

While in New Britain in December

I took a 35-minute drive from Rabaul to Ulaveo along the winding Kokopo Road. The factory is a few hundred yards from the waters of Blanche Bay and is surrounded by old, tall coconut palms. It was bristling with activity.

Besides installing recently-arrived equipment, CPL was carrying out a learn-to-work programme for most of its shellers and peelers from NG's Highlands.

By the end of January, 280 Highlanders, mostly from the Western and Southern Highlands, were to

● The new desiccated coconut factory (left) is set in a rich coconut-bearing plantation. It is under the control of Mr. Hans J. Rothkirch (third from left in the right-hand picture). Much of the success of the project depends on the four Filipino instructors shown on either side of Mr. Rothkirch.

have arrived at Ulaveo on two-year contracts.

In addition, local Islanders will be hired as carpenters, machine operators, equipment operators and mechanics.

The project's success will depend to a very great extent on the efficiency of the hired Highlanders. To train them, special permission has been given by the P-N-G Administration to import four Filipinos for six months.

All from Pangasinan Province, 140 miles north of Manila, they are Esperidion Biado, 23, Vincente Gutierrez, 26, Rudolfo Soriano, 23, and Pepito Calictan, 21.

Each is capable of peeling and shelling about 1,200 coconuts a day.

Mr. Hans J. Rothkirch, the factory manager, told me that some of the Highlanders were already handling

R. B. Carpenter leaves \$2m.

Mr. Randolph Bolton Carpenter, former chairman and managing director of W. R. Carpenter Holdings Ltd., who died on October 3, left an estate of \$2,061,971.

Probate of his will and codicil was granted in the Australian Capital Territory Supreme Court to Permanent Trustee Company (Canberra) Ltd. on December 20.

In his will, Mr. Carpenter

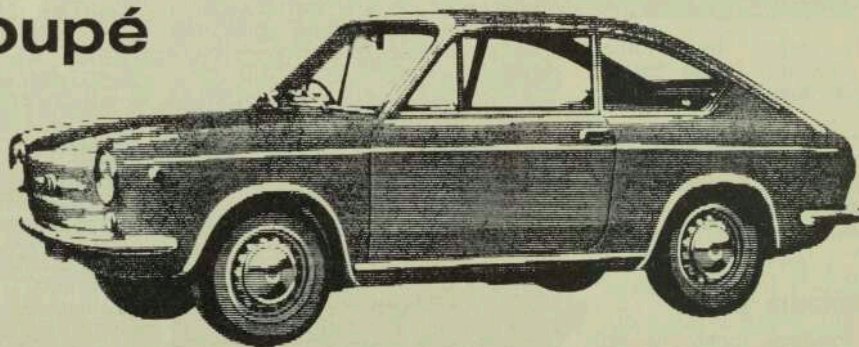
directed that \$50,000 be paid to his wife, Mrs. Gladys Lindfield Carpenter, before all other bequests, in addition to any income she may have been entitled to under his will.

He also directed that after the death of his wife, income from his estate should go to his daughter, Edith Mary Proud. After her death, the residue of his estate is to go to four children of his daughter, Mrs. Proud is the wife of Mr. S. S. Proud, Carpenter's general manager.

The estate included a stamp collection valued at \$12,387.

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nuts at the rate of about 600 a day for short periods. However, it was not certain yet if this rate could be sustained.

There is little chance of the factory running out of nuts. Set in the heart of what is the richest copra area in New Guinea, coconut supplies will come from CPL plantations (and there are several big ones nearby) other company plantations and local growers.

Certainly it will provide another market for New Guinea Islands nuts.

Fuel

About 300,000 nuts, or about three days' supply, will always be kept on hand in bins adjacent to the covered shelling area. Coconut husks and shells will be the only fuel used in the big factory boilers.

When production started, the nuts were moved into individual peelers' and shellers' bins by mechanical conveyor belts. Nuts were shelled and peeled and the coconut meat put on another set of conveyor belts to be transferred to the production area.

Then all meat was systematically sorted for quality or damage, then trimmed, sterilised, dried and screened or separated into particle sizes, commonly known as coarse, medium, macaroon or fine.

The desiccated coconut is packed into 100 lb bags which are sealed on the inner lining with polythene to stop moisture coming in from the outside and oil losses from the inside.

Employees working in the production area (and these number about 25) have to observe rigid regulations on body cleanliness.

They are provided with specially-



Highlanders, working in cubicles, shell coconuts at W. R. Carpenter's new desiccated coconut factory near Rabaul under the supervision of the factory's assistant manager, Mr. C. W. G. Johnson (in white shirt, right, at rear) and a Filipino instructor.

washed uniforms (T-shirts, shorts and berets), and must have a hot shower before entering the production area.

Must wash

If they leave their positions they must wash their faces and hands before returning.

Mr. Rothkirch, who has had 30 years' experience with desiccated coconuts in the Philippines, said the health precautions would meet the requirements of any country in the world.

Work at the factory started with one shift, but it is hoped to have this stepped up to two and then three by mid-1968.

World competition among desiccated coconut producers is very keen. Five big desiccators in the Philippines have extensive markets already set up, particularly in the United States.

Used for candy fillers, biscuits and pies, NG desiccated coconut could be a big money-earner for the territory in the late 1960's and through the 1970's.

BREAD INTERESTS SOLD

Hackshalls Ltd., an Australian firm making soap, and coconut oil in Fiji, has sold its flour-making and bread-baking interests for an undisclosed price to Dalton Brothers Holdings Ltd., another Australian bread-baking firm. The W. R. Carpenter group has about a 25 per cent. holding in Dalton Brothers.

Financial sources felt that the sale would not affect Hackshalls' Fiji interests. Hackshalls already have a big investment portfolio, worth about \$2.5 million on the market.

Their flour milling operations, although big, were not profitable because subsidised imports from Europe — especially France — were sold in the Pacific Islands for less than production costs (PIM, Oct., 1967, p. 14).

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RED LETTER DAY FOR VIWA, BUT THEY'VE A PROBLEM STILL

For the 400 inhabitants of the tiny island of Viwa, in the remote northwest of the Fiji group, November 1 was a red-letter day. Once and for all, they hope, a perpetual supply of drinking water is at last available to them all.

On that day the Fiji Government landed on the coral sand and rubble island, 50 miles from the western district capital of Lautoka and 15 miles from its nearest island neighbour, a 50-foot long solar still for their use. Installed and brought into use within a matter of days, fed by sea-water, the still is now churning out a steady 30 gallons per day.

The island's history has been one of continual worry over the problem of where to get enough water for the bare essentials. The island has only two or three wells that produce a brackish brew.

The highest point on the island stands only about six feet above sea level, and islanders rely on what catchment they can get from roof tops into tanks that have a total capacity of only a little over 8,000 gallons.

Routine

Annual rainfall is only a little over 60 inches and months without any rain at all are the rule rather than the exception. Thus daily rationing is merely routine. Islanders scoop holes in the bases of coconut palms to catch rain trickling down the boles, and they have dug others in stones to provide added storage when the rains do come.

The 30 gallon-a-day still, though a guarantee of drinking water, will not solve the water shortage.

More tank capacity is required, if only the islanders can pay for the materials. They have been short of cash since 12 months ago, when a moderate tropical storm gave the island's sole industry, copra, a knock-out blow, and nothing has been shipped from the island since.

More stills could be an answer, but the model just delivered was built by the government for experimental purposes and no funds are available from that source for additions.



A scene in busy Lae.

Thoughts on the growth of Lae

By DIANA NIZETTE, a "very ordinary housewife"

I cannot claim to be a B4—that is, here before the war—but I am a territorian because my entry permit says so. We came to Lae almost 11 years ago, and the changes since then! Little boutiques seem to be springing up everywhere and I can't help but comment on the difference in my shopping schedule.

We still have our shortages, and some new arrivals still complain, but it doesn't take long to know where to go for this and that. Remember the days when we inquired first if the flour was "with" or "without"?

The weevils were no real bother because they came out in the sifting.

Once our magazines had to come by postal subscription, now we have two news-agencies; make-up and perfume had to be bought when we were on leave, now we have two pharmacies, and a number of stores carry an excellent range; shoes were almost impossible to get; patterns, except by special order, quite out of the question (do you remember trying to buy a button?). And fresh fruit came in only once every six weeks.

All of these things are now in almost constant supply.

We have five stores which sell stylish frocks; two gift shops; several shops with an excellent range of men's clothing; and even an artist's supply shop. This art shop also stocks a fantastic range of paper-backs, from children's books to the Latin and Greek classics.

We now boast a laundry and dry cleaners and—would you believe it?—you can buy fish-and-chips at the market!

We do lack in Lae now an eating house where the visitor may have a midday meal or snack. Our two milk bars close at noon, and not everyone knows they may eat in the club dining-rooms. Not everyone may want to go to the hotel or motel where, quite naturally, charges are higher.

And there is no provision for that "after-the-pictures" snack, and one assumes that courting couples say goodnight on an empty stomach. There is a rumour that a building now going up in 2nd Street is to house a coffee lounge.

Lae is a lovely spot, daily growing more beautiful. New buildings are mostly quite elegant, and no longer boxes with an awning over the footpath. I am happy here and hope to stay for many more years.

There is one thing, though. I do wish I didn't have to send to Sydney each time I want a hank of darning wool!



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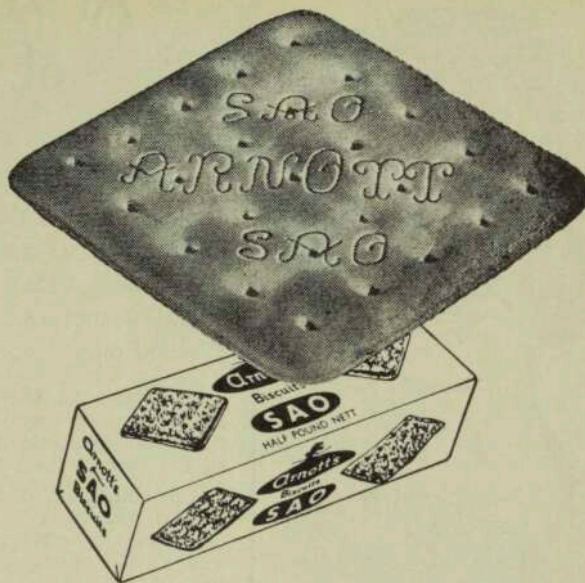


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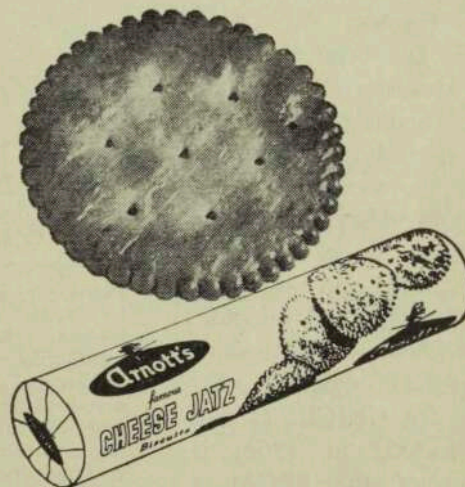
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PORT MORESBY PERSONALITY

Lady Mann, wife of the Chief Justice of Papua-New Guinea, Sir Alan Mann, has been living in Port Moresby for 10 years now. Sydney born, she later moved to Melbourne where she was a practising solicitor. They have four daughters, three at school in Australia, and the other, who is married, is a doctor. Lady Mann is chairman of the P-NG regional committee for UNICEF, which she formed in 1966; is patron of the SPCA; a member of the Stamp Advisory Board and is interested in the Women's Graduates Association. Her interests are reading and floral arrangements. Lady Mann is a keen tennis player.—*Sibyl Lloyd*.

At 70, her art is still full of gaiety and spirit

From MARGARET BAIN, in Suva

The genial carrier driver was to be at Mary's gate 20 miles down the coast from Suva by eight o'clock. "Ask Asgar Ali to come as early as possible on Friday morning," Mary had said. "He's a friend of mine," she added, as an assurance that a message from her would be sufficient. He could be relied on.

"He can't be there any earlier," she went on, with obvious consideration, "because he has to come all the way in from Nausori."

The collection of 57 paintings, all but 10 new ones, being lent for an exhibition by Mary Edwell-Burke, was to be at the Civic Centre by Friday. Hanging could not begin until the Suva City Council closed its doors for business on Friday evening. And when the staff arrived at work next morning, we must have our stage set, for the curtain was to go up that evening at a preview showing to be opened by the Australian Commissioner in Fiji.

Later that day I went up the stairs to find her in the gallery. The life-size painting "Meke by Night", and the others completing her list of new work for sale, stood out of the way ready for hanging.

70 years old

My eye caught sight of one of the gayest paintings I have seen: a portrait of a young Fijian girl of slight physique, wearing a sun hat, its wide shady brim laden with hibiscus like a sea of Nature's multi-colour. In her hand she held an enamel dish of the most delectable-looking tropical fruit, so real one felt almost impelled to reach out and touch it. It had the effect of making one's mouth water.

I looked from the painting to Mary. How incredible to paint like that when you are over 70 years of age; an age conventionally regarded as old. How incredible to project such unbounded gaiety of eye and spirit.

"I have had an extraordinary life and some of the strangest things have happened to me," Mary was telling me. "One day as I was walking along an empty road, I heard hurried footsteps running up behind me. The

PIM would have liked to have published a photograph of Miss Mary Edwell-Burke, the subject of the accompanying article. But she is one of the most camera-shy people in the Pacific and refuses to have her photograph taken. A colour photograph of Miss Edwell-Burke's painting "Hibiscus Hat" is our cover picture for this month.

next thing I knew, a blow had struck me across the top of my back, just below my neck. I swung round with amazement to see a young woman.

"You too old", the young woman said, emphasising each word deliberately, with contempt and anger in her face and voice, as if I had no right to still be living and upright. And with that, she walked on! Incredible!"

Mary Edwell-Burke's Suva exhibition was a great success, aesthetically and financially. The Civic Centre provided a setting to be proud of, the fine paintings—ranging in variety and colour from tiny floral miniatures, garden landscape, the Fijian people in traditional and modern dress, to life-size portraits of leading public figures of today and yesterday—were fittingly complemented by exotic tropical flowers and foliage arranged by the floral group of the Suva Orchid and Horticultural Circle. It raised over \$200 for the YWCA Building Fund.

Home to stay

Born in Australia, Mary Edwell-Burke first came to Fiji in 1933. Since then she has made 24 arrivals and departures, and now, she says, she is home to stay. She now lives at *Delai Talei* (Mount Pleasant), on the Queen's Road, near Suva.

There she has a studio where she has cut back the bush, having survived the rigours of living in

the open in a tent for many months. Bullocks levelled the land for the house.

She tells the story of the approach of her 11th birthday, and when asked what she would like, she had replied in deadly earnest: "A box of the best oil paints, and", she had added emphatically, "to be left alone—with no messages to do".

A vivid childhood memory is of being held up to ridicule at school when her turn came in the class to say what she would like to be when she grew up.

"I want to be an artist," she had answered innocently enough, only to have the fury of her teacher unleashed upon her and a lecture on the absurdity of such an idea.

Garden lover

She has always been a garden lover and she recalls an incident when her mother chided her: "It's time you got to your easel; you have wasted the whole morning in the garden".

What her mother didn't realise, Mary explains, was that "I had been mentally painting all morning as I enjoyed myself in the garden, and now I was ready to paint at my board".

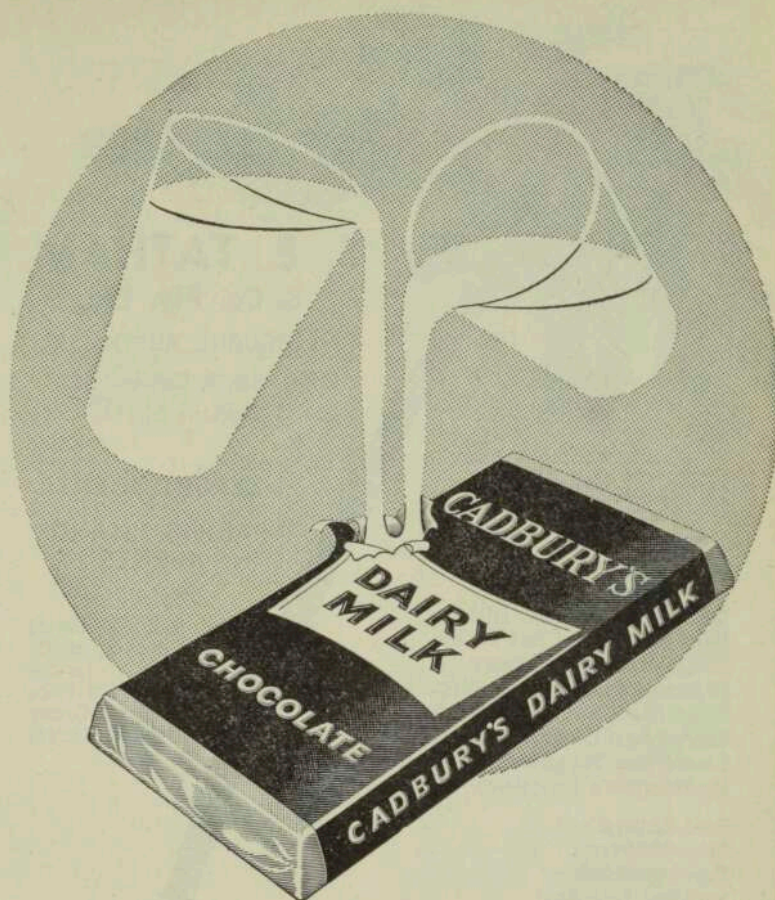
From the age of 13½, on the advice of an eminent art teacher, she was taken away from school and began four years' full-time art school studies in Australia. Later, at the age of 18, her mother took her first to England and then to Paris where she studied as a sculptor and a painter at the Academie Colorossi.

At the age of 19, she submitted a portrait of a Russian woman and had it accepted at the annual exhibition of the Paris Salon. This was in 1914, when the outbreak of war was looming large, when the impressionists Cezanne, Monet and Renoir, were living and painting in Europe—doubtless in Paris, too.

"If any one artist influenced my work, it wasn't any of those artists, but Whistler—I admired him deeply for his fine portraiture, and particularly for the famous portrait of his mother," she says.

"It was the distinguished artists of the stage, like Pavlova and Sara Bernhardt, whom I believe influenced my work. The exquisite grace of Anna Pavlova (then 31), I recall seeing in London with Harry Lauder and a vast array of wonderful talent, the whole thing for a shilling!

"If anything influenced me—and a lot did—the only performance I saw of Sara Bernhardt influenced me more than anything else. A great tragic actress; such sensitivity you



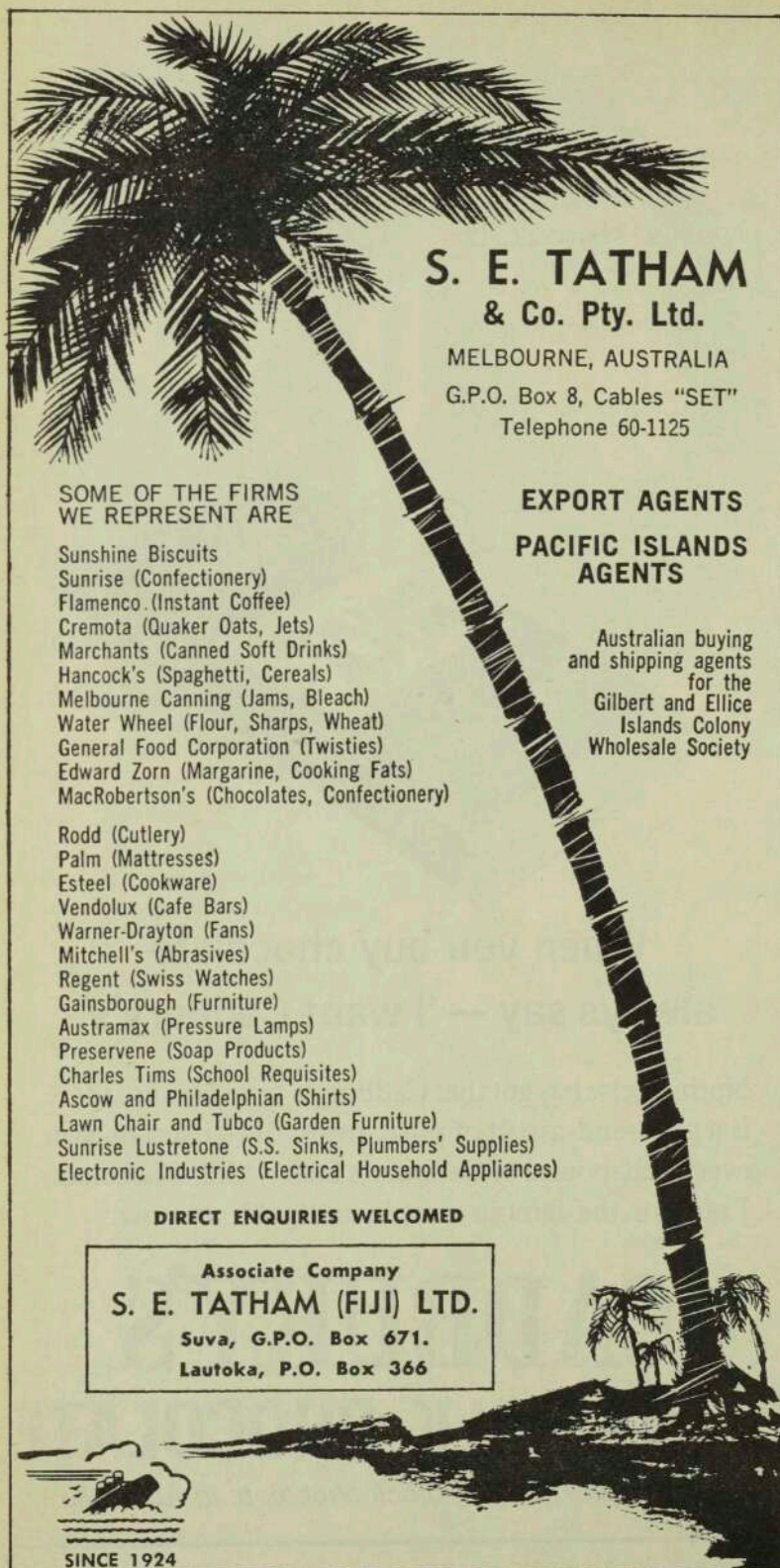
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MORE SUPPORT FOR KING'S THEORY ON TONGA'S HA'AMONGA

Further sightings at Tonga's ancient trilithon, the Ha'amonga, on December 23 (longest day) have provided additional support for the theory of King Taufa'ahau Tupou IV that the trilithon was originally erected to determine the seasons in Tonga in ancient times (PIM, Sept., p. 56 and Oct., p. 34).

The first sighting was made on June 21 last year (shortest day). Another was made on September 23 (the equinox).

As was the case at the first two sightings, the king was present in person at dawn on December 23 to see the sun rise from the sea at a point indicated by a V-notch on the crosspiece of the trilithon.

He said afterwards that, to gain further support for his theory, additional sightings were planned at full moon during the coming months. The sightings would check the possibility of the significance of moon rise as an integral part of the original purpose of the Ha'amonga.

could not imagine. I dreamed of bringing that sort of thing into my work.

"I remember as a child that she was such a famous and revered artist when she visited Sydney that to do her honour they took the horses away and pulled her carriage bodily!

"I am first a Christian Scientist; secondly a painter. I don't say I am as good a Christian Scientist as I should be, but I do make an effort to be as good a one as I can humanly be. I approach my subjects from the angle of my religion. It doesn't mean that one sees people as dull—rather the reverse.

"If you look through my paintings, you will not see evil qualities. That is not because I ignore evil; but an artist cannot paint a portrait of somebody and put in evil even if the sitter displays evil, because if you did this you would have to leave out the good.

"You must keep to the positive in portraiture as far as the subject will allow. You don't make a person look like a saint when he is not; but you don't put evil in and leave out his dignity and other qualities. Each of my paintings is statement in its own right; although they may be dressed

alike, there is a totally different statement."

Mary Edwell-Burke's work has been purchased by collectors all over the world. In Australia, seven paintings were purchased by the Trustees of the National Art Gallery of New South Wales, several by the Brisbane National Gallery, and others by the National Gallery of Adelaide. Nine paintings were purchased by the Howard Hinton Benefaction at Armidale.

She was the first woman to be commissioned to paint a portrait for the Australian Commonwealth Government; later, she was commissioned by the Bar Association of New South Wales to paint a portrait of the Chief Justice of New South Wales, then Sir Frederick Jordan. She is an elected Fellow of the Royal Art Society of New South Wales.

Tahiti exhibition

Her particular love has been to paint dark-skinned people. She has lived in India, Ceylon, Java, Bali, New Zealand, New Caledonia, Canada, Norfolk Island and Tahiti. She has painted the people of these countries in addition to those in Australia, France and Fiji.

At the age of 21, she held her first "solo" exhibition at the invitation of the French Governor and the British Consul at the British Consulate in Papeete, Tahiti. The entire exhibition was sold out and the Governor bought a large painting for Government House.

Mary's dream is that one day her property of 5½ acres on the Queen's Road will be a beautiful garden where people from all over the world will come to see the arts of the country being practised and taught—not in a 20th century style building, but in small *bures* in the local style. It's her dream to provide a simple retreat where artists can come to rest and paint.

Is it possible in her own lifetime? "Why not?" she says. "After all, Mary Baker Eddy founded *The Christian Science Monitor* at the age of eighty-nine!"

Of her great love for painting the Fijian people, Mary expresses herself in these words: "Although at times I am exasperated, to me they are like the deep notes of a piano and I find those rich notes satisfying. Nothing gives me more aesthetic pleasure than to hear the resonance and depth in the Fijian singing; there is a depth there that I have found in no other race. I cannot stay away from Fiji."

TOP POST FOR OUTSTANDING GILBERTESE

REBUBEN K. UATIOA, an outstanding 43-year-old Gilbertese, has been chosen as Chief Elected Member in the GEIC's newly-elected House of Representatives.

Uatioa, who was appointed GEIC information officer in 1955 and broadcasting officer in 1964, was awarded the MBE in the 1966 New Year's Honours List.

The position of Chief Elected Member, a newly-created one, is the highest political post yet available to an Islander in the GEIC.

No specific duties are laid down for the Chief Elected Member in the GEIC's new constitution, but the intention appears to be that he shall lead the elected members in both the House of Representatives and the new Governing Council.

Under the new constitution, which was proclaimed by the Queen on August 23 last year, the GEIC's former wholly-nominated Advisory Council has been replaced by a mainly-elected House of Representatives, and the former Executive Council has been replaced by the Governing Council.

Advisory body

The Chief Elected Member is chosen by elected members of the House of Representatives.

The House of Representatives has 23 elected members and seven official members. Nineteen of the elected members are from electoral districts in the Gilbert Group, and the other four from the Ellice Group.

The House of Representatives has no legislative authority, its function being to advise the Governing Council on legislation and other matters concerning the government of the colony.

The Governing Council consists of five official and five elected members under the presidency of the Resident Commissioner.

The elected members of the House of Representatives are: Mote Tiotake (Makin), Mareko Ioteba (Butaritari), Buren Ratieta (Marakei), Kabiriera Kararaua (Abaiang), Tuari Bokarawa

(Abaiang), Reuben Uatioa (Urban, which takes in Urban Tarawa and Ocean Island), Ioteba Kirieta (Tarawa Rural), Edward Martin (Urban), Tem Jacob (Maiana), Inatio Binoka (Aranuka and Kuria), Tekinene Tetabo (Abe-mama), Kaitara Metai (Nonouti), Father Gilbert Lamusse (Tabit-euea), Nation Bwenawa (Tabit-euea), Otiuea Tanentoa (Beru), Babera Kirata (Onotoa), Akabo Ebarata (Nikunau), Ioteba Tamuera Uriam (Tamana), Tete-bano Aram (Arorae), the Rev. Iosia Taomia (Southern Ellice), Melitiana Kaisami (Southern Ellice), Founuku Tipelu (Northern Ellice), Sione Tui Kleiss (Northern Ellice).

Official members

The seven official members of the House of Representatives are: The Assistant Resident Commissioner, Mr. D. G. Cudmore, and the Attorney-General, Mr. C. P. North-Coombes (both ex-officio); the Chief Medical Officer, Dr. E. P. Hamblett; the Senior Assistant Secretary, Finance, Mr. M. D. Allen; the Commissioner of Works, Mr. D. S. Short; the Assistant Secretary, Personnel, Mr. J. B. McCaig; and the Marine Superintendent, Captain G. W. Sharp.

Messrs. Cudmore, North-Coombes, Allen and Short, and Dr. Hamblett are the official members of the Governing Council.

The elected members of the Governing Council, in addition to Reuben Uatioa, are: Buren Ratieta (Northern Gilberts), Edward Martin (Central Gilberts), Iateba Uriam (Southern Gilberts) and Iosia Taomia (Ellice Islands).

Alternate representatives have been chosen to replace these four elected members on the Governing Council in the case of illness, absence from the colony or incapacity.

Allowances

The new House of Representatives met for the first time on December 8. The Resident Commissioner, Mr. V. J. Andersen, delivered the opening address (*PIM*, Jan., p. 34).

It was then proposed that a select committee should be appointed to consider and make recommendations for the payment of allowances to the elected members of the House. This proposal was adopted.

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FIJI — SAMOA — TONGA

- Papua-New Guinea's Department of Trade is encouraging the mass production of artifacts as trade, not as art, according to the author of this article, and this, he says, is destroying any sense of artistic enjoyment.

NEW GUINEA: LAND OF UNCULTURE

From a Port Moresby correspondent

Perhaps Oala Oala Rarua is right. Australian expatriates in Papua-New Guinea ARE second-class citizens. Should the whole lot of them depart for Australia tomorrow they will leave behind them not one example of what one might call Art with a capital letter.

New Guineans will be left with the impression that the world's architecture consists of weather-board, fibrous-cement and corrugated-iron box-like structures.

They will know nothing of national theatre, of music, of painting, other than the traces that somehow may survive from their own earlier cultural background.

With its insistence on economic development, the Administration has neglected the cultural pursuits that are needed to make a community alive.

Except on the part of well-meaning, but often unqualified individuals, there has been no concerted effort to encourage artistic enterprise.

There has been no attempt to teach theatre, let alone establish a national theatre, as has been done in other developing countries.

Some of the groups of the Northern District of Papua are adept at mime, but they have not had any encouragement to perfect or display this art.

The Sepik and Trobriand Island people are expert wood-carvers,

but all that has been done for them is to encourage the crudification of this art for undiscerning tourists. The Department of Trade and Industry is aiding the mass-production of artifacts as trade, not as art.

Sepik masks are being turned out by the hundreds—poor, crude things that lack any kind of merit and which quickly become remote from the beauty and the bold expressionism of the painstakingly-carved originals.

To do this thing to the artists is to destroy in them any sense of art or artistic enjoyment. It is not good enough to say, as one hears it said, that Melanesian art of the past was purely utilitarian, for this is not so. It was often meant to be no more than decorative—a joy to the artist and to the eye of the beholder.

There are opportunities today, if we grasp them, for the welding into one related art form of, say, the charming bark cloth of the Northern District and the carving, weaving and other decorative ability of many others.

Musical appreciation in this country has been foisted upon the

people in a haphazard way. We have groups formed into guitar and drum bands behaving in a poor imitation of The Beatles, or other similar sound-makers popularised in the territory by the Australian Broadcasting Commission.

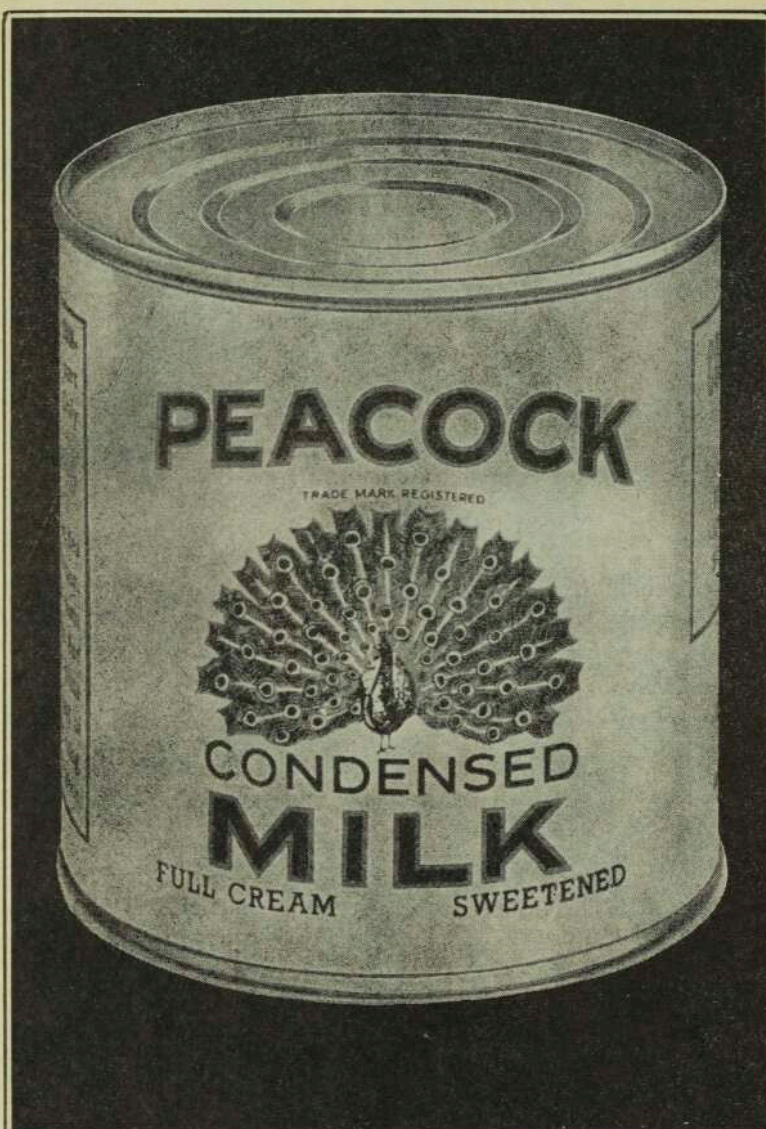
The ABC appears to believe that Melanesian programmes must contain nothing but "pop"; other kinds of music are clearly intended for the ears of the expatriates.

If this continues, the ABC may justly be accused of taking away more than it has given.

The Pacific Islands Regiment may come in for a share of criticism for many other things, but it did show regard for art when it introduced a pipe band producing unsophisticated sound but capable of sophisticated harmony.

The Government's policy of all-out economic development is narrow. The territory may perhaps be left with an economy (although there is no certainty of that), but it will have nothing else to appreciate. It will be a body without heart or soul.





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LONG ARM OF FIJI LAW WON'T REACH SO FAR NOW

Employers in Fiji using Fijian men between the age of 18 and 60 heaved a sigh of relief at the news that methods of extracting provincial taxes to finance the Fijian Administration are soon to be altered.

Defaulters are no longer to be treated as criminals and liable to be tossed in gaol if they cannot cough up the money when the long arm of the provincial constable grasps their shoulder. Future procedure is to be the same as the general Fiji law for the recovery of debts. The province to whom taxes are owed will have to sue the defaulter, and, if payment is not made, it will have power to seize his personal goods to realise money owing.

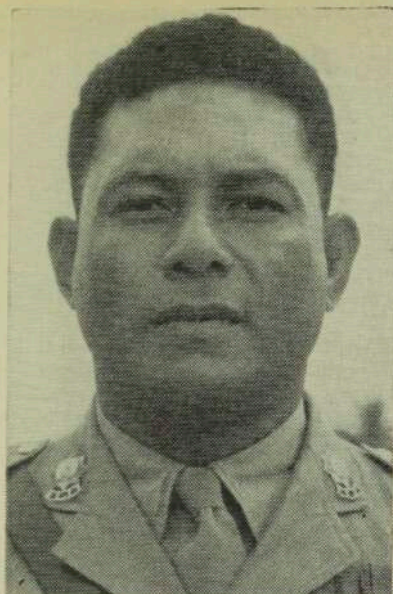
Provincial taxation is levied on Fijians over and above the normal basic tax and income tax levied by the central government. It is calculated annually by each province to cover its budget, and used mainly for minor public works and administrative charges, including the Fijian judiciary (which, it has also been announced, will progressively disappear from the Fiji scene in the next 12 months).

Hauled off in the night

Employers in Fiji are well aware of the inconveniences for everybody of the present method of provincial tax collection. Their early morning roll-calls often reveal absentees who have been hauled off in the night by the constable for not having paid a minor sum (rarely in any one year does the tax total more than £6 a head).

At other times the employer can see trouble coming in the shape of a provincial constable hovering in the background, waving a blue chit at some unfortunate employee who is hopping from one foot to another. On such occasions it generally needs an advance of wages if the man is to be spared a week or so of prison diet.

The system of gaoing defaulters does not help the province either, for once a sentence is served the debt is wiped out.



Ratu Ganilau

There is also to be a different system of rating to realise revenue for provinces. It's been recognised that the equal division of money to finance a provincial budget among all eligible males is unfair as the poor are asked to pay as much as the rich.

Liability is to be related to the ability to pay and also to the amount and quality of land which Fijians own in their respective provinces.

Ratu P. K. Ganilau, Minister for Fijian Affairs, has forecast that it will take some time to alter the rating system, over 4,000,000 acres of Fijian land being involved. The value of every individual piece of land has to be known.

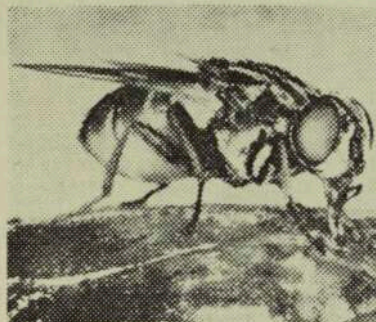
System criticised

The abolition of Fijian magistrates and courts will end a dual legal system in the colony which has come under increasing criticism lately.

Though dealing mainly with charges against Fijians which arise from breaches of regulations and by-laws made by the Fijian Administration, these courts also handle minor matters of a criminal nature and matrimonial causes.

The changes reflect the increasing dispersal of Fijian families throughout the colony due to better communications, expanded employment and shrinking of the village communal way of life.

Advertisement



Keep your home safe from dangerous flies and mosquitoes

Most housewives know only too well the annoyance caused by flies and mosquitoes that invade the home, but not all are aware that these insect pests are guilty of conveying all manner of germs that are dangerous to human beings. One fly may carry over three-and-a-half million virulent bacteria, and the bite of a single mosquito could transmit malaria, dengue, yellow fever, encephalitis or filariasis.

It is probably all too easy to regard as harmless those two houseflies buzzing around your living-room — but stop and consider that if their progeny manage to survive every hazard you will have 382,020,000 billion descendants to deal with before the summer's end, and it becomes imperative that you kill those flies forthwith!

Mosquitoes also multiply at an alarming rate, and even in our enlightened era this dread insect still kills a million people a year. Since it needs water in

order to begin breeding, initial preventive measures point to the elimination of all places where small reservoirs of water might collect, such as old tins or bottles, fire buckets, roof gutters or drains.

The housewife has a particularly successful means at hand for instantly killing insect invaders, thanks to the development of a powerful safe aerosol spray insecticide ideal for domestic purposes because it does not contain any of the poisonous chlorinated hydro-carbons and is therefore perfectly safe to spray near children, food and pets. Because of its complete ease of application, high concentration and exceptional factors of safety, Pea-Beu aerosol fine-mist spray may be used to keep kitchen, pantry, living-room, bedroom, nursery and cellar pest-free. Its "umbrella-spreading" action expands widely and deeply, requiring an economical minimum of spraying to destroy flies, mosquitoes, cockroaches, fleas, moths, bugs and ants.

From the Islands Press

IT had to happen some time [on Pitcairn Island]. A head-on collision between Hondas on a corner—luckily at slow speed and with no one hurt.

Len coming up from Aute Valley and Charles going down. Len's front forks were twisted and required a few hours' work on them, while Charles' bike has a distinct lop-sided look without there being anything much wrong. Drivers! Take heed of the first rule in the book. Keep left.—*News item in "Pitcairn Miscellany", Pitcairn Island.*

WHAT'S wrong with expressing an opinion these days? What's wrong with thinking that people should wear crash helmets, kids should behave on the buses, the authorities should keep the roads clear and someone should give Keith McDonald a hand with coaching junior tennis enthusiasts. Why does everyone write letters to the editor over a pen name?—*Letter from Elizabeth Mansom in "Pinnacle Post", Nauru.*

WITH the end of another year [1967] approaching it is customary to look back over the year just past and forward to the year ahead.

Most businessmen [in Western Samoa] have found the year the poorest for a long time as far as sales go, because what with the after effects of the hurricane; and financial restrictions, unemployment and devaluation adversely affecting *aiga* in New Zealand; the people have not had anywhere near as much money as they would like to spend.

The poor business however is not symptomatic of any chronic weakness in the economy—it was largely the result of a natural misfortune which might, of course, strike at any time but which by the law of averages is unlikely to do so again for some time.

The fact is that despite falling export earnings during this year, the economy is probably basically stronger now than it has ever been and future prospects are very bright.

Coconut replanting is going ahead well and the first effects of

this will be felt in another two years.

There is little doubt that agricultural production and earnings will next year show an enormous improvement over this year's figures.

Potlatch should start operating before the middle of next year and there is not much doubt that with the clear-cut approval given Potlatch, other big overseas companies eyeing the vast potential of the land and sea of Samoa will not be far behind.

This then has been a good year to get out of but it has contained the elements leading to greater prosperity ahead.—*Editorial in the "Apia Advertiser", Apia.*

GIVEN permission to go for a drink of water while working with a party from Suva Gaol, a 19-year-old Fijian prisoner took the opportunity to escape. But his liberty did not last long.

The thirst that freed him also trapped him, for within 24 hours he was caught drinking the Fijian national drink, *yagona* (kava), in a saloon in Suva. He had changed into civilian clothes but was recognised and re-captured. He went back to prison quietly.—*News item in government newsletter, "News from Fiji", Suva.*

FOR years ownership of the former German and Japanese lands on Yap has been clouded.

At the end of World War II, land held by the Japanese automatically was turned over to Trust Territory's new government. But what land had the Japanese acquired legally, and what had been seized during the war with little or nothing paid the original owners? Where were the boundaries of the land?

Thanks largely to the efforts of Peace Corps lawyers and the land management office, an attempt is now being made to find out what land really belongs to the government.

During the past year and one-half, the government has filed claim to three tracts formerly held by the Germans and Japanese. After a claim is filed, Yapese who feel they have rights in the

property have up to one year to notify the government. Then a hearing is held and ownership determined.

One of the big reasons for pressing claims now is so future planning can be carried out, knowing what land is owned by the government, what is not.—*News item in "The Rai Review", Yap Island, Western Carolines.*

I AM a Fijian with a peaceful mind. I hope that more than 90 per cent. of my race like to live and work with Europeans and Indians. . . .

There is a lot of talk about the future of Fiji, in and outside of Fiji.

The only solution which I hope will solve the problem is for our Fijian chiefs to ask Her Majesty's Government to hand over the rights of our land which our great chiefs bestowed on her in 1874, so that we Fijians can do what we like with our beloved Fiji.—*Letter from Viliame Saulekaleka, of Ra, in "The Fiji Times", Suva.*

THE police [on Tarawa] wish to draw the public's attention to a large number of juveniles, ages ranging from six to 15 years, who are operating among residences.

Their methods are to steal a few eggs—or shells, which they then take around the houses—not to sell, unless the house is occupied, but merely to justify their presence near the house if seen.

In the event of the house being left open while the occupier is out the children go through the windows and steal whatever is handy to dispose of, and particularly cash.

These are not isolated cases, but very prevalent. Many arrests have been made; and in several cases the culprits have been relatives of household staff and have at some time or other visited the house with such staff, and have gained pre-knowledge of the layout and whereabouts of the most desirable objects.

Frigidaires, and foodstuffs, including drinks of all kinds are good targets, as also cigarettes.—*Police notice in "Colony Information Notes", Tarawa.*



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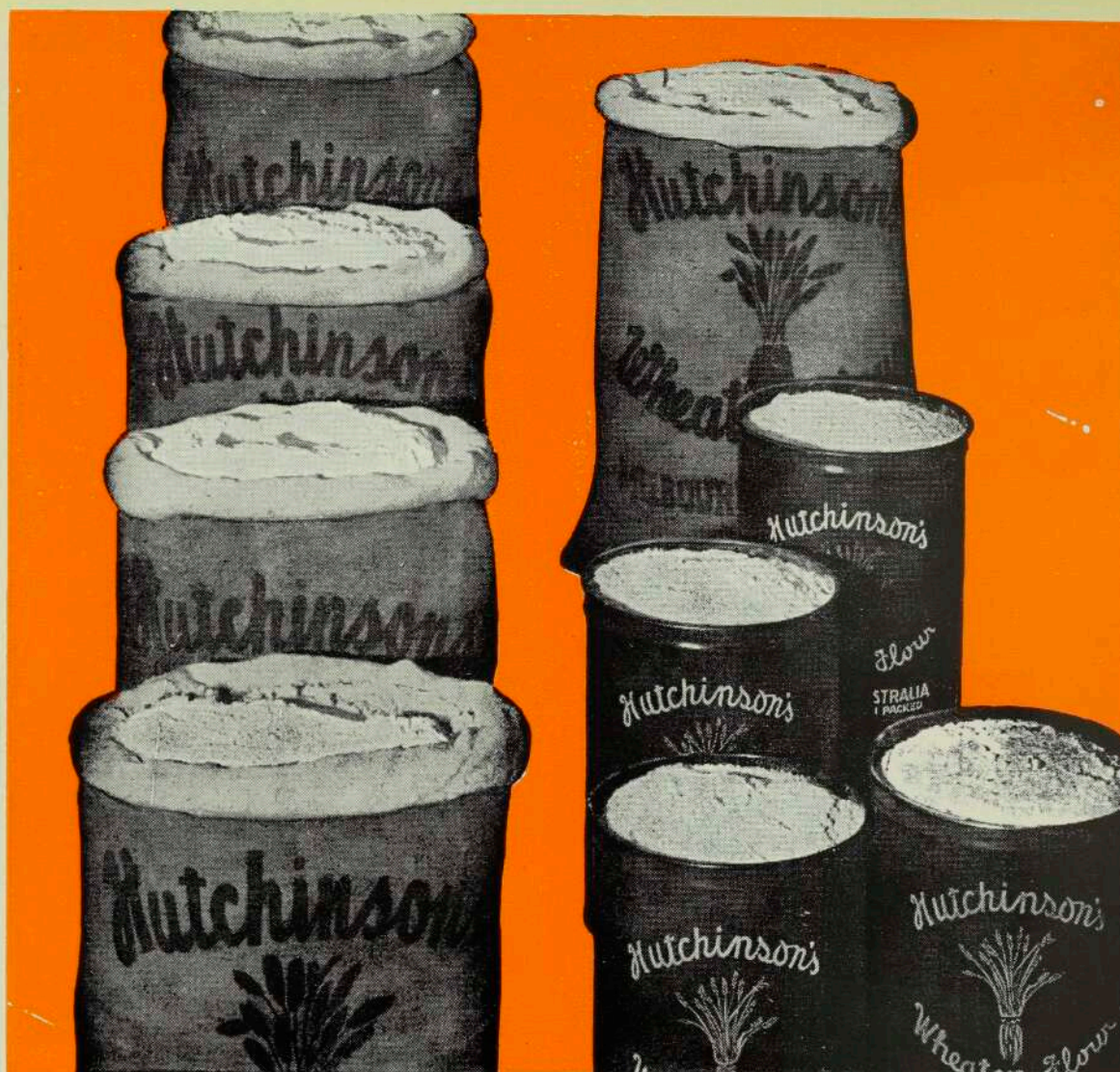
BIGGER: A luxury sedan in the truest sense, the 1600 combines forward sweeping beauty with unexcelled performance. Plenty of leg-stretching room, softly cushioned interior seats, five-passenger spaciousness, generous storage space, curved side windows, fresh-air dashboard ventilators, and above all, the feel of a luxury car.

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- With her husband, who eventually became British Resident Commissioner in the Gilbert and Ellice Islands Colony, Mrs. Honor Maude, now of Canberra, lived in the GEIC for a total of 15 years between 1929 and 1948. While in that part of the Pacific, she took the opportunity of investigating the Nauruans' remarkable skill in the making of string figures. A book by her on the subject is to be published soon by the South Australian Public Library Board.

When it comes to making string figures, the Nauruans are world champs.

By HONOR MAUDE

It is a surprising fact, and one little known to Europeans, that the most widespread recreation in the world is not football or tennis, or any of the games played by us, but the making of string figures, commonly called cat's cradles. In these, patterns are made on the hands with a closed loop of string.

Even among Europeans it was once a popular pastime, and indeed today most children can make a few simple patterns. But elsewhere its devotees are numbered in millions—men and women, young and old—in Asia, Africa, America, among the Eskimos, in Australia, New Zealand, and throughout the islands of the Pacific.

What is even more surprising, however, is to find that with all the competition from the major centres of population, the prize for being the most expert string figure makers in the world must be given to the never more than 2,000 people of the island of Nauru. It is rather as if Niue was to win the Davis Cup.

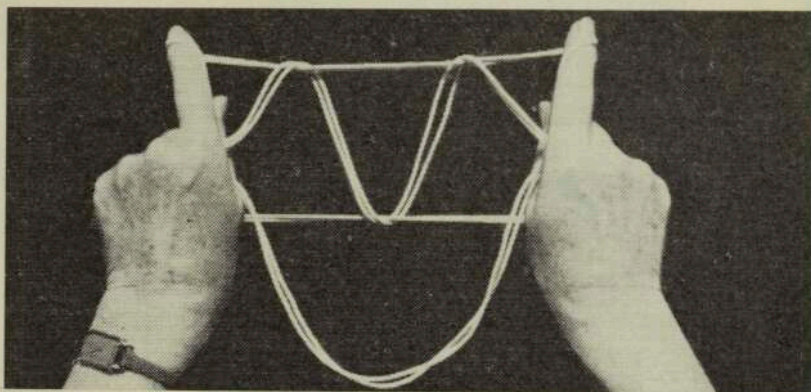
Yet the Nauruans, according to their own traditions, have been inventing and playing with string figures for only a hundred years, whereas in other communities the art is as old as their ancestral legends.

First figure

The originators of string figure making on Nauru were said to be Derangabua and Anako. (The great-grandchildren of one of them were alive in 1937).

They both lived in the Buada district, close to the inland lagoon, and Derangabua would show his patterns to anyone who was interested.

The first figure was a simple one, well-known in other parts of the Pacific, and was probably introduced to Nauru by Gilbertese drift voyagers.



"Eruen", or the castor oil fish.

This first figure was called *Eruen*, or the castor oil fish (above).

From such simple beginnings, the Nauruans developed their own style, progressing from the usual number of three loops on each hand (thumb, index and little finger) to figures beginning with four or five loops on each hand.

Then they would take a string from one finger, make a little loop on it and put it over another finger, pulling that finger's original loop up through it and thus making the succession of little loops that an early writer suspected could only have been made completely off the hands.

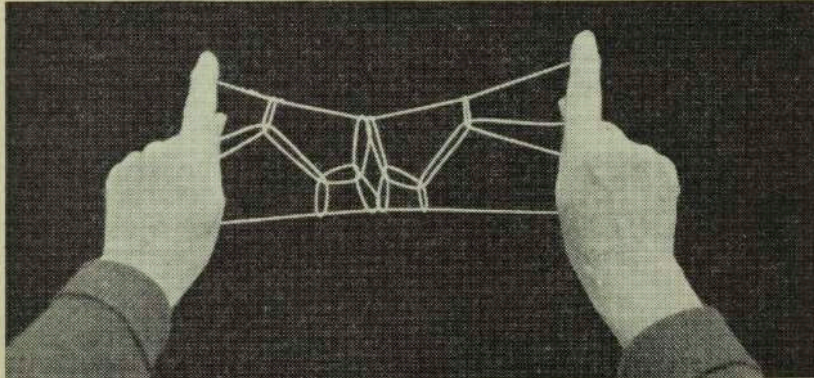
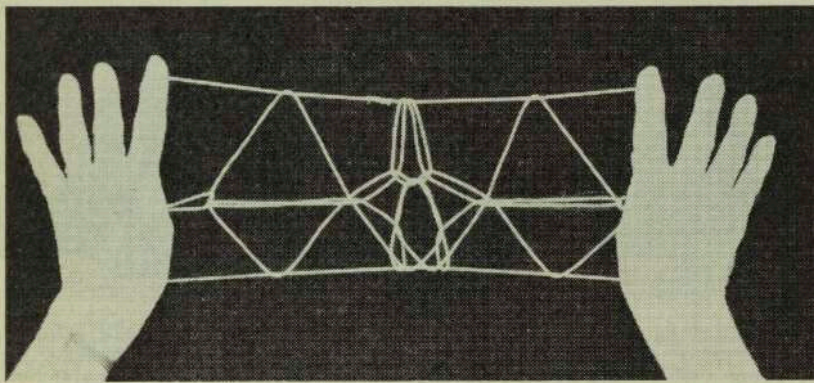
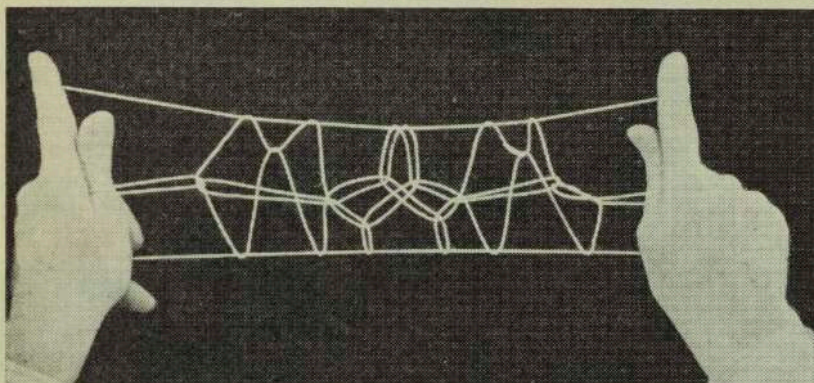
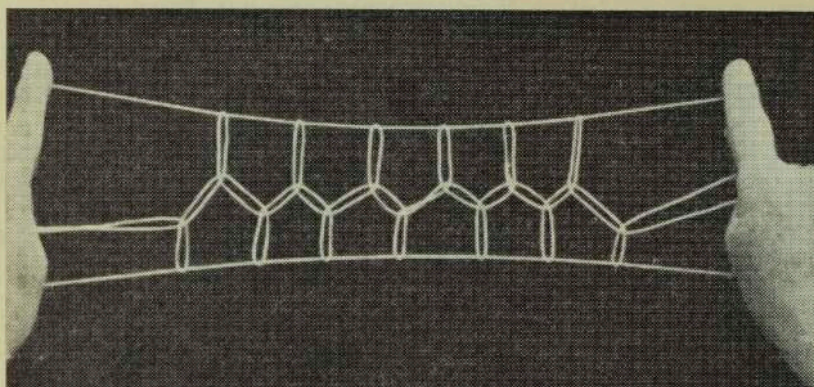
The figure called *Amet Dedogo Oeron* (The Man who holds up the Sky), gives a good idea of the distinctive rounded effect resulting from this technique (top picture next page).

The Nauruans also made great use of two series of movements for "finishing off" after making the central pattern.

One of these series is also used on Tikopia for nearly half of their patterns, though not only as a means of ending off, and the other is found throughout the Gilbert Islands, also for making complete patterns. Each of these series of movements had a name: Eongatubabo and Amwangijo.

In the 19th century the Nauruans started to have island-wide competitions, which were soon held annually, and the experts would never be seen without their string, winding it round their wrists or throwing it over their shoulders when not in use.

Through these competitions, the actual inventing of new patterns be-



came a popular exercise; one not known, I believe, among any other people.

The competitor would turn away from the gathering while making his latest creation, and then suddenly turn round and hold the masterpiece up for all to see.

The other competitors would then vie to be the first to copy this pattern, and some of them would succeed in doing so with amazing speed, despite their intricacy.

Almost none of the many mythological names commemorated in Nauruan legends are found pictured in string: the man who held up the sky, already mentioned, is an exception; and Egigu, the girl who went to the moon, is another.

This last figure possesses its own chant as well as a long and involved story.

Among the most favoured subjects are chiefs and their wives; and one of particular interest is that of Eigamoia, the celebrated peacemaker who stopped the fighting between the north and south of Nauru during the latter part of the last century.

Faced cannon fire

Eigamoia was known as the Queen of Nauru, and early records tell of there being a chief for each district and a "Queen" (now believed to have been the senior member of the powerful clan of Eamwit) over them all, whose word was law.

In the chant accompanying her figure, the Queen goes forward to stop the fighting in the face of cannon fire, and it ends by asking, "Is there anyone as able as Eigamoia?"

In pre-1914 days, the regular visit of the German doctor to incoming phosphate-loading ships was the subject of the realistic design at left called *Dogida*. This shows a distinct central figure with head, legs and arms; and, indeed, one can see his arms firmly braced on each side of the launch in which he is standing.

Another modern figure was invented when the first umbrella reached the island. It is extremely difficult to make, being a double figure and showing the lady (the trader's wife) represented by the central diamond, with the umbrella over her head.

● These four figures are called — TOP: "Amet Dedogo Oeron" (The Man who Holds Up the Sky); SECOND: "Egattamma"—one of the most complicated, but attractive figures; THIRD: "Dogida" (The German doctor); BOTTOM: "Imwingen-kuri" (Cross-beams supporting a house).

● The names of these figures are —
TOP: "Eigamoia" (The Queen of Nauru); **SECOND:** "Emainodogonigae" (A Woman in her House); **THIRD:** "Eidigauw" (The Lady with the Umbrella); **BOTTOM:** "Administrative Staffs" in which the central figure represents the Administrator of Nauru and the smaller figures on either side his staff.

A song which accompanies this pattern includes the rather delicious observation that now an umbrella has reached Nauru, there is nothing left in the world to marvel at.

The fascinating art of making string figures was saved from being lost through the blight of European civilisation by the foresight of one of Nauru's many castaways, Ernest Stephen, an Australian, who, as a lad, was left stranded on the island in 1880 by a hard-hearted ship's captain (*PIM*, Aug., p. 87). He married an islander and settled down, and it was some years before his father, who had sent him on the voyage for his health, succeeded in finding out where he was.

Ernest Stephen was evidently much impressed by the Nauruans' dexterity as he collected 15 of the most intricate patterns and attached them to pieces of paper.

These figures were made with a very finely plaited string made of human hair, 10 to 15 feet long.

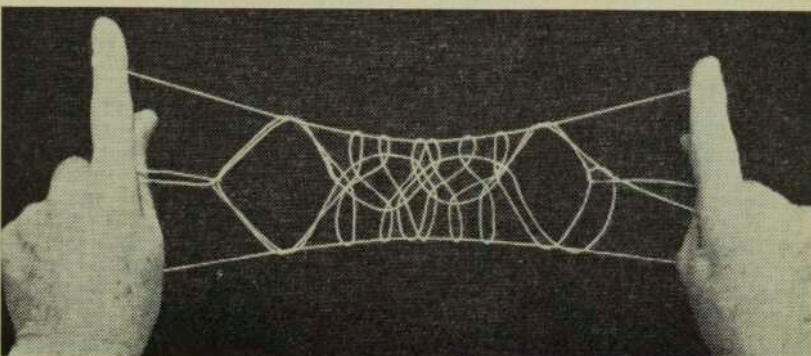
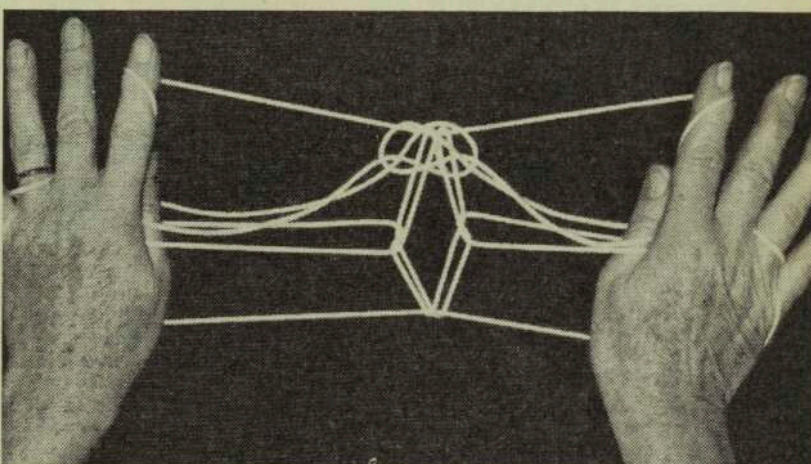
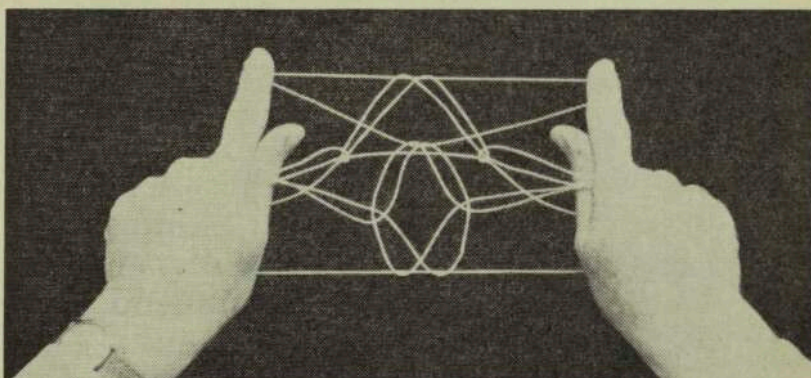
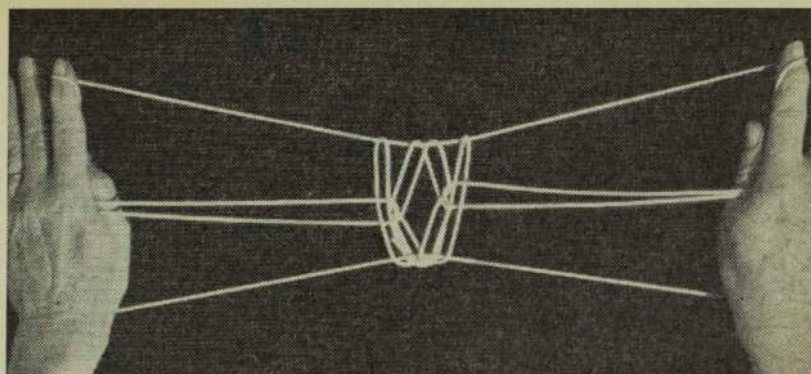
About the year 1900, Stephen presented these patterns to Dr. W. H. Furness, an American missionary, who gave them to his sister, Mrs. Caroline Furness Jayne.

Pictured in book

Mrs. Jayne was then engaged in writing a book about string figures from many parts of the world, so she had drawings made of the Nauru figures and put them at the end of her book, which was published in 1906. (It was recently reprinted). She admitted in her work that the Nauruan patterns were "the most elaborate that have ever been collected", and added, unbelievably, that "they are apparently formed on the hands".

The figure which caused her to make this comment is, in fact, not made entirely on the hands in the Caroline Islands, though it is on Nauru. It is called *Imwingen-kuri*, meaning cross-beams supporting a house (bottom picture, p. 82).

The only other record of the making of string figures on Nauru is by the anthropologist, Paul Hambruch, who made extensive studies on Nauru before World War I. He



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It is to the skin virtually what water is to a flower, reviving and keeping it exquisitely fresh and flourishing. Endowed with hygroscopic qualities that attract and draw moisture from the atmosphere, the moist oil helps overcome dehydration of the epidermal (top) layer and ensures the retention of a dewy bloom on the skin all through the day. Called oil of Ulay in England and oil of Olay in other parts of the world, this unique moist oil is known as oil of Ulan in the Pacific Islands and is available from chemists. Complexions cannot help but thrive and blossom when well-tended with this beautifying fluid.

Beauty Skin-care Consultants Recommend

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

When your complexion seems to be showing signs of keratinization (skin coarsening), brace and clarify the skin by vigorous toning. After cleansing, pat your skin briskly with a cotton pad soaked with lemon Delph skin freshener to clear away blemish-inducing impurities and invisible flakes that cause blackheads and a muddy appearance to the skin. Your complexion will soon regain a smoother texture and radiant youthful appearance.

The tissue-thin skin area surrounding your eyes needs the gentlest and tenderest of care. Finger-pat moist oil of Ulan around the eyes before you apply make-up, working from the nose and over the upper eyelid, then down and round the eyes towards the nose again. The special isotonic properties of the tropical beauty fluid makes it invaluable for keeping wrinkle-dryness at bay and protecting the youthful appearance of pretty eyes.

stated that he did not take any notice of the game while he was on the island, but got his information from a Nauruan whom he took back to Germany with him. In his study of Nauru, he described how to make 27 simple figures, using a comparatively short string.

Thus, for many years, the secret of Nauru's unique and wonderful string figures remained unsolved, and the Nauruans themselves gradually forgot them (or at least gave up making them), until, in 1937, having marvelled at the drawings in Mrs. Jayne's book, I went to Nauru with the express purpose of learning and recording any patterns that might still be remembered.

On Nauru, thanks to the enthusiastic co-operation of a small group of the older men and the hospitality, aid and encouragement of the Administrator and his wife, Captain and Mrs. R. C. Garsia, I was able, during a six-week stay on the island, to collect nearly 100 figures.

My informants worked hard, conferring together and helping each other to remember and recapitulate long-forgotten figures, and each day more and more would be reconstructed and proudly shown to me.

These included 10 of the patterns in Mrs. Jayne's book, all of which were duly learnt by me and recorded; the remainder, alas, are lost.

More figures

After I had left the island, 23 more figures were collected and taken to Captain Garsia; these were attached to plyboard and photographed, with notes made on each one by the Administrator, which showed that 12 of the patterns were new inventions and the others old ones belatedly remembered.

I have often been asked why it is that the Nauruans, in the dexterity of their movements and the intricacy and beauty of many of their patterns, have developed the art of string figure making far beyond the point where the rest of the world has stopped.

The answer, I think, is to be found in their unique annual competitions, which engendered a spirit of keen rivalry, leading to constant improvements in techniques and performance.

Where other communities, far greater in size, were content with repeating their traditional patterns from generation to generation, occasionally supplementing them by borrowing from neighbouring groups, the Nauruans alone were constantly inventing and improving; and like all true artists ever seeking an unattainable ideal of perfection.

- Girls from the Mortlocks, said to be the prettiest in the South-West Pacific, are keen dancers and singers. An American flyer who was stranded in the group during World War II taught the islanders several American songs, which has resulted in some startling derivations.

SPOTLIGHT ON THE MORTLOCKS AND TASMANS

By a Staff Writer

A report from Port Moresby in December that restrictions have been placed on visitors to the Mortlock and Tasman Islands has pushed into the limelight two small New Guinea atolls that rarely figure in the news.

The two atolls are the easternmost parcels of land in Papua-New Guinea. Mortlock Island, whose native name is Tauu, consists of about 20 islets 150 miles north-east of Bougainville. Tasman Island, or Nukumanu, consists of some 40 islets about 200 miles east of the Mortlocks, and about 36 miles due north of Ontong Java in the British Solomon Islands Protectorate.

The two atolls passed into European hands 86 years ago for about eight axes and 20 lb of tobacco. The famous "Queen" Emma once gave the Mortlocks away as a wedding present.

The atolls are now tabu for European and other travellers because the 750 islanders who are of Polynesian origin, have not developed immunity to common respiratory infections and other sicknesses such as bowel and venereal diseases.

Announcing the restrictions, the P-NG Administrator, Mr. David Hay, said normal trade and *bona-fide* visitors could still visit the groups provided they had medical inspections beforehand. He could not say

when the travel restrictions would be lifted.

The restrictions followed reports that copper workers from Bougainville had planned to visit the islands for a holiday.

The two atolls have been known to Europeans for more than 300 years.

Discovered by Dutch

The Mortlocks were discovered in June, 1616, by the Dutch explorers Le Maire and Schouten, and were named Marcken after a town in Holland. They were sighted by Tasman on March 24, 1643—shortly after he had discovered the Tasman Islands—and were recognised by him as Marcken.

In 1795 Captain Mortlock of the ship *Young William* sighted them, and named them Hunter's Islands in the mistaken belief that they were the "seven islands" sighted by Captain Hunter from the *Waaksamheid* on May 18, 1791.

The Russian hydrographer Krusenstern discovered this mistake some 30 years later and gave the group the

name Mortlock on his chart published in 1824.

At times since then the Mortlocks have also been called the Marquen, Marqueen, Massacre Islands besides their native name, Tauu.

In the middle of last century, the entire crew of a whaler was reported to have been killed by the then numerous Mortlock Islanders.

Apart from this episode, neither the Tasman nor the Mortlock Islanders seem to have had much contact with Europeans until "Queen" Emma Forsayth arrived from Samoa and began building up her empire in the scattered New Guinea islands.

In 1881, the chief of the Mortlocks sold his islands to her for four axes and 10 lb of tobacco. Queen Emma bought the Tasman Islands for a similar sum about the same time, together with the Fead, Nissan and Carteret Groups.

The coconut-growing pioneer R. H. R. Parkinson, who was a firm friend of Queen Emma, visited both groups in the 1880's and helped establish commercial coconut grow-





● An aerial view of the tiny motus of the Mortlocks (left) taken by PIM editor Stuart Inder on his trip there by Catalina flying-boat in early 1955. The vast lagoon is in the centre of the atoll. Below is a village hut on Nukumanu, main island of the Tasmans.

ing. Coconuts were already growing at the time.

Willie Coe, Emma's brother, arrived from Samoa in 1890. Sent to oversee his sister's island plantations, he, more than anyone, brought the Mortlock and Tasman Islanders under control.

Trochus and tortoiseshell were collected as well as copra.

Queen Emma sent a large number of New Irelanders to the Mortlocks to boost the falling population and work as labourers. Many of the newcomers took local girls for their mates. When the local males protested, Emma's traders protected them.

About 1891, an Englishman, Joseph Highley, who was one of Queen Emma's accountants, married one of Emma's sisters, who had also arrived from Samoa.

Queen Emma gave the pair the Mortlocks as a wedding gift.

The newly-weds settled in the Mortlocks. But Highley, who was dependent on a regular supply of drugs for a serious ailment, died in 1894 when a prolonged interruption to shipping services from Kokopo prevented his drugs from arriving.

He is buried in the Mortlocks.

His tombstone reads. "Sacred to the memory of Joseph Highley, born Halifax, England. Died November 19, 1894, aged 48".

Highley's widow, who became Mrs. Calder when she re-married, apparently stayed on in the Mortlocks for the next 20 years.

Resentment

But little is known of the Mortlocks at that period, except that the islanders gained a reputation for aggressiveness and resentment against outsiders.

The New Irelanders were the cause of much ill-feeling; while there were complaints to the German centre at Kokopo in 1907 that the Mortlock Islanders refused to allow Europeans to settle.

After World War I, both the Mortlocks and the Tasmans, being part of the former German territory of New Guinea, were taken over by the Australian Expropriation Board.

Both Highley's widow, Mrs. Calder, and Highley's daughter, Frances (who had married a German medical officer, Dr. Bruno Kroening), claimed possession of the Mortlocks.

The board awarded half of the property to Mrs. Calder, who died in 1931 in the Mortlocks from injuries she received when dynamite she was handling for killing fish exploded. Mrs. Kroening, living at Kieta, Bougainville, then inherited Mrs. Calder's Mortlock interests.

A former plantation inspector of the board, Mr. J. E. (Jock) Goodson, bought the other half of the property for £3,684 in 1927.

Goodson sells out

For the next 9 years, Mr. Goodson lived in the Mortlocks, sailing to Rabaul every few months in his attractive ketch, *Marqueen*, to sell copra and buy supplies.

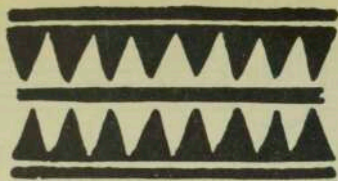
But low copra prices and other difficulties forced Mr. Goodson to sell out in 1936 to Burns Philp and Company Ltd., which ran the property for the next 30 years.

Meanwhile, the Tasman Island plantation had been put up for sale by the Expropriation Board in 1927, and had been bought, with some 33,000 coconut trees, by a Mr. J. E. Davies.

During World War II, the Japanese bombed the coconut groves on both the Tasmans and the Mortlocks on two occasions for no apparent reason. But little damage was done and no one was injured.

When Burns Philp relinquished its interest in the Mortlocks in 1966,





Mrs. Kroening, who had lived on Bougainville since the early 1920's, except for the war, still has her interest in the property which had once belonged to her father and mother. Mrs. Kroening, who is now in her 70's, is working the plantation in association with the islanders.

Meanwhile, European interests in the Tasman Islands have lapsed, and the Tasman Islanders now handle their own copra and sell it to a Chinese trader from Buka Passage who maintains a well-stocked store in the Tasmans.

The Mortlock Islanders, who number about 450, were described by an official visitor a couple of years ago as industrious and skilled at carving and weaving.

They make model Polynesian-style canoes, wooden hooks for deep-sea fishing, ingenious shark lures, and looms for weaving cloth. These activities bring them in a substantial income.

Indolent

The Mortlock Islanders have close relations with the people of Nuguria about 200 miles to the north-west, and a number of marriages have taken place between the people of the two islands.

To make the large canoes they need for their ocean voyages, the Mortlock Islanders use logs which drift to their island from Bougainville and other islands to the west.

Mortlock girls have been described as the prettiest in Melanesia. They have light-brown skins, not the black skins of the Solomon Islanders, and are very good dancers and singers. An American flyer, stranded there in World War II, taught them many American songs.

The Tasman Islanders, who total 200-odd, are said to be more indolent than the Mortlock Islanders and not such good craftsmen, although they are of the same racial type.

By inter-marriage over many generations, the Tasman Islanders have built up a close relationship with some families of Ontong Java, 36 miles away in the BSIP.

One of their main interests, apart from local affairs, is to exchange visits with the people of Ontong Java and trade with them.

A BRETT

HILDER

PROFILE



HE'S SEEN SERVICE IN 38 SHIPS

Captain H. A. Gyllenberg (pictured), of the MV *Rona*, which was recently in the news in Fiji, was born in Finland in 1917 of Swedish and English parents.

At the height of the Russian Revolution, his English mother took him to England and from there to New Zealand, where he was educated and matriculated.

Young "Gyllie" went to sea in the tradition of his mother's family who were without exception seafarers.

His first ship was RMS *Aorangi* in which he had his first introduction to Fiji waters. Since then he has served in 38 vessels all over the world.

He served in the three-masted barques *Winterhude* and *Killoran* from South Australia, round Cape Horn to Falmouth for orders, Glasgow, and return to Australia by way of Cape of Good Hope.

He saw service in the ill-fated but courageous *Jervis Bay*, *Komata* and *Hauraki*.

He served in vessels trading to Spain during the Civil War and to North Africa during the evacuation of Greece and Crete.

He served for 10 years as an officer with the Union Steam Ship Company of New Zealand, Ltd.

In 1949 he made his home in Sydney and was for several years first officer of SS *Carlisle*. In 1952 he joined the Colonial Sugar Refining Company Ltd., and in 1957 was promoted to temporary command of the SS *Fiona* and later to temporary and permanent command of SS *Tambua* and MV *Rona*.

Captain Gyllenberg is married and lives at Turramurra, New South Wales.

Hobbies? He has played Rugby Union and tennis and has been a member of a gliding club; he has studied drawing, painting, sculpture and etching. But nowadays he settles for a bit of brick-laying and gardening.

The MV *Rona* is on a regular service from Sydney to Suva, Lautoka, Ellington and Labasa. She carries general cargo from Sydney and brings back molasses.

This ship has modern, self-contained accommodation for eight saloon passengers. Her voyages take 18 days from Sydney back to Sydney.—BRETT HILDER.

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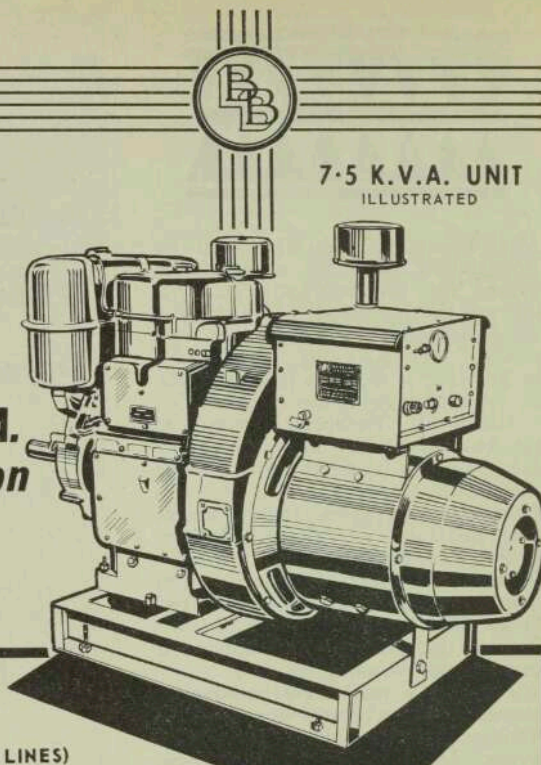
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The well-known 106 ft Chinese junk "Cheng Ho" was in the news in February, 1948. Under the command of her new owner, Captain Eric de Bisschop, she had just arrived in Papeete after a trip from Honolulu, via Christmas Island, and was expected to leave in a few days for the return trip to Honolulu. The "Cheng Ho" was originally built by an American millionairess before World War II to collect tropical plants in South-East Asia. The craft is still afloat in French Polynesia.



Which would be Fiji's international airport—Nadi or Nausori?—was one of the burning questions in the Pacific when PIM was published 20 years ago. Nadi, built by the Americans during World War II, was the favoured strip because it was already used by trans-Pacific aircraft flying between Sydney and the US. However, Nausori, in Viti Levu's wet zone, was far nearer Fiji's capital, Suva. Nadi, of course, got the nod in the end.

OTHER items in PIM for February, 1948, included:

THE new Governor of Fiji and High Commissioner for the Western Pacific, Sir Leslie Brian Freeston, his wife and young daughter, arrived in Suva on January 20. Shortly afterwards Sir Leslie went on a brief visit to Honiara, BSIP.

THE recently-started Noumea-Papeete air service with a Catalina aircraft was expected to become monthly rather than fortnightly when the firm running the service, Societe Francaise de Transports Aeriens du Pacifique, bought additional aircraft. The service was via Nadi and Aitutaki.

NEW GUINEA'S Bulolo Gold Dredging Ltd. recovered 7.057 ounces of gold, worth over \$70,000, in January, 1948.

DUE to big rises in cocoa and copra prices, Western Samoa was booming. Trade figures for 1947 doubled those for the previous year and Samoans and Europeans competed to buy new cars, American refrigerators, radios and bicycles. PIM's Apia correspondent reported.

EXHAUSTION of New Caledonian overseas funds had caused a run on Noumea stores. People had besieged the counters offering to buy almost anything available, at almost any price, PIM's correspondent said. Popular buys included dress materials, shoes and petrol.

"THE hours of work are nine hours daily, six days a week, for everyone. Boys marry at 18, girls at 16. The State presents young couples with a house and furniture on marriage . . . Everyone may cease work, if this is wished, at 65, and draw half-pay for the rest of their lives."

Such was a description of life in the Cocos Islands of the Indian Ocean.

THERE were heart-rending sights for thirsty territorians in Port Moresby's Customs sheds. Cases of beer lay smashed on the floor with broken glass and dark stains on the concrete—all pointing to the wastage of "gallons of the precious fluid".

THE motor vessel *Bulolo*, taken over by the British Admiralty from Burns Philp and Co. Ltd.

Yesterday

at the outbreak of World War II, was expected to be back in BP's service from Australia to New Guinea by the end of 1948. Meanwhile, the BP ship *Montoro* was doing most of the work on this run.

ABNORMALLY heavy rain lasting about a fortnight in early January, 1948, flooded many rivers on Guadalcanal, BSIP. The Lunga River overflowed and washed away a big three-year-old American-built bridge and buried Henderson airfield under a foot of water a mile wide.

NEARLY 6,000 American war dead, all in bronze-handled, stainless-steel caskets, lined with linen and satin, were at Kukum, near Honiara, BSIP, awaiting shipment to American cemeteries at Hawaii and in the US.

THE battle-scarred town of Lae had a new cinema—the result of seven months of work by territorians using mainly salvaged war material.

MR. H. F. AYSON, formerly Resident Commissioner and Chief Judge in the Cook Islands, had died in New Zealand, aged 63. He had been associated with the Cooks for 27 years.



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BOOK REVIEWS



How Islands sandalwood trade grew from a passion for tea

If Englishmen and Englishwomen had not taken to sipping tea in large quantities instead of quaffing ale round about the time that Captain Cook was discovering the Pacific Islands, the chances are that the British Government might not now be involved in the New Hebrides.

The English predilection for tea, which, 200 years ago, was obtainable virtually only from China, made it necessary for English merchants to find some commodity that the Chinese were prepared to accept in exchange for their tea.

Eventually the merchants solved their problem by selling the Chinese raw cotton and opium which they obtained from India.

However, in the newly-established penal settlement of Sydney, where the thirst for tea was even stronger than it was in England, the merchants were not in a position to obtain cotton and opium; and it was not until sandalwood was discovered in the neighbouring Pacific Islands that they found a commodity that the Chinese wanted.

New Hebrides find

Sandalwood, which the Chinese of those days burnt in their temples, was first discovered in Fiji in the early years of the 19th century. There was later a sandalwood boom in Hawaii; and a few cargoes of the wood were obtained from the Marquesas Islands.

But the islands which proved to be the most valuable source of sandalwood were the islands of the South-West Pacific—the New Hebrides, Isle of Pines, the New Caledonian mainland, and the Loyalties.

The discovery of sandalwood in this area came at a time when it had virtually been cut out in all the other islands.

The man who discovered it was one of the best-known Islands trading skippers of the early 19th century, Captain Peter Dillon, who is renowned for his discovery of the fate of the French explorer La Perouse.

Dillon, who was a veteran of the sandalwood trade in Fiji, was actively

seeking sandalwood at the New Hebrides island of Tanna when he learned that the wood was to be found on the neighbouring island of Erromanga.

Sailing immediately for Erromanga, he anchored in the bay on the island's western side which is now called after him. However, he could make no headway in trading with the natives, and soon abandoned his hopes of obtaining a cargo of sandalwood there.

Dillon made no subsequent attempt to exploit his find. But before long the details of it became known to others, and a headlong rush began to cash in on it.

Dr. Dorothy Shineberg, of the Australian National University, who has just published a valuable study of the sandalwood trade in the South-West Pacific, believes that Captain Thomas Ebrill, of Tahiti, was probably the first of the New Hebrides sandalwooders in 1826 and 1827.

Rush to Erromanga

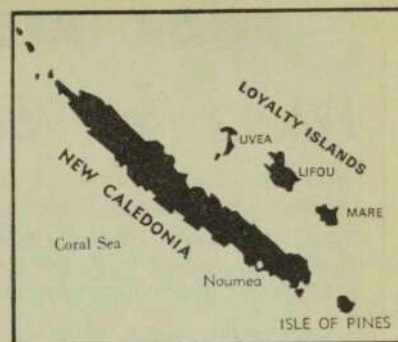
However, the first sandalwood voyage to the New Hebrides of which details are known was that organised by Captain Samuel Henry, of Tahiti, who chartered the ship *Sophia* in 1829.

Henry's expedition began with the landing of a small gang of Tongans near the shores of Dillon's Bay. The *Sophia* was then sent to Tonga to get more labour, and returned in late July, 1829, with 95 more men.

Although the Tongans could not make friends with, nor obtain the co-operation of, the Erromangans, they managed to cut 3½ to four tons of sandalwood a day.

They had apparently obtained quite a stock of the wood when the *Sophia*, for some reason, sailed for Honolulu.

There, news of the Erromanga



Among the rich sources of sandalwood in the middle of last century were the New Caledonian mainland, the Isle of Pines and the Loyalties.

sandalwood stands soon leaked out; and within a few weeks two Hawaiian ships and one British were racing the *Sophia* back to New Hebrides to join in the new "gold rush".

The three new ships brought about 600 extra labourers—Hawaiians and Rotumans—to the island.

The notion of the Hawaiians, it seems, was to colonise Erromanga and exterminate the Erromangans.

Not surprisingly, hostilities broke out between the Erromangans and the Hawaiians, and this, combined with a sickness, which killed off many of the labourers, resulted in no one getting any sandalwood to speak of.

Secret voyage

For about 11 years after this fiasco, there was apparently no new attempt to exploit the sandalwood in the area. Then an event occurred which resulted in a second rush.

On April 28, 1841, the brig *Camden*, of the London Missionary Society, arrived in Sydney, where one of the crew, Edward Foxall, told a group of merchants about some sandalwood he had seen at the Isle of Pines.

Three and a half months later, the merchants dispatched two ships to that island with Foxall as pilot, to gather a cargo of the precious wood.

Although they tried to keep the Isle of Pines discovery a secret, the news soon leaked out, and during the next 12 months at least 25 voyages in quest of sandalwood are known to have been made from Australia to New Caledonia. There was also renewed interest in Tahiti in the southern islands of the New Hebrides. And for the next 25 years, the sandalwood stands of the two groups were continuously exploited.

In the early days, the sandal-

BOOK NEWS

What's for 1968....

With the 10th edition of the **PACIFIC ISLANDS YEAR BOOK AND WHO'S WHO** still warm from the press (although many outbound copies will probably be delayed by the Australian nation-wide postal strike) we reluctantly turn our eyes to the publishing year ahead.

What's on the agenda?

First—a new printing of Nancy Curtis' **Little Chimbu**. The first edition was sold out by December.

Second—a new edition of **Rambler's Guide to Norfolk Island**, by Mervyn Hoare; revised, with a new coloured cover, and several pages of pictures.

Third—and as yet untitled, a full-length book on New Guinea between the wars by the late G. W. L. Townsend. If you are inclined to say **not** another New Guinea book, wait till you have read this one! Kassa Townsend was a different sort of character; a District Officer who enjoyed baiting bureaucrats and who, in the New Guinea idiom, was **strong tumas**. The New Guinea he writes about is the one he loved—but one that was not all sweetness and light.

Fourth—towards the end of the year, a new edition of the **Handbook of Fiji**.

For fun-pieces, a mural map of Fiji and some instant-information; a book of grass-roots, New Guinea art collected over 30 years by a Lutheran missionary; and probably another adventure for Little Chimbu.

The Book Editor

OTHER TITLES AVAILABLE:

General

MANY A GREEN ISLE, by Judy Tudor

A different kind of survey of the colourful South Seas. Illustrated 256 pages cloth bound. Price: \$3.50 Aust., plus postage, 17 cents Aust., 49 cents overseas, \$4.75 U.S. posted.

QUEEN EMMA, by R. W. Robson

The romantic story of Emma Coe, who founded a commercial empire in then unknown New Guinea. Illustrated; 240 pp., cloth binding. Price: \$3.00 Aust., plus postage, 17 cents Aust., 41 cents overseas, \$4.25 U.S. posted.

PIM'S PACIFIC

A collection of stories that have appeared in the "Pacific Islands Monthly" in the last 15 years. Illustrated, 220 pages, cloth binding. Price: \$2.75 Aust., plus postage, 13 cents Aust., 37 cents overseas, \$4.00 U.S. posted.

For Children

FIJI JOHNNY, by Nancy Curtis

Johnny is a small Fijian who whistled so loudly his father sent him away to find a job—and many adventures. Drawings in colour and black-and-white. \$A1.95, plus postage, 13 cents Aust., 30 cents Overseas, \$2.65 U.S. posted.

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LITTLE CHIMBU, by Nancy Curtis

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Reference

THE HANDBOOK OF PAPUA AND NEW GUINEA

A reference book for businessmen, travellers, schools, universities and libraries, tourists and residents. Price: \$2.00 Aust., plus postage, 30 cents Aust., 41 cents overseas, \$2.75 U.S. posted.

HANDBOOK OF FIJI

Up-to-date information on the Crown Colony of Fiji. Plus a full tourist guide. Price: \$1.50 Aust., plus postage, 21 cents Aust., 29 cents overseas, \$2.15 U.S. posted.

MARINE SHELLS OF THE PACIFIC by Walter O. Cernohorsky

An authoritative handbook for all shell collectors by an expert who has spent 16 years exploring Pacific Islands reefs; 60 plates; 21 diagrams. Price: \$6.50 Aust., plus postage, 17 cents Aust., 49 cents Overseas, \$8.00 U.S. posted.



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wooders got on reasonably well with the islanders. But when an epidemic broke out on the Isle of Pines, they received the blame for it and life became increasingly dangerous.

In November, 1842, the islanders vented their anger on the crew of the brig *Star*, who, one and all, were massacred and eaten. A few months later, the crew of the schooner *Catherine* were involved in another dreadful affray.

News of the *Catherine* affair kept other sandalwooders away from the Isle of Pines for at least 18 months. But, meanwhile, the growing scarcity of wood there had caused them to fan out to other places—to the Loyalty Islands, the mainland of New Caledonia and the New Hebrides.

Highly speculative

Each voyage was highly speculative and potentially dangerous. There was no knowing whether the market for the wood in China would remain firm or whether a glut would bring a ruinous fall in price; there was no knowing whether the natives on a newly-found beach would be friendly or otherwise; and the seas around the sandalwood islands were filled with uncharted reefs and shoals.

The first man to attempt to take some of the danger and speculation out of the sandalwooding business was an Englishman, Captain James Paddon, a merchant skipper on the China coast.

In 1843, Paddon conceived the idea of establishing a trading station on one of the islands in the New Hebrides, where sandalwood could be collected and stored for shipment to China as required.

With the financial backing of a Parsee merchant in Canton, Paddon gathered a band of colonists together in Auckland and sailed north. Although he lost 17 of his men in a massacre at Mare Island, in the Loyalties, he went on to the New Hebrides where he established a settlement on Inyeuc Islet, off the southernmost island of Aneityum.

Despite various setbacks, business thrived, and when Bishop Selwyn visited the settlement in 1848, he was struck by its "appearance of comfort and respectability".

Opposition

Besides collecting sandalwood Paddon made his settlement a haven for passing ships by laying in plentiful supplies of ships' provisions, stores and coal. He also introduced sheep, horses and cattle.

Meanwhile, a Sydney businessman Robert Towns, whose name is com-

● Aneityum, the southernmost island of the New Hebrides, was a happy hunting ground for the sandalwooders in the early days. Both Paddon and Towns had stations there at various times.

memorated in the North Queensland city of Townsville, had moved into the sandalwood business in opposition to Paddon.

Paddon never forgave Towns for this, and worked in bitter rivalry with him until 1856, when he was forced to come to an agreement with him.

Over the years, Paddon established trading stations on Tanna, Erromanga, the Isle of Pines and Ile Nou (in Noumea harbour). He extended his business to take in coconut oil, beche-de-mer and tortoiseshell; he pioneered the introduction of cattle to New Caledonia; and was responsible for bringing the first large batch of European migrants to that territory.

Towns, for his part, also set up trading stations at various islands; and extended his business in the same way as Paddon. But he had an advantage over Paddon in having numerous profitable projects in Australia, and was by far the more successful businessman.

By the early 1850's, the two men were finding sandalwood increasingly



difficult to get—some islands having been so denuded that hardly a stick was to be found for a botanical collection.

The sandalwood trade was almost on its last legs when Paddon found some good stands on the island of Espiritu Santo in 1853. This kept the trade going until after his death in 1861; and after Towns withdrew from it in 1864 because of his preoccupation with other matters.

However, the golden days of sandalwooding were well and truly past by then—and no new dis-

coveries have since been made to revive it again.

As Dorothy Shineberg observes in her book, the sandalwood trade with the islands of the South-West Pacific "was simply an episode, now forgotten" in Australia's extensive colonial trade with China. But it was an important episode in its way.

It enabled such people as Robert Towns to accumulate sufficient capital to begin building commercial empires in Australia.

It brought the Islanders in many places into contact with Europeans for the first time and gave them access to such items of European material culture as iron, which had far-reaching effects on traditional ways.

In addition, the trade became a lever by which the missionaries sought to involve the British Government in the New Hebrides because of stories of various malpractices associated with it.

Today, a century after the golden days of sandalwooding came to an end in the New Hebrides, Australians are still drinking tea in a big way, although most of it now comes from Ceylon, India, and Indonesia, rather than China.

Next time you have a cup of tea, perhaps you will spare a thought for the old sandalwooders who helped our ancestors to establish the tea-drinking habit.

You might spare a thought also for the British Government, which, partly because of sandalwood, is still stuck in the New Hebrides long after it has been able to give most of its other former colonies and protectorates away.—RL.

(THEY CAME FOR SANDALWOOD. Melbourne University Press. \$7.50).

Excursions into Fiji's legendary past

HAVE you ever wondered how and why Rotuma, 250 miles north of Fiji, was formed?

Well, long ago when Rotuma just didn't exist, a little Samoan girl called Maiva wanted to leave her unhappy home and live with her grandfather, Raho, on a beautiful new island.

So Raho rounded up a few trustful friends, built himself a sturdy canoe and set off with Maiva across the wide Pacific to the west.

After many days' travel, the hardy canoeists found no land. So soil from the canoe's coconut baskets was tossed over the side.

The soil didn't sink, it floated, and what's more it "grew and grew"—until at last it formed one large island complete with hills, valleys, beaches and coconut palms.

The canoe landed on its self-made island and the Samoan pilgrims went ashore. Maiva, Raho, and the rest, decided to settle and call their new home Rotuma; and they and their descendants lived there ever afterwards . . .

This explanation for the origin of Rotuma and the Rotumans comes from a book called *Myths and Legends of Fiji and Rotuma*, by A. W. Reed and Inez Hames. It also contains explanations for just about everything else in the Fiji Group.

It's not a book for the general reader, but for the enthusiast who wants a better insight into Fijian thinking or for those who know Fiji well enough to identify the various places talked about.

Myths and Legends is a valuable folklore record, much research having gone into it. It is well illustrated by artist Roger Hart.—KMcG.

(MYTHS AND LEGENDS OF FIJI AND ROTUMA. Published by A. H. and A. W. Reed, Auckland, Wellington, Sydney, \$2.25).



Among the many DC3 aircraft to see service in the South Pacific was this one with which the now-defunct Samoa Airlines inaugurated a Pago Pago-Apia service in 1959.

TRIBUTE TO THE "WORKHORSE" OF AVIATION

Of the thousands of types of aircraft that have been built since man first learned to fly, one type has earned a special place in history and in the hearts of the many pilots familiar with it.

This plane is the DC3, which has earned a reputation for safety and dependability and doing almost the impossible.

It was the DC3 and other Douglas Commercial aircraft that lifted the public's faith in air travel after a series of disastrous and highly-publicised crashes in the early 1930s.

The first DC3 was put into service in 1936 and soon became the most popular aircraft in the US.

Since then over 10,000 have been built and of these about 5,000 are still in service around the world, including the Pacific Islands. Not surprisingly, the DC3 is often referred to as "the plane that will not wear out".

Even in the jet age, manufacturers and airline operators are still looking for a replacement for this "old workhorse" and there is every possibility that they will still be looking when the Concorde is being pensioned off.

Among the many admirers of the DC3 are two American authors, Carroll V. Glines and Wendell F. Moseley, who have now written a tribute to the aircraft in *The DC3, the Story of the Dakota* (Hutchinson, \$6.15).

Contained in their book are numerous stories and pictures of DC3s that have continued flying after losing large chunks of wingtip; survived mid-air collisions or have landed safely after bomb explosions in their baggage compartments, etc.

The authors deal extensively with the wartime version of the DC3, the C47, and with its service all over the world.

Its reliability on long ocean hops was one of the Allies' great assets in the Pacific War.

After a couple of hours with the Glines-Moseley opus, it is certainly hard to imagine how we could ever have managed without the old faithful DC3.—WT.

UNDoubtedly, the pilot is the glamour-boy of aviation. He always has been and always will be. But there are men who share equal responsibility and who rarely, if ever, get any of the glory.

How many air travellers give a thought to the highly-skilled men who sit in the airport control towers and are responsible not for one but every aircraft coming in, going out or passing through their area of control?

Australia has an air safety record unrivalled anywhere in the world today, and Angus and Robertson has recently published a small and well-illustrated book, *Take-off to Touch-down, the Story of Air Traffic Control*, by D. E. Charlwood, (\$2.50), which gives an insight into the "back room" of everyday air travel.

In his book Mr. Charlwood, a senior officer in the Air Traffic Control Organisation in Australia, traces the history of the country's air control from the days when Kingsford-Smith, Ulm, Taylor and the other pioneers flew "by the seat

of their pants" at just on 100 mph to the present near-sonic jet travel that allows very little margin for error on anybody's part, pilot or controller.

This most revealing and interesting little book is well worth the attention of every aviation-minded reader; it may even prove of interest to younger people considering what to do when they leave school.—WT.

AN unusual paperback from H. W. H. Inc., Sydney, is *Flying Saucers Where Do They Come From?* by Richard Tambling—unusual in that it emphasises Australian "sightings" (with brief mention of New Guinea).

For those interested in "Ufo's" this is a good 60 cents worth, containing as it does a list of societies, bibliography, hints on spotting Ufo and what to do if you see one.

Although I found this book very interesting I regret to say that Mr. Tambling has failed to convince me that flying saucers are real.—WT.

New atlas on S-W Pacific

I. G. Ord's *Atlas of the South West Pacific* (Jacaranda Press, \$1.35) fills a need that has been felt in the area for a long time. And it fills it well. The atlas, in colour, deals in detail with Australia, NZ, S-E Asia and Papua-New Guinea, and pays some attention to Fiji, the South Pacific Islands area, and the world in general. But it will have special value in P-NG to which it pays greatest attention. P-NG maps include information on trade and commerce and major exploration.

ATTRACTIVE BOOK ON THE WOMEN OF POLYNESIA

A couple of years ago, the Seven Seas Publishing Pty. Ltd., of Wellington, New Zealand, brought out a glamorous album of 60 superb colour photographs of Tahiti—30 of them of Tahitian women—which we did at the time were "probably the best of Tahiti ever published in a single book" (PIM, Jan., 1966, p. 3).

The photographs were by Hubert Sieben, a German-born photographer, who settled in New Zealand in 1961. Sieben has now provided a further series of 28 magnificent full-page photographs—this time entirely of women—to illustrate a luxurious book entitled *Women of Polynesia* (NZ\$10.50) by a New Zealander, Dr. Terry Barrow.

The book is also illustrated by numerous other photographs, paintings and drawings, some in colour and most in black and white. These illustrations are mainly the work of artists and photographers who visited the South Seas in the 18th, 19th and early 20th centuries.

It is not clear whether Dr. Barrow's text is meant to prove something about the pictures, or whether the pictures are meant to prove something about the text.

Dr. Barrow, at any rate, discourses on an informative and well-informed way on a variety of subjects—the physical characteristics, mental qualities and ideas of beauty of the Polynesians; their religious concepts and mythology; social structure, marriage and family; arts and crafts; Polynesian women in European art and literature; and, needless to say, whether Polynesian women really are uninhibited in sexual matters as they have always been reputed to be. The book has some 244 pages, which measure approximately 11 inches by 8. It is a most attractive production.

Other books

Other attractive books issued recently by Seven Seas Publishing Pty. Ltd. (with numerous colour illustrations by Hubert Sieben) are:

- *The Maori People of New Zealand*. This is a 60-page account of the evolution of the Maori and their music by James Siers, plus an account of their love legends by W. Ngata. The pages measure 12 in.

ANOTHER booklet by a New Guinean, this time from Papua, has been brought out by Oxford University Press, Melbourne. Called *Orokaiva*, it is written by Mackenzie Jovopa, an employee of the P-NG Administration's broadcasting section.

Last year OUP brought out the first of a series of small booklets about life in NG by New Guineans. This was *Kum Tumun of Minj* (PIM, May, 1967, p. 97) which the publishers believed was the first book ever published by a New Guinean. Three others—*Under The Mango Trees*, *Molu of Mendi* and *Negode of Nabuwageta*—have been or will be published.

With the help of several photographs and a map on the back cover, *Orokaiva* tells, in simple and very readable English, the story of Jovopa's life.

Born just before World War II at Orokaiva, near Popondetta, his education at Sangara Anglican Mission School was rudely interrupted by the Japanese invasion in 1942.

Another NG author

Frightened by the fighting, he hid with his family and villagers until Australian troops re-occupied the area. After the war, he went back to school for two years and then became a trainee clerk with the Health Department at Higaturu.

Soon afterwards, Mount Lamington, near Jovopa's home village, erupted and the young Health Department worker lost his mother and brothers in the eruption.

In 1951 Jovopa was transferred to the administration broadcasting section in Port Moresby.

The story ends abruptly four years ago, with Jovopa married with five children, and the proud owner of a block of land near Sangara where he contemplated retiring to build a home and be a farmer.—KMcG.

(STORIES OF OUR PEOPLE: Oxford University Press, Melbourne, 30 cents.)

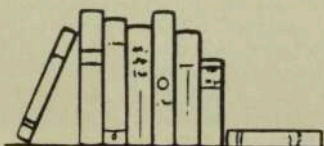
x 9 in. Softbound, the book sells for \$NZ1.25.

- *Maori Songs of New Zealand* (with both words and music) collected and arranged for piano by Sam Freedman. This book, which runs to 164 pages, incorporates the material in *The Maori People of New Zealand* mentioned above. Hard cover editions sell for \$NZ6.95; soft cover, \$NZ4.95.

- *Music of the Maori*, a hard cover book of 44 pages, is a critical account of traditional and modern Maori music, which traces its development from pre-European times to the present day. The author is Dr. Terry Barrow. (\$NZ1.95).

- A series of booklets on Rotorua, Fiji, Australia, The Family of the Maori, etc., published at NZ50 cents each. These booklets are also available with LP records of music of the places in question.—RL.

(Copies from Seven Seas Publishing Pty. Ltd., P.O. Box 1431, Wellington, NZ).



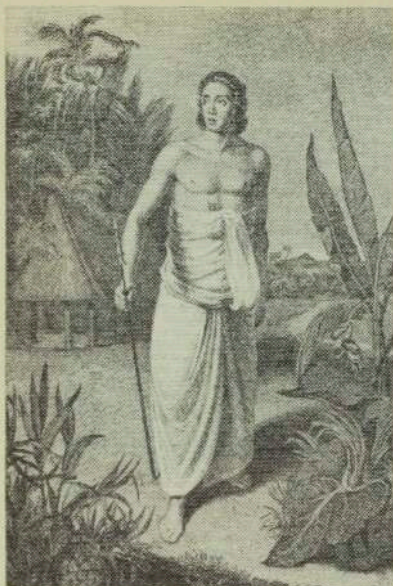
A bedside book of South Seas stories

One of the most readable Pacific books to appear on the market in recent months is an anthology entitled *True Tales of the South Seas*, selected and edited by A. Grove Day and Carl Stroven, of the English Department at the University of Hawaii.

The book contains two dozen stories by a score of authors, set in a wide variety of islands throughout Polynesia, Melanesia and Micronesia.

They range in time from the marooning of Alexander Selkirk on Juan Fernandez at the beginning of the 18th century to the capture of a Japanese pilot on Niihau Island, Hawaii, at the time of Pearl Harbour.

The stories have been arranged so that the reader (if he reads them in



Will Mariner

order) will progress from the recent past into the increasingly distant past.

The recent past is represented by such authors as Eugene Burdick, Blake Clark, Sir Arthur Grimble, James Norman Hall, Charles Nordhoff and W. Somerset Maugham.

Of somewhat older vintage are the stories by Robert Louis Stevenson, Louis Becke, Mark Twain and Thomas Henry Huxley.

And from an era even more remote are the tales of Commodore Charles Wilkes, Owen Chase (whose ship was wrecked by a whale), Peter Dillon, John Martin (who recorded the memoirs of Will Mariner, of Tonga), William Bligh, David Samwell (who witnessed the murder of Captain Cook), George Robertson (master of the ship that discovered Tahiti), etc.

In making their selection of stories, the editors say that their first consideration was that the stories should be true.

With one exception, their choices do have a genuine ring about them. The exception is Somerset Maugham's story "My South Sea Island", which the editors say proudly has never previously been collected.

"My South Sea Island", which is based on notes on Tetiaroa published in Maugham's *A Writer's Notebook*, is so obviously phony and so feeble that Maugham no doubt had good reason for not publishing it among his collected works. It is a pity that the editors of *True Tales of the South Seas* marred an otherwise excellent selection by reprinting it.—RL.

(TRUE TALES OF THE SOUTH SEAS. Souvenir Press, London. \$3.85).

TELLING DE GAULLE ABOUT TAHITI IN NO UNCERTAIN TERMS

When President de Gaulle visited Tahiti in September, 1966, in the course of a week's visit to France's Pacific territories, he granted an audience to John Teariki, then French Polynesia's deputy in the French Parliament, who presented a submission on the territory's problems and views.

The submission must have been one of the most strongly-worded documents ever made to the French President by a citizen of a French territory.

In it, Teariki accused the French Government of deliberately exploiting the economic situation in French Polynesia so that the CEP (the organisation responsible for the nuclear testing programme at Mururoa Atoll) would become dominant.

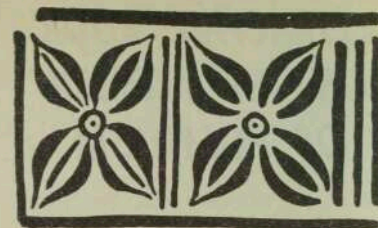
"Likewise," he said, "our crushing budgetary problems have been adroitly manipulated to increase the power of the State over the local administrative service, leading irresistibly towards the disappearance of our last territorial freedom."

Teariki went on to say that most Polynesians did not wish to be separated from France, but they did wish that their relations with her might be "cleansed and regularised" by a revision of the territorial constitution.

Victim of plot

He made no bones about the fact that, in his opinion, French Polynesians' former deputy, Pouvanaa a Oopa, who was imprisoned and exiled in 1958 after being convicted of arson, was a victim of a political plot.

And he wound up by bitterly denouncing the establishment of the nuclear testing project, without the Polynesians first being consulted, as an act which seriously endangered the health of the people and their descendants and constituted "a serious violation of the contract which binds us to France and of the rights which the Charter of the United Nations recognises we have".



Whether President de Gaulle did anything more than grunt or hrrrmph when he received Mr. Teariki's submission has not, as yet, been vouchsafed to us. But a full summary of the submission itself has now been published in an interesting article by Professor Jim Davidson in the second volume of the *Journal of Pacific History*, which was issued late last year.

The *Journal*, which is produced by the Department of Pacific History, at the Australian National University, is an annual publication of some 240 pages dealing with the political, economic, religious and cultural history of the Pacific Islands, their archaeology, prehistory and ethno-history, as well as contemporary government and political development.

Other features

Besides Professor Davidson's article, there is an article by David Stone on the Cook Islands' view on the French nuclear tests. Other articles on current affairs include one on Tonga since the death of Queen Salote by a Tongan scholar, Dr. Sione Latukefu, and others on the South Pacific's new universities in Papua-New Guinea and Fiji.

Among the articles on historical subjects is a portrait of the Pacific Islands labour trade by Deryck Scarr; a discussion on linguistics and the prehistory of the South-Western Pacific by S. A. Wurm; a study of the NSW sealing industry from 1800 to 1821 by D. R. Hainsworth; and others on urban growth in Hawaii, politics at Atiu; and a strange outburst of religious hysteria at Onotoa Island in the Gilberts.

Other features in the *Journal* include reviews of Pacific books, notes on recently-discovered or recently-acquired manuscripts and papers of interest to Pacific historians, etc., and a survey of the holdings of the Archives of Hawaii.

Copies of the *Journal* are obtainable from the Editors, *The Journal of Pacific History*, Australian National University, Box 4, P.O., Canberra, ACT, Australia, at \$A3.50, \$NZ3. 30/- Stg. or \$US4.—RL.



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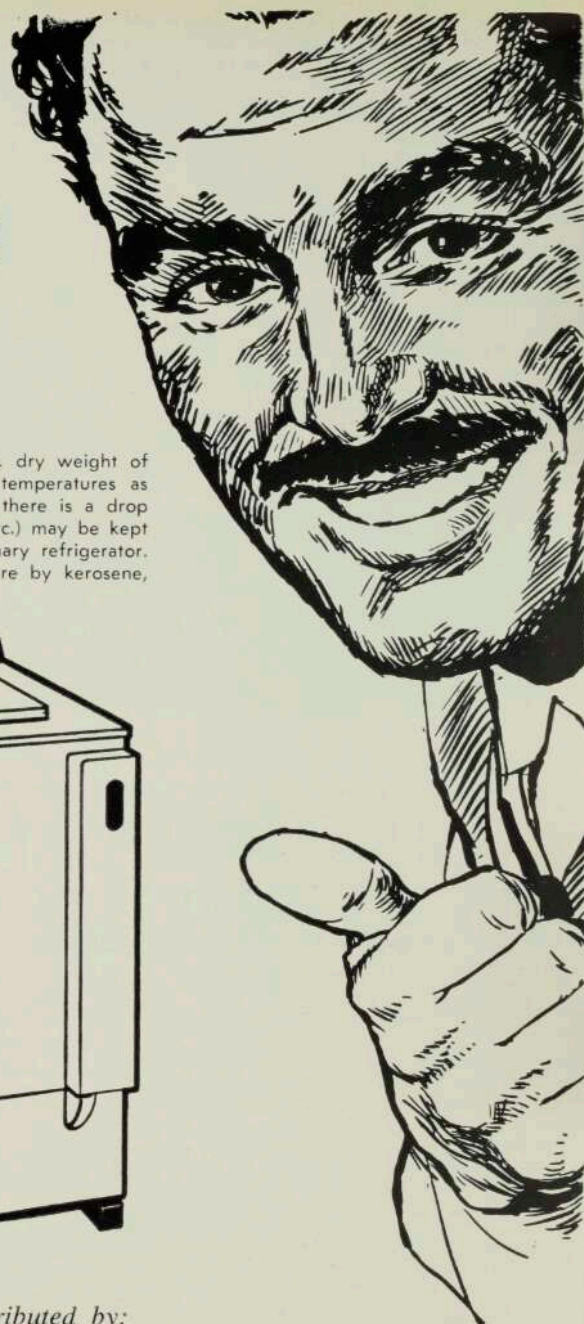
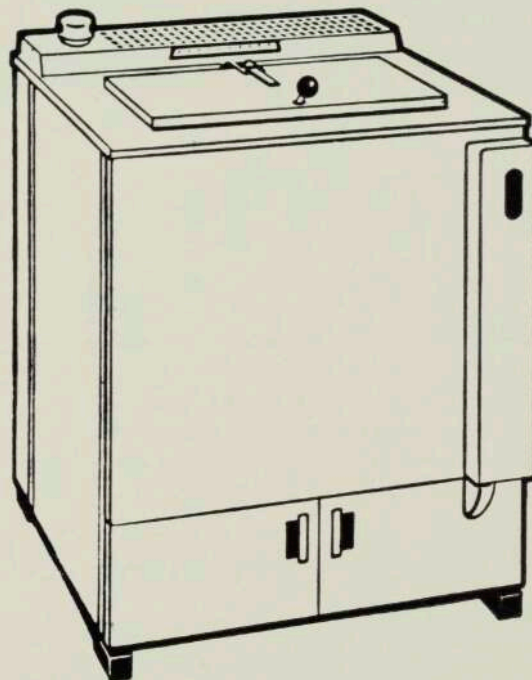
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PACIFIC ISLANDS MONTHLY — FEBRUARY, 1968

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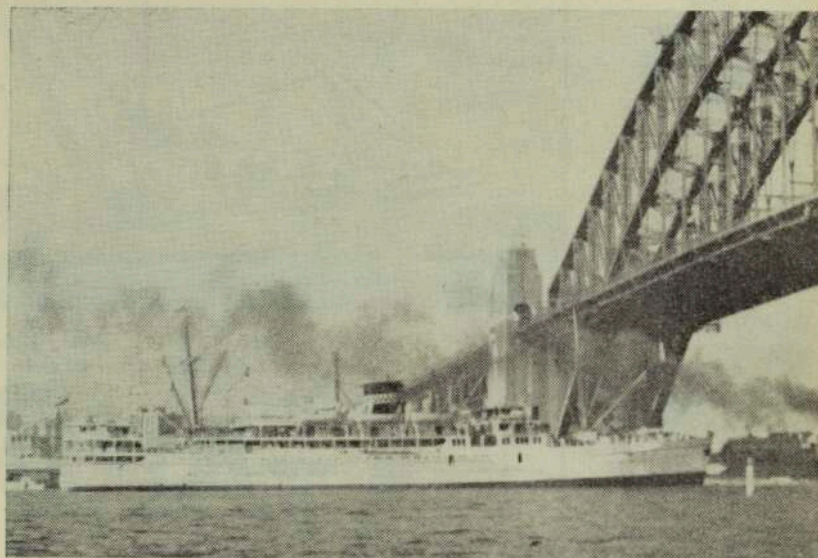
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Pacific Shipping And Cruising Yachts

"BULOLO" WITHDRAWN FROM SERVICE

END OF AN ERA FOR NEW GUINEA SHIPPING



● The "Bulolo" heads for her berth just under the Sydney Harbour Bridge at the end of one of her numerous voyages to New Guinea.

After a total of nearly 20 years' service and 161 return trips between Australia and Papua-New Guinea, Burns Philp and Company Limited's distinguished 6,500-ton flagship MV *Bulolo* was withdrawn from service after she arrived in Sydney on January 18.

After discharging her cargo at her usual berth at Walsh Bay, the *Bulolo* will go to an anchorage off Blues Point in Sydney Harbour. BP paid her

crew one week's pay for each year's service on January 22, and then dismissed them.

The *Bulolo's* last master, Captain Brett Hilder, has been given command of another BP ship, the 5,000-ton passenger-cargo vessel *Braeside*. The *Braeside*, which carries 12 passengers and twice as much cargo as the *Bulolo*, left Sydney for New Guinea ports on January 31. She is on a regular Sydney-New Guinea ports run.

The *Braeside's* former master, Captain Malcolm Lawson, is on leave.

The *Bulolo* is a 29-year-old veteran of the Sydney-New Guinea trade.

Without use she will deteriorate rapidly. Shipping circles believe there is a chance the Australian National Line, which runs two big passenger ships from the Australian mainland to Tasmania, may buy the *Bulolo* for passenger services to New Guinea.

If not, scrap value seems the *Bulolo's* destined end.

Since late 1948 no ship has been

more popular on NG shipping runs. Up to her retirement she carried some 750,000 tons of cargo, 40,000 passengers (many of them "round-trippers") and travelled 885,000 miles.

Built in Great Britain in 1937-38, she left Sydney on her first run to New Guinea in November, 1938.

Between then and the start of World War II she made eight such trips.

After years of complaints by territorians that BP cared little or nothing about the comfort of passengers, the white, luxurious *Bulolo*, with her streamlined bar and glass-sided swimming pool, surprised many regular travellers and made cynics suspicious.

Her dining room was air-conditioned by "thermotank installation" and living space (for over 200 people) throughout was ventilated by the "punkah-louvre" system—both innovations for that period.

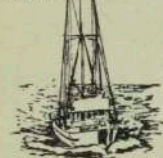
Some territorians dubbed her "an interior decorator's masterpiece"—

In The News This Month

catere	Mundeano
lta	Nam Hae No. 261
moe	Northern Star
ros	Pacific Carrier
a	Pilou-Pilou
eaverbank	Rebel
raeside	Renée Tighe
ilolo	Samos
rousin' II	Seafari
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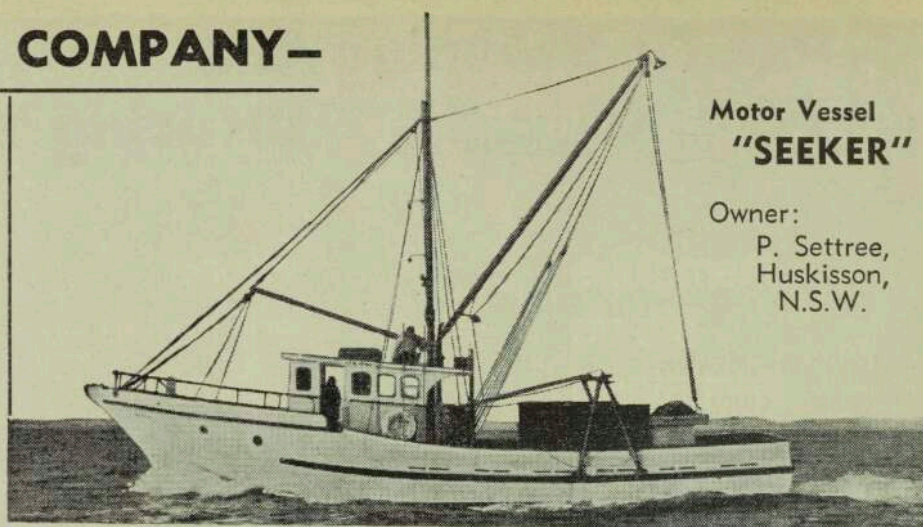
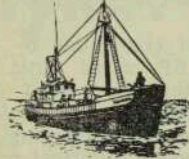
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3LW	or	3	255	4.184	42	1,300	47	1,500	—	—
4LW	107.95mm.	4	340	5.579	56	1,300	62	1,500	71	1,700
5LW	×	5	426	6.974	70	1,300	78	1,500	89	1,700
6LW	152.4mm.	6	511	8.369	84	1,300	94	1,500	107	1,700
6LX	4½" × 6" or 120.65 mm. × 152.4 mm.	6	638	10.450	110	1,300	127	1,500	144	1,700
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Captain Brett Hilder, last skipper of the "Bulolo".

not an Islands ship at all, but a liner designed for tourists. "The whole place is cluttered up with round-rippers", one traveller said.

The British Admiralty requisitioned the *Bulolo* when World War II broke out in September, 1939. She was repainted black and armed for naval operations.

The *Bulolo* played an important part in the Allied invasion of North Africa and Sicily, the Anzio landing and Dunkirk. As a headquarters ship she was visited by King George VI, Sir Winston Churchill and Field Marshal Smuts.

While several BP ships, notably the *Macdhui*, found a watery grave during the war, the *Bulolo*, in the thick of things throughout, led a hard life.

After World War II she was refitted and re-entered the NG run on August 18, 1948. This time she was finally "accepted" by territorians as a true Islands ship—not to mention the thousands of tourists who travelled in her.

Exactly three years after she recommenced her run, a serious fire broke out in a cargo of copra in No. 3 hold while she was near Sydney. Beached in Sydney Harbour, the *Bulolo's* fire was controlled, but not before £200,000 worth of damage was done.

But three months later, with all repairs completed, she sailed again for NG.

Several well-known skippers commanded the *Bulolo*. Her first captain was "Sandy" Campbell. Best known was "Wild Bill" Wilding. Captain Hilder was her skipper for the last four years.

BP bought the *Bulolo* with an eye to the tourist trade and she did in fact carry many tourists, but for 90 per cent. of her commercial life she ran at a financial loss, due to high

crew and stevedoring wages and troubles with maritime unions.

Since February, 1950, rumours had circulated that she was up for sale. For several years, BP would dearly liked to have found a buyer. This problem remains.

It is extremely unlikely that a European-worked ship of her size, run by private enterprise, will appear again in NG. Few firms can afford to keep running non-paying ships indefinitely—not even BP.

NEW TRADING SHIP FOR FIJI

The Maritime Shipping Co-op. Association, of Lau, Fiji, has bought a ship in Norway to replace the locally-built *Yatu Lau*, which has done yeoman service for many years.

The new ship, the *Alta*, will be the biggest local trading ship in Fiji waters.

Of 699 tons gross, she has a speed of about 12 knots, and a cargo capacity for 350 tons, plus 25 tons of freezer cargo.

The owners plan to combine "off-beat" tourist cruises with the normal commercial work of the *Alta*.

There will be accommodation for 30 first class passengers in 13 two-berth cabins, two single cabins and a two-berth suite.

In the second class section there will be accommodation for 27 passengers in nine three-berth cabins.

In addition modifications will be made to provide seating accommodation in a deck house for about 40 deck passengers.

The *Alta* is equipped with modern navigational aids, including radar.

LONG BOTTLE DRIFT

A bottle dropped from the Matson liner "Monterey" on July 29, 1966, in the vicinity of Fanning Island, was found recently more than 3,000 miles away—on a beach near Bowen, Queensland.

The bottle was dropped by a Californian, Mr. Jerome Kurreuther, as the "Monterey" crossed the Equator in longitude 165 degrees 31 mins. West. Its message contained a verse by Rudyard Kipling.

FIVE SHIPS AGROUND IN SEPARATE MISHAPS

The island trader *Jacques del Mar II* had to undergo three weeks' repairs to her hull in the Newcastle Dockyards in January and February after she went aground on a reef off Norfolk Island on January 7.

She was the most badly damaged of five ships which went aground briefly in separate mishaps in the Pacific Islands in less than four weeks during December and January. The accidents occurred, in order, at Gizo, Suva, Papeete, Norfolk Island and Port Moresby.

Jacques del Mar II, a 1,950-ton passenger-cargo vessel, was entering the Kingston anchorage at Norfolk Island when she hit a reef which was not known previously to extend as far out to sea as it does.

Her well-known master, Captain

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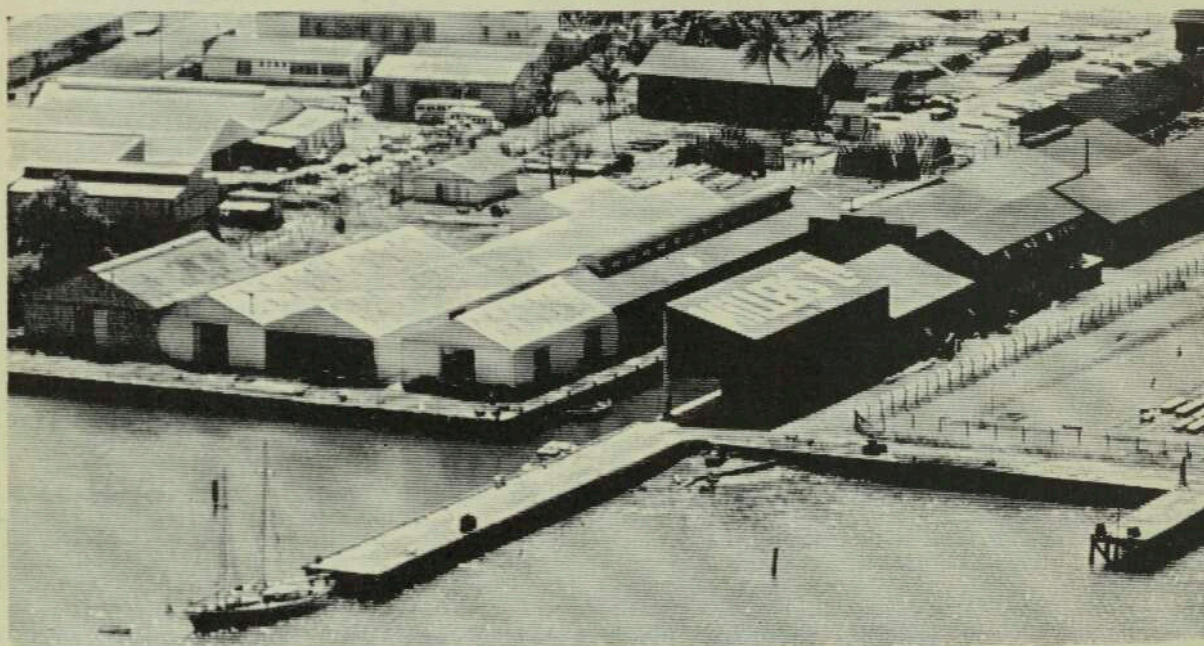
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● The "Jacques del Mar II", photographed by Fred Dunn in Noumea last year just after she had begun operating on the Lord Howe Island—Norfolk Island—Noumea run.

Emile Savoie, discharged most of the cargo to lighters.

The ship remained on the reef for a day while her Sydney agents, F. H. Stephens Pty. Ltd., had divers and salvage experts flown from Sydney to carry out temporary repairs.

She then sailed to Newcastle, where she was docked. Repairs are expected to be finished on February 1, when the vessel will resume her regular run.

To replace the *Jacques del Mar II* temporarily on her Lord Howe Island-Norfolk Island-Noumea run, the Karlander New Guinea Line's 3,300-ton passenger-cargo vessel *lettfjord* extended her regular New Guinea run and left Sydney for Lord Howe Island and then Norfolk Island on January 20.

The *Jacques del Mar II* is owned by the Societe Maritime Calédonienne, of Noumea.

On December 15, the 5,990-ton Bank Line freighter *Beaverbank*, entering Gizo Harbour to pick up copra, went aground near an island at the harbour entrance.



The *Beaverbank* was freed four days later and she continued her run to Suva, Nukualofa, Apia and Tarawa.

Another Bank Line freighter, the 6,461-ton *Dartbank* spent 20 hours stranded on Tatana Reef, in Fairfax Harbour, Port Moresby, after she hit the reef on January 9.

With the help of high tide and her own power, she was refloated the next morning.

Port Moresby diver, Mr. Harry Heath, inspected her hull and found little damage. She left for Samarai and Lae soon afterwards with vehicles, machinery and cement from London.

The 600-ton tanker *Pacific Carrier*, registered in Port Moresby, went aground on a reef on the east side of the main Suva Passage on December 16.

Suva diver Stan Brown and his assistant Josefa Aisea dived under the ship while she was aground to check her hull. They reported little damage.

The following day the ship was refloated at high water under her own steam, and with the help of the tugs, *Tui Nakoba* and *Shell 50*.

Her Sydney agents, Berg and Company, told *PIM* she was not holed and received only minor dents.

On December 19, the 24,000-ton Shaw Savill Line ship *Northern Star*, leaving Papeete for Acapulco, Mexico, struck a reef less than a 100 feet from a black buoy, which marks the pass into Papeete Harbour.

It was reported the ship developed steering difficulties just before the grounding, which occurred in high seas and torrential rain.

Northern Star's bow rested on the reef and her stern swung around.

A correspondent in Papeete said many would-be rescuers rushed out to help the stricken ship.

"Skippers and crew of the 20-odd yachts tied stern to the Papeete quay,



The new "Ninsa II", owned by the New Ireland Transport Society Ltd., of Kavieng, New Ireland, is now servicing the New Guinea Islands, including Manus, New Britain, Bougainville, and, of course New Ireland. She is 70 ft long, cost \$140,000, and carries general cargo and island produce.

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Below: 'KIARA', research boat at Lagos owned by The Nigerian Federal Fisheries Service; powered by two Kelvin Diesel 120 s.h.p. engines.



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Union Co. may sell "Matua"

The well-known 4,250-ton island trader *Matua*, which operates a monthly passenger-cargo service from New Zealand to Fiji, Western Samoa and Tonga, may be withdrawn from service in late May and sold.

A spokesman for her owners, the Union Steam Ship Company, told *PIM* that the *Matua's* timetable was undecided after she arrived in Auckland on May 21.

Asked about a New Zealand report that the 32-year-old *Matua* would be withdrawn from service and sold, the spokesman said: "Where there is smoke there could be fire".

jumped into action," he said. "Yachts, tenders, skiffs, dinghys and even a couple of inflatables were launched. Oars and outboards were placed in appropriate positions and 'the fleet' sped toward the distressed liner.

"Those not going to sea, shouted through cupped hands, instructions to the ship's pilot, who at this time appeared to need help.

"By the time the yacht tug fleet was alongside and ready to receive lines, the *Northern Star* had managed to get free and was slowly making her way back to the dock."

Repairers carried out immediate work on the minor damage and the *Northern Star* sailed on December 21.

TOP ARCHITECT DESIGNS TUGBOAT FOR NIUE

Niue will soon have a new 27 ft steel tugboat, designed by a top naval architect, Mr. Warwick J. Hood, of Sydney, to make lighterage work at Alofi easier and more efficient.

The tugboat will cost more than NZ\$5,000, without design costs, and will be in service early this year. It is being built by Niue Islanders, under the supervision of Niue's Department of Public Works. Steel plates have been imported from Australia and the small quantity of timber in the boat has come from New Zealand.

Mr. Hood is best-known as the designer of the elegant yacht *Dame Pattie*, the Australian challenger for the America's Cup. He has also designed Peter Warner's crayfishing boat *Ata*, which left for Tonga re-

cently (see below), and crayfish and tuna boats in New Zealand and South Australia.

His brother, Mr. Peter Hood, also a boat designer, recently spent several months in Rabaul re-designing the yacht *Kathleen Gillett* for the Sydney-to-Hobart yacht race.

Mr. Warwick Hood told *PIM* that the tugboat would have to be light enough to be lifted on to Niue's Alofi Wharf. The wharf's derrick could take loads of up to seven tons and the boat would weigh about four tons.

It also should not be longer than 30 ft or have a beam wider than nine ft. Its draught would be five ft.

The tugboat would be able to tow four lighters, with up to eight tons of cargo in each, or would be able to tow a barge with a 20-ton load.

The tugboat's engine would be a Lee's marine conversion of a Fordson engine, which is standard in many tractors. As there were several already on Niue it saved the cost of importing a new engine and its accompanying parts.

The tug will replace one of Niue's three wooden launches which was damaged early last year when it was washed on to a reef in heavy seas. It was deemed uneconomical to repair it.

The tug is the second designing

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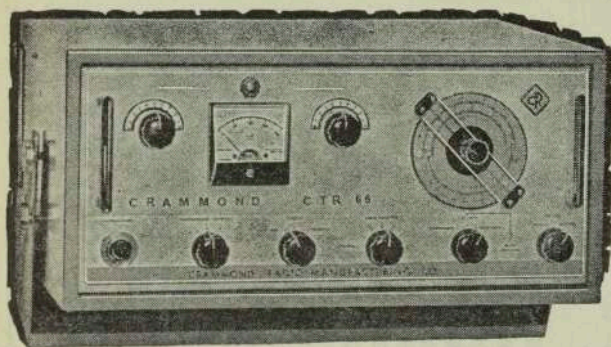
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Of marker buoys and curvy girls

"Kopsen's Boating Gear Illustrated", a valuable 120-page guide for anyone seeking information about boating equipment, has just been published by the old-established marine equipment distributor, W. Kopsen and Co. Pty., Ltd., of Sydney. The catalogue costs \$1.50, plus 25 cents postage. It will be of particular value to anyone in the Islands who has a boat, as it covers just about every piece of equipment a boat owner could want.

An interesting short history of the founder of Kopsen and Co., William Gustav Kopsen, is included in the catalogue.

There are also some strategically placed photographs of curvaceous women among the illustrations of such things as anchors, marker buoys and water closets. They're part of the "in" way to sell boating gear, no doubt.

job that Mr. Hood has done for Niue.

Three years ago, he designed the prototype for a fleet of five steel lighters to replace the island's converted surfboats used in loading

Work started on these in October, 1965.

The final cost was £Stg1,050 each, without design costs.

The first lighter was launched on November 13, 1965. The last of four others was completed in January.

THE WHO FROM A HURRICANE RUNS AWAY . . .

When warnings of the approach of December's devastating hurricane in the Cook Islands were issued in Rarotonga on December 17, the skippers of two small motor vessels, which were tied up in Avatiu Harbour, decided that:

*He who from a hurricane runs away
Lives to sail another day.*

According to the available meteorological information, the two ships would be safest if they got away from Rarotonga and sailed north. So the skippers of both wasted no time in putting to sea.

The two ships are the *Akatere*, of 61 tons, belonging to A. B. Donald

Ltd., and skippered by Archie Pickering; and the 169-ton *Tagua*, working for the Cook Islands Trading Company and skippered by Don Silk.

The *Akatere*, with no cargo and only her drums of fuel acting as ballast, steamed about 50 miles north of Rarotonga—and sailed into winds estimated at 100 knots. The barometer reading was 9.70 mbs.

Big seas smashed the port navigation light and stove in the port windows of the bridge. At one stage the ship almost capsized, but she came up slowly.

Captain Pickering ran before winds from the south which drove him north and away from the storm which

was moving south. "We sped like a surfboard," he said afterwards. "Now we know all about that particular sport."

The *Tagua* was more fortunate. She sailed about 30 miles north of Rarotonga, and although Captain Silk reckoned that he got into the centre of the hurricane and encountered winds of over 100 knots, his vessel was not damaged. However, seas broke over the bridge and the barometer dropped to 9.68 mbs.

The full force of the hurricane hit Rarotonga about 8.30 a.m. on December 18, by which time the *Akatere* and *Tagua* were well out at sea. If they had remained in harbour,

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the chances are that they would have been pounded to pieces against the wharf as the top rails of the harbour pilings were torn off by the heavy seas.

WHERE TO FISH AT TUTUILA

Experts from American Samoa's Agricultural Department finished a three-month investigation of Tutuila's fishing grounds in early January aboard the government's new 33 ft fishing boat *Tautai Ae*.

They found that off-shore fishing is best on the west and south-west sides of Tutuila.

The top spots are Cape Taputapu, Leone Bay and Steps Point, which is the most southerly point of the island.

The *Tautai Ae* was launched last September in an effort—the latest of many—to entice American Samoans to set up their own commercial fishing business (*PIM*, Oct., 1967, p. 103). She immediately began looking for fish round Tutuila.

Mr. Dick Holloway, fisheries development officer, and Pemerika Tauii'ili, market manager, said the crew of the *Tautai Ae* found night fishing on the whole more productive than day fishing.

At night a 25 or 50 watt light bulb had been suspended over the boat's side, weighted with lead to make it sink and with its sockets covered with electrician's tape for waterproofing.

They found the two best baits were cuttlefish and skipjack tuna or bonito. The fish caught were much the same at all spots—mu, malai, savangi, white tuna, barracuda and aku.

This year the Division of Fisheries planned to develop a prototype commercial fishing boat subject to exact costs, Mr. Holloway said.

He estimated that for such a project an initial cash investment of \$US11,400 would be needed. This would include \$6,000 down payment on the boat, \$2,400 for fishing equipment, and \$3,000 for other expenses.

Annual operating costs would be \$27,177 and the potential annual profit about \$17,280 before taxes.

CRAYFISH BOAT LEAVES FOR TONGA

Australia's newest crayfish processing ship, *Ata*, left Sydney on January 6 for Tonga.

The *Ata* is owned and skippered by wealthy Australian industrialist Mr. Peter Warner.

She is designed to stand close inshore so she can turn her floodlights along the tops of reefs, so that fishermen can gather in the crays when they come up to feed.

The vessel was designed by Mr. Warwick J. Hood, who has designed lighters and a tugboat for Niue in recent years (see p. 107).

THREE NEW SHIPS IN SERVICE TO FIJI

Royal InterOcean Lines, the Dutch-owned shipping company, has introduced three bigger passenger-cargo vessels on its Far East-New Zealand run, via Fiji.

The ships are the 6,000-ton vessels *Straat Torres* and *Straat Madura*, and the 4,000-ton *Houtman*. They will increase the line's cargo capacity by 50 per cent. on this run and enable the line to enter the wet salted hides export business from Fiji to the Far East.

Straat Torres took her first consignment of 40 tons of hides from Fiji to Hong Kong recently.

The new ships replace the *Tjimanuk*, *Tjiliwong* and *Tjitarum*.

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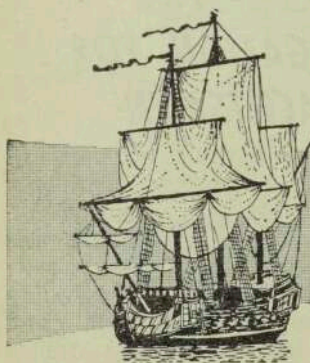
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"GLORIA MARIS" GOES INTO BANK

A native fisherman has deposited in a bank vault in Port Moresby a rare *Gloria maris* shell which he hopes to sell to a new York shell collector for more than \$A1,000.

The fisherman, Saja Thomas, found the shell — a perfectly formed one measuring 5½ in. — on the south coast of New Britain recently. At first he did not realise the value of his find, but he became suspicious when a European trader offered him \$100 for it.

There are thought to be only about two dozen *Gloria maris* specimens in the world.

A Roman Catholic priest, Father Laurence Beermann, of the Vunapope mission, "banked" the shell for Saja, and wrote to a New York collector who had expressed interest in getting the next *Gloria maris* shell to be found.

In 1964, another shell of the same size found near Rabaul was sold for \$US2,000 (PIM, May, 1964, p. 124).

EIGHT DIE IN SLIPWAY EXPLOSION

Seven Asian seamen and a Fijian PWD slipway worker died in January from burns received when a bucket of paint thinner exploded in a small workmen's washroom at the Public Works Department slipway at Walu Bay, Suva, on January 13.

Seven of the dead men were in a group of nine inside the washroom at the time. A Formosan sailor was cleaning oil-stained clothing with a bucket of paint thinner, a volatile fluid.

Suddenly there was a flash as the vapour ignited and searing flames shot through the washroom, enveloping the men.

The ground outside shook and flames forked out of the louvred windows. Rescuers pulled open the washroom doors and the nine men fell outside, a few still burning.

Two men, Koreans, died the same day. The other six men died within 13 days. The Koreans were from the fishing vessel *Nam Hae 271*, in Suva for an overhaul from her base in Pago Pago, American Samoa.

Dead were Jin Keum Chul, 28, Choi Byung Soon, 25, Lee Il Woo, 35, Lim Moo Sup, 30, Oh Sun Wy, 29, and Lee Sang To, 26, all of Korea,

and Tacaka Turagakula, a Fijian PWD slipway worker.

The Formosan sailor, who was using the fluid when the fire started, died on January 26. He was Chuang Mou.

Two other injured in the fire, Sailosi Nasau, 37, a Fijian, and Jotama Mani, a Rotuman, were in a satisfactory condition at the hospital. One of these was outside the washroom when the explosion occurred.

INCREASE LIKELY IN AUSTRALIA-P-NG FREIGHTS

Freight charges on Australia-New Guinea shipping routes seem certain

to go up later this year, according to Islands shipping authorities.

A good bet for the time of the increase, which will be at least 7½ per cent., will be near June 30, when Burns Philp and Company Ltd. lose their right to carry all copra out of the territory into Australia.

Many territory interests, particularly the powerful, Rabaul-based Planters' Association, are expected to vigorously oppose any increase in freight charges.

The Planters' Association is a big importer of foodstuffs, especially rice, and an equally-big exporter of Islands produce such as cocoa, coffee and copra. (Over)

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BP's two major competitors on the New Guinea shipping routes—the Australia-West Pacific Line and Karlander New Guinea Line—will be after a healthy slice of the valuable backloading of copra to Australia.

Between them they almost duplicate BP services to the rich copra producing centres of Rabaul, Madang, Kieta and Wewak.

Both feel the BP charge of \$17 a ton for copra, pegged for over six years, is too low. BP will share this view when it no longer has the monopoly on the freighting of copra from the territory.

BP is also anxious to make up for the \$400,000 Australian Government subsidy to run its ships with Australian crews which it is also losing this year (*PIM*, Nov., p. 24).

The company is already saving money by withdrawing the unprofitable flagship *Bulolo* from the New Guinea run. With a big European crew of seamen and stewards it was said *Bulolo's* running costs took about \$4,000 a day out of the BP till.

China Navigation Company, which runs a service from Sydney to Port Moresby and Samarai, and return, should be able to move in on the

copra business to a lesser extent. With many ships serving the South Pacific from the Far East, China Navigation could even increase its return services to New Guinea from Australia.

Shippers feel a freight rise would be justified because of increased stevedoring costs and also general rises in all shipping expenses. In many instances it is cheaper to ship goods from Britain to New Guinea than from Australia to New Guinea.

Salt is \$10 a ton cheaper from Britain to Rabaul than from Adelaide to Rabaul.

Cocoa costs \$26 a ton, including transshipment, from Rabaul to Hobart via Hong Kong, whereas via Sydney or Melbourne, the same ton of cocoa costs \$60.

NEW SHIP TO CALL AT LAE

MV *Milos*, a fast, containerised Swedish vessel plying between Australia and the Far East, will make her first New Guinea appearance when she calls at Lae on February 7 with foodstuffs, motor vehicles and general goods from Australia.

She will then continue on her regular run to Manila, Taiwan and Hong Kong.

The *Milos* is a \$3½ million, 6,787 ton vessel, which started operating between Australia and Japan last August for the Australia-West Pacific Line (*PIM*, Sept., 1967, p. 101).

The company's Sydney agents Wilh. Wilhelmsen, told *PIM* that Lae would be included on most future runs by the *Milos*. Other New Guinea stops, such as Rabaul and Port Moresby were being considered they said.

To service the *Milos*, and the other Australia-West Pacific Line vessels which call at Lae (*Aros*, *Delos Samos* and *Tenos*), Watkins (Overseas) Ltd., of Lae, will build a \$150,000 freight terminal for the company.

Work began in January on the terminal at the corner of Macdhu and Montoro Streets.

When completed on May 20 it will include 29,000 square feet of ground space and will have a capacity of 700,000 cubic feet.

The new shed should improve Lae wharf facilities which have frequently been criticised by local importers. They claim big quantities of in-store goods at the wharfs, particularly rice, have been pilfered because it is hard to lock many shed doors.

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POPULAR PORT FOR YACHTSMEN

Most world-girdling yachtsmen who pass through the Pacific finish up sooner or later at Durban, South Africa. This was the scene at the yacht jetty recently when there were about a dozen boats tied up that had been in the Pacific in the past six months or so. Among them were four from Australia—*Cythera*, *Hope*, *Safari Too* and *Clipper I*; three from California—*Atea*, *Dove* and *Karen Margretha*; three from England—*Shireen*, *Mother of Pearl* and *Nimble Days*; one Canadian—*Kelea*; and one from New Zealand—*Bona Dea*. Most were planning to leave in December and January. — Photo: Bianca Lavies.



Cruising Yachts

● **IDLER**, 24 ft Tahiti ketch, with singlehander Mr. Sherman Price, arrived in Durban on December 21 for a month's stay before continuing his round-the-world trip.

In 1962, Mr. Price relinquished a go-kart track and snack bar in the United States, bought *Idler* and started his trip. In the Pacific, he has visited Hawaii, Tahiti, the Cook Islands and Papua.

When last reported in *PIM*, he was in Port Moresby (*PIM*, Nov., 1967, p. 107).

● **TABU**, 32 ft catamaran with Austrian singlehander Wolfgang Hausner, was to leave Durban in mid-January for Europe via Recife and the West Indies. Hausner left Fremantle, Western Australia, last June in an attempt to be the first to sail a catamaran solo round the world.

He reached Durban after stops at Indonesia, Lombok, Bali, Madagascar, Mozambique, and Lourenco Marques. His stay in Europe will last about a year before he continues his trip back to Australia via the Panama Canal and the Pacific.

● **MOTUORA**, 30 ft New Zealand trimaran, with skipper, George

Embage, Alison Mackie, of Auckland, and Wendy Henriksen, of Brisbane, has been having a good look at the South Sea Islands in recent months. She was due in Honiara in late December from Rabaul.

Motuora began her cruise in Auckland and sailed to Noumea, Brisbane and Port Moresby. She reached Rabaul after stops at Samarai, Lae and Madang.

"We have been most impressed by the unspoiled beauty of New Guinea, the very pretty and prosperous towns and extremely friendly people," Miss Henriksen said in a note to *PIM*.

She said the crew intended to work in Honiara for a few months before leaving for Singapore.

● **WAIRANGI**, 33 ft NZ ketch, reached the Mooloolah River, Queensland, on December 28 after a cruise of the Pacific Islands which began in May, 1966, and included several stops in Fiji, New Caledonia and Papua.

The ketch originally left Whangarei, NZ, for Suva with Mr. Len Addenbrooke, his wife Jackie, and sons David, Philip and Shane. They spent six months in the Fijis and the Lau Islands before sailing to Noumea and on to Gladstone, Queensland, where Mrs. Addenbrooke had a baby daughter.

After touring ashore for some time, the Addenbrookes, including the baby, went on a six-month cruise of the Barrier Reef.

In October, 1967, *Wairangi*

reached Port Moresby, and after a short stay, cruised the south-east coast of Papua.

Mr. Addenbrooke, in a note to *PIM*, said this area offered a great potential for cruising yachtsmen. "It will, in time, surpass in popularity the better-known cruising grounds of today," he said.

● **CHIMERE**, 44 ft French yawl, with owner-skipper Jean Bluche and his English cousin Andrew Reynolds, which arrived in Durban on November 17, sailed for France in mid-December.

Chimere is on her second trip round the world with her owner.

She entered the Pacific early last year via the Panama Canal. Calls in the Pacific included Pitcairn, Tahiti, New Zealand and Port Moresby.

● **TARMIN**, 25 ft masthead sloop, with singlehander John Sowden, arrived at Papeete on Christmas Eve. The sloop left Spain on November 1, 1966, sailed down to the Canary Islands and West Indies, passed through the Panama Canal and on to the Galapagos, Marquesas and Tahiti.

● **MUNDEANO**, 38 ft ketch, with Phil and Virginia Dutcher and their cat Billie, is still at anchor at Arue, Tahiti.

The Dutchers left San Diego, California, over a year ago.

After several stops in the

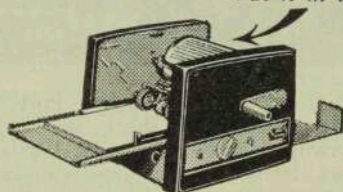
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Marquesas and Tuamotus, they
arrived in Papeete in March, 1967
stayed one day, and moved to the
Arue district. They have been there
ever since.

● **JELICIE II**, Mike Bayles' 22
ft sloop, arrived at Russell, New
Zealand, in mid-December after a
November stop in Rarotonga.

● **SEAFARI**, 40 ft trimaran with
Roy and Betty Milford, arrived at
Papeete on December 20 for a refit.
She will sail on to New Zealand in
April. *Seafari* left England three
years ago.

● **TRITON**, 35 ft trimaran
registered at Sydney, arrived in
Papeete from Rarotonga on Dec-
ember 17 en route to Honolulu and
California. Aboard are three
bachelors, Ian Eeles, Don Morn-
and Tony Spooner.

● **GITANA**, 30 ft Tahiti ketch
with Frank and Marlene Bennet
and Frank's brother Hugh, arrived
at Papeete on December 18 on a
trip round the world. The Bennetts
were 15 months out of Tacoma
Washington.

● **RENEE TIGHE**, 30 ft ketch
out of Los Angeles, arrived at
Papeete on December 17 from
Nukuhiva with owner-skipper Ear-
H. Koepke and crewman Kevin
Hann.

Renee Tighe has been cruising
Central and South America and will
head for Australia after a stay in
Tahiti.

● **EREVA**, 30 ft cutter from Los
Angeles, with Fred Sibthorpe and
his wife Mike, arrived at Papeete
on December 23 after calls in the
Marquesas and Tuamotus. The
Sibthorpes plan to sail west from
Tahiti.

● **CAROUSIN' II**, 40 ft trimaran
with Captain Mike Kane and a new
crewman, Rich Zedelt, left Papeete
on December 28 for Rarotonga.

● **FREEDOM**, 42 ft yawl, arrived in Papeete from Auckland with Peter and Joan Smith on December 21 for a stay of a couple of weeks before sailing on to Hawaii.

● **WHISPER**, 32 ft American loop, arrived at Funafuti, Ellice Islands, on November 28 from Apia, Western Samoa, with Hall and Margaret Roth.

The Roths planned to stay in Funafuti a week before heading to Tarawa, en route to Japan.

The Roths left California last April (*PIM*, Dec., p. 111).

● **JOHN HANNA**, 30 ft ketch, will leave California in March for a cruise of the Pacific Islands with a new owner, Mr. Curtis St. Bonnet, and crewman, Mr. Richard Shaffer, of Sausalito, California.

The ketch's former owner, C. K. Wing, of New York, and her former crew, J. Counterman, of Hollywood, and Isaia Koromeca, who is working at the Polynesian Cultural Center, Hawaii, are all saving up for a return trip to the Pacific in a larger vessel — "this time for good", according to Mr. Wing in a recent letter to *PIM*.

John Hanna turned up in *PIM*'s yachting columns many times after she left California in May, 1962, on a round-the-world trip. She was last reported in 1967 having a refit in Honolulu (*PIM*, July, 1967, p. 115) just before completing her circumnavigation.

● **WINSTON CHURCHILL**, 52 ft cutter, chartered by Mr. John Jarrett, arrived in Papeete in early December on her way to Melbourne, where she was expected to arrive on February

The cutter left Melbourne on April 6, 1967. She sailed round the Cape of Good Hope to New York to see the America's Cup, then down the east US coast, and through the Panama Canal to the Marquesas and Tahiti.

Her crew includes Warren Neale, John Manson, David Rohnsheim and Len Pittman.

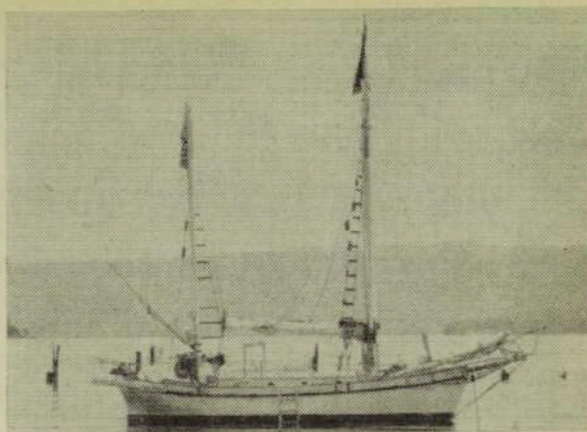
● **AMOE**, 100 ft French motor yacht, claimed to be the most modern privately-owned vessel of her kind in the Pacific, arrived in Suva in mid-December on a delivery voyage from Papeete to Noumea after a change of ownership.

Her captain, Jacques Nozeran, placed the yacht's value at about 30 million Pacific francs (\$300,000).

The sleek *Amoe* had covered the 90 miles from Pago Pago to Suva in two days averaging 15 knots in heavy seas.

The craft has a maximum speed

"John Hanna"



of 23 knots. Her full range of electronic equipment includes an automatic pilot and depth sounding device, plus radar.

The *Amoe* made American Samoa from Papeete in five days.

The crew of eight—French and Tahitian—were making the delivery for Mr. Honori Pantaloni, of Noumea, who plans to use the luxury motor yacht for five-hour tourist runs between Noumea and the Isle of Pines.

Built in Cannes (France) in 1964 by Chantiers Navals de L'Esterel, the *Amoe* was previously owned by a leading Tahitian businessman, Mr. G. Datcharry.

She resumed her journey to Noumea after refuelling in Suva.

The new owner has already decided on a new name for the vessel.

It is *Pilou-Pilou*, the name of a New Caledonian dance.

● **REBEL**, 35 ft trimaran with Marvin and Ann Glenn, was anchored in Pearl Bay, Sydney, in mid-January.

The Glenns were considering doing a motorcycle tour of Eastern Australia and they also had tentative plans to sail *Rebel* to Tasmania.

Last year *Rebel* figured in *PIM*'s yachting columns several times when the Glenns visited American Samoa, Vavau and Nukualofa in Tonga, many islands in the Fijis and New Caledonia (see also p. 45).

● **HOPE**, 30 ft Australian cutter, which made a brief stopover at Thursday Island in late 1966, left Durban recently for Cape Town.

Hope's owners Graeme and Jutta Townes will sail for Rio de Janeiro after the Cape. They eventually hope to sell the cutter in the United States, travel on to Europe, buy a motor cruiser and explore the European canals.

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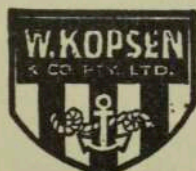
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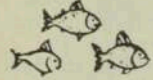
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ADAM AND EVE CRUSOE RETURN TO CIVILISATION

Los Angeles health enthusiast Bruce Johnson, 42, and his 22-year-old female companion, Miss Shari Quam, returned to the United States at the end of December after spending nearly six weeks on an uninhabited island in Fiji.

The couple made headlines last year with an announcement that they were going to "revert back to nature" on "a deserted island about 80 miles from Pago Pago" (*PIM*, Nov., p. 31).

When the American Samoan Government raised difficulties about landing on the island they had in mind—Rose Atoll—they decided to try their luck in Fiji (*PIM*, Dec., p. 32).

Johnson and Miss Quam chose Waqava, an uninhabited island near Kabara in the Lau Group, on the recommendation of a sea captain in Suva.

They were landed there by the inter-island copra vessel *Uluilakeba* with nothing but bathing attire and film and photographic equipment.

"It wasn't as pleasurable as one might expect," Johnson said after returning to civilisation. "We're glad we did it, but we wouldn't do it again."

Days without food

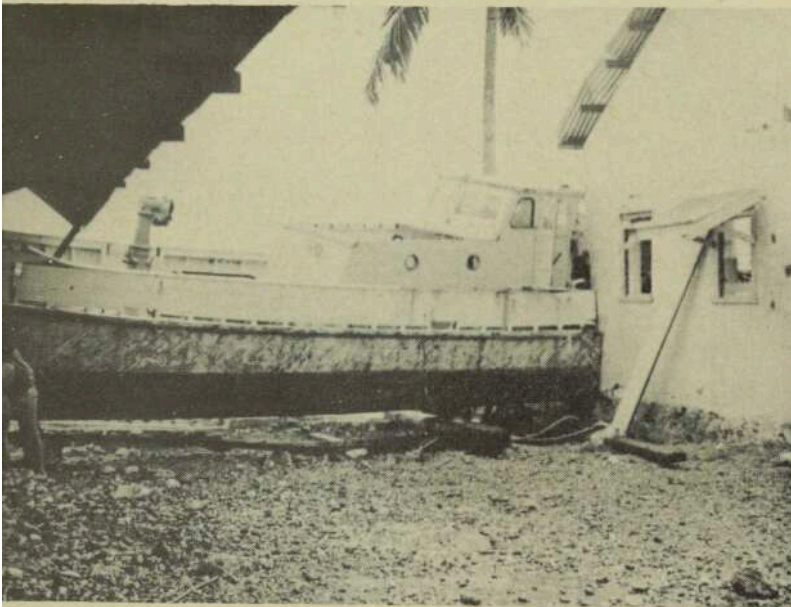
The couple said they sometimes went for days without food. All they could find on the island were coconuts and crabs.

Johnson lost 32 lb in weight, and Miss Quam lost 20 lb. However, apart from this and some coral cuts, they were none the worse for their adventure.

Both looked tanned and fit when they returned to Suva in the *Uluilakeba*.

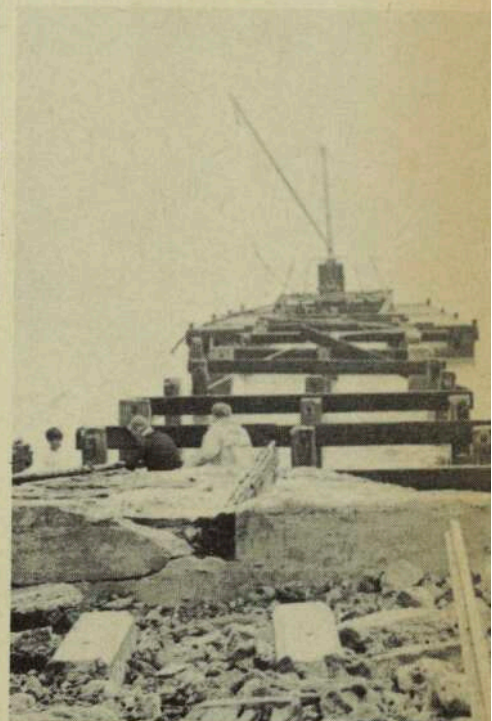
Johnson said that he and Miss Quam planned to write a book about their adventure called *Adam and Eve Crusoe*. Television companies had also expressed interest in their adventure.

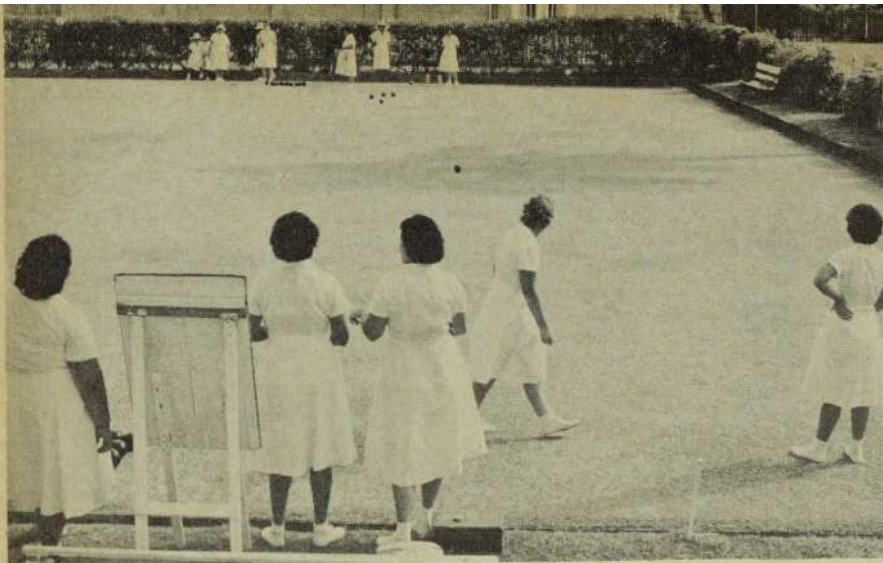
RAROTONGA FEELS FURY OF HURRICANE



The devastating hurricane that struck the Cook Islands in mid-December (PIM, Jan., p. 22) left a trail of havoc on the main island of Rarotonga, especially in the main settlement of Avarua, as these pictures show. The top picture shows what happened at Joe Browne's bakery. Above is the fishing boat "Haku Nui", which had been beached, and which was holed in the bow and jammed between the U.S.S. Co. shed and the Agriculture Offices. At right is the sorry picture of the U.S.S. Co. wharf at Avarua after the big blow.

—Photos: Johnson's Studio, Rarotonga.





Bowls is popular with the women of Levuka, Fiji, and they may be seen (left) trundling the bowls on afternoons when most of the men are at work. Below, Ronald Tavue, in Port Moresby, receives from P-NG's Acting Public Service Commissioner, Mr. L. F. Butler, the prize for the best student in the Local Court Magistrate's course at the recent P-NG College of Administration graduation. He comes from Rabaul, where he has been posted.

Pacific People in Pictures

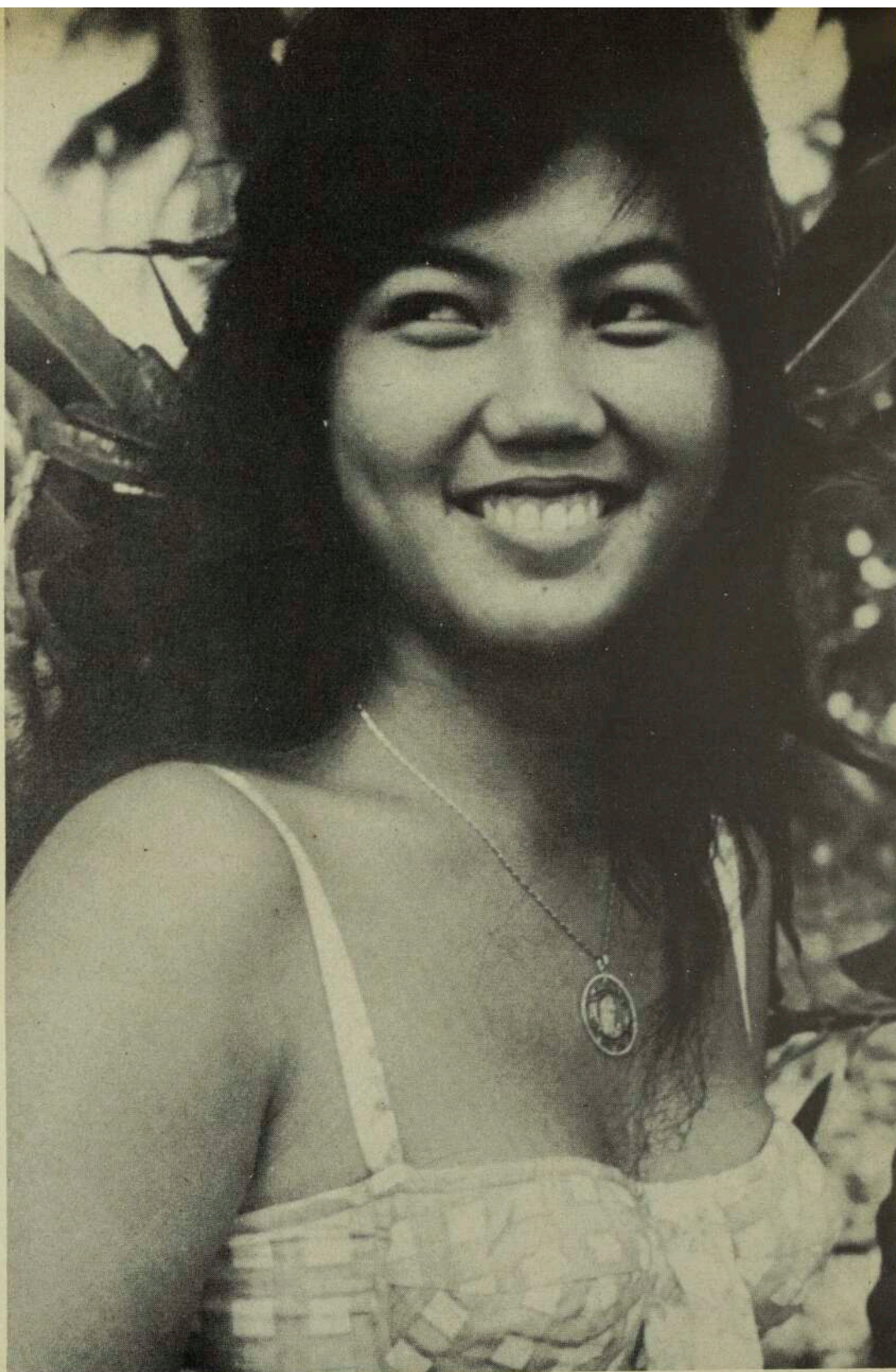


Mr. L. E. Clayphan (left), well known in the South Pacific, particularly in Fiji and New Guinea, has been appointed a director of W. R. Carpenter (New Guinea) Ltd. He has been in the territory since 1960. At right, is Mr. Adi D. Kapadia, who has taken over as Air-India's manager for Fiji. He succeeds Mr. K. K. Ghose, who has been appointed general manager for Cathay Hotels (Fiji) Ltd. For the last 20 years Mr. Kapadia has worked for Air-India in Bombay. His wife Jane accompanies him.





Top left, the executive director of UNICEF, Mr. H. R. Labouisse (left) and the Australian Ambassador to the UN, Mr. Patrick Shaw, sign an agreement in New York on December 21 for UNICEF aid to help education in Papua-New Guinea. UNICEF has allocated \$US275,000. Behind them are UNICEF representatives Mr. Wilfred Asten and Mr. John Kelso. Above right, on a visit to Sydney from Melbourne in January was former P-NG aviation pioneer Ian Grabowsky. For a comment, see "Up Front with the Editor", p. 14. At left are two Islanders recently ordained to the priesthood, and both graduates of the Holy Spirit Regional Seminary, near Madang, NG. At top is the Rev. Timothy Bobongi, of Malaita, BSIP, who has returned to Honiara. Below is the Rev. Cornelius To Vauta, who goes to his hometown, Rabaul.



People

TWO UN advisers whose work over the past three or four years could have a profound effect on Western Samoa's future left Apia in January. They are architect-town planner Z. M. Wolak and economic planner A. Gerakas.

During his three-year term Mr. Wolak, a Pole, completed many major projects. The most spectacular of these was a master development plan for Apia involving the construction of a modern municipal centre, government offices and a town plaza in a garden setting on the 28 acres of land in front of Beach Road, reclaimed during the wharf construction.

Mr. Gerakas, who was Director of the newly-formed Department of Economic Development, was largely responsible for a revolutionary change in economic attitudes during his four years in Apia. Much of the credit for the general acceptance of tourism, foreign capital, industrial incentives and the need for long-term economic planning must go to him and, to a lesser extent, to the Minister of Finance, Mr. G. F. D. Betham, who generally acted on his advice.

Mr. Gerakas left to take up a top civil service post in Hawaii—Director of Economic Planning. Mr. Wolak intends to complete his doctorate in Europe, while his wife, a medical doctor, who was working at Apia Hospital, will study tropical medicine in London.

● An Administration officer who took part in the early development of the Eastern Highlands District of New Guinea left Moresby on January 12 to settle in Australia. He is Mr. F. G. Aitchison, the First Assistant Director of the Department of District Administration. He has retired after 34 years' service.

● Cruising photographer, Jim Anderson, who took this picture, knows her only as Marie. She is a pretty French-Tahitian from Uturoa, Raiatea, who says she hopes to go to France one day. She loves to cook, and her favourite dish is baked cream puff.

Mr. Aitchison was in charge of the government station at Kainantu in 1933—only five years after the first patrol had penetrated the area from the Chimbu Divide to the Markham River.

During World War II, Mr. Aitchison served first as a private and later as a major in the Sepik, Northern, Morobe and Eastern Highlands Districts. He selected and established coast-watching stations in the Bougainville and Sepik Districts. Later, he helped to re-establish civil administration.

Mr. Aitchison and his wife plan to establish a small horse stud on a property outside Sydney.

● Kipling Uiari, 24, who studied at the University of Queensland, has become the first student from Papua-New Guinea to complete courses leading to the degree of Bachelor of Arts.

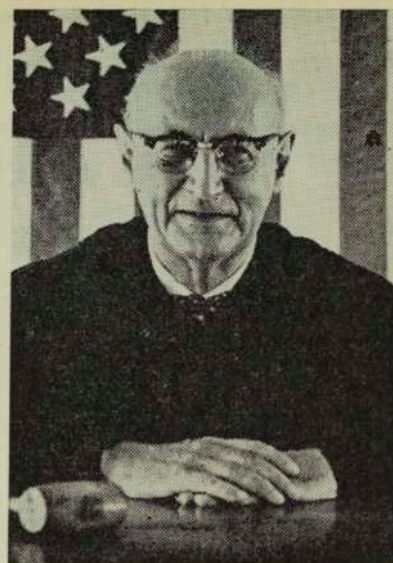
His course included studies in psychology, geography, economics, English and education. Mr. Uiari comes from Gona Village in the Northern District. His father is a teacher with the Anglican Mission.

● Mr. Ian Graham Turbott, an administrative officer in the Gilbert and Ellice Islands Colony from 1948 to 1956, was made a Knight Bachelor in the New Year Honours List. Mr. Turbott, a New Zealander, who is now Governor of the Associated State of Grenada in the Caribbean, was created CMG in 1962 and CVO in 1966. After leaving the GEIC, he served in the Colonial Office for two years and was then Administrator of Antigua until 1964.

● Mr. F. R. J. (Ron) Davies, widely known as the New Zealand Education Department's officer for Islands education, retired recently after 40 years' service with the department. His appointment as headmaster of the Provincial School, Lodon, in Fiji, in 1939, marked the beginning of a long association with education in the Pacific Islands.

● Mr. Jaswant Singh Gill, 42, recently took up his appointment in Suva as Commissioner for India in Fiji. He replaces Mr. D. Murugessan, who has returned to India. Mr. Gill is the youngest of the seven commissioners who have so far represented their country in Fiji. He has previously served in Argentina, Nepal, Ghana and Australia.

● Dr. Robert K. Shoecraft has



Justice Ferber.

been appointed Chief Justice of the United States Trust Territory. He succeeds Justice Edward P. Furber, who retired on January 31, after 20 years' as Chief Justice of the Trust Territory. Dr. Shoecraft has served in the Trust Territory since December of 1958. He began his career as Assistant Attorney-General and in 1961 was named Attorney-General with responsibility for the entire legal programme of the Trust Territory.

● The Bishop in Polynesia, the Rt. Rev. John Charles Vockler, has resigned to enter an Anglican religious order. He said recently that his six years as bishop had been extremely exacting and had left him physically, mentally and spiritually weary. He added that he wanted to give time and thought to scholarship and the exacting theological problems facing the Church in the Pacific today.

● Mr. Walter O. Cernohorsky, of Vatukoula, Fiji, has been appointed conchologist to the Auckland War Memorial Museum and will take over from Dr. A. W. B. Powell next April. Mr. Cernohorsky is author of *Marine Shells of the Pacific* recently published by Pacific Publications Pty. Ltd.

● Mr. Jacques Mouradian, French Resident Commissioner in the New Hebrides, was recently promoted to the rank of Officer in the Legion of Honour. Mr. Louis Tolme, of CFNH, has been appointed a Chevalier in the Legion for military purposes.

Business and Development

If you've cash to spare now seems the time for Islands investment

By a staff writer

With Islands produce such as cocoa and copra currently fetching high prices, and with shares in Islands trading and plantation companies paradoxically selling for unusually low prices, now is probably one of the best times for many years for adding Islands stock to your investment portfolio.

The reason that Islands stock is available at virtually bargain prices is that Australia is now enjoying a mining boom, and many investors are putting the bulk of their money into nickel, oil and iron ore prospects. As a result, interest in the traditional blue-chip leaders such as Burns Philp and Co. Ltd. and W. R. Carpenter and Co. Ltd. has waned.

Burns Philp, with extensive and profitable copra and cocoa holdings, were in the unusual position in late January of seeing their \$1 shares drop to their lowest figure for two years—\$3.45 compared with \$9.95 for their \$2 shares in January, 1966.

The 50c shares of W. R. Carpenter, which has similar interests, were down to \$1.95 in late January compared with \$3.75 two years ago.

Bumper prices

Shares in other Islands trading and plantation companies were equally depressed.

Meanwhile, Islands copra and cocoa were fetching bumper prices. The copra prices are fixed by the individual territories, while cocoa prices depend largely on fluctuations for Ghana cocoa.

Prices for first grade copra in Fiji until January 28 were fixed at £F92/17/6—a rise of about £F35 a ton since last October and the highest price that Fiji copra has commanded since at least 1957.

Produce experts said they couldn't remember when Fiji prices were so high although some had the notion that a short-lived boom following World War II brought prices of about £F100 a ton.

In New Guinea in early January the Copra Marketing Board increased prices for copra by \$10 for all

grades, and hot-air copra rose to \$136 a ton—New Guinea copra's highest price for nearly two years.

New Guinea growers will also receive a bounty above these prices at the end of 1967-68 for every ton of copra produced.

Prices for New Hebrides copra, despite its low-grade, reached \$100 a ton in December and have since maintained this level. It is the highest peak for five years.

Copra doing well

In Tonga, where both Burns Philp and W. R. Carpenter have trading interests, prices for first grade copra rose to \$T153 a ton in January. This is a \$T54 increase on prices for last October. Second grade Tongan copra also rose in January, fetching \$T121 a ton. Interesting—considering copra output in Tonga for 1967 was a record (story page 29).

Western Samoan copra prices rose in December by about \$WS20 per ton for each of the three grades. First grade is now worth \$WS116.50 per ton.

Solomon Islands copra has maintained its current level—\$120 per ton for first grade—for some time.

Present cocoa prices are not as spectacular as those for copra, but they are unusually healthy. New Guinea, Western Samoa and Fiji here stand to benefit most.

First quotes for in-store cocoa at Rabaul have been consistently fetching prices in excess of \$530 a ton over the past three months. Cocoa sellers told *PIM* many lots of cocoa were sold with a \$60 premium above this figure.

Burns Philp, with extensive copra and cocoa holdings in both New Guinea and Fiji, has a stated \$4.15 asset backing per \$1 share. Many

investors believe this is a conservative figure in view of the company's huge investment portfolio.

Also the company has a generous bonus policy (last bonus was in 1964-65), and last year's profit of \$4 million-odd more than doubled the \$1.8 million distributed in dividends.

Burns Philp (South Seas) with its main interests in Fiji, will benefit from higher produce prices also. Last year stock exchanges valued this firm higher than its parent company but in January its \$2 shares were selling for \$3.35—10 cents lower than Burns Philp and Company Ltd. shares.

These shares have an even higher asset backing than the parent company's.

W. R. Carpenter, with its desiccated coconut and tea interests expected to bear fruit in coming years hit a low of \$1.81 on Australian stock exchanges late last year.

The company has increased its dividend to 16 per cent. for its 50 cent shares and directors have stated that conditions in the current year are better than in 1966-67.

Another Islands leader on stock exchanges—Steamships Trading Company—was probably the best buy of the lot at 56 cents in late January. Steamies' shares steadfastly refuse to recover to their former \$1 status of last year.

The company's \$800,000 hotel at Lae has opened promisingly and with the current dividend of 10 per cent and an asset backing of \$1.19 per share, Steamies' offer a dividend yield of some 8.9 per cent.—far above Burns Philp or Carpenter.

Stand to benefit

Smaller plantation firms such as Bali Plantations, Dylup Plantations, Plantation Holdings, Makurapa Estates and Choiseul Plantations also stand to benefit from the higher produce prices.

These public firms have extensive cocoa, copra, rubber and cattle interests throughout the New Guinea mainland and the New Guinea Islands.

They all give excellent dividend yields and some will undoubtedly raise payouts if copra and cocoa prices stay high for the next few months.

Dylup Plantations with cocoa, copra and cattle holdings west of

Madang, pay 12½ per cent. on 50 cent shares currently selling for only 58 cents—resulting in a yield of about 10.8 per cent.

Plantations Holdings and Makurapu Estates shares are both valued at below par while the companies pay eight and 10 per cent. dividends. The two grow cocoa and copra.

Bali Plantations had a big profit fall in 1966-67, but directors are confident things will be much better in the current year. A 10 per cent. dividend is maintained and with the shares selling at 54 cents with an asset backing of 78 cents, they are still a good buy.

Choiseul Plantations, with its interests in the rich Bougainville area and the backing of Burns Philp, is New Guinea's biggest purely plantation firm whose shares can be bought on stock exchanges.

Profits for 1966-67 exceeded \$500,000 and will certainly go higher or the current year. This fact will mean an almost certain increase in the company's 16 per cent. dividend.

Japanese interest in Fiji bauxite

Nippon Light Metal Company, of Japan, is expected to ask the Fiji Government for permission to mine bauxite in Vanua Levu and set up a Fiji subsidiary with a capital of US\$30,000 by June, according to a report from Tokyo in December.

The Nippon Company has made a two-year survey of the bauxite deposits and has estimated there are six billion tons of exploitable trihydrate bauxite resources with 50 per cent. alumina content.

If given approval to go ahead, the company hoped to start shipments to Japan from Fiji in late 1970 at the rate of 200,000 to 300,000 tons a year, the report said.

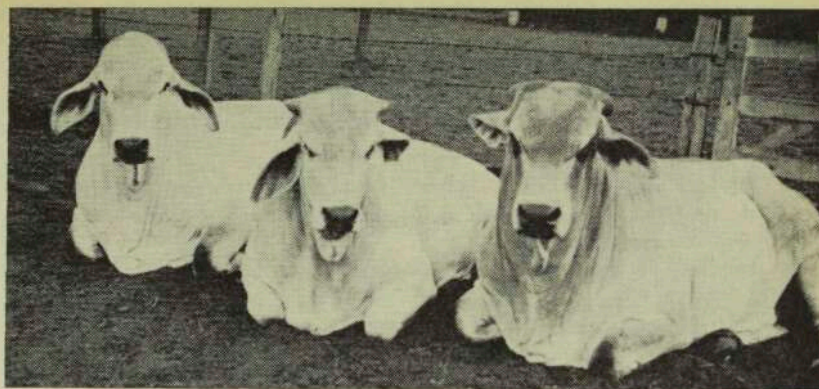
Fiji gold output falls

Emperor Gold Mining Co. NL, Fijian goldminer, reported in late January a sharp fall in gold production for the first three months of the current financial year.

Despite a significant increase in the amount of ore treated by the company, gold production fell nearly 12 per cent.

Directors said that 76,038 tons of ore was milled as against 71,800 tons in the same period of 1966-67, but gold recovered was down from 5,773 oz to 22,765 oz.

However, with new financial assistance from the Fiji Government, Emperor will be able to carry out increased exploratory and developmental work.



Big cattle project for NG Industries

Five seven-eighths Brahman bulls, bought in Queensland recently for \$3,900, will be imported into New Guinea soon as part of an ambitious cattle-breeding plan by New Guinea Industries Pty. Ltd., a Lae-based meat-supplier and sawmiller.

The company will also bring in 140 other breeding cattle in February to graze on Munum and Narakapor, its two former plantation properties less than 30 miles outside Lae.

With 500 Brahman-cross cattle already on Munum and Narakapor, New Guinea Industries hopes to have both properties fully stocked by 1970 with 1,500 breeders and another 3,000 head of cattle.

Businessman Giuseppe Zavattaro and several other businessmen formed New Guinea Industries in 1945 with a small trade store in Lae and the Rising Sun goldmine, on the Upper Watut, bought from Mick Leahy.

Soon afterwards, the store was closed to concentrate on the mine, which, in 1952, after much expense and trouble, proved unworkable.

In 1948 New Guinea Industries was given the franchise to transport all Vacuum Oil petroleum products in New Guinea.

Two ships were bought—the 370-ton *Erica* and the 1,000-ton *Viria*—and money was made plying fuel supplies at a time when bulk oil depots had not been installed.

Narakapor, a 500-acre mixed product plantation 18 miles from Lae, was bought from Joe Lorraine in the 1950's.

Timber from Narakapor supplied a small sawmill the firm set up in Lae and more timber was bought from other plantations in the Markham Valley.

In the mid-1950's the company's petrol-carrying business dropped off when bulk installations were installed

● Three of the Brahman cattle being imported into P-NG by New Guinea Industries.

at major NG towns. Soon afterwards, in 1958, one of the company's ships exploded in Wewak Harbour, and the business which had "paid the way" for the company for about 10 years lapsed.

Munum, a plantation seven miles from Narakapor, and bigger, had meanwhile been bought and about 1,600 acres of peanuts were planted.

Cattle on a small scale and some cocoa were added to both properties.

Then in 1960 the company was granted a timber lease of 6,000 acres 20 miles from Lae, on the road to Bulolo. Today this lease has grown to 24,000 acres.

When the government sawmill in Lae closed down in 1960, New Guinea Industries' mill capacity was increased to fill the gap and the timber business has flourished ever since.

The company's mill became the biggest in the territory for a short time in 1965 when it produced 30,000 super feet per day. Meanwhile, Lae became NG's biggest timber producer.

Profits were ploughed back into cattle and cash crops. However, over the last three years, peanut crops as elsewhere in the Markham, have been less profitable.

The company's present plans are to turn their two properties completely over to cattle in 1970. Guaranteed markets for beef are available in Port Moresby, the Highlands, Rabaul, Lae and Madang.

Other projects of the company include the completion of a \$400,000 office block in Second Street, Lae, due for completion early this year. Eighty per cent. of the office space has already been booked.

New Guinea Industries' headquarters will remain on 39 acres at Milford Haven, two miles from Lae.

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NG transport survey approved

The Governing Council of the United Nations Development Programme (UNDP) has approved a three-year transport survey in Papua-New Guinea.

The purpose of the survey is to draw up a transport development programme and to establish the organisational and technical basis for effective transport administration in the territory.

The survey is expected to cost a total of \$US596,600. The UNDP allocation is \$489,600; Australia will contribute the equivalent of \$707,000.

The survey will be carried out by the International Bank for Reconstruction and Development (World Bank).

NZ prices annoy Western Samoans

Hopes that devaluation by New Zealand would result in a lower cost of living in Western Samoa have not been realised, according to PIM's Samoa correspondent.

He says that the export prices of many New Zealand goods have risen sharply since devaluation that the Apia Chamber of Commerce decided in January to protest to the New Zealand Trade Commissioner about what they considered unreasonable profiteering.

Samoan businessmen were further annoyed by the fact that Samoa was being discriminated against in that New Zealand exporters were quoting lower prices to Fiji and elsewhere.

The manager of one of Apia's biggest stores said that New Zealand butter had gone up 24 per cent., meat and milk products between 10 and 15 per cent., and timber about 10 per cent.

He said New Zealand canned goods, biscuits and chocolate were now more competitive with Australian products but he expected that these, too, would soon rise in price.

As a result of the price rises, he and other Samoan businessmen were investigating sources of supply in Australia and Europe for goods previously bought from New Zealand.

Because margarine from England had risen 10 per cent. butter content was now very much cheaper than NZ butter, he predicted falling butter prices.

Samoa's Minister of Agriculture, Fili Time, was irate at an attempt

by the New Zealand suppliers of banana cases to increase their price by 20 per cent.

"Despite the poor service we are getting from New Zealand and the trouble over the price, we would prefer to get our cases from New Zealand because New Zealand buys all our bananas," he said. But he warned that if a settlement could not be reached, Samoa might once more switch to Portugal for cases as she did last year. The Portuguese cases proved to be of satisfactory quality and cheaper.

In all the trouble over rising prices, Samoa's Controller of Customs and chairman of the Price

Tribunal, Mr. V. Brebner, saw one consolation.

"Just think what would have happened if we had devalued too," he said. "We would have found it almost impossible to live."

Big timber project in Vanimo area

Government agricultural officers have begun negotiations with native owners to acquire 600,000 acres of native-owned land in the Vanimo area for the largest timber project in New Guinea.

Vanimo is on the northern coast

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9.570

of the New Guinea mainland, about 25 miles east of the New Guinea-West Irian border. Timber resources of the area are estimated at 4,500 million super feet.

The land is owned by about 4,500 natives, many of whom are semi-nomadic hunters. More than \$300,000 is expected to be paid for it.

Good access is available nearby at Vanimo Harbour, which is a sheltered, deep-water port.

Japan will be the main market for the Vanimo logs. New Guinea Goldfields began shipping timber from its 35,000-acre lease, west of the native-owned land near Vanimo, in September last year (*PIM*, Oct., 1967, p. 105).

A company spokesman told *PIM* in January that one million super feet of timber had so far been shipped to Japan and an experimental small shipment of logs had been sent to Australia. Another million super feet of timber was awaiting shipment to Japan, he said.

Copra prices may drop

A general decline in the price of copra could occur during the next few months, according to the chairman of the Papua-New Guinea Copra Marketing Board, Mr. Ian McDonald.

In a report issued in Port Moresby on January 23, Mr. McDonald said: "Prices for most edible oils and fats generally are expected to stabilise and, in some cases, particularly sunflower and ground nuts, to show a

firming tendency over the next few months.

"The soya bean market, as usual, will exert a big influence on edible oil prices, not only in the US but in world markets, particularly as the danger of devaluation of the US dollar is now regarded as having been removed, at least for the time being.

"Prices of sunflower and fish oil are at present so low that a reaction on the side of producers must be expected sooner or later, and with increasing production of ground nuts being expected, laurics will probably come under heavy pressure. Thus it would not be surprising to find a general price decline in copra during the next few months.

"However, at present copra prices are steady with a firming tendency, and have averaged £Stg.107 over the last few weeks. It is likely that this price level will continue at least for the remainder of this month."

Canton Island gear for Samoa

American Samoa is to receive about \$US350,000 worth of equipment such as tractors and road graders from the mid-Pacific American air base at Canton Island. This follows a recent decision by the US National Aeronautics and Space Administration to close down its base on Canton Island, a small atoll 750 miles north of American Samoa.

The US Federal Government decided to give the equipment to American Samoa and the US Navy has agreed to transport the equip-

ment free of charge. A Navy tug-boat and the inter-island vessel *YF-340*, with two barges, will make several trips from Pago Pago to Canton and all equipment is expected to have arrived in Pago Pago by February 17.

Canton Island, which was once well-known to trans-Pacific airline passengers, sprang into prominence in 1937 when it became a strategic stop-over for air services from the United States to Australia.

Ownership of the island was then claimed by both Britain and the United States, and when no agreement on this could be reached, both Canton and nearby Enderbury Island were placed under joint British and American control for communication and aviation purposes.

From then until the late 1950's trans-Pacific air passengers stopped at Canton overnight. During World War II, the island was occupied by thousands of US servicemen.

With the coming of big jet aircraft in the late 1950's and 1960's, the need to stop at Canton Island to refuel became superfluous, but the aviation facilities were maintained for emergencies until June, 1965, by the US Federal Aviation Agency.

When FAA withdrew, its facilities were taken over by a group of technicians who manned a small Gemini tracking station for the National Aeronautics and Space Administration.

Pilots have now been asked to delete all references to navigational aids on Canton from their aeronautical charts.



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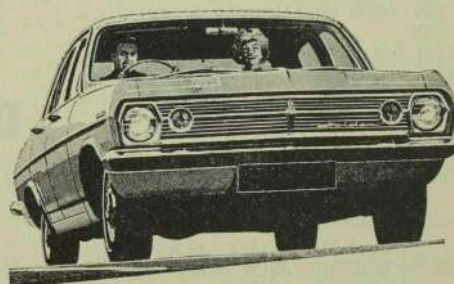
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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 9/7 Fiji; 98 Pacific francs New Caledonia and Tahiti; 7/3 sterling and \$1.12 USA.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with selling rate in Philippines with premiums for hot-air dried.

P-NG purchase prices for copra delivered main ports in February were hot-air dried, \$136 per ton; FMS \$133 per ton; smoke-dried, \$131 per ton.

FIJI:—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Aveuni. Prices in Suva to February 25 were: 1st grade, £F91/5/-; 2nd grade, £F86/5/-; CAS, £F76/10/-. A scale of reductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents—the local firms—and sells the copra on the open market with a portion to Abels & Co., NZ. Prices from December 21 were VS116.50 for grade one, \$WS111.50 for grade one sun dried, and \$WS103.50 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. January prices for growers were \$T153 first grade and \$T121 second grade.

SOLOMON IS. All production marketed through official BSI Copra Board, at

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australian dollar on Fiji pound, buyer \$235, seller 2.0576. Fiji-London, £F104.5 £Stg.100.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller 1 to \$WS Tala 1.2470.

NORFOLK IS. AND PAPUA-NEW GUINEA.—Australian currency used; no change payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna and Fr. Polynesia. French Bank, dney, on Jan. 24, quoted: Selling, umea and Papeete, 98 Pac. francs to Aust.; approx. 90 Pac. francs to US \$; umea 18 Pac. francs to 1 French franc conversion rate: 1 Pac. franc equals 55 French franc. Paris-London: Buy- 11.88 francs to £Stg.

prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Prices on Jan. 15 were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$106 per ton. BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at \$67.20 per ton for first grade.

NEW HEBRIDES:—Copra sold direct by planters to France and Venezuela. Official market. Price on Jan. 15 was \$100 (1,000 Pac. Francs). French price was 1,200 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 January, February and March, have been fixed, subject to freight adjustment, at \$NZ168.95 first grade, hot air dried; \$NZ166.87 first grade, sun dried, and \$NZ165.30 standard grade, all per ton packed f.o.b.

OTHER PRODUCE

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.

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Jan. 24 they were £Stg.297/10/- per ton, c.i.f., UK (Spot price).

On Dec. 25, Quote No. 1: In store Rabaul, export quality \$525 per ton, ex-wharf Sydney, \$570, and declining. Quote No. 2: Best quality, ex-wharf Sydney, \$556, in store NG ports \$533 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on Jan. 10, were: Grade 1, £Stg.295; grade 2, £Stg.265 per ton, f.o.b., Apia (Jan. to Mar. shipment).

COFFEE.—P-NG: Jan. 22, Quote No. 1, good quality A grade 38c to 40c per lb; B grade 37c to 38½c; C grade 35c to 36c; X grade 36c to 39c and native X grade 33.5c to 34c.

CROCODILE SKINS.—On Jan. 22 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—\$3.00 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) \$2.00 per in. B.S.I., Honiara: \$1.89 per in. Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—A Sydney buyer quoted: Jan. 24, No. 1, 1st grade, \$500, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney. Honiara: 16c lb.

PAPUAN GUM: New Guinea graded gum \$185 per ton, f.o.b., Samarai, ungraded gum \$174, f.o.b., NG.

PEANUTS.—P-N.G.: Sydney agents reported Jan. 24, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—A Sydney buyer, on Jan. 24, quoted these prices: Sound \$1,650 per ton, D grade \$1,180, E grade, \$650, EE \$470 (in store Sydney).

Solomons.—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, \$NZ700 (approx.), f.o.b., Rarotonga.

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

Stock Market

LAST SALES SYDNEY

	Dec. 20	Jan. 24
A. Lemon .50	.75	.70
ANG Hold. 1.00	.95	.93
Bali Plantations .50	.56	.54
Burns Philp 1.00	3.65	3.45
Burns Philp (SS) 2.05	3.60	3.25
Camelec .50	.50	.57
Carpenter .50	1.97	1.95
Choiseul Pntn. 1.00	2.70	2.80
C.S.R. 1.00	4.59	4.68
Dylup Pntn. .50	.60	.58
Fiji Industries 1.02	2.33	2.30
Hackshalls .50	1.65	1.68
Kerema Rubber .50	.20	.20
Koitaki Rubber .50	.60	.70
Lolorua Rubber .50	.36	.35
Makurapu Pntn. .50	.50	.49
Maribol Rubber .50	.30	.26
Plantation Hdgs. .50	.40	.36
Queensland Ins. 1.00	5.25	5.55
Rubberlands .50	.25	.25
Soger Rubber .50	.59	.55
Sth. Pac. Ins. .50	2.00	1.98
Steamships Tdg. .50	.60	.56
Watkins Cons. .50	.72	.71

OIL AND MINING SHARES

C.R.A. .50	11.30	11.95
Emperor .10	.75	.82
NG Gold Ltd. .35	.64	.60
Oil Search .50	.42	.60
Pacific I. Mines .25	.40	.45
Papuan Apin. .50	.44	.43
Placer Dev.	30.30	30.50

* No par value

Sydney stock exchange share price index for ordinaries on Jan. 24 was 462.71. On Dec. 20 it was 440.67.

Islands: Polished white (56 lb bags) or dried brown rice (112 lb bags), \$150 per ton, f.o.w.

RUBBER.—P-NG price is based on Singapore rates, which on Jan. 25 were: Prompt nominal shipment 44½ Malayan cents per lb; February, M46 cents per lb; and March, M46½ cents per lb (all about 14 Aust. cents per lb).

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

TROCHUS.—A Sydney buyer indicated the following quotations to Islands producers: Jan. 24 — Papua — \$175-\$185 per ton; N.G., B.S.I.—\$150-\$160 per ton, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 90c a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Jan. 25 were: white and yellow label processed, standard packs, \$5.80, green label, \$5.75, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, Jan. 15, Philippines, in bulk, \$US265 per long ton, c.i.f. UK/Nth. European ports. US Pacific Coast, Philippines, \$US230 per short ton.

COCONUT OIL: LONDON, Jan. 15, Ceylon, 1% in bulk, £Stg.164 per ton, c.i.f. UK/Nth. European ports.

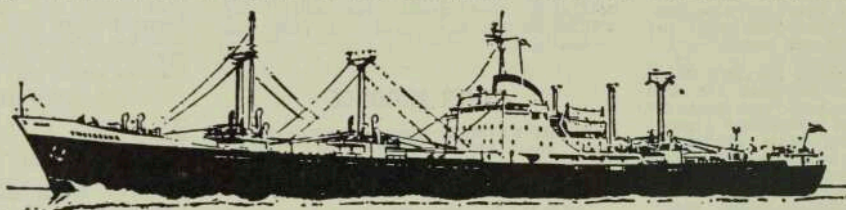
RUBBER: LONDON, Jan. 25, Spot 16½d Stg. lb; Feb. 16d Stg. lb; Apr. 16½d Stg. lb.

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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

AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of London, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks for Lautoka and Suva en route to West Coast, USA, and Canada. Details from Trans-Austral Shipping Co. Pty. Ltd., 275 George Street, Sydney (2-2551).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Sukarnapura, Brisbane, Sydney and Melbourne with three 12,000-ton freighters. Details from John Manners and Co. Pty. Ltd., general agents, 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return. Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the climate from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Wanga (NZ) for timber. Details from Union Steam Ship Co. of Australia, 247 George St., Sydney (2-0528).

SYDNEY - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton, returning via South Africa. Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC (with transshipments to Suva 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 - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Tahiti (Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, with occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Australia Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI - 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 Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports.

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Samarai, Tonolei, Rabaul, Madang, Lae, Port Moresby, Sydney, Melbourne.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Lae, Madang, Lombrum, Lorengau, Rabaul, Bougainville ports and return.

Moresby maintains a service from Sydney direct to Lae, thence Madang, Rabaul and return direct to Sydney.

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 vessel Papuan Chief leaves Sydney every two and a half weeks for Brisbane and Port Moresby. Alternate trips include a call at Samarai.

Details from Swire and Yull Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Slettfjord, Saidor, Sarang and Sletholm leave Sydney approx. weekly for PNG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, 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).

Australia-West Pacific Line vessels maintain a passenger/cargo service from Adelaide, Melbourne, Sydney, Brisbane to Lae thence Taiwan, Hong Kong and Manila, with return to Australia occasionally via Island ports.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Woosung, Wenchow and Wanliu call monthly at Rabaul, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleight Ltd., 115 York Street, Sydney (2-0253).

EUROPE - NEW GUINEA - WEST IRIAN - BSIP - GEIC

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd normally operate a service every six weeks from Europe and London via South Africa to Pt. Moresby, Honiara or Tarawa (alt. voyage), Rabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, 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 or Australia 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 South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transhipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

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 NZ and the Far East.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ

Royal InterOcean Lines operate a Straat Torres, Straat Madura and Hoetmon from Hong Kong, Bangkok (opt.), Pt. Swettenham and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation vessels Kweilin and Ninghai maintain a regular monthly passenger/cargo service from Japan to Lae and Pt. Moresby, thence Tasmania, Melbourne and Fremantle.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation vessels Chefoo, Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

Daiwa Navigation 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 monthly trips from Auckland to Rarotonga, with calls at Niue and other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - 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 USS of NZ, Quay and Commerce Sts., Auckland (40-430).

NZ - NEW CALEDONIA - NORFOLK ISLAND

Holm and Co. Ltd., vessel Holmburn provides a two-monthly service from NZ to Noumea and Norfolk Island and return.

Details from Holm Shipping Co., Customs Street East, Auckland (49930).

NZ - TAHITI - COOK ISLANDS

Holm and Company's passenger-cargo vessel Magga Dan maintains a two-monthly service from Auckland, NZ, to Papeete and Rarotonga, with calls at Lautoka, Suva, Apia and Nukualofa when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NEW ZEALAND - TAHITI - UK

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) to Papeete and Pago Pago and return the same way.

Details from Marine Chartering (Aust.) Pty. Ltd., Box 1631, GPO, Sydney (27-8505).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakali operates a seven-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara occasionally extending to Tarawa, GEIC or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates passenger service regularly from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 11 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Pago Pago and Honolulu.

Details from Matson Lines, 50 York St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Nuafoou, Pago Pago and Honolulu to San Francisco. Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on S Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Lautoka, Vila and return.

Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

Tues., Thurs., Sat.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900, arr. Honolulu 0745, dep. 0900, arr. San Francisco 1545.

Tues., Thurs., Sat.: Dep. San Francisco 1745, arr. Honolulu 2055, dep. 2230, arr. Bris. 0400, dep. 0450, arr. Syd. 0605.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Tues., Fri., Sat., Sun.: Dep. Syd. 0945, arr. Nadi 1535, dep. 1620, arr. Honolulu 0025, dep. 0145, arr. San Francisco 0830 (to Vancouver alt. Sun.).

Mon., Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1100, arr. San Francisco 1745.

Mon., Wed., Fri., Sun.: Dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0710.

Mon., Tues., Fri., Sat.: Dep. San Francisco 1100, arr. Honolulu 1410, dep. 1500, arr. Nadi 1915, dep. 2000, arr. Syd. 2210 (from Vancouver alt. Mon.).

PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135 Wed., Fri., Mon. (cross Dateline) arr. Honolulu arr. San Francisco 1745.

Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359 (cross Dateline) arr. Nadi Thurs., Sat., Mon. 0415, dep. 0500, arr. Sydney 0710.

SYDNEY - FIJI - TAHITI - MEXICO

QANTAS (with 707's)

Wed.: Dep. Syd. 2000, arr. Nadi 0150 Thurs., dep. 0240, arr. Papeete 0855 Wed., dep. 2230, arr. Acapulco 1020 Thurs., dep. 1120, arr. Mexico City 1210 (to London).

Sat.: Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0740 Mon., dep. 0825, arr. Syd. 1035.

SYDNEY - HAWAII (via N. CAL., FIJI, NZ OR AM. SAMOA) - USA

PANAM (with 707's)

Tues., Wed., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Wed., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1655.

Mon.: Dep. Syd. 1600 for Noumea (arr. 1930, dep. 2030), Pago Pago (arr. 0145, dep. 0235), Honolulu (arr. Mon. 0840,



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "TOKAI MARU" V-5

Dep. JAPAN March 31.

LABASA April 19-20.

GUAM April 5.

LAUTOKA April 21-22.

APIA April 15.

NOUMEA April 24-26.

PAGO PAGO April 15-16.

VILA May 5.

SUVA April 18-19.

SANTO May 6-7.

Heavy lift available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Samoa Maru", V-6

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.

dep. 1000), Los Angeles, arr. 1655.
 Thurs.: Dep. Sydney 1600 for Auckland (arr. 2045, dep. 2145) for Honolulu, arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1655.
 Sat.: Dep. Syd. 1600 for Auckland (arr. 2045, dep. 2140), Pago Pago (arr. 0205, dep. 0245), Honolulu (arr. Sat. 0850, dep. 1000), Los Angeles, arr. 1655.
 Sun., Mon., Wed., Fri.: Dep. Los Angeles 2030 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0515, dep. 1615, and Sydney, arr. 0825.
 Sat.: Dep. Los Angeles 2030 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, Noumea, arr. Mon. 0755, dep. 0845, Sydney, arr. Mon. 1035.
 Tues.: Dep. Los Angeles 2030 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0825 for Sydney, arr. 0930.
 Thurs.: Dep. Los Angeles 2030 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0845, dep. 0930 for Sydney, arr. 1035.

SYDNEY - NEW CALEDONIA - FIJI - TAHITI - USA

UTA-French Airlines (with DC8's)
 Wed.: Dep. Syd. 0940, arr. Noumea 1320, dep. 1435, arr. Nadi 1720, dep. 1805 (cross Dateline), arr. Papeete 0020 Wed., dep. 1000, arr. Los Angeles 1955.
 Fri.: Dep. Los Angeles 2345, arr. Papeete 0610, dep. Sun. 0800 (cross Dateline), arr. Nadi Mon. 1035, dep. 1120, arr. Noumea 1215.
 Fri.: Dep. Noumea 1435, arr. Nadi 1720, dep. 1805, arr. Papeete 0020 Fri., dep. 1000, arr. Los Angeles 1955.
 Wed.: Dep. Los Angeles 2345, arr. Papeete 0610 Thurs., dep. 0800 Fri. (cross Dateline), arr. Nadi 1035 Sat., dep. 1120, arr. Noumea 1215, dep. 1330, arr. Syd. 1525.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)
 Alt. Sun. (Jan. 7, 21): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline), arr. Honolulu 0850 Sun., dep. 1010, arr. Vancouver 1735 Sun.
 Alt. Fri.: Dep. Vancouver 1800, arr. Hono-

lulu 2145, dep. 2245 (cross Dateline), arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.
 Alt. Sun. (Feb. 11, 25): the DC8's will end and start at Auckland, leaving at 2105 and arriving at 0640.
 NOTE: CPA operate a weekly Toronto-Honolulu run (Fri., Sun.) and a Vancouver-Honolulu run nine times per week.

SYDNEY - NZ - HAWAII OR TAHITI - USA

AIR-NZ (with DC8's)
 Wed., Fri.: Dep. Syd. 1500, arr. Auckland 1945, dep. 2100, arr. Honolulu 0720, dep. 0830, arr. Los Angeles 1525.
 Sun.: Dep. Syd. 1815, arr. Auckland 2300, dep. 2359, arr. Papeete 0655, dep. 0800, arr. Los Angeles 1750.
 Wed., Sun.: Dep. Los Angeles 2000, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.
 Fri.: Dep. Los Angeles 2000, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.

NZ - AM. SAMOA, TAHITI or HAWAII - USA

PANAM (with 707's)
 Mon.: Dep. Auckland 2355, arr. Papeete 0640 Mon., dep. 0750, arr. Los Angeles 1735.
 Thurs.: Dep. Auckland 2145, arr. Honolulu 0815 Thurs., dep. 1000, arr. Los Angeles 1655 (then direct NY).
 Sat.: Dep. Los Angeles 2359, arr. Papeete 0615 Sun., dep. 0700, arr. Auckland 1015.
 Sat.: Dep. Auckland 2140, arr. Pago Pago 0205, dep. 0245, arr. Honolulu 0850, dep. 1000, arr. Los Angeles 1655 (then direct NY).

AUSTRALIA-FAR EAST

SYDNEY - P-NG - PHILIPPINES - HONG KONG

QANTAS (with 707's)
 Thurs.: Dep. Sydney 0900, arr. Pt. Moresby 1235, dep. 1335, arr. Manila 1625, dep. 1710, arr. Hong Kong 1855.

Fri.: Dep. Hong Kong 2100, arr. Manila 2240, dep. 2325, arr. Pt. Moresby 0620 Sat., dep. 0725, arr. Sydney 1055.

SYDNEY - GUAM - TOKYO

PANAM (with 707's)
 Tues.: Dep. Sydney 2030, arr. Guam 0420, dep. 0500, arr. Tokyo 0620.
 Tues.: Dep. Tokyo 2155, arr. Guam 0310, dep. 0400, arr. Sydney 0925.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND
 QANTAS/AIR-NZ (with 707's and DC8's)
 Three times weekly, both ways.

BRISBANE - WELLINGTON
 AIR-NZ (with Electras)
 One service weekly, both ways.

MELBOURNE - AUCKLAND
 QANTAS/AIR-NZ (with Electras)
 Four times weekly, both ways.

MELBOURNE - CHRISTCHURCH
 QANTAS/AIR-NZ (with Electras)
 Five times weekly, both ways.

MELBOURNE - WELLINGTON
 QANTAS/AIR-NZ (with Electras)
 Three times weekly, both ways.

SYDNEY - AUCKLAND
 QANTAS/AIR-NZ (with 707's and DC8's)
 Daily both ways.

BOAC (with 707's)
 Twice weekly, both ways.
 PAN AMERICAN (with 707's)
 Two services weekly, both ways.

SYDNEY - CHRISTCHURCH
 QANTAS/AIR-NZ (with DC8's and 707's)
 Daily both ways.

SYDNEY - WELLINGTON
 QANTAS/AIR-NZ (with Electras)
 Daily both ways.

AUSTRALIA-PACIFIC ISLAND

SYDNEY - FIJI
 AIR-INDIA (with 707's)
 Tues.: Dep. Sydney 1045, arr. Nadi 1640
 Wed.: Dep. Nadi 0800, arr. Sydney 1010

SYDNEY - LORD HOWE IS.
 AIRLINES OF N.S.W. (with Flying-boat)
 About twice weekly from Rose Bay. Time of departure depends on high tide the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA
 QANTAS/UTA (with 707's)
 Mon., Fri.: Dep. Sydney 1100 for Noumea, arr. 1430, dep. 1545 for Sydney, arr. 1735.
 Tues., Sun.: Dep. Noumea 0930, arr. Sydney 1150, dep. 1310, arr. Noumea 1720.
 Wed.: Dep. Syd. 0950, arr. Noumea 1320
 Fri.: Dep. Noumea 1545, arr. Syd. 1735.

SYDNEY - N. CALEDONIA - FIJI - N
 UTA AIRLINES (with Caravelle)
 Tues., Sun.: Dep. Noumea 0930 for Sydney, arr. 1150, dep. 1310 for Noumea, arr. 1720.
 Sat.: Dep. Noumea 0930 for Auckland, arr. 1320, dep. 1500 for Noumea, arr. 1705.

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 Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.
 NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.
 SUVA—Burns Philp (South Sea) Company, Ltd.

LAÉ/RABAUL—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Français de Nouvelles Hebrides.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sun.).

Tues., Sun.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Syd. 1035, thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Mon., Wed., Fri., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI Mon., Wed., Sat. only (See "NZ-Pacific Islands").

Tues., Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

Mon.: Dep. NI 1600, arr. Syd. 2000.

AUSTRALIA - P-NG

Trans Australian Airlines and Ansett-ANA each operate from Sydney or Melbourne to Pt. Moresby and return five times a week, with Boeing 727's.

NORTHBOUND

Ansett-ANA: Mon.: Dep. Melb. 0700, arr. Syd. 0805, dep. 0835, arr. Bris. 0945, dep. 1035, arr. Pt. Moresby 1325.

Wed.: Dep. Syd. 0630, arr. Bris. 0740, dep. 0820, arr. Pt. Moresby 1110.

Fri.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.

Sat.: Dep. Melb. 0715, arr. Syd. 0820, dep. 0910, arr. Pt. Moresby 1250.

Mon.: Dep. Syd. 0700, arr. Pt. Moresby 1040.

AA: Tues., Thurs., Sat., Sun.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140.

Fri.: Dep. Melb. 0700, arr. Syd. 0825, dep. Syd. 0910, arr. Pt. Moresby 1250.

SOUTHBOUND

Ansett-ANA: Mon.: Dep. Pt. Moresby 1415, arr. Bris. 1655, dep. 1800, arr. Syd. 1910, dep. 2000, arr. Melb. 2110.

Wed.: Dep. Pt. Moresby 1200, arr. Bris. 1440, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

Fri.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1615, arr. Syd. 1725, dep. 1800, arr. Melb. 1910.

Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710, dep. 1800, arr. Melb. 1915.

Sun.: Dep. Pt. Moresby 1130, arr. Bris. 1410, dep. Bris. 1515, arr. Syd. 1625, dep. Syd. 1800, arr. Melb. 1910.

AA: Tues., Thurs., Sat.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

Fri.: Dep. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.

Mon.: Dep. Pt. Moresby 1240, arr. Syd. 1605, dep. 1800, arr. Melb. 1910.

TAA and ANA each operate a weekly C4 from Sydney to P-NG with cargo only. These are:

ANA: Thurs., Dep. Syd. 1930, arr. Bris. 2205, dep. 2320, arr. Pt. Moresby 0610 Fri.

Sat.: Dep. Pt. Moresby 0800, arr. Bris. 1440, dep. 1735, arr. Syd. 2015.

AA: Sat., Dep. Syd. 2000, arr. Bris. 2245, dep. 2310, arr. Pt. Moresby 1610 Sun., dep. 0735, arr. Lae 0900.

Mon.: Dep. Lae 0630, arr. Pt. Moresby 0755, dep. 0845, arr. Bris. 1545, dep. 2015, arr. Syd. 2305, dep. 0005, arr. Melb. 0250 Tues.

QUEENSLAND - PAPUA

TAA (with Friendships)

Mon.: Dep. Townsville 1230, arr. Cairns 1325, dep. 1430, arr. Pt. Moresby 1650.

Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Viscounts)

Thurs.: Dep. Cairns 1615, arr. Pt. Moresby 1815.

Fri.: Dep. Pt. Moresby 0825, arr. Cairns 1025.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

PANAM (with 707's)

Fri.: Dep. Pago Pago 0610, arr. Auckland Sat. 0845.

Sat.: Dep. Auckland 2140, arr. Pago Pago Sat. 0205.

● PIM's shipping and airways timetables are correct to time of publication.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Daily (except Tues., Fri.): DC8 dep. Auckland 2130, arr. Nadi 0020.

Sat.: DC8 dep. Auckland 0100, arr. Nadi 0350.

Daily: DC8 dep. Nadi 0505, arr. Auckland 0755.

NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

UNION STEAMSHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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

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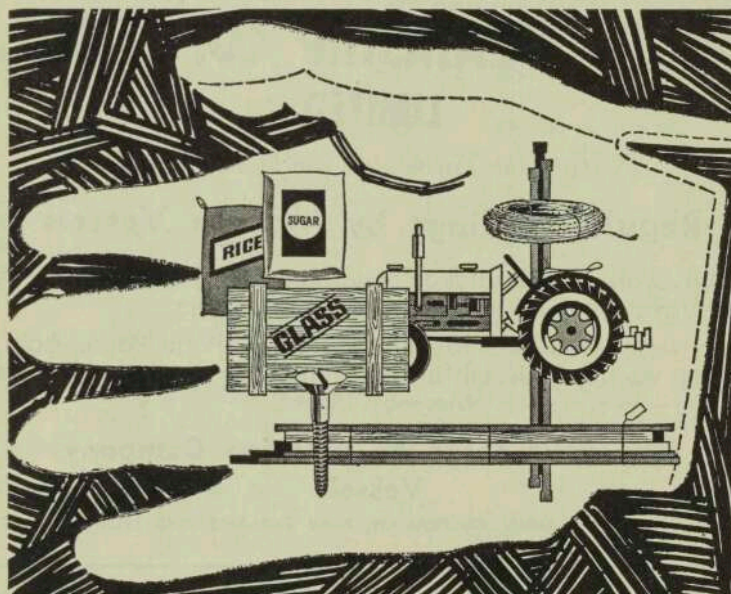
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P-NG - SOLOMONS

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The Fokker calls at Yandina on alternate Tuesdays (Feb. 6, 20), and Wednesdays (Feb. 7, 21).

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 Dep. Papeete 1000, arr. Los Angeles 1955, dep. Fri. 2345, arr. Papeete 0610.
 Dep. Papeete 0810, arr. Honolulu 1340, dep. 1505, arr. Los Angeles 2200.

By PANAM (with 707's)
 Dep. Los Angeles 1300, dep. Honolulu 1730, arr. Papeete 2255.
 Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1555 Fri.
 Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
 Dep. Papeete 0750, arr. Los Angeles Mon. 1735, arr. San Francisco Mon. 1950.

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 Dep. Apia 0445, 0545, arr. Pago 0525, 0625, dep. 0630, 0730, arr. Apia 0710, 0810.

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POLYNESIAN AIRLINES (with DC3)
 Dep. Apia 0830, arr. Tonga Mon. 1130.
 Dep. Tonga 1215, arr. Apia Sun. 1515.

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POLYNESIAN AIRLINES (with DC4)
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 Dep. Apia 0645 (cross dateline), arr. Wallis Is. 0725 Sat., dep. 0745, arr. Nadi 1045, dep. 1145 (cross dateline), arr. Apia 1700 Fri.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and HS748 operates regular services to Nadi, Suva and Savusavu. Details from Fiji Airways, Victoria Trade, Suva.

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-boat, operates regular services to Bora Bora, Huahine, Papeete, Raiatea and Mangiroa. Details from RAI, Qual Bir Hakeim, Papeete, or any UTA office.

TERRITORIES CHIEF AWARDED C.B.E. IN HONOURS LIST

Mr. George Warwick Smith, Secretary of the Australian Territories Department since 1964, received the order of Commander of the British Empire in this year's New Year Honours List.

Mr. Smith, who is 51, received the highest award given to people living in or connected with the South Pacific Islands.

The complete list is:

CBE

George Henry Warwick Smith, Secretary of Australian Department of Territories, Canberra.

OBE

Ray Herbert Hastings Nobbs, District Coroner, Norfolk Island.

Herbert Hughson Stubbs, Port Moresby, for charity and community services.

Dr. K. H. Gilchrist, principal of Fiji School of Medicine, Suva.

MBE (Civil)

William Thomas Brown, Kieta, Bougainville, District Officer, Department of District Administration.

Arthur Kenneth Jones, for services in the manufacture of prosthetic equipment in P-NG.

GUAM - US TRUST TERRITORY

Pan American Airways, under contract, with SA16's and DC4's, operates regular services to Guam, Koror, Kwajalein, Majuro, Pagan, Ponape, Rota, Saipan, Truk and Yap.

Details from any Pan-Am office.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, Twin Otters and Aztecs, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Ansett-MAL, with Fokker Friendships, DC3's and Plaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Mr. R. W. Balfour, Town Clerk of Suva.

Ratu Jone Kikau, retiring Roko Tui Tailevu.

Liwa Kolau, Madang, president of Ambenon Council.

Mrs. Dorothy Smith, missionary sister-in-charge, Churches of Christ Mission clinic, Ranmawat, South Pentecost, New Hebrides.

Michael Rapasia, recently president of the Guadalcanal Council and recently member of the Executive Council and Legislative Council, British Solomon Islands Protectorate.

Dr. Gideon Zoloveke, Senior Health Education Officer, British Solomon Islands Protectorate.

BEM (Civil)

Mrs. Mary Kekedo, senior assistant at Kokoda Primary "T" School, P-NG.

Cyril Joseph Small, works supervisor, P-NG.

BEM (Mil)

Chief Petty Officer Alisi Kamounabi, R.A.N., of Manus, P-NG.

Private (Temp. W02) Manli Rosi, R. Aust. Inf., Kokopo, New Britain.

Queen's Police Medal for Distinguished Service

Patrick Robert Larkin, Port Moresby, Deputy Commissioner of Police, P-NG.

Colonial Police Medal for Meritorious Service

Mr. G. Hindhaugh, Assistant Superintendent of Police, in charge of Central Police District, British Solomon Islands Protectorate.

Papuan Airlines Pty. Ltd., with DC3's and Plaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Wotape.

NEW CALEDONIA

Air Caledonie, with Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Thio, Tiga and Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Aneityum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tonga and Vila.

Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Megapode Airways, with Apache and Dove aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Munda, Sege and Yandina.

Details from Megapode Airways, PO Box 103, Honiara, BSIP.

Nauru hammers out a constitution

(Continued from p. 31)

items in a constitution may be thus described) the professor was called upon to elucidate and amplify the provisions, and on many occasions to answer questions put by members who wanted to gain a clearer grasp of the issues or to have explained the legal implications of a word or phrase.

The professor sat for this purpose at a small table on the rostrum at the chairman's right hand, and was joined a little after proceedings had begun by Miss R. Armstrong, a constitutional law draughtsman from the Australian Attorney-General's Department, who also sat in at the invitation of the convention.

Except for the secretary, Mr. I. Bowditch, who was also the Nauru Administration's legal officer, the remainder of persons involved in the convention were Nauruans. The members came from a wide variety of trades and professions. Looking around the cramped Legislative Council chamber one could see doctors, a dentist, an engineer, a minister of religion, radiographer, various people in technical and clerical administrative posts—but all were men.

Capital punishment

Early in the proceedings, under provisions for the protection of the individual's right to live, keen discussion took place on the subject of capital punishment. There is, as one member stated, a strong aversion to capital punishment among Nauruans, so even if it is not banned by the constitution, it seems unlikely that a Nauruan Legislative Assembly of the future will give it a place on the statute book. One member pointed the moral of the French king who used the guillotine as an instrument of policy, and suffered its use upon himself.

At another point a member somewhat pedantically said that the phrase "citizen of Nauru" sounded wrong to him, and that it ought to read "Nauruan citizen". Another member said that he couldn't see the point of the distinction. Mr. Lagumot Harris, who contributed considerably to much more weighty points at other times, rose to clarify, saying that nobody used the term "house of the dog" but the term "dog house" was quite well known.

One of the undercurrents of Nauruan life came close to the

surface when, under the article guaranteeing freedom of religion, a member sought to have provision inserted for state support for denominational schools.

There is already a measure of such support given in Nauru, but the proposal was to make an increase mandatory upon certain approval being given by the Government. After keen debate the amendment was narrowly defeated—15 to 12, in a house of 36. Several members abstained from the vote.

Tonga looks to a rosier future

(Continued from p. 27)

where technical wings had been built, equipped and staffed with Australian help.

Aid was timely

The timing of this aid came at the half-way mark of the kingdom's five-year development programme, when Tonga's financial resources were stretched to capacity, and Australia's gesture in accelerating agricultural and trade training in Tonga has brought much goodwill.

The kingdom meanwhile continues to absorb the American Peace Corps aid which arrived in 1967. The Corps is settling down to the various projects. The first 39 volunteers included nurses, sanitation workers, a fish farming biologist, an architect, a journalist (who has already given the local weekly government paper a facelift) and executives to help with public relations and tourism. In January a further 90 volunteers, mostly teachers, arrived.

Working alongside the Americans is a smaller, compact team of young New Zealanders from the NZ Volunteer Service Abroad Scheme. They have been here much longer, and 10 of them in nursing and teaching professions have impressed with their quiet, efficient dedication. Very soon their first big team effort in forestry and cattle farming will transform life on the volcanic island of Eua.

The South Pacific Commission also gave a big hand to Tonga during 1967. There was a comprehensive seminar on health education, aimed at teaching primary school children the basic rules of hygiene, and a training school in animal husbandry,

Finance was a subject which aroused the hackles of some members. Per capita, there is plenty of it in Nauru, but nevertheless there was criticism of the proposed expenditure on salaries for the six new secretaries of the Government departments, all to be newly-imported expatriates, it is understood.

Even more were heard the rumblings of owners of phosphate lands, who did not say, but whose contributions to the debate on funds derived from phosphate sales implied that they thought that they could make better use of the money than the government. But then, what taxpayer anywhere has ever thought differently?

with special emphasis on pig and poultry raising, in which the East-West Center and the Tongan Government were additional sponsors. Tonga has been years behind other islands in animal breeding and management techniques.

There was also a seminar on mother and child care and family planning—important, because family planning is an urgent problem in Tonga. There are now more people than land available for their agricultural needs.

Britain's help

Britain, of course, is doing as much as she ever was in Tonga. Recently Nukualofa was visited by Sir Arthur Galsworthy, an envoy of the Commonwealth Office, who had further talks about the Treaty of Friendship between Britain and Tonga. The Treaty, signed in 1958, is currently being revised, and the changes are expected to be ratified soon. Sir Arthur, who, two-and-a-half years ago, put in motion the integrated five-year development plan, was impressed with the real progress made since his last visit—on the new wharf, the coconut replanting scheme, the new hospital and police training school, the airport terminal building, and the scheme for expanded power and telephone services.

Britain has provided a number of the experienced advisers in the fields of finance, economics, agriculture, civil aviation and law revision—and thus also greatly helped in making much of Tonga's concurrent progress possible.

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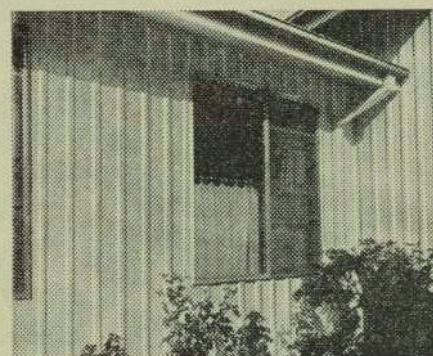
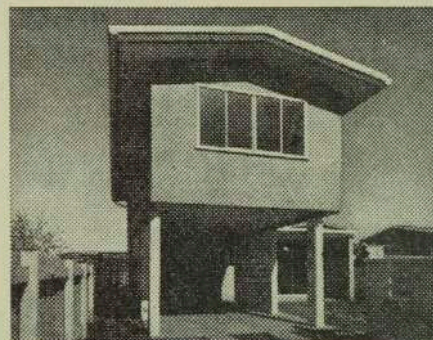
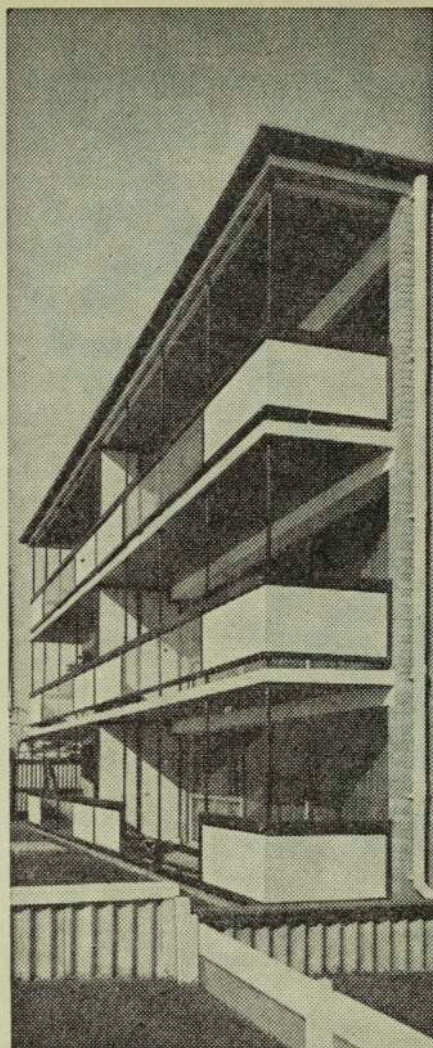
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PACIFIC ISLANDS MONTHLY — FEBRUARY, 1968

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THE PRACTICAL PLANTER



FENCES PLAY A MAJOR PART IN STOCK PLANNING

Fences for agricultural purposes are one of the most fundamental of all farm structures but are essential for containing stock on the property and, what may be a more important aspect, the efficient subdivision of the property.

MOST AGRICULTURISTS are familiar with the various types of fences available, their construction and erection, but one feature of fencing which outweighs the possible advantages of one type of fence over another is the layout or planning of fencing schemes.

Far too often fences are erected simply because a smaller subdivision is required for some specific purpose without taking into account the effect on the overall layout of the property.

On badly planned properties, fences tend to follow an erratic pattern of progressively cleared of timber, are laid out according to a metric pattern which may look good on paper but disregards the problems initiated by bad placement. The present limits of cultivation also determine the positioning of fences in many cases but any expansion cropping will necessitate another fence line.

A well-erected fence can have a useful life of 40 years but if it has been badly placed, 40 years of inconvenience will ensue. Soil erosion can be caused directly by the incorrect placement of fences or it may interfere with erosion control in the same disastrous effect.

Fences are by no means a cheap

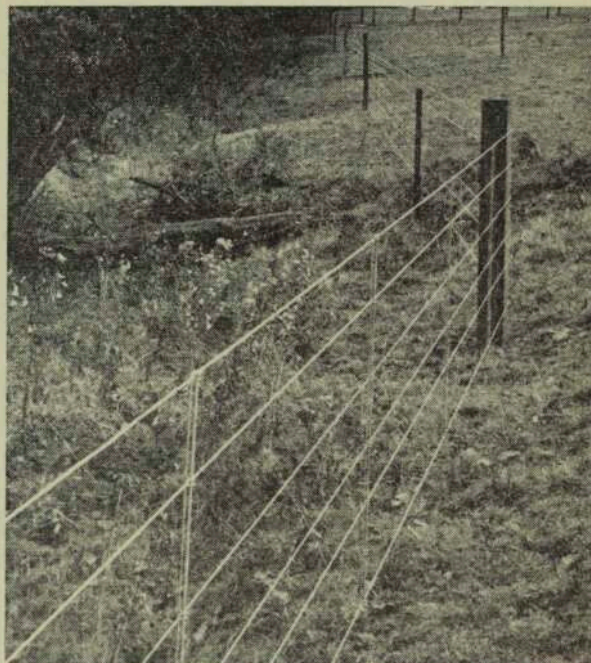
investment on a property, but this capital outlay can be wasted entirely if the positioning of fences damages the structure of the property and lowers its initial value. Fences should be an improvement and increase a property's value.

Because fences form a more or less permanent feature of a property, their placement should be thoroughly planned with particular attention being paid to the erosion aspect. A few important points to be considered when planning a fence layout are outlined in this article. If fences on your property need replacing or if you have not yet fenced, these points should serve as a basis for your plan.

Fencing purpose

The basic reason for fences is adequate stock management which entails access to both feed and water as well as stock movement from paddock to paddock or to yards with a minimum of trouble. This basic relationship between fences and stock should be adhered to in any planning scheme.

Erosion is the next important aspect of a fencing plan. Fences



A new type of complete steel fence marketed in England may soon prove of interest to planters in the South Seas.

can cause erosion by determining the artificial limits of cultivation, access tracks, firebreak positions and some stock pad positions.

These four factors tend to concentrate the natural water flow and give rise to serious erosion of the soil if the fences are badly placed. Correct placement along with some secondary measures overcome this problem.

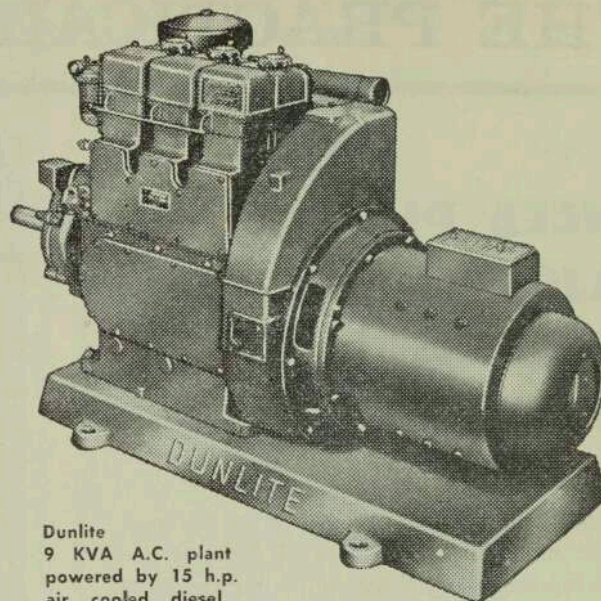
Cultivation

When fences are sited without due thought for water disposal areas, interference with erosion control occurs and, in our present state of knowledge, contour working with or without banks is generally necessary to control erosion on cultivated land.

Therefore, a fence positioned acutely across the contour becomes a real problem every time the area is cultivated. To make matters worse, such a fence prevents contour banks being discharged into a natural depression.

In this latter respect, either the

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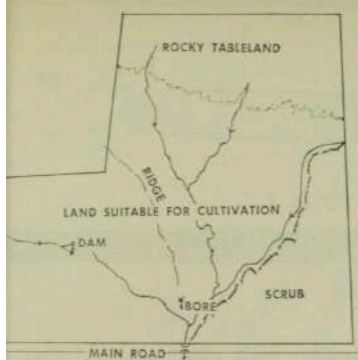


Diagram 1.

Natural features usually divide even a regular shaped block into a number of irregular areas, requiring different management.

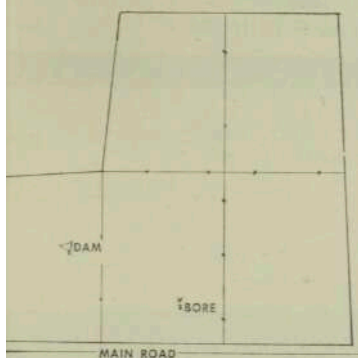


Diagram 2.

A regular shaped block of land and the type of subdivision often used.

Access has to be opened up or an artificial waterway has to be built. Either alternative is attractive.

Fences and associated gates determine the access tracks around a property. Badly located tracks can waste time, cause bogging and erosion in wet weather and are extremely difficult to maintain in good order.

Firebreaks

It is normally necessary to have firebreaks follow the fences, but the extra ground required for a firebreak rises to high run-off during rain. Severe gullying will result with consequent damage to the fence if provision is not made for this run-off to be discharged at frequent intervals.

The position is aggravated where a fence is placed acutely across shallow depressions. In these cases, a firebreak usually acts as a seepage drain and takes the full water flow with the result that the firebreak is scoured out and the fence undermined.

Pronounced stock pads caused by stock consistently walking along fences, suffer the same effects as the firebreaks with the scouring out and subsequent undermining of the fence.

However, the previous inference that a fence must be placed on the contour to be correctly positioned is not always the case. Contour fences are harder to build and maintain than straight fences and are therefore recommended last of all.

Fences on the contour have a place only in subdividing cultivation, where paddocks cannot be made small enough by other fence positions.

Planning points

Taking an example of the property layout pictured in diagram 1, the division on the surface appears to be quite straight-forward and rather geometric, as shown by diagram 2.

However, if a closer look is taken at the plan of the property showing the natural features which cannot be changed, the property is already subdivided into distinct natural areas requiring differing treatments.

There are timbered areas requiring timber treatment, clear areas suitable for agriculture, rocky areas necessitating light stocking and water points fitted into the scheme so that there are no dry paddocks.

By superimposing the original geometric fencing layout on these natural irregular areas, a mess of awkwardly shaped and small pieces of land is produced with fences crossing and re-crossing water courses as shown in diagram 3.

The correct and most efficient method of subdivision on this particular property is shown in diagram 4 utilising the natural layout of the land.

Fencing programmes are necessarily long-term so a drawn plan is required to ensure that each part of the programme lends itself to the overall scheme. This is especially so where there are existing fences, as the new additions will have to combine with the old to give reasonable control of the property.

Fence erection is expensive, but if a fence is really badly placed, it is sound business to replace it rather than be inconvenienced for perhaps 10 to 20 years.

As illustrated in the example of property subdivision, it becomes obvious that a plan showing the natural divisions is a necessity but other features should also be included. These embody water points (existing dams, bores or water holes and sites proposed for use in the near future); major ridges and water

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courses; stony, wet or eroded areas; timber density; any area requiring special treatment such as saline areas; and areas suitable for cultivation.

An easy way of obtaining a plan showing most of this information is from an aerial photograph. In the absence of this, an outline plan can be drawn from available maps with the interior detail being plotted by someone capable of doing a chain and compass survey. A suitable scale can be worked out to suit the size of the property.

With all of this information, fence planning is relatively easy. Many fences will follow natural boundaries, especially watercourses.

Watercourses usually occur on the junction of different soil types.

Consequently, fences placed adjacent to watercourses will separate

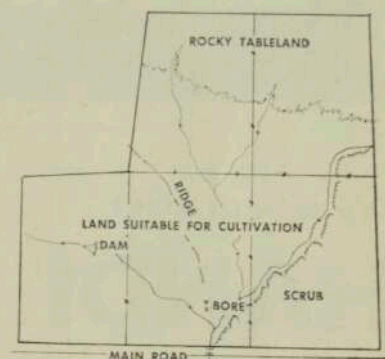


Diagram 3.

A geometric pattern of subdivision superimposed on naturally irregular areas results in a mess as far as cultivation and management is concerned.

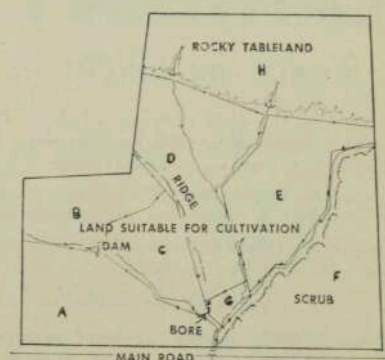
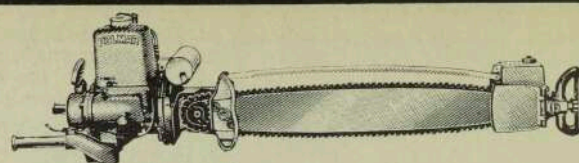


Diagram 4.

A pattern of subdivision following the principles of good fencing. Only one class of land is in each paddock.

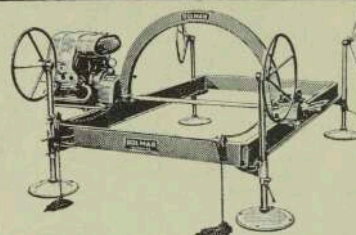
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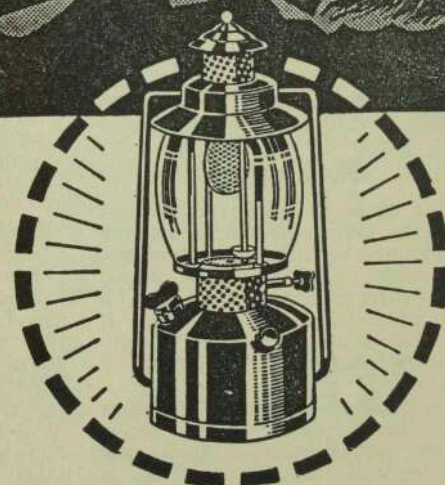
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soils requiring different management and will not interfere with water disposal from cultivation, access tracks, firebreaks and stock pads. Any awkward creek or gully crossings will be eliminated.

Since water points, bores and dams are frequently on watercourses, fences placed adjacent to these make the best possible use of available water facilities. Of course, all fences cannot be placed near watercourses at other convenient natural positions can be utilised.

One such suitable position is along the ridge lines. Located in this position, a fence will not interfere with contour cultivation as it cuts the contour at right angles. Another important aspect to this method is the lack of collected water on a ridge. Tracks and firebreaks are fairly safe from erosion. Any water that does accumulate can easily be disposed of by spur drains.

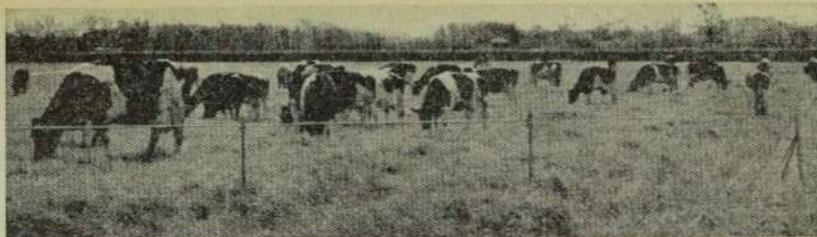
Suitable position

Other suitable locations are on the contour or directly down the slope, positioning fences either parallel or at right angles to contour working and not causing awkwardly shaped paddocks.

By referring back to diagram 4, the principles just outlined can be applied. The only contour fence needed is the one between paddocks B and C where there is no natural subdivision. Contour fences can sometimes be built along the top of a contour bank, but this proves difficult especially in backing soils.

It is preferable to place a contour fence in a series of straight lines immediately below a contour bank or between two banks spaced wider than normal. The latter arrangement allows for longer spans of straight fence.

Paddock H, which is rocky and light carrying country, can be handled in two ways. If the dams are permanent waters, the land can be heavily stocked throughout the year. Whereas, if the dam sites are small, the land should be heavily stocked while the winter lasts and when dry, the stock can be withdrawn to another area with permanent water which has been spelled.



A typical application of grazing utilising an electric fence for positive retention of cattle. Further details on this equipment can be obtained from The Daken Corporation Pty. Ltd., of Sydney.

The small paddock G with water can be utilised as a holding paddock. Since paddocks C, D, E and F all join G, mobs can be easily transferred from one to the other through G. The inclusion of a small set of yards in this paddock would be a decided advantage.

From the foregoing, it will be seen that the use of natural features on a property is a simple, yet effective, method of planning a fencing scheme but variations will have to be drawn up to suit individual needs and circumstances. It will be appreciated, however, that a little planning leads to more efficient working around the property.

Fences in general

Most agriculturists are familiar with the various types of fences, construction materials and erection, so the actual types of fencing schemes will not be discussed in this article as they would prove too innumerable and impossible to condense successfully. However, some general points will be covered.

Several factors determine the type of fence erected on any given property, or more exactly, on any given part of a property. The requirements of a fence influence the type or style of fence normally erected, however, certain other aspects such as availability and cost of materials and ease of construction play a big part. In fact, all four factors should be considered together when new fencing schemes are envisaged.

The main two factors of the above-mentioned would be the requirements or efficiency of the fence for a particular purpose, and the costs. Efficiency is self-explanatory, as an inefficient fence is a waste of capital. Fences must be durable and stock-proof so that animals can be retained in their respective paddocks.

On the other hand, any attempt to reduce costs by erecting fewer posts per mile, for example, would be bad

economy if maintenance expenses were increased or the fence lost its efficiency.

Materials

Materials employed for fencing cover a wide and diverse range but, whichever material is chosen, it must suit the job. Points to be considered in the selection of fencing material are costs, erection, durability and freight.

The first three points are straightforward considerations in any type of undertaking, but freight is one that is often overlooked. One type of material may be regarded as the cheapest satisfactory material on paper, but with freight taken into account, it may work out dearer in the long run than a more durable or more easily erected type that is available locally.

Therefore, when fencing is proposed, consider all aspects before making a final decision on materials.

Fence posts can be of timber, steel or concrete construction depending on the most economic proposition. Timber for posts depends largely on local supply, the size for the requirements of the fence and availability. There are numerous species of timbers used, either as split or round posts.

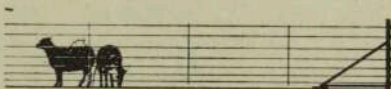
The main points to consider when selecting timber for fencing purposes are strength, resistance to decay, white ants and fire.

Steel posts are available as proprietary lines and when used in conjunction with timber or concrete posts, a strong, substantial fence can be constructed. Costs of steel fences are higher than timber but durability is high.

Concrete posts are becoming popular especially where timber is scarce and suitable sand and gravel



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obtainable. A sound concrete post, whether as a fence, strainer or gate post, is dearer than its timber and steel counterparts but is virtually everlasting, and can be used solely in combination with steel. Durability of the concrete post is its main advantage, being resistant to fire and white ants and possessing a low maintenance cost.

Timber treatment

With the continuing depletion of naturally durable fence post timbers, the treatment with preservatives of less durable timbers is now gaining momentum. These treated posts are proving cheaper, longer and longer-lasting than split posts of naturally durable timbers.

Experimental field tests have shown that preservative treated posts are in sound condition after 40 years, and it has been estimated that average service life of some of treated posts will be about 75 years. This estimate, of course, would vary with the type of preservative used and how it was applied. The intensity of preservative applied per cubic foot influences the life expectancy.

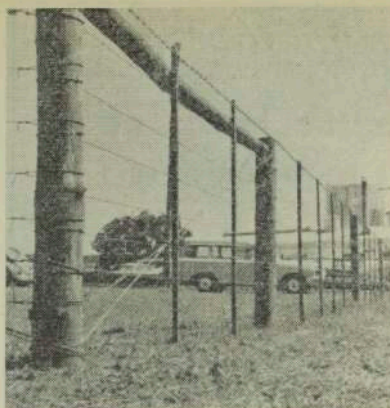
Physical losses, such as fire, have been estimated to account for less than one per cent. of treated fence posts, the main failure is breakdown through decay or termites.

As mentioned before, preservative use and application vary considerably. Coal tar creosote has been employed as a wood preservative for over a hundred years now, and is still used where protection against rot and termites is required but paintability and cleanliness is unimportant. Most of this preservative is insoluble and cannot be leached from the post by rain water.

Electrified fences

The water-borne preservatives, containing copper, chromium and arsenic, on the other hand, are especially clean and paintable. Because of the greater inherent toxicity, these are effective at much lower dosages than creosote and are fixed in the timber by a chemical reaction, rendering the toxic components insoluble.

Some methods of application are replacement, hot and cold bath treatment, cold soak processes or the pressure treatment. The first three



A typical fence constructed of pressure treated fence posts from Hicksons Timber Impregnation Co., of Sydney.

methods can be achieved by the property owner himself with the simplest of tools, but pressure treatment requires special equipment.

Virtually all fences are strung with steel wire being a cheap and easily erectable material for the purpose of stock-proofing and subdivision. Steel wire being a good conductor of electricity, is ideally suited to electrification for the positive retention of stock within their allotted paddock.

The added deterrent in the electric charge enables less capital to be invested in fencing, as the number of strung wires can be reduced and yet still effectively control cattle and to a lesser extent, sheep and lambs.

On present indications, the main use for electric fences is in conjunction with strip grazing of fodder. This enables a single wire fence to be erected across a large paddock, and grazed progressively across the paddock with complete control of stock within the strip being grazed.

These two methods of use for electric fences utilise different equipment and therefore should not be confused. The controllers used for strip grazing are not suitable for multi-strand fence charging, but special low impedance controllers are available to meet the special electrical problems which are not encountered in the usual single line earth return installations.



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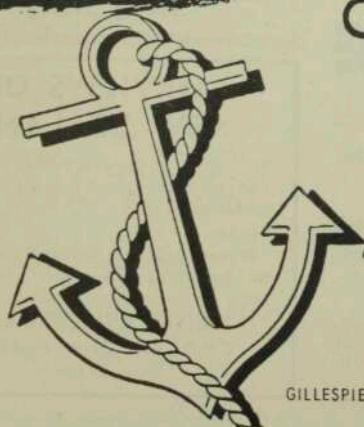
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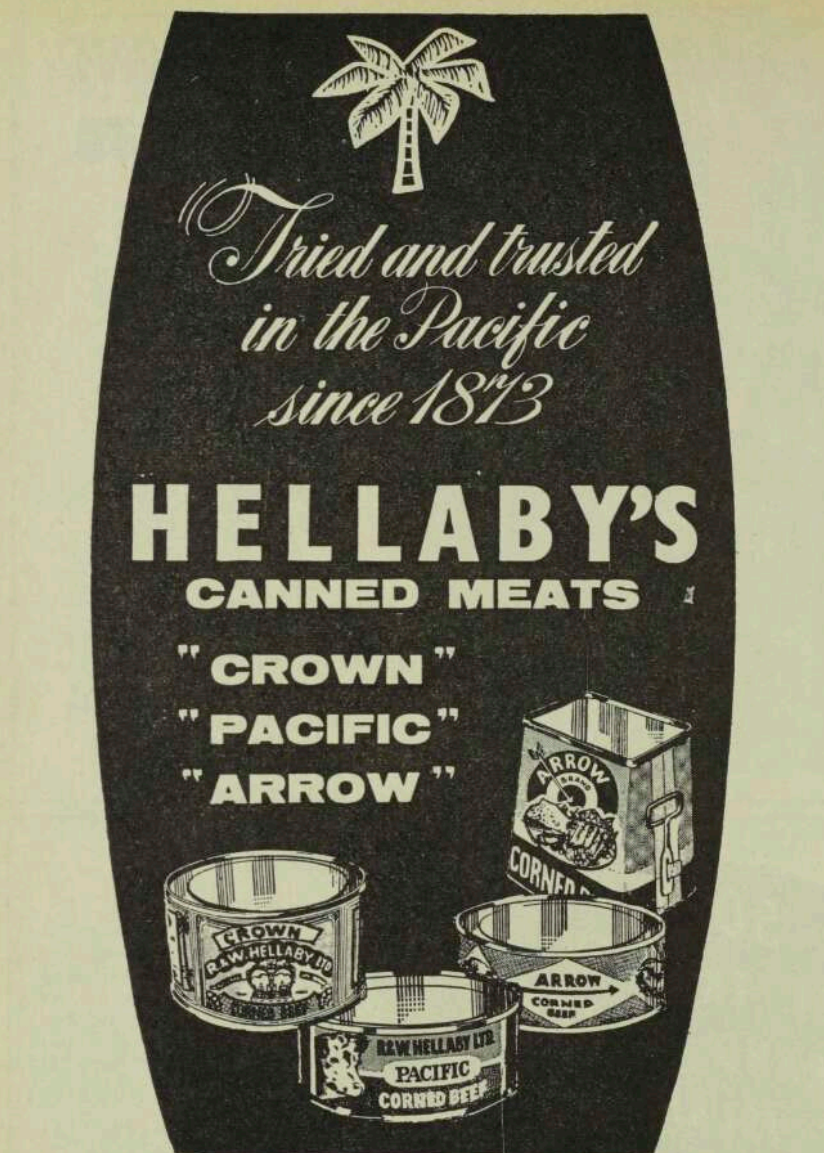
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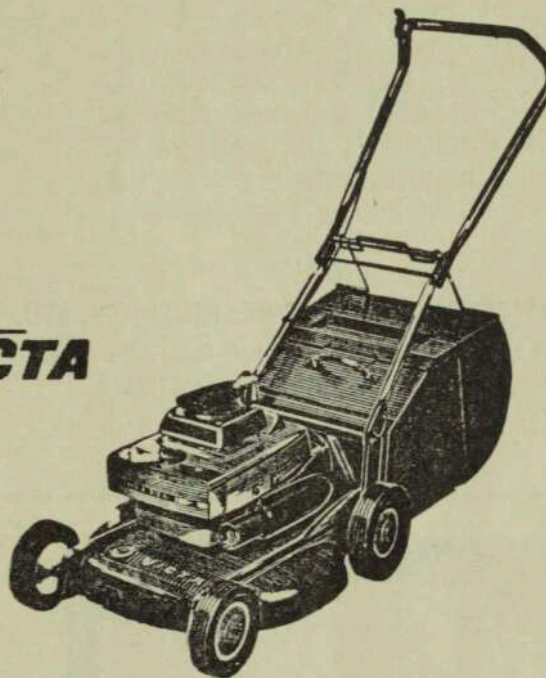
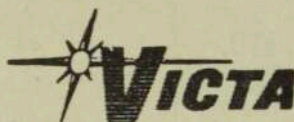
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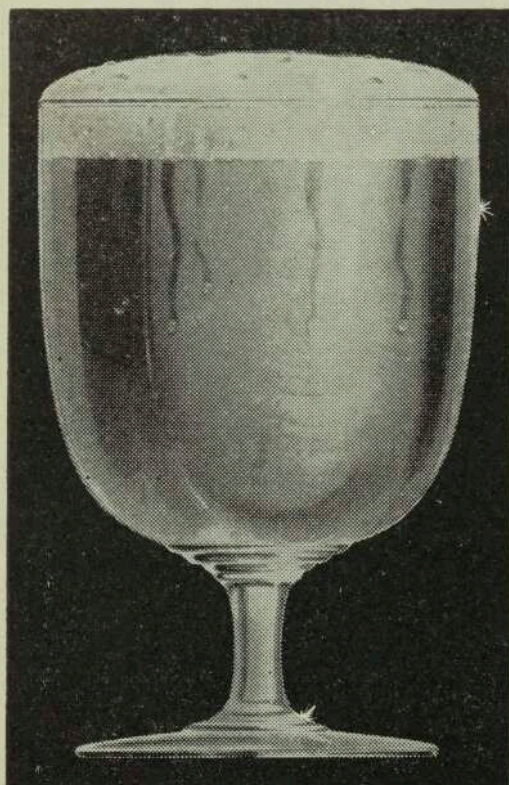
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Background to Nauru

(Continued from p. 34)

third of the island's area, and it is estimated that in 30 years' time, the phosphate deposits currently lying at nearly 60 million tons, will be worked out. By that time almost 80 per cent. of the island will have been destroyed.

The Nauruans have already been busy on with plans for alternative industries. They have placed an order overseas for a trading vessel, and are investigating the setting up of a fish cannery as the surrounding waters abound with fish.

Due largely to the wisdom of the Australian Government and the Nauruans themselves, a high proportion of the phosphate royalties of the years has not gone directly to the pockets of Nauruan landers.

This money has been paid into a specific fund to cover long-term investments, development of alternative industries, and housing.

Six top posts

Soon after Independence Day, Nauru will have established its civil service structure — Europeans are engaged for the six top posts, which include the position of Chief Secretary. The latter \$10,000 tax-free salary goes to a former Fiji Government officer and British Consul in Nauru, Mr. Q. V. L. Weston.

At the elections for Nauru's first Nauruan Legislative Assembly on January 26, all nine members of the Legislative Council were returned, including Victor Eaoe, who had been removed from the old council in December because he thought that independence should be delayed for another 12 months until Nauru was ready.

The full Assembly membership is: E. Tsitsi, A. I. Amram, A. J. Tuape, D. P. Gadaraoa, R. D. Oregore, A. D. P. Denagabwida, Peter DeRoburt, N. T. K. Aroi, John Bernicke, T. Depaune, J. T. D. A. A. Dabwido, R. B. B. Adamo, I. V. Eaoe, L. G. N. Ois, G. Derog, Joseph Detsimea, D. Keke.

Nauru's first Speaker is a well-known man, the Rev. Alfred Am, 44, who is Minister of the Nauruan Protestant Church.

He was six years in Sydney doing theological training.

as an independent. Of the two Europeans, one, Ron Slaughter, is a former elected member of Legco, while Andy Anderson was an unsuccessful contender in the 1964 elections.

Among the other European candidates is sitting member Keith Tetley, who is not given much chance of re-election in Kikori Open.

He is opposed by Pangu's Albert Mauri Kiki and by a well-known Koriki leader, Tommy Kabu, a NAPRO candidate. The last named could well give Albert Mauri Kiki a nasty fright.

Over the border

Two Papuans are giving it a go in New Guinea. A young Motuan school teacher, Morea Tabe, is one of five candidates challenging Zure Zurenuoc, Treasury's Under-secretary, in the Finschhafen Open. Zure is exuding confidence in his ability to hold his opponents off.

The other Papuan who has crossed the border for the election is even more courageous. He is a storeman, John Baptist Poe, who is challenging the Rai Coast's famous and formidable cult leader, Yali, well-known to readers of Peter Lawrence's *Road Belong Cargo*.

In North Bougainville, Francis Hagai, one of the leaders of the much-publicised Hahalis Welfare Society, has two opponents, both, like himself, ex-teachers, but in other respects having a very different background. Both are local government councillors. One, Donatus Mola, is a vice-president of P-NG's Federation of Savings and Loans Societies, while the other, Samson Purupuru, was a member of the Electoral Boundaries Committee which revised the electoral boundaries in 1966-67. This should be a very interesting contest indeed.

In Western Papua there will be one father-and-son team out electioneering. Robert Tabua, Under-secretary for Public Works in the last House, is contesting the South Fly Open, while his son, Goodwill Tabua, is entered for the Gulf and Western Regional under the banner of NAPRO.

In the Alotau Open, well-known sitting member John Guise is opposed by two Papuans and one European; but the prevailing opinion seems to be that he will have no difficulty in holding his seat.

Papua-New Guinea election

(Continued from p. 24)

Forty-six native public servants have resigned to contest the elections. Sixteen of these are interpreters, eight are teachers and six are clerical assistants.

In addition to these 46 officers, two policemen have resigned. All can return to their old jobs if unsuccessful.

Besides the native and European candidates, there are about half a dozen Chinese standing for election. But there is only one woman candidate—the mixed race wife of a plantation owner.

About 1,180,000 voters are on the rolls. This is about 10 per cent. up on 1964.

UN observers

Candidates forfeit their \$50 nomination fee if they fail to win one-eighth of the successful candidate's total of primary votes.

Voting is non-compulsory and a modified preferential system whereby a "number one" against any candidate's name is sufficient for a formal vote.

A four-man United Nations mission will visit the Trust Territory of New Guinea to observe the elections.

The mission will comprise delegates from New Zealand, France, Britain and Liberia.

NG WOMEN'S CLUB DONATIONS

Donations totalling \$415.10 were made to the New Guinea Women's Club during its Christmas functions in December. Those making gifts were:

W. R. Carpenter & Co. Ltd., \$200; RSS & AILA (Rabaul Sub-branch), \$25; Mrs. U. Adams, Mr. and Mrs. M. Middleton, Mrs. F. Stewart (Lae), each \$20; Mrs. Laird, Burns Philp & Co. Ltd., Mrs. G. Thomas, Mr. and Mrs. C. W. Blake (Rabaul), each \$10; Mrs. E. Good, \$8; Mr. and Mrs. L. Roberts, \$7.80; Mrs. N. Duncan, Mrs. M. Costello, Mrs. H. H. Page, each \$6; Mr. and Mrs. J. Adams (Rabaul), Mr. and Mrs. E. Wauchope, Burns Philp & Co. Ltd. (Port Moresby), each \$5; Mr. and Mrs. J. Dunbar-Reid, \$4.20; Mr. and Mrs. R. Haviland, Pacific Publications, Miss J. Jones, each \$4; Mrs. F. Britten, \$2.80; Mr. and Mrs. D. Watt, Mrs. N. Smith, Mr. E. Holmes, Mrs. M. Carpenter, Mr. and Mrs. C. Normoyle, Mr. and Mrs. H. Whiteman, Mr. and Mrs. R. McKay, Mr. and Mrs. A. Mackey, Mr. and Mrs. N. Foxcroft, each \$2; Mrs. H. Clover, \$1.50; Mrs. E. Thomsett, Miss J. Ewen (England), each \$1; Mrs. E. Drane, 80 cents.

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DEATHS OF ISLANDS PEOPLE

Mr. Leo White

Mr. Leo White, well known throughout the South Pacific as photographer and aviation expert died suddenly in Auckland, NZ, December 29. He was 61.

The late Leo White developed unusual talents while a news photographer on the staff of *New Zealand Herald* and other NZ journals; and his interest in aviation was demonstrated when he went into business on his own account with *White Aviation Ltd.* in Auckland in 1958 and established the monthly, *White Aviation*.

Some striking pictorial work came from his Auckland studio, and so notable publications including various aviation guides. But probably he will always be remembered for his volume, *White's Pictorial Reference of New Zealand*, wherein are produced hundreds of photographs taken by him from the air, and which give an almost completely connected picture of New Zealand, from north to south—even the tiniest townships are there and recognisable.

Photographs which he took on many visits to the Pacific Islands including New Guinea, are known across the world. He was the author of two books.

Leo White had practically retired from active business at the time of his death, but made travel and photography his recreations.

Sir George Lowe

Sir George Lowe, Chief Justice of Fiji from 1958 to 1961, died in Auckland on Christmas Day while on a holiday visit to New Zealand from England.

Hon. Kalanivalu-Fotofili

The Hon. Kalanivalu-Fotofili, paramount chief of Tonga, died in Tonga on January 5.

Educated at the government primary school at Niuafuou and at Tupou College, Tongatapu, he was appointed to the title of Kalanivalu in 1935 and elected a member of the Legislative Assembly in 1936.

Until his death he served continuously in the Assembly as Noble's representative for Tongatapu, 'Eua and the Niuaus.

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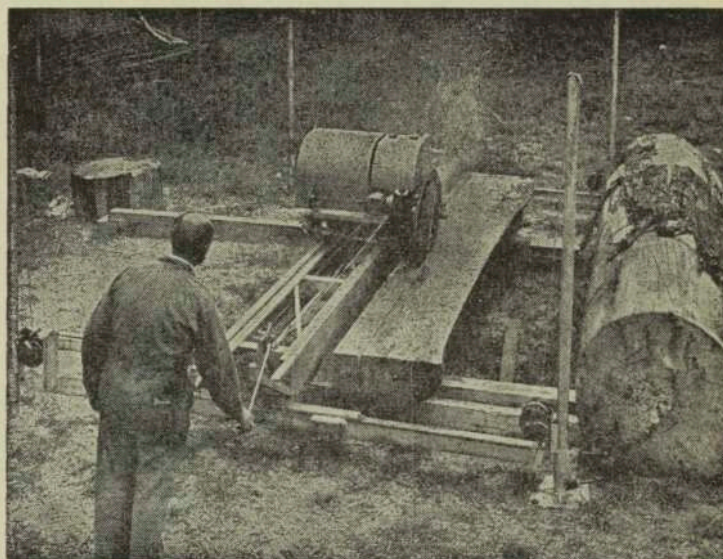
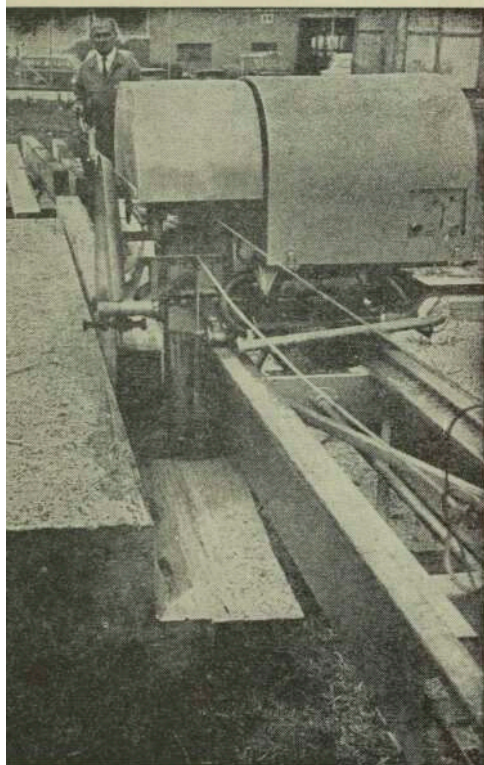
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↑ Illustration shows the machine cutting a flitch. The four support corner posts are fitted with winches for raising and lowering to desired cutting depth. The operator is holding the power feed lever which is variable speed.

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

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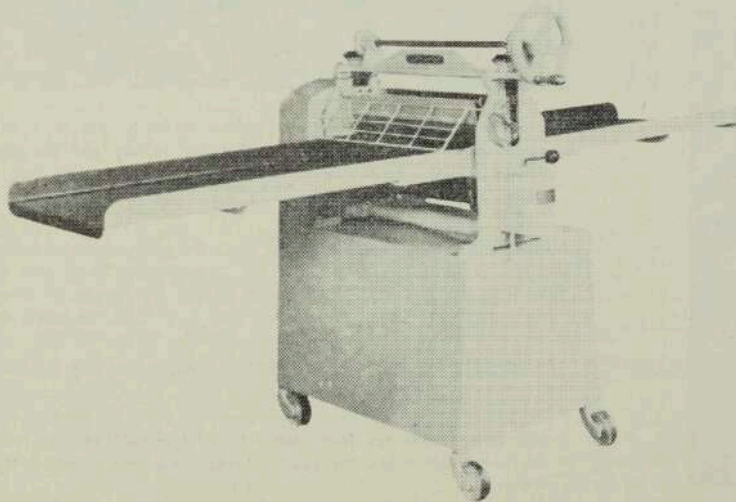
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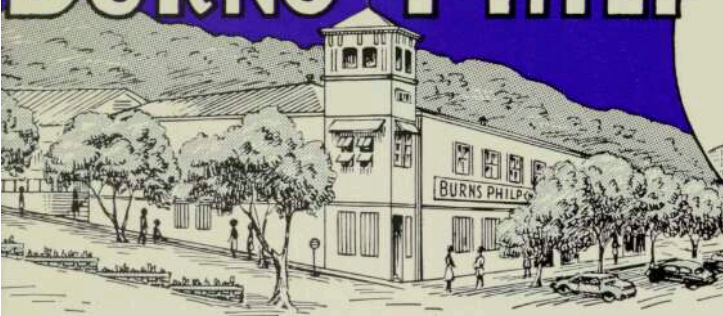
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