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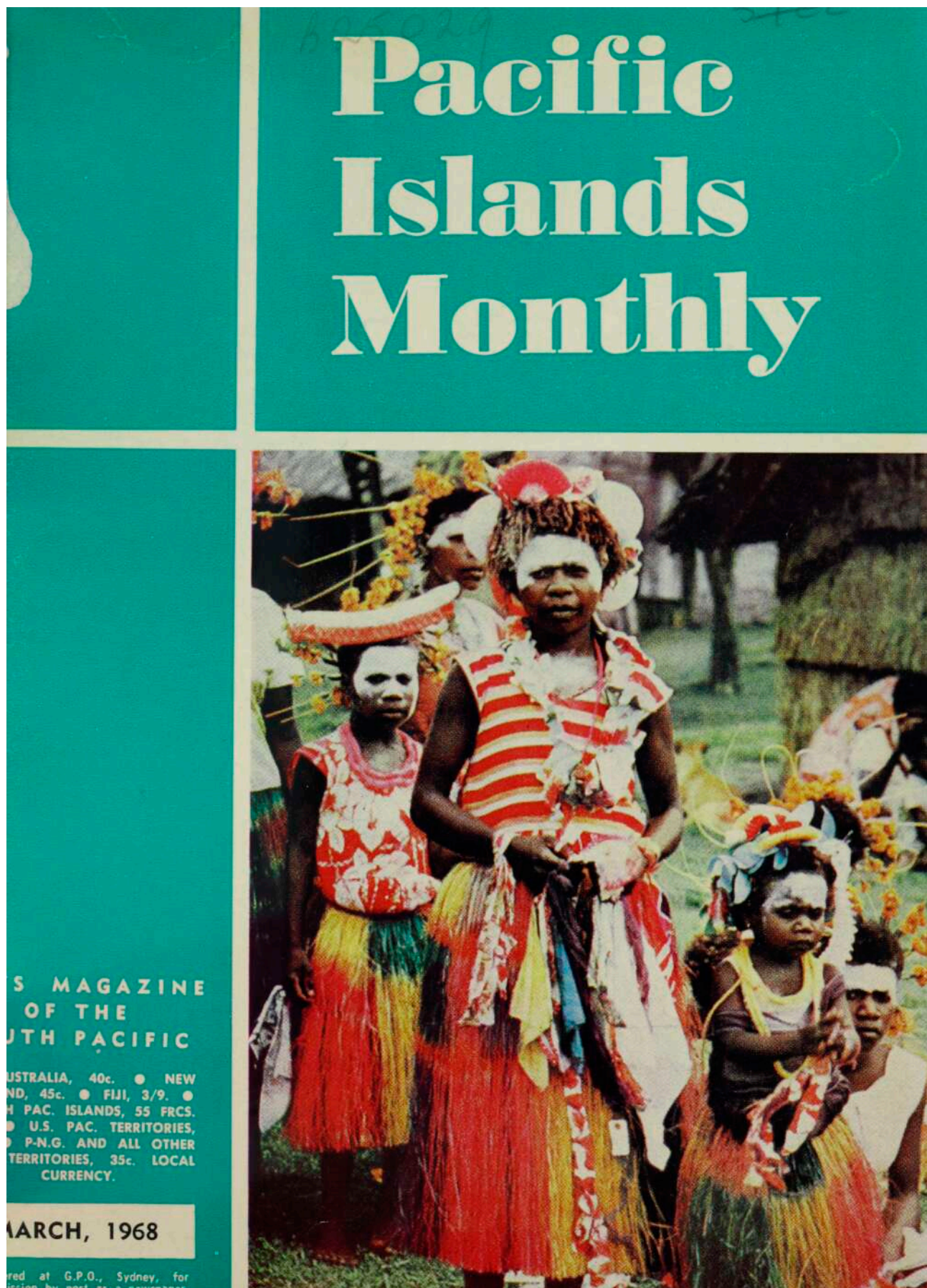
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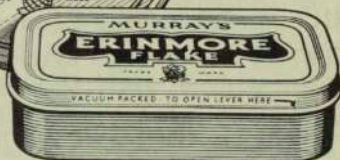
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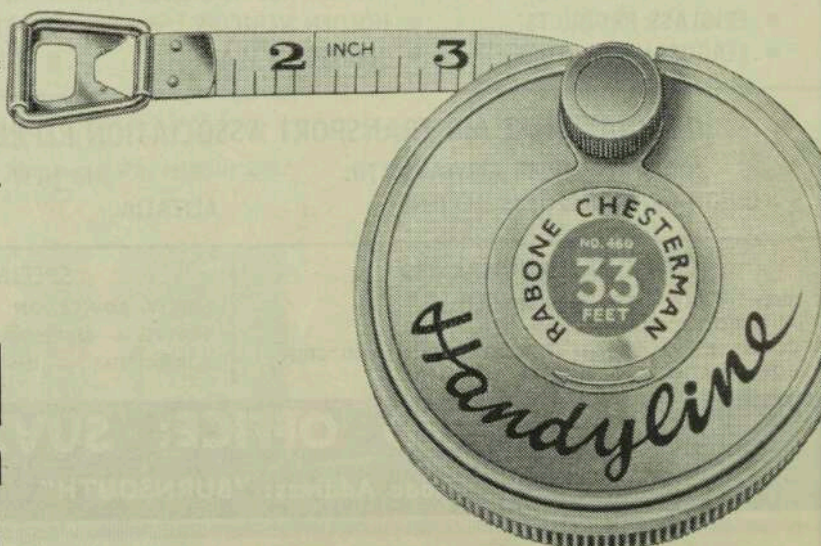
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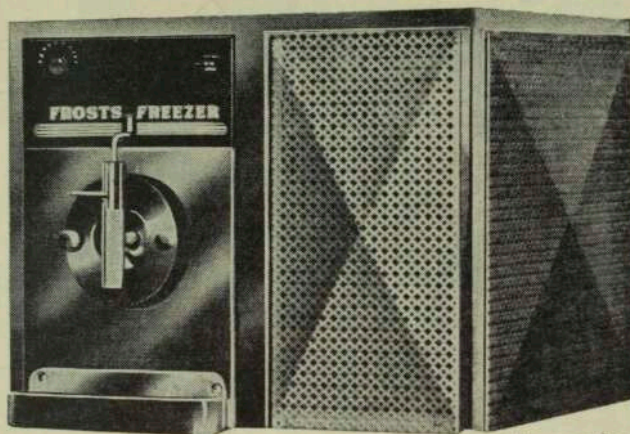


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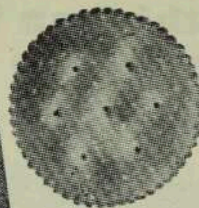
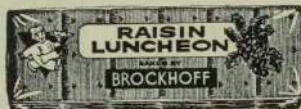
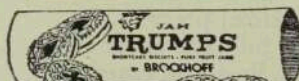
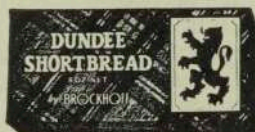
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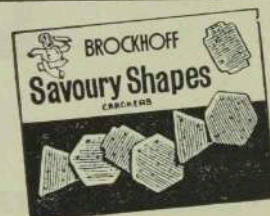
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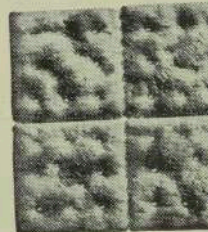
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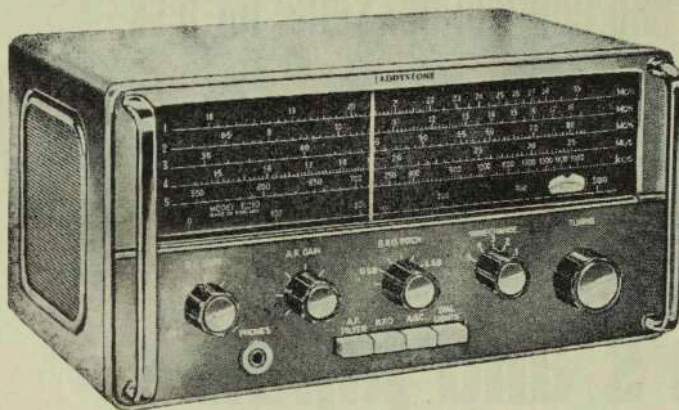
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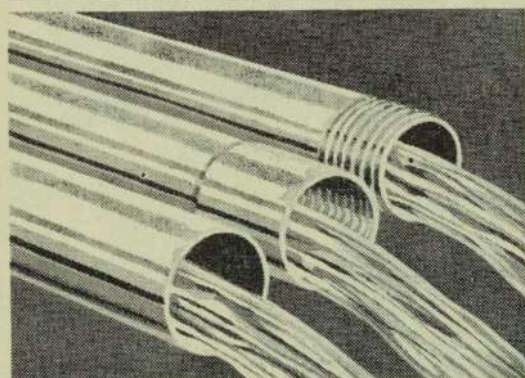
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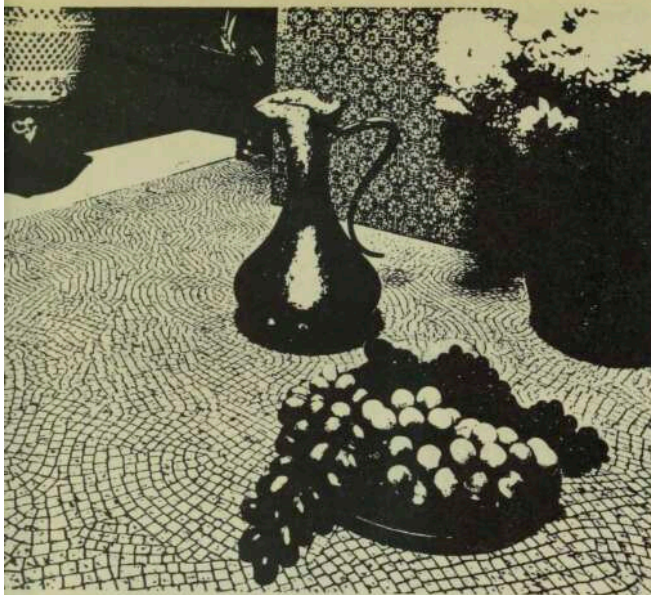
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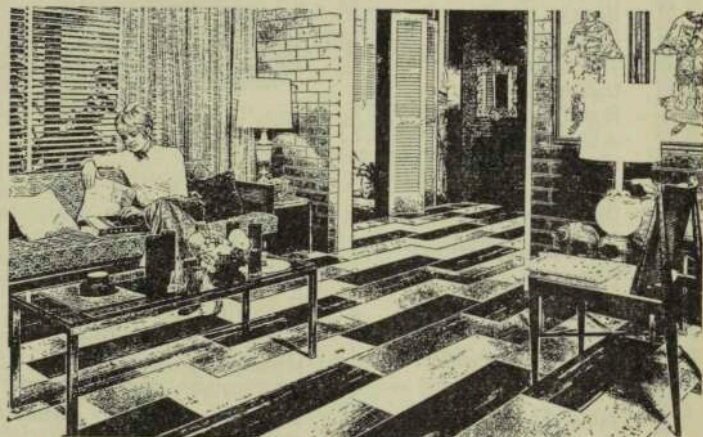


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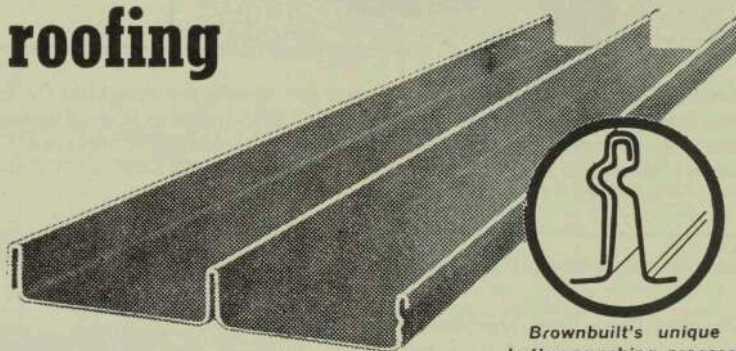
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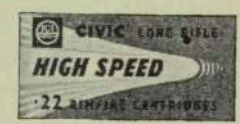
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UP FRONT

with the editor

One of the more fascinating spectacles on Nauru during the independence celebrations was an exhibition of the Nauruan wrestling called *eakabarere*.

ACCORDING to the Nauruans it is a form of judo, but to me it also had the elements of another kind of Japanese wrestling called sumo. Judo exponents of my acquaintance have been pretty athletic-looking chaps, with a lean and hungry look. Nauruan *eakabarere* exponents whom I saw at the celebrations were built more along the lines of the sumo man-mountains whose bouts I occasionally used to attend when I lived in Japan after the war.

In sumo, which is highly stylised, semi-naked wrestlers go through an elaborate preliminary ritual before finally coming to grips. The first man to be put out of the ring or to touch the ground with any part of his body other than his feet loses the match.

Trial of force

In *eakabarere* there is no ring, and the contestants we saw didn't waste very much time with ritual. They danced around each other only long enough to find a likely hold, and then they moved in quickly for what appeared to be a trial of brute force. The idea was to get the other man off his feet and on to the ground, and the first man to touch the ground lost. If both men survived two or three minutes without either biting the dust then it was a tie.

There weren't many ties in the contests we saw, but there were a couple of good arguments, resulting in the Nauruan police good naturedly escorting the contestants off—and in one case a couple of the handlers, too. Barrackers were noisily partisan, and the defeated contestant usually trailed off the ground in great dejection.

At the games I sat next to Nauru's grand old man, Pastor Jacob Aroi, who is the expert on Nauruan tradition, and the pastor was not overly impressed with the wrestling (although I found it of great interest).

The Nauruans didn't do much of

this sort of thing now, Pastor Aroi explained, and you saw it only on special occasions. As a result the old skill seemed to be dying out. In the old days there were some fine exponents.

"Men had their favourite holds and some of them were very clever indeed," said the Pastor. "There might appear to be no headway on either side when suddenly you would see one man tossed completely over the other chap's head and on to the ground."

Apparently there has also been less interest in recent years in the Nauruan ball game called *Itsibwe* which we Independence Day visitors also saw, and which isn't like any game I can think of. There were two teams operating on either side of a carefully marked out area about the length of a cricket pitch. A ball was hit from one team to the other, and points were lost if the ball was dropped by the catchers. The novel elements in the game are the methods

Our cover

Whenever anyone asks us about somewhere "different" to go in the South Pacific, we almost invariably end up suggesting the New Hebrides. The New Hebrides is "different", among other things, because it is administered jointly by Britain and France; it is still unspoiled in the tourist sense of the word; it has a couple of constantly active volcanoes; it has the famous and unique land divers of Pentecost Island; and its 75,000 Melanesian inhabitants (such as those pictured) have their own colourful way of doing things.

of delivering the ball, and the ball itself.

The ball is about twice the size of a baseball and is hand-made of pandanus leaves tightly woven around a central core of wood. The weave is so tight that the ball is extremely hard.

The bowler makes a run as in cricket, throws the ball in the air and as it comes down smacks it down the pitch with the palm of his open hand. Clearly it requires an expert to deliver such a ball without breaking a hand.

An adaptation of this Nauruan game is also played by the women, and is similar to modern softball except that the palm is used instead of a bat.

Handicrafts

Evening closed in before the Nauruans were able to stage one or two other games which were on the agenda—which was a disappointment. One of the missed items was a demonstration of coconut husking—using a method, it was promised, believed to be peculiar to Nauru among all the Pacific Islands. I would like to have seen that.

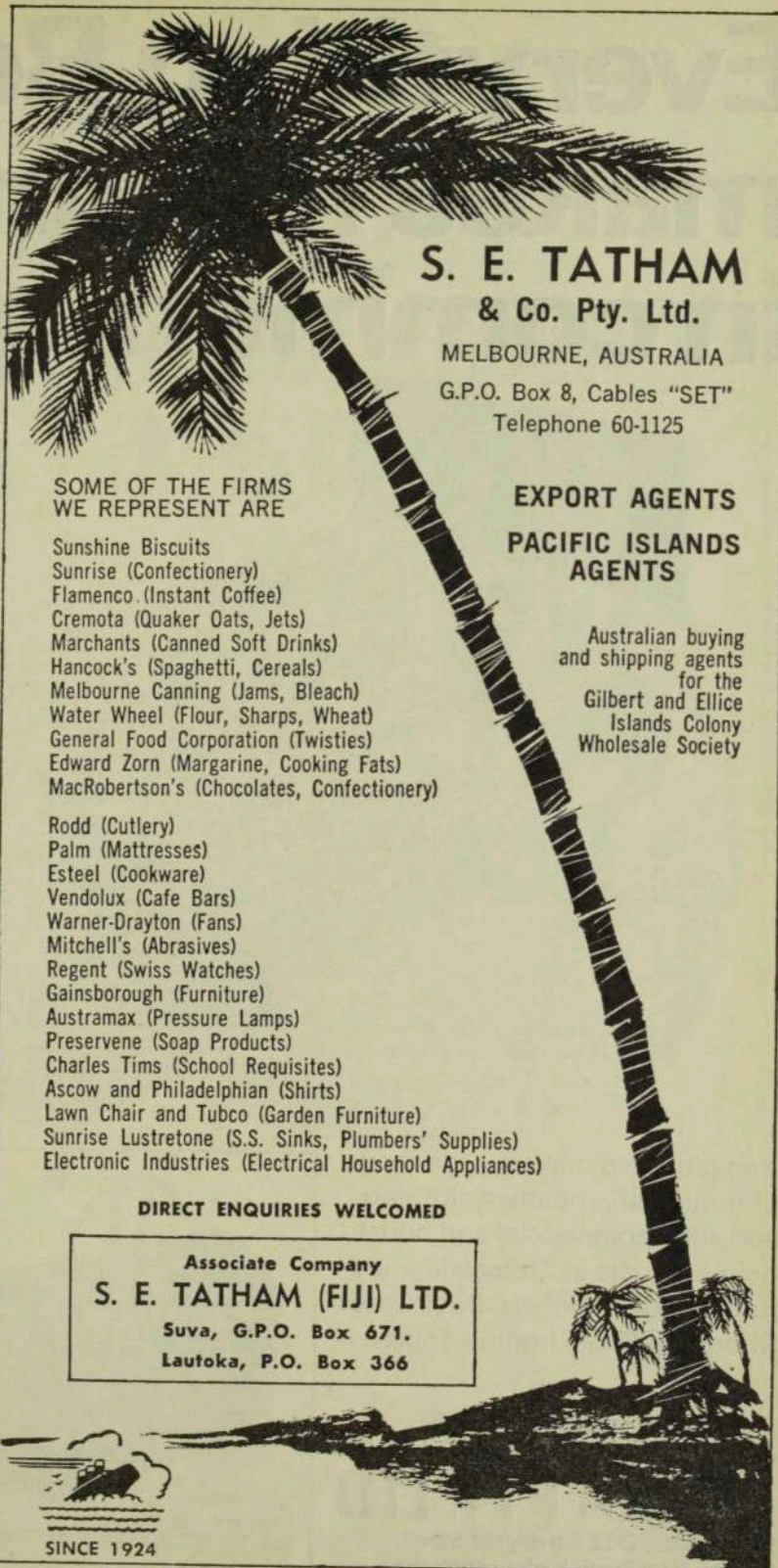
But I was able to see an exhibition of Nauruan handicrafts which made use of only locally produced materials. The organisers of this exhibition apparently had difficulty in arranging a supply of genuine handicrafts in sufficient quantity and variety, for these skills, too—like the national games—apparently are what they were.

I did hear expressed on Nauru some apprehension that Nauruan games and handicrafts would very soon die out completely under the pressure of the phosphate-rich economy, which has brought washing machines and transistors to most Nauruan households, and often two cars.

But will it? It seems to me that Western Samoa has made more sincere efforts to retain its own culture since independence than it did before. Independence is, after all, nationalism, and nationalism gets a people digging to the grass roots.

As Honorable Maude pointed out in a readable article on Nauruan string figures in our February issue, the Nauruans are the most expert string figure makers in the world. Probably Maude's illustrated article will help revive Nauruan skills in that art, and Nauruan realisation that their own skills are of genuine interest to outsiders will mean a new lease of life for these, too. Anyway, I hope so.

—Stuart Inder



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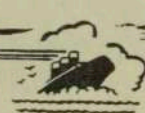
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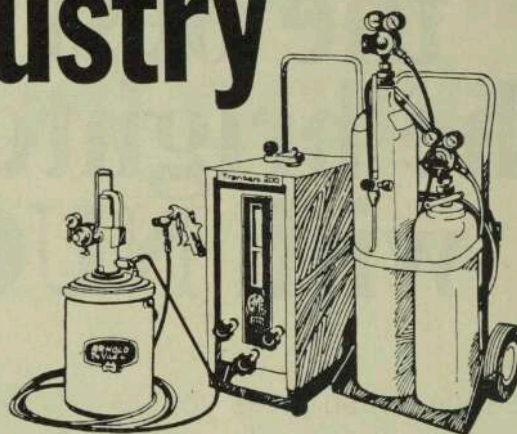
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PACIFIC ISLANDS MONTHLY

In This Issue

GENERAL		PAPUA-NEW GUINEA	
Mining, Oil Shares Rise	22	Mining, Oil Shares Rise	22
With Pacific Foundation	24	PhD Scholar's Troubles	24
Gallery Portfolio for Minister	24	House of Assembly Elections	27
News Philp Travel Plan	41	Businessman Buys Travel Agency	43
New Book by Deryck Scarr	89	Bill Seale's New Ireland	47
Captain F. W. Bales Retires	101	Influence of Mr. Chatterton	51
Stock Market Report	118	Plans for Lae's Theatre	52
AMERICAN SAMOA		First New Guinea Cup	57
American Ship in Pago Pago	97	Planters Unhappy with Copra Prices	65
Japanese Fishermen Departed	101	Scientists to Study Karkar Islanders	67
New Inter-Island Ship Arrives	105	Peter England Dies	69
COOK ISLANDS		New Shipping Service from Australia	97
Protestors on Strike	59	Harbour Facilities Improve	98
Coconut Pineapples Poor	119	MV "Bulolo" Sold to Taiwan	101
NEW CALEDONIA		Shipping Schedule Changes	103
Local Athletes Practice for '69 Games	20	New 12-Mile Fishing Zone	106
Former Mines' Shares' Sharp Rise	22	Patrol Boat Visits Aitape	106
PhD Scholar's Troubles	24	New Guineans to be Midshipmen	106
First's Ancestor Eaten	28	Plane Maker Sets Up Office	120
He Swims from SE-Asia	29, 115	SOLOMON ISLANDS	
Philp's Tourism Plans	39	Tourism Plans	37
Office for Visitors Bureau	39	No Fizz in Political Meeting	65
Of the "Lakemba"	51, 107	Vouza to Visit US	71
Death of "Jumbo" Sabben	67	Beche-de-Mer Factory in Operation	118
Rock—A Profile	81	TONGA	
Sea Ghosts	87	To Seek New Status	18
Government Ship Aground	105	Tin Can Island Megapode	28
Office for Producers	118	Internal Air Service—Plane Suggested	45
Executive Retires	120	Japanese Fishermen Warned Away	101
WESTERN SAMOA		Suva Office for Producers	118
Teachers' Strike	24	U.S. TRUST TERRITORY, GUAM	
Papeete Hotel Opens	40	Sydney Air Service Postponed	45
DEPARTMENTS: Up Front with the Editor, 10; Tropicalities, 28; To the Point with Percy Chatterton, 25; Travel, 37; Letters to the Editor, 51; From the Islands Press, 72; Magazine Section, 77; Yesterday, 85; Book Reviews, 87; Shipping, 97; Cruising Yachts, 109; People in Pictures, 114; People, 117; Business and Development, 118; Produce Prices, 121; Shipping, Airways Schedules, 123; Practical Planter, 135; Deaths of Islands People, 130; Index to Advertisers, 131.		US Development Plan	118
		WESTERN SAMOA	
		Hurricane Sets Back Economy	21
		Motel Proposed for Apia	45
		Suva Office for Producers	118
		No Devaluation	119
		New Cinema for Apia	119

KINGDOM PLANS TO JOIN COMMONWEALTH AND UNITED NATIONS

Britain gives Tonga the green light to go it alone

The Kingdom of Tonga is to seek independence within the British Commonwealth, and also plans to join the United Nations as a fully independent nation. She will do this by cutting her protective ties with Britain under the 68-year-old Anglo-Tongan Treaty of Friendship.

King Taufa'ahau announced these important decisions in a broadcast to Tonga from Nukualofa on February 4. He said complete independence would flow from a revision of the Treaty of Friendship. Under the revision British controls will be reduced, but Britain will continue to be responsible for Tonga's foreign affairs until Tonga arranges a date for the complete transfer of powers from Britain to Tonga.

This will be done by the addition of a new article in the treaty, which will allow the two nations to cancel the sections in the treaty referring to British controls.

This will have the effect of drawing the teeth from the treaty and leaving a simple Treaty of Friendship which states that "there shall be perpetual peace and friendship between

Her Britannic Majesty, Her Heirs and Successors, and His Majesty the King of Tonga, His Heirs and Successors and between their respective territories and subjects".

In London this year

King Taufa'ahau said the British had been informed officially that he intended to open negotiations for this final step to independence when he visited London towards the end of this year.

The draft of the revised treaty will meanwhile be brought back from London in May by the British Commissioner and Consul in Tonga, Mr. A. C. Reid, who is at present on leave.

In his broadcast King Taufa'ahau outlined the history of the treaty

since it was first made in May, 1900 when some of the big powers of the day were attempting to gain a foothold in the Pacific. Britain, he said, had taken Tonga under her protection because Tonga was not in a position to safeguard her own interests and may have endangered her independence.

The king said that up to the time of the revision of the treaty in August, 1958, there had been no thought of any major or radical change in the British protective clauses. But after 1958 there had been some negotiations, which he continued during visits he had made to the United Kingdom. These negotiations had led to talks late last year with Sir Arthur Galsworthy in Tonga.

King Taufa'ahau said, "I sincerely believe that the provisions embodied in the original treaty and which have been perpetuated through the First and Second World Wars have served us well. For these were uncertain and troubled years in the affairs of nations.

"Prior to World War II there was no UN to which weaker nations like Tonga could belong for joint protection but now such an institution exists and hence the negotiations leading to this year's new and revised treaty."

International views

"I am sure that the new treaty will be of great benefit to the Kingdom of Tonga. Great Britain will continue to be responsible for all of Tonga's foreign affairs until the new arrangements are completed and the transfer of power is effected. But once the powers are returned to Tonga—the second phase already referred to—we will then be in a position to seek representation in the United Nations as well as in other world councils considered wise for Tonga to join. There is no need for us to seek membership in every world body, but there will be some suitable and worthy for Tonga to join.

"The new status of Tonga will bring with it new privileges as well

But France says "no" to New Caledonia

France's Minister for Overseas Territories, General Pierre Billotte, stated in Paris on February 27 that the French Government had no intention of granting internal self-government to nickel-rich New Caledonia.

General Billotte was commenting on a resolution passed in January by New Caledonia's popularly-elected Territorial Assembly (*PIM*, Feb., p. 23). The resolution asked for internal self-government within the French Republic. Voting was 24 to nine in favour, with four abstentions.

General Billotte said: "The Caledonian Press has expressed sharp criticism of this resolution. Certainly the initiative taken by the Territorial Assembly contains elements likely to arouse the feelings of Caledonians of all origins.

"It must therefore be replied to clearly. That is why I say that the government does not intend to grant this request. It must be remembered once and for all that New Caledonia, despite its distance from France, is a part of the national territory, and that this situation will not be brought into question again."

General Billotte's statement coincided with the arrival in Noumea of 300 French army parachutists, and a strike over pay increases at the nickel smelters of the Rothschild-owned Societe le Nickel, which handles New Caledonia's entire nickel production.

The army parachutists, whose arrival was given little publicity, have been billeted at a former US Forces camp at Plum, about 15 miles from Noumea. The official reason for their arrival is that they will "reinforce safety measures in the South Pacific." However, at least one Noumea newspaper, *Voix du Cagou*, has linked their arrival with unrest in the nickel industry.

The strike at the smelters started on February 26 when negotiations broke down for pay rises of 11 per cent. The increases are necessary, the strikers claim, because of a recent sky-rocking rise in the price of meat.

s responsibilities. However, I really think that if we use the privileges wisely they will outweigh any difficulties that may arise.

"I have requested the Premier to write to the Prime Ministers of Australia and New Zealand, informing them of the proposed changes. We could also approach the two Prime Ministers first to seek their support for a move by Tonga to apply for full membership of the British Commonwealth, in the same way as Australia and New Zealand, when this matter comes up at the next meeting of Commonwealth Prime Ministers.

"And secondly, to inform the two Prime Ministers of Tonga's desire to continue in friendly relations and co-operation with them because of their common geographical position, to the extent of seeking entry into the ANZUS Pact, of which Australia, New Zealand and the USA are members.

"Tonga is situated right in the middle of the communication routes between these three countries. We have been on friendly terms with all these countries in the past and they could be assured that we wish to continue our co-operation in matters relating to protection, etc.

"Nothing will change in our attitude. We will do our utmost to increase the sphere into which we can help one another with the aim of peaceful and friendly co-operation."

Tribute to UK

King Taufa'ahau added: "This movement towards freedom of action is no reflection upon Great Britain rather it is because of great benefits we have derived through our long association with Britain that we have gained our identity and are in a position today to fix our sights firmly on independence. Our aim is always to foster harmony and peaceful co-operation with our neighbours and friends."

Tonga's new decision has involved many weeks of work.

After Sir Arthur Galsworthy left in December there was a special meeting of the Tongan Parliament to discuss the two main proposals—that Tonga should undertake all the functions formerly assigned to Britain and that Tonga should seek to join the British Commonwealth. The draft treaty was approved by the Privy Council only a day or two before the King made the first public announcement.

This move for full Tongan independence has obviously come from within Tonga. While one can't say that the decision was exactly expected, the

(Continued on p. 131)

What present treaty says

The Treaty of Friendship at present in force in Tonga between Britain and the kingdom was signed on August 26, 1958, by the then Governor of Fiji, Sir Ronald Garvey, and Queen Salote. It contains 10 articles. These are the most important:

Article 3 gives Britain authority to conduct Tonga's external relations, but lays down that Britain must consult with Tonga before entering into any international agreement in relation to Tonga.

Article 4 guarantees that Britain will defend Tonga and allows Britain, with the agreement of Tonga, to seek the assistance of any other nation in that defence. Tonga must permit British forces to be stationed in the kingdom and give Britain full control over them.

Article 5 makes it necessary for Tonga to get the consent of Britain before she enacts any legislation relating to defence, banking, currency and exchange, or which would place restrictions on non-Tongans that are not also placed on Tongans.

Article 6 appoints a British Commissioner and Consul in Tonga as the medium of communication between the two governments, and gives him power to make representations to the Tongan Government. It permits Tonga to appoint a Trade Commissioner in the United Kingdom.

Article 7 gives British courts precedence over Tongan courts in certain criminal proceedings against non-Tongans. It allows Britain to establish her own courts in Tonga or to remove non-Tongans for trial elsewhere.

BUT TONGA KNOWS ABOUT INDEPENDENCE!

From a PIM correspondent in Nukualofa

Whether you call it "full sovereign independence" or just plain independence, Tongans know what independence means. Since the beginning of this century they have been proudly independent in outlook, and have stood on their own feet in most other ways.

They have watched their neighbours in Samoa, the Cook Islands and Niue benefit in all sorts of ways that Tonga has not been able to share in. These territories were supplied with well-equipped schools, taught by overseas trained teachers, their salaries and allowances paid from external sources.

There were scholarships for these people in New Zealand, or work permits after school days had finished. Their medical services got the same sort of assistance. Shipping and air services were developed, thus ensuring supplies of essential commodities. Industries were developed in an effort to encourage the islands to be self-supporting; and in times

of national disaster help has poured in from all quarters.

Independent Tonga has virtually developed her own education system and other specialised services, with little finance to do the job. What she had got she has earned.

She has found her own markets for produce, and developed her own transport. In times of national disaster she has merely tightened her belt another notch.

Not until hurricanes damaged Samoan and Fijian banana crops was Tonga able to export her own bananas, because New Zealand banana boats had earlier given priority to these "dependent" territories. When a juice canning factory was started in Rarotonga it killed off Tonga's orange juice market in New Zealand.

Tongan children have had to apply to enter Australia or New Zealand for higher education and then to pay for it. Work passes for New Zealand are hard to get (and impossible to get in Australia).

In short, Tonga over the years has been getting the crumbs from the rich man's table, while her near-neighbours have been feeding generously at the same table. The difference is that they have been "unprotected" territories needing help and protection. Now Samoa is independent and the Cooks are self-governing, but they are still getting help.

Complete independence will mean no change in the Tongan character. Tongans know all about the facts of life, the hard way!

Fiji, Tahiti get some valuable practice for next Games

From A. F. TINSLEY, in Suva

Fiji in February was swamped under the biggest sports invasion since the First South Pacific Games in 1963. From French Polynesia came athletes, tennis, basketball and table-tennis players; from Auckland came a young women's basketball team called the Eagles, who came not so much to win as to help promote the game here.

Both groups proved popular. They offered much know-how, and at the same time, accommodated with local families, they learned much about Fiji. The meetings, with their invaluable international experience, indicated that Fiji could spring surprises at the Port Moresby Games in 1969.

Fiji sports groups could do with more such visits, and look forward to those this year by the All Blacks, Tonga and New Zealand club Rugby teams, and a Chinese basketball team from Wellington.

Although the visiting Tahitians soon mastered the intricacies of tennis on grass courts, of which they knew little, and proved rather too strong for the local talent, Suva v. Tahiti and Fiji v. Tahiti contests

at the Suva Lawn Tennis Club brought out the best in local players.

Suva lost 4-1 and Fiji lost 3-2 in rubbers in the first tennis internationals ever played in the colony (excepting during the South Pacific Games), but some close, exciting tennis provided entertainment for the spectators, who included the Governor, Sir Derek Jakeway, and Lady Jakeway, both keen tennis fans.

The home side women excelled themselves; Mrs. Adrienne Duberal and Mrs. Wendy Taylor winning the only rubber in the Suva match, and for Fiji Mrs. Duberal was the heroine in defeating Tahiti's No. 2 player, Mme. Helene Chang 4-6, 6-3, 6-3 in a gruelling contest.

She then teamed with Brian See to outplay the powerful mixed combina-



Far ahead of their two Tahitian rivals, seen in the picture, are Sotutu, event winner, and Raciri, finally second, running mid-way through the 3,000 metres event at the Fiji-Tahiti track and field meeting February in Suva. Behind them are the other Fijians who ran as individuals, in the event as part of the team, and well to keep close behind the two leaders for a large part of the race.

Photo: Stan Whippy

tion, Raymond Caisson and Mr. Marinetta Pichevin, after dropping set one at 0-6 before a blistering attack, then winning the second 11-5 and the third 6-2.

In three Suva-Tahiti "test matches" home basketball players confounded expectations by meeting out a first-rounding to the vaunted Tahiti women. After the first test was abandoned in a deluge at half-time with Suva ahead 16-8, the second went to Suva in a runaway 46-10 win, and the third saw Suva triumph 38-32, after Tahiti staged a grand rally, to come within six points of victory.

Large crowds supported all the matches.

Nobody gave Fiji much chance in the table tennis. Tahiti brought some of their finest players, including the almost twin-like brothers, Henry and Francis Wo, little wizards of their own right.

But for Henry, Fiji wizardry outlasted Tahitian wizardry in the third and last "test", Jese Ligairi inflicting on Henry his first-ever defeat in international competition in Fiji, Tahiti, New Guinea or New Caledonia. It was a tough battle, but Jese's superiority on the night was undoubted.

Fiji drew the first test, lost the



J. Salmon, of Tahiti, seen in one of his classic straddles during the high-jump competition, which he won at six feet.
Photo: Stan Whippy.

second narrowly, and drubbed the visitors seven matches to four in the third, thus halving the series.

Afterwards Mr. Jim Jones, president of the Fiji and Suva Table Tennis Association, said he had been greatly encouraged by the sporting way in which the matches were played.

"This is just what the game wants," he said. "More international goodwill has been engendered by this series than can possibly be estimated. Friends played friends; good sports played good sports. In a way, we avenged Fiji's defeats by the Tahitians at the Noumea Games, and proved that next year at Port Moresby we should be able to send a table tennis team capable of giving a good account of itself."

It was in the athletics that Fiji really shone.

After taking a valuable lead of five events to nil in the first section of the 25-event meeting three days earlier, Fiji later went to town on Tahiti with a vengeance.

Overall, Fiji won eight of the 14 track events and 10 of the 11 field contests—a quite astonishing achievement—and swamped the visitors by 53 points to 97.

Fine runner

Spearheading Fiji to victory were Saimone, a fine young runner from Clean Memorial School, Nausori; and Salote, a young woman javelin thrower, who both won their events and set new records.

Saimone ran magnificently to win the 400 metres in the new Fiji all-comers' record time of 49.4 seconds, with Levula (Catholic Amateur Athletics Club) second, and the two Tahitian contestants Taputuarai and Martin back in third and fourth places.

Salote, also a power on the track, hurled her spear 127 ft 7½ in. to a new Fiji national and all-comers' record.

The 3,000 metres went to Fiji's international, Sotutu of Navuso, with Jaciri of Ratu Kadavalevu School second, and the two Tahitians far behind. In the 800 metres, Archie Valentine of Suva Grammar School topped the fine young runner Peceli, of the Lomavata Club, on the final curve, passing him inside after Peceli had led throughout, to win a cleverly judged race with Tahitians Betzing and Taata having long before faded.

Tahiti's splendid high-jumper (and track expert) Salmon electrified the crowd, which again included the Governor, with his beautiful straddling, worthy of an Olympic Games expert. With almost disdainful ease



Fiji's young runner, Saimone, comes roaring home to win the 400 metres in Fiji all-comers' record time.—Photo: Stan Whippy.

he won the high-jump with a six-foot clearance. His own Tahiti record is 6 ft 5 in.

The great Tahiti athlete, Bourne, was almost untouchable in winning the 100 and 200 metre sprints, and took second place in the triple jump after a battle royal with Fiji's Bulators (Catholic Amateur Athletic Club) who won with the fine figure of 45 ft 3 in.

Greatly liked for themselves, and admired for their play, were the Auckland Eagles, but they were rarely their real selves on the concrete, outdoor courts on which they played all but one of their 10 matches against Fiji clubs.

After a fortnight in the colony they returned home with a record of five wins, four losses and a draw—the latter the most exciting game of the series, against the Suva team "Who Cares", which ended 29-all. The Auckland girls played at Lautoka, Vatukoula, Suva and Taveuni.

NEW HURRICANE IS SETBACK FOR WESTERN SAMOA

From R. F. RANKIN, in Apia

Just as Western Samoa's agriculture appeared on the verge of a spectacular recovery following the devastating hurricane two years ago, nature dealt another blow on February 10 when a second severe hurricane struck the islands.

It was only a short three-hour storm with winds averaging about 70 mph (reaching a peak of 90 mph), but it was enough to completely flatten many banana plantations, to once more severely damage cocoa and coconut trees, and do more damage to buildings in Apia than the previous hurricane. Four people were seriously injured. Nevertheless, the hurricane was not as serious as the previous one.

Preliminary official estimates placed damage to bananas ranging from 20 per cent. to 100 per cent., with a country-wide average of 70 per cent. loss of mature stems; cocoa production loss of 25 per cent.; and copra production, which had just started to soar towards an expected 15,000 tons for the year, will be knocked back to last year's figure of 8,000 tons, the worst for 30 years.

Banana exports down

Damage to Government buildings, mainly in Apia, which was the worst hit area, was estimated at \$150,000. Damage to books and buildings in district and village schools was estimated at about \$30,000.

Public Works says that with road maintenance at a minimum over the last two years because of stringent economy measures following the earlier hurricane, the new hurricane, has seriously accelerated road deterioration. At least \$500,000 is now required to bring the roads back to good order.

The Minister of Agriculture, Laufili Time, said that banana exports could be as low as 500 cases a ship over the next six months. There was no hope of reaching the pre-hurricane target of 200,000 cases for this year. (Shipments last year totalled 95,218 cases).

But recovery should be much quicker than after the previous hurri-

Niue hit, too

Niue received the brunt of the same hurricane which hit Western Samoa in early February.

Banana crops, breadfruit and "maniotia" were all completely destroyed, with kumara the only cash crop likely to be normal this year. Officials estimated it would take 12 to 15 months for the production of bananas to recommence, six years for breadfruit to recover and six months for "maniotia".

Old government buildings, particularly village schools, old people's units, several water catchments and electric power installations were all damaged

cane because of the 2,000 acres of new plantings since then.

Worst hit were the banana planters, who will now be unable to pay their rehabilitation loans as expected.

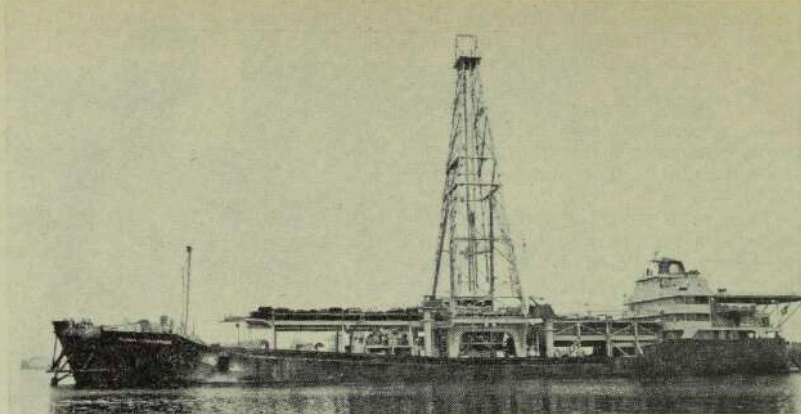
The Samoan Government will once more seek aid, probably in the form of food for planters, and for use in rehabilitation schemes, from the World Food Programme; and in finance from New Zealand, Australia and other friendly nations.

The good use to which the Samoans in most instances put the somewhat meagre aid they got following the last hurricane should stand them in good stead in their present difficulties.

Fortunately, Mr. J. F. Knowles, first secretary to the US Embassy in Wellington, was in Samoa at the time of the blow, and the week following a team arrived from the Asian Development Bank. So also did Mr. Kebbie, a senior officer of the New South Wales Department of Agriculture, to review the progress of the banana industry in which Australia has recently played an increasingly significant part with technical assistance. These men will give first-hand reports.

The Government reportedly has hopes of this year getting a development loan in excess of \$1,000,000 from the Asian Bank.

The hurricane could provide a serious setback to development efforts, but with the prospects of overseas aid, increased investment by overseas firms, possibly improving prices for cocoa and copra, increased tourism and an agricultural recovery during the latter half of the year, this year could still end on a brighter note than for some years past.



The oil rig "Glomar Conception" which struck natural gas in February.

South Seas mining and oil shares hit the big time

By staff writer KEN MCGREGOR

Pacific Islands mining and oil shares reached their highest levels for several years on Australian stock exchanges in January and February.

Gold shares reacted optimistically to news about new explorations in Fiji and Papua and also persistent rumours that the United States would devalue its dollar and double the price of gold—the world-wide monetary yardstick.

Oil shares rose after natural gas with a very high flowing intensity was discovered early in February by an offshore drilling rig in the Gulf of Papua.

The boom in Islands mining and oil shares corresponded with a similar boom in the two types of shares in companies operating in Australia.

This was the happy picture of Islands shares on the Sydney Stock Exchange in January and February:—

- The 50 cent shares in Oil Search Ltd. rose to 90 cents—their best since 1959 but still a long way behind the 1954 high of \$3.46 which followed the discovery of oil in Western Australia by Ampol.

- The 35 cent shares in New Guinea Goldfields Ltd. rose to 75 cents—their highest-ever level since the firm revalued its assets in 1935—33 years ago.

- The 10 cent shares of Emperor Mines Ltd. (the Melbourne-run Fiji goldmine) rose to \$1.06—their

highest for five years and edging towards their all-time high of about \$1.30.

- The 25 cent shares of Pacific Islands Mines Ltd. rose to 72 cents—their best since October, 1963 when they reached 93 cents.

- The 50 cent shares in Papua Apinaipi Petroleum rose to 50 cents. This was the company's best figure since 1964, but well below its all-time high of about \$1.10 in the mid 1950's.

The discovery of natural gas in the Gulf of Papua was made only a few miles from permit areas which Oil Search and Papuan Apinaipi have interests in.

Operating for a consortium of overseas oil groups, Phillips Australian Oil Company, with its oil rig *Glomar Conception*, recorded a gas flow of 22.4 million cubic feet per day at a depth of 6,169 feet.

The gas strike was made 10 miles offshore, some 200 miles north-west of Port Moresby. It was made 200 feet away from another gas flow discovered about a month earlier.

The strike, at a flow twice the rate of the best gas flow from Bass Strait off Victoria, where Esso-BHP have recently found commercial oilfields started speculation that market

could be found in Tokyo or even London for liquefied Papuan gas.

The Phillips gas strike started heavy buying from England and in Australia of Oil Search shares, and steady selling from New Guinea.

Oil Search

Nearly a million shares were bought and sold in Australia following the strike.

From January to November last year Oil Search issued scrip for 13,862,000 shares. This year, in its Sydney office alone, the company has taken on six extra staff to handle scrip.

Esso and British Petroleum, between them, have committed \$10 million in drilling funds under agreements with Oil Search.

A spokesman for Oil Search said his company was waiting on seismic surveys that Esso was carrying out in February on its Papua leases. It was up to Esso to decide where to drill.

New Guinea Goldfields

A New Guinea Goldfields spokesman told *PIM* he did not know of any sound reason for the jump in his company's shares. But it was possible that speculators were gambling on the price of gold going up—which had been rumoured for many years without result.

NG Goldfields' shares were revalued from £A1 to A5/- in 1935 when the company revalued its assets. A further 1/6 was paid off the 5/- shares in the form of dividends to shareholders soon afterwards, making them 3/6.

Since 1935 the company's shares have remained around the 3/- to 4/- mark, dropping at times as low as 1/4.

In January, NG Goldfields treated 597 tons of ore for 1,294.7 oz of gold from its Golden Ridges mill.

Today the company is not wholly dependent on goldmining. It is also a trader, timber merchant and coffee grower.

Emperor Mines

Emperor treated 95,403 long tons of ore for 35,024 oz of gold from last September to January 10.

Sydney financial circles believe that the reason for the greatly approved prices for Emperor Mines shares is that the company has started an interesting exploration programme with substantial Fiji Government financial assistance, at its Atukoula mine.

However, increased costs and lower

(Continued on p. 129)

FIJI SCHOLAR IN STRIFE OVER P-NG RESEARCH

Australian National University research scholar James Anthony, 32, said in Sydney in February he would not go to Papua-New Guinea to work on his PhD thesis "under the present circumstances". He said if he had known how impossible it was for him to do research in New Guinea he "wouldn't have come to Australia".

Mr. Anthony was born in Fiji, and was a militant union leader there before spending some years at the University of Hawaii, where he gained his BA and MA. He went to the ANU eight months ago on a scholarship to do his thesis on comparative politics, which would involve 12 months research in P-NG.

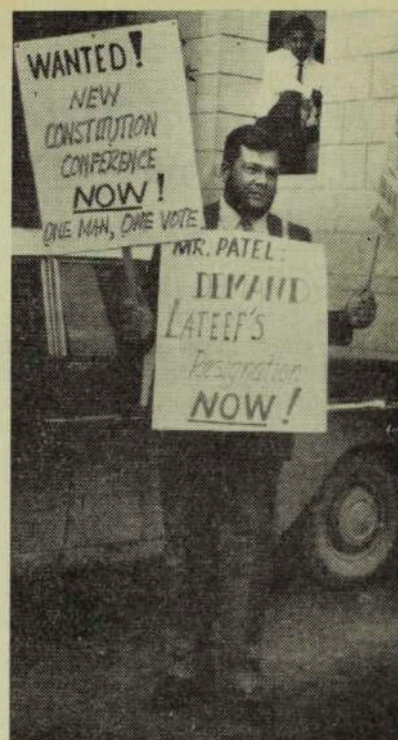
Last November he spent a month on preliminary work in the territory, after having signed an undertaking from the Department of Territories that during his visit he would confine his activities "to those of a scholarly character" and would not address any public meetings "or engage in any public or private activity in relation to political, industrial or social issues which may reasonably be regarded by the Administration as likely to have a disturbing or disruptive effect within the P-NG community or parts of that community".

Protest

He said he signed the same agreement in January and he had planned to leave for New Guinea on March 1, together with his Hawaiian-born wife, who has been appointed a senior tutor with the P-NG University's Department of English.

But on February 21 some Australian newspapers published a report that a Port Moresby man, Mr. J. G. Little, had protested in a letter to Federal Government and Opposition politicians about Mr. Anthony's presence in the territory, saying he was an agitator.

On February 29 Mr. Anthony called a news conference at Sydney University (where he later addressed students on conditions in Fiji). He told newsmen that the circumstances of the publicity he had got now made



James Anthony took time off to picket the Fiji Legislative Council last June en route from Honolulu to Canberra to take up his scholarship.

it impossible for him to do proper research in New Guinea. He could do research anywhere else in the Pacific, including Fiji. To a question, he said he was not responsible for starting the publicity, and had much to lose by it.

"I would like a PhD but I am not ready to sell my soul for it," he said. "I am not going to lick any white man's boots for it."

Mr. Anthony added he didn't know what his next step was until he discussed the matter with his supervisors. Mrs. Anthony said she would not go to P-NG without her husband; she had a young family to look after.

Fiji independence "soon"

At his news conference, Mr. Anthony said he had recently returned from Fiji, where he had represented the Airport, Hotel and Catering Workers' Union in an arbitration hearing. Fiji was really a colony of Australia, run by Australian commerce.

He felt it wasn't far off independence—it was his belief that Britain would give Fiji her independence by the 100th anniversary of Fiji's cession to the Crown, in 1974.

**After a shopkeepers' strike
and a mass demonstration . . .**

TAHITI'S ASSEMBLY BACKS DOWN ON SALES TAX PLAN

After a Tahiti-wide shopkeepers' strike on February 15 and an angry mass demonstration in Papeete 12 days later, French Polynesia's Territorial Assembly backed down on a plan to impose a one per cent. tax on all business transactions in the territory.

The tax was proposed by the Assembly's majority parties, led by Messrs. Francis Sanford and John Teariki, who have 17 of the Assembly's 30 seats.

The object of the tax was to make up a deficit of 60 million Pacific francs (\$600,000) in the territory's budget.

Tahiti's business community bitterly opposed the proposed tax from the first, and a strike committee warned the majority parties early in February that it would call a general strike unless they announced their intention to drop the proposal.

When the committee got no satisfaction on this score, every business in Tahiti closed down for the day on February 15.

Rocks thrown

A letter in quaint English, addressed to "Dear Tourist Friend", was published by the strike committee in emergency issues of the local newspapers on the day of the strike for the edification of American and other English-speaking tourists. The letter read in part:—

One agrees to find in Tahiti a charm which is unequalled in the world. Up to now there was, also, more liberty than anywhere else, and it is to preserve it that all trade people had to decide upon a strike, as a protest against inquisitory measures taken by the government recently.

Tahiti is sorry indeed to show you today its worse side. However, we feel certain that you will understand and forgive us in accepting with a smile the small inconveniences caused by the strike during your stay. It is because we want Tahiti to keep on smiling as in the past that we are fighting. . . .

Although the strike proved the unanimity of the business committee on the tax issue, the majority parties still gave no indication of abandoning their proposed tax, and it was not until February 27 that the matter was brought to a head.

On that day, thousands of shopkeepers and idle workers massed outside the Territorial Assembly building in Papeete while their legislators debated the tax proposal inside.

At one stage, the demonstration erupted into a rock-throwing skirmish.

Several hours after the Assembly

session began, an announcement was made that the tax would not be applied.

The Assembly's 1968 sales tax plan was thus defeated in similar circumstances to that of a proposed income tax put forward in 1958 by the popularly-elected leader, Pouvanaa a Oopa, and his party.

Strikes and demonstrations also took place against the Pouvanaa proposal. The tax was called off after an angry crowd had waited outside the Governor's residence during urgent discussions on it.

PACIFIC FOUNDATION DECIDES WHICH WAY TO HEAD

By a staff reporter

Everybody in Sydney in February seemed to be asking, "What is the Foundation for the Peoples of the South Pacific?" The foundation, previously unheard of locally, had suddenly got itself columns of publicity by arranging a gala preview of an MGM film, which was attended by the cream of Sydney society. Proceeds went to the foundation.

To find out about it I sought out the founder, Mrs. Maurice Silverstein, and its executive director, Father Stanley Hosie, both of whom were in Sydney from New York to launch the foundation's New South Wales branch—the first branch outside of the parent American organisation at 101 West 55th Street, New York. The parent body has a charter to raise public subscriptions, tax deductible. It was launched 16 months ago.

It turned out that Mrs. Silverstein was the former film actress Betty Bryant, born in England but who had spent her early years in Australia (where she made "Forty Thousand Horsemen"). She has lived in America since her marriage to the man who is now president of MGM International.

No plans yet

Father Hosie is an Australian Roman Catholic priest, who became interested in South Pacific problems a few years ago when he toured some of the islands to gather material for a history of Marist missionaries.

"I felt that help was needed for the people, particularly in health and education, and that some kind of international organisation could do the job," said Father Hosie.

"Christians can't do much on their own, and although I am a Catholic I didn't want any particular religious bias—just the best means of obtaining help."

So Mrs. Silverstein, a long-standing friend of Father Hosie, put her social weight behind the launching of the foundation, and obtained Father Hosie's secondment from the church as the foundation's full-time executive director.

How will the foundation help the people of the South Pacific? Father Hosie admits he doesn't know yet. He is just beginning to develop a programme.

He has talked to those people in the US, British and Australian governments responsible for South Pacific affairs and he says they are all happy for the foundation to do something—start clinics perhaps, subsidise training courses.

But what? It's wait and see.

SMALLER PORTFOLIO FOR TERRITORIES MINISTER

Australia's Minister for Territories for the past four years, Mr. C. E. Barnes, has a smaller portfolio following a Cabinet reshuffle by the new Australian Prime Minister, Mr. J. G. Gorton, in late February.

Mr. Barnes' new portfolio does not include the Northern Territory, which has been transferred to the Minister for the Interior, Mr. P. J. Nixon. Mr. Barnes is thus now responsible only for the external territories of Papua-New Guinea, Norfolk Island, Cocos Island and Christmas Island. As a result, the name of his department has been changed from Territories to External Territories—as it was before May, 1951, when the Northern Territory (formerly administered by the Department of Interior) was placed under the control of Mr. Paul Hasluck as Territories Minister.

Rose, by any other name, may smell O.K., but it's terribly confusing

"His name is Joe," said the battle-axe behind the counter severely, indicating the young Papuan counter-hand whom I greeted in the language of his home village.

HIS name is Aisi," I replied.
"It isn't, it's Joe," said the battle-axe firmly.

"Dash it all," I said, "I ought to know what his name is. I baptised him when he was so big."

In my irritation I extended my hands to a position which suggested that my former pupil had been born prematurely; but fortunately this gesture went unnoticed. The conversation ended on a cold note.

Joe's case is typical of many young Papuans who come to the big smoke for work. Unable to bear the mispronunciation of their names by careless or contemptuous Europeans, they re-christen themselves with an English name, choosing the name of some European they have known and liked at home—a missionary maybe, or a patrol officer, or a trader.

Sometimes the re-christening is performed by the employer. "Oh, I'll never remember that", he will say after hearing his new employee's name. "I'll call you Bill".

For business only

This practice often has the effect of making me appear to have a poor memory or be much dumber than I really am. "One of my boys says he went to your school", a European friend will say to me. "His name is Kevin". (For some obscure reason Kevin is a very popular choice). This leaves me up in the air, as I probably knew the lad as Heni or Horea.

In most cases these young people change their English name for business purposes only, and continue to be known by their Papuan name among their one-talks. Among Papuan people the practice is growing of giving children two names, one Papuan and one English, in infancy. Personally I think that this is a good idea.

While I have no objection at all to the giving of English names to Papuan and New Guinean children, I am not too happy about the practice of one branch of the church which confers the names of saints on



TO THE POINT

WITH
PERCY
CHATTERTON

them. Not all these young people have exhibited saintly characteristics in later life.

I am even more doubtful of the good judgment of one of my own former colleagues (now gone to his rest, God bless him), who, in an excess of patriotic zeal during the 1914-18 war, saddled infant Papuans with names such as Beatty and Jellicoe.

I am least happy of all about the use as names of English words which are not proper names. Names such as "Friend" and "Launch" can only be an embarrassment when those who bear them get to high school.

"Goodwill," a name borne by one of the candidates in this year's House of Assembly elections, just passes muster because, although not in fact derived from "Pilgrim's Progress", it has a pleasant Bunyanesque flavour.

Less acceptable are "Copra", "Kerosene" and "Apple-tart", said to have been the names of three brothers who worked as house servants in pre-war Papua. I never actually met these gentlemen, and the story may be apocryphal.

Events commemorated

It is not infrequent for events in the lives of parents to be commemorated in the names of their children. I once knew three children whose names were Henao, Samani and Wini. Henao means "thief" in Motu, while Samani was derived, not as I at first imagined from "salmon", but from "summons". The derivation of "Wini" is obvious; and it was sheer stupidity of me, when confronted with the whole family at the baptismal font, to assume that Wini was the female member of the trio.

It later appeared that the children's father had been accused of stealing. He had been summonsed before a magistrate, but had been able to establish his innocence and win his case. The names of his children constituted a living and continuing reproach to those who had accused him of dishonesty.

Personally I find this sort of thing most refreshing and I would like to see the technique introduced into the Australian way of life. The possibilities are endless. As a matter of fact I once had an aunt whose name was Birdie, but as far as I know her father was not a golfer. However, this is suggestive of what might be done.

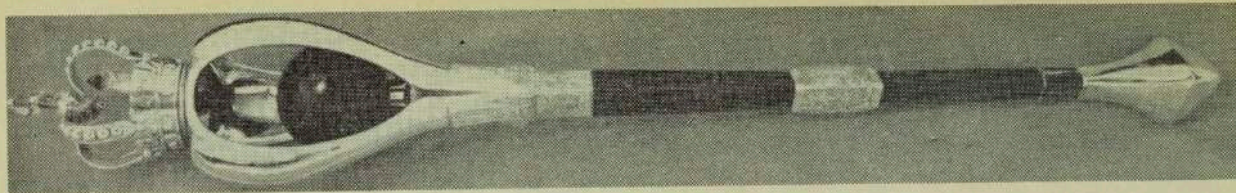
Confusion confounded

When it comes to surnames, confusion becomes even more confounded. I do not know of any Papuan or New Guinean group which has surnames in our sense of the word, though I understand that the Tolai have a system which might be considered to be a step towards surnames.

In most parts of Papua, a father's first name becomes his son's or daughter's second name. This means, of course, that the second name changes with each generation; there is no continuing surname.

Even this system is not universal. One group, the Suau, appear to be highly resistant to the use of any second name at all, while the Roro people among whom I lived for many years use either their father's or their mother's first name (apparently indifferently) as their second name.

Further complications occur when, as often happens, a child is adopted by his uncle. He then takes his



If Percy Chatterton had his way, the Westminster-style mace of Papua-New Guinea's House of Assembly (above) would be replaced by a "Hagen" axe (at right) and honourable members would sit in the comfort of short-sleeved shirts.

uncle's name as his second name, and, as often as not, his uncle gives him a new first name.

In such circumstances the tracing of a pupil's academic record through a series of school rolls or examination lists may present problems. I remember one occasion on which a young examinee wrote a different variant of his name at the head of each of three successive pages of answers. Fortunately the pages were firmly clipped together.

The confusion to end all confusion comes when a form to be filled in says "Write surname first".

I once had two students who were sitting for an examination sponsored by the Department of Education. One was named UME MIRIA. The name of the other was MIRIA UME. The question paper said: Write your name at the head of your answers, surname first.

One student obeyed this instruction. The other didn't understand it and wrote his name in the ordinary manner. This was not noticed until the department discovered that two sets of answers sent to it for evaluation were both headed UME MIRIA. One passed; the other failed. But which was which?

Hotch-potch

Recently, as a candidate in the House of Assembly elections, I have had occasion to make a good deal of use of the Moresby electoral roll. European names are entered with the surname first. Names of indigenes are a complete hotch-potch, some one way round and some the other. Many of them have the first name first, but followed by a comma, thus giving the erroneous impression that it is the second name.

Authority takes the view that the advancing march of western-style civilisation demands the use of surnames which stay put and don't change with each generation. How valid this assumption is I don't know. But under its aura the more sophisticated sector of the indigenous

population has been urged to adopt surnames.

Some have done so, mainly in Hanuabada, the large, almost completely urbanised, village which fringes the shore of Port Moresby Harbour. Generally the name chosen as surname has been that of the father or grandfather of the generation currently in middle age. If everybody adopted this plan it might work fairly well; but with some using old-style and some new-style names the area of confusion is considerable.

A contributing factor to the confusion is the fact that among some tribal groups the range of possible, or at any rate of commonly used, names is quite limited. The Motu people of the Port Moresby area have quite a large range; but a little further to the west the Roro have a much more restricted one.

Suggestion

At one stage, when I was living in that area, I had a primary school of about 70 pupils. The 20 girls in the school shared three names. There were 10 Avia's, six Aiva's and four Taita's. Of the 50 boys, one third were named Aisi.

A suggestion which I have put forward from time to time and which I still think has some merit is in effect a combination of the two systems. Papuans would be encouraged to use three names—their own given name, their father's given name, and the agreed family surname.

The only trouble with this idea is that, when combined with the practice, to which I have already referred, of some parents who give a Papuan and an English name to their children, it will load the children of the next generation with four names each, and the admission register of the humblest Primary T School will resemble the rolls of Winchester and Eton.

One finds oneself wondering just how far the contention that you can't have a civilised society without fixed surnames is true, and how far it is just part and parcel of our



British obsession that the way we do things must necessarily be the best way for Papuans and New Guineans to do them?

Example after example comes to mind. For instance, there is the obsession that, in spite of Dinal Frank's school "under the mangrove tree", you can't have a proper school unless you have desks and staff room and admission registers and te breaks and what-have-you.

There is the obsession that you can't have economic development without first converting communal land titles into individual ones—convenient ploy for those who want to see the creation of a landless class as a potential labour pool, but palpable nonsense all the same.

There is the obsession that you can't have a legislature without Westminster-type trappings—bewigged speaker and clerks, mace, member uncomfortable in unaccustomed lounge suits, first, second and third readings of bills which in fact are not read at all, and standing orders which allegedly protect the rights of minority groups, but which in fact lend themselves to the execution of all sorts of intricate and sometimes disreputable tricks and manoeuvres.

I am a complete rebel in the matters.

I had given hundreds of your Papuans a reasonably good schooling before admission registers and te breaks were thought of. I think the Papuans and New Guineans will be crazy if they abandon their communal land rights. And as far

THREE CHOICES FOR AUSTRALIA IN P-NG, U.N. LEADER SAYS

The president of the United Nations Trusteeship Council, Miss Angie Brooks, said in Port Moresby on February 11 that Australia would not be limiting its options by setting a target date for the independence of Papua-New Guinea.

Miss Brooks, of Liberia, was speaking at a Press conference at the end of a week-long visit to the territory.

Asked her attitude to Australia's apparent reluctance to limit its options on the territory by setting a target date, she said independence could come in different forms.

"There is outright independence, association and integration," she said.

Miss Brooks said these options would remain if a target date were set.

Miss Brooks said Australia had to do a lot more for Papua-New Guinea. One of the main things was to train people in the administrative service and quickly move them into the high levels.



A United Nations mission arrived in Port Moresby on February 24 to observe the elections and report on the Trust Territory of New Guinea. They are (from left) the chairman of the mission, Mr. J. M. McEwen (New Zealand), Dr. Ward Allen (US), Mr. A. Fahnwulu Caine (Liberia), Mr. Paul Gashignard (France), Mr. James Lewis, principal secretary to the mission, and Messrs. H. Omayard and M. Chelchowski, members of the mission secretariat.—Photo: P-NG Department of Information.

P-NG VOTERS KNOW WHAT'S WHAT NOW, BUT NOBODY YET KNOWS WHO'S WHO

From a Port Moresby correspondent

Voters in Papua-New Guinea's second general election, which began on February 17, have shown a better understanding of what the poll is all about than they did in the first general elections in 1964.

But no positive clues had emerged to the end of February to indicate which of the 484 candidates would occupy the 84 seats available to them in the new House of Assembly.

About 1,100,000 people are eligible to vote.

Of the candidates, about 50 are Europeans and three are Asians, the rest being Papuans and New Guineans. Voting ends on March 16.

The Chief Electoral Officer, Mr. Robert Bryant, said in Port Moresby at the end of February that, generally speaking, voters were showing much more sophistication than in 1964.

Mr. Bryant said that in 1964 many of the voters were nervous and had to be "almost pushed" into the polling booths.

"Now," he went on, "they are anxious to vote and know exactly who they want to vote for."

Mr. Bryant added that there was little discernible pattern in the voting.

Without doubt, self-government or independence for Papua-New Guinea are not issues in the election.

In the rural electorates, the chief issues in the election campaign were more and better bridges, schools and hospitals, and accelerated development of cash-crop economies.

Higher wages and better housing were important topics in the large towns, where many of the people are public servants.

Party politics won't enter into this election—voters are obviously voting for persons. But the big question being asked here is whether something that could be construed as a general vote for radicalism, whether brown or white, will show up.

Thus attention is being focused on such electorates as the Morobe regional, where old-hand Horrie Niall, the former Speaker, is opposed by European radical Tony Voutas, who has gone in boots and all looking for the native vote. In itself, the result here may not mean anything—it depends whether there are similar trends elsewhere.

In the East Sepik, old hand Frank Martin, the sitting member, is opposed by a foundation member of the Pangu Pati, Michael Somare, a New Guinean regarded as radical.

There is a general view that the 1972 elections, not the 1968, will be the most important, but there are some observers who believe that this year's elections will be the ones to show whether there is to be a *speed-up* towards independence.

House of Assembly is concerned, would like to see the Speaker wearing a bird-of-paradise feather chaplet and a tapa-cloth toga. I would like to see a "Hagen" axe in place of mace. I would like to see members sitting in the comfort of short-sleeved shirts.

I would like to see procedures similar to the excellent ones worked out by the Department of District Administration (an organisation I highly praise) for local government councils, instead of the effete and formalized (another way of saying "frowned") procedures clung to so uncritically by Westminster and Canberra. Maybe for use at the regional level they would have to be adapted and formalised a bit, but not too much.

It is said that the comparison is invalid because the House of Assembly has to make laws. What of the local government councils? By-laws, and often very sensible ones too.

Of course none of these things will happen because Auntie knows best. It's pleasant to day-dream about them.

Tropicalities

Throughout the recent wet season on Nauru, residents patiently suffered a larger-than-usual number of mosquitoes because the Health Department's spraying programme was suspended in the interests of research undertaken by the London School of Hygiene and Tropical Medicine.

THE school has a theory that the world-wide diseases of filariasis and elephantiasis can best be controlled not by attempting to eliminate the mosquito which transmits them, but by introducing a parasite which shortens the life of the mosquito from about a month to less than 10 days.

This is too short a period for the organism which causes these human diseases to become active. The parasite is harmful only to the mosquito, so if successfully established, the spread of filariasis can be checked.

It's been estimated that 200-million people are subject to the effects of filariasis in Africa and Asia, but London University chose Nauru for this particular piece of work because it was known to have a large population of *Culex fatigans*, the filariasis-carrying mosquito; because the total isolation of the island was useful; and because good conditions for research and the co-operation of local authorities existed.

THE GOOD OIL ON A BAD EGG

A recent American visitor to Fiji, Mrs. Marjorie W. Overacker, who looked into the history of one of her ancestors, Captain John Binner, found that he had been eaten by cannibals.

Captain Binner was a trader and missionary in Fiji about 100 years ago.

Mrs. Overacker discovered that Captain Binner sold some barrels of oil to the Fijians who found that two-thirds of the so-called oil was water. As a result, he finished up in the cook pot.

"I can see that the Fijians had reason for making Binner into 'long pig'," Mrs. Overacker said. "I hope, however, that he did some good, too."

THEY SUFFER NOBLY FOR SCIENCE

The university sent Mr. D. G. Reynolds, an experienced researcher in this field, who for the past three months has been trying three different parasites, any of which may have the desired effect if successfully established.

Present indications are hopeful, but the picture will only fully emerge when he returns for a further examination toward the end of 1968. A successful outcome of this strictly laboratory experiment will lead to field trials in the countries of greater filariasis infestation, and perhaps to an eventual massive assault on the disease.

Meanwhile, mosquito spraying has now resumed on Nauru, to the relief of the locals.

Was the diet too much for Meg?

A MEGAPODE bird from Tin Can Island almost made her debut at the Honolulu zoo on February 22. "Meg" was a gift to the zoo from Kitone Mamata, the Tin Can Island telegraph operator.

For almost a year now, Mamata, had been sending megapode eggs to the Honolulu zoo by Matson Lines' tin can mail and the *Monterey*. But none of them completed incubation at the zoo.

On January 27, Mamata sent Meg aboard the *Monterey*, regretting that her mate had died. Those aboard didn't know what the bird's natural diet consisted of, so an international menu was kept in her corral and changed daily.

Meg quickly expressed her preference for food in the following pecking order: Australian rock-melon,



Q. Weston is back

Back in the South Pacific again in February after four years absence was Mr. Q. V. L. Weston, a former senior government officer in Fiji and a British Consul in Tonga. Mr. Weston flew to Nauru via Sydney, Fiji and Tarawa to take up the top Nauru administrative post of Chief Secretary, worth annually \$A10,000 tax-free. His wife will follow him to Nauru in a few months.

Mr. Weston, 49, spent 23 years in the South Pacific, most of it Fiji, where he retired in 1963 from the post of Assistant Colonial Secretary. During the war he was in the Solomons and he spent a year as British Consul in Tonga.

Following his retirement in Fiji Mr. Weston returned to the UK and taught at a secondary modern school, a school for sub-normal children, and, for the last two years, at a private secondary school for boys in Tunbridge Wells.

He liked teaching, but when he was approached in England for the challenging Nauruan job he found the old call of the Pacific still a bit too strong. Our picture was taken at Sydney airport in February.

Queensland papaw, giant Mexican prawns, Tasmanian deep sea scallops, Maine lobster, Farrolones cracked crab, Fiji bananas, California Sun-kist oranges, egg yoke and chocolate cake a la mode.

Honolulu animal quarantine officials kept her in isolation before releasing her to the zoo, but unfor-

nately she quietly died during this period.

The megapode is of interest mainly to naturalists because of her huge eggs which she lays in the sand, giving the warmth of the sun to hatch them. She has cousins in New Guinea and the Solomons and is also related to the Australian bush turkey. How her forebears managed to get to remote Niufo'ou in the long ago past is anybody's guess, and she's still rare there because her eggs are a favourite food of the islanders.

Progress by-passes the housegirl

THE age of the housegirl is coming to an end on Niue. Housegirls are difficult to get these days. Wages for them are higher than they have ever been, but girls don't want to be housegirls any more.

And now, a group of new houses is being built by the Administration at Fualahi, in the vicinity of Niue's projected airstrip, and some that have been recently completed at Aliluki, have no quarters for housegirls.

The new houses are easier run than the old ones. They are smaller, they have solar water-heaters and bottled-gas stoves.

The elimination of the wood stove, which has been general in Niue Administration-built houses, is locally reported.

The wood stove almost requires the attention of a housegirl of its own, plus a garden boy to chop enough wood to keep its hungry fire-box fed.

Come to Nauru—after 52 years

RETURNING to her Nauru birthplace after an absence of 52 years was a tremendous thrill to Mrs. Howard Jones of West Covina, California. The last of six children of Rev. P. A. Delaporte, who represented the American Board of Commissioners for Foreign Missions on Nauru from 1899 to 1915, Mrs. Jones attended the Nauru independence celebrations as a guest of the Nauruan Protestant Church.

She had been a long-time correspondent with Pastor Jacob Aroi, B.E., the only surviving member of her father's band of young men who helped in the translation of the Bible to Nauruan and in the early teaching in the mission school. Mrs. Jones more recent times met Head Chief Immer DeRoburt and fellow members of delegations passing through New York, and it was through this



Mrs. Jones.

contact that she was invited back to Nauru.

She had left the island as a tiny girl, her main recollection of life there consisting of a stern parental chastisement for a childhood misdeed. But she brought back with her in January a fascinating record of life before and at the outset of the phosphate industry, all arranged in a family album of photographs and letters which she has painstakingly compiled.

The American Board chose a German-born missionary for the then-German island, which must have had many advantages, but the significance only shows up in the record when letters from the missionary to his children away at school in the US reveal the tragic dilemma which World War I brought to them all.

Delaporte was a proud US citizen, but he loved his German homeland. He thought the 1914 line-up against Germany of five Allied nations most unfair, and believed that Americans generally would support the righteous position of Germany.

A touch of humour flavours the diary entry which records the arrival of the Australian warship *Melbourne* to spike the German radio on Nauru—at that time the most powerful radio in the Pacific. Marines landed and ran up the British flag, confirmed the destruction of the radio equipment (which had been carried out by the Germans when *Melbourne* hove in sight), and then withdrew. The diary records (with some satisfaction) that the Australian commander, being unable to leave a party ashore, had the flag taken down after only four hours at the masthead, because he didn't want it forcibly lowered after his departure.

There is a copy of an irate letter addressed by Delaporte to "The Hon. Commissioner of His Britannic Majesty at Ocean Island", in September, 1914. He complained that six months' supplies for the mission aboard the ship *Wanganella* had been detained at Ocean Island, and asserting his American citizenship, he demanded their release.

The album contains several photographs of groups performing now-forgotten Nauruan dances, and a parade of the Nauru Police Force (although the police were all New Guineans).

Poignant letters to the children tell of the hardship of years of separation and of infrequent communication. The letters bear the printed address "Nauru, Marshall Islands", the letterheads being printed on the mission press. (Strange to say, 60 years later there is no printing press on the island).

Born on Nauru when her mother was beginning to suffer the rigours of pioneering life, Mrs. Jones was a tiny premature baby who survived on coconut milk and the care of a Nauruan nurse.

She was named Ekauwe Margaret. Ekauwe is Nauruan for flower, and was the name she used throughout her childhood, and the name by which Mrs. Jones is known and received by the Nauruans still.

Long-swimming turtles

OUR Noumea man, Fred Dunn, thought he had an out of the ordinary turtle story in February when he reported that a fisherman at Poya, on New Caledonia's west coast, had speared a 300 lb turtle that had swum the 700-odd miles from Heron Island, on Queensland's Great Barrier Reef.

The turtle had a metallic plate fixed to one of its flippers inscribed with the letters ANU and No. 1074. Investigation revealed that the turtle had been tagged in December, 1966, by an Australian National University marine zoology station at Heron Island.

News of the turtle's long swim surprised many New Caledonians, as they had always thought that turtles remained in the vicinity of where they were born.

However, this turtle's swim was really only a short flip by comparison with the effort of a Leatherback turtle, captured recently at Naidi village on Vanua Levu, Fiji. The Leatherback had apparently swum all the way from Malaya or Borneo. (See pictures, p. 115).

Off to a good, cautious start, but Nauru's problems are still ahead of her

By *STUART INDER*, who was a guest of the Nauruans for the independence ceremonies

February turned out to be a quiet month in the Republic of Nauru—almost a sleepy month. But, then it really was a heck of a January! A period of recovery was needed after the captains and the kings departed from the independence celebrations of January 31. Time was required for the Nauruans to sit and think, and perhaps occasionally to wonder at the indisputable fact that Nauru really had won its bloodless revolution, and still had all its friends.

February was needed to savour independence, for clearly the Nauruans didn't consider the celebrations themselves as the occasion for it.

Perhaps there were too many guests to be entertained, or perhaps there was no satisfaction in stressing the obvious, or there was a sombre realisation that independence is a serious business, but anyway the absence of a "headiness" in the air, of flag-waving and of large local crowds at the various functions puzzled many visitors.

Typical courtesies

Certainly it was an undemonstrative independence week, different from the kind of emotional display the world has come to expect from new-born nations at the moment of release.

The full interpretation of this Nauruan reaction I will leave to those more skilled, but if their final diagnosis is that the Nauruans really

didn't want independence then I won't agree with them.

Nauru was quietly proud to greet its visitors, and turned on typical Nauruan courtesy and some first-rate organisation. Hotel-less Nauru, only 5,263 acres big, and much of that now filled with jagged coral pinnacles, stretched its resources and its heart to accommodate five chartered plane-loads of guests in private houses, with meals arranged in special messes presided over by imported chefs.

Pretty hostesses answered queries, handed out attache cases stuffed with detailed maps and information on the extensive programme; cars and drivers were no farther than a telephone call to the efficient central control; the best seats at everything were kept for the visitors.

It all went very well—from the official reception, the Chinese New Year concert, the combined church service under the stars, the great fireworks display, the inaugural meeting

of the Legislative Assembly, the flag-raising ceremony, right up to the national games and sports, the community concert and the all-island barbecue (where 4,500 turned up of a total population of 6,000, to joyfully polish off 3,000 lb of steak, chops and sausages and a shipload of canned soft drinks).

It was a well-balanced independence mixture, handled at all times with both dignity and warmth.

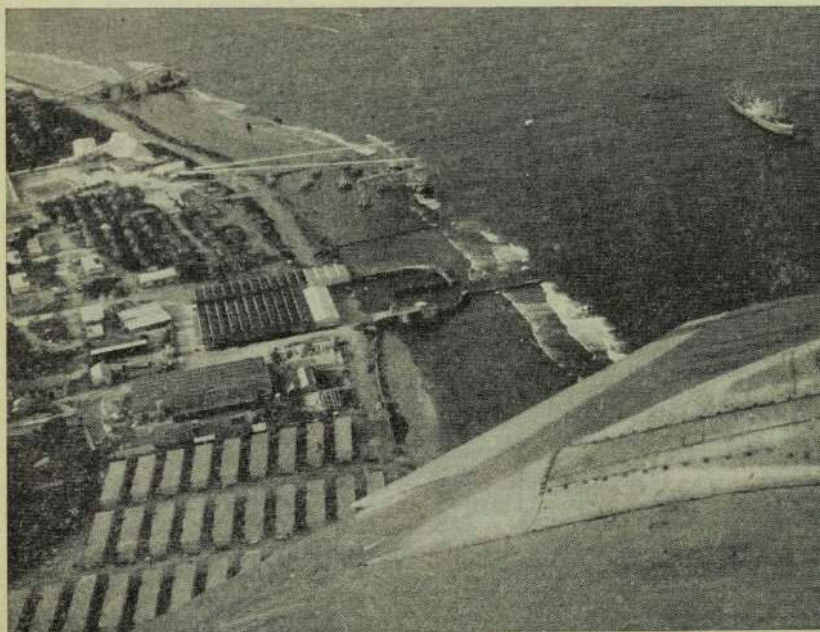
Backdrop of phosphate

And all around were those jagged, worked-out pinnacles as a vivid reminder of Nauru's lucky present but uncertain future. The giant mechanical grabs and the conveyor belts were silent on Independence Day and the big ships rode their moorings, for the British Phosphate Commissioners were also enjoying the celebrations they had helped to organise. But next day they were busy again, digging out more of the annual two million tons quota which would exhaust the huge deposits in less than 30 years.

In the Legislative Assembly the day the new flag was raised they obviously knew that independence was a serious business. The atmosphere was formal, the members in their best business suits.

Nauru's Council of State was selected only half-an-hour before the flag raising ceremony, and their names publicly announced during the ceremony.

The 18-man (and no women) House of Assembly had earlier elected as the first Speaker the Rev. Alfred Amram, minister of the Nauruan Protestant Church, who can't see why politics and religion shouldn't mix. Mr. Amram has got most of his education overseas—he spent six years at a theological



● Nauru's phosphate-loading cantilever and complex of phosphate workers' quarters. The republic takes them over from the BPC in 1970.

college in Sydney and another year on a scholarship in America—and was considered by some Nauruans to be Council of State material. If so, his appointment as Speaker successfully precluded anybody from nominating him for that august circle.

Council of State

There were seven nominations for the five man council. There were five "old guard", whom I expected to be nominated because these are the five who have been most active in everything leading to independence, and perhaps even anything that is anything on Nauru. These are Hammer DeRoburt, Austin ernicke, Buraro Detudamo, Joseph etsimea and James Bop.

The two extra were Samuel Tsitsi and Victor Eoaeo, both members of the old Legislative Council. Victor Eoaeo promptly refused the nomination, so that left the old guard plus Tsitsi in the ballot. With the maximum possible vote of 17 per man, the final score was: DeRoburt and ernicke 17 each, Detudamo 16, etsimea 13, Bop 12, and Tsitsi 10.

Victor Eoaeo is the man who has spoken up against independence. He doesn't oppose the principle of it, but he feels independence should be postponed for 12 months, and that Australia should handle external affairs and defence. He resigned from the old Legislative Council on that issue, and was returned by his electorate. Although Nauruan voters are as parochial as any, and will support the red-blooded local boy anyway, there is some general support on Nauru for Eoaeo's views. But not nearly enough to make a political issue of it.

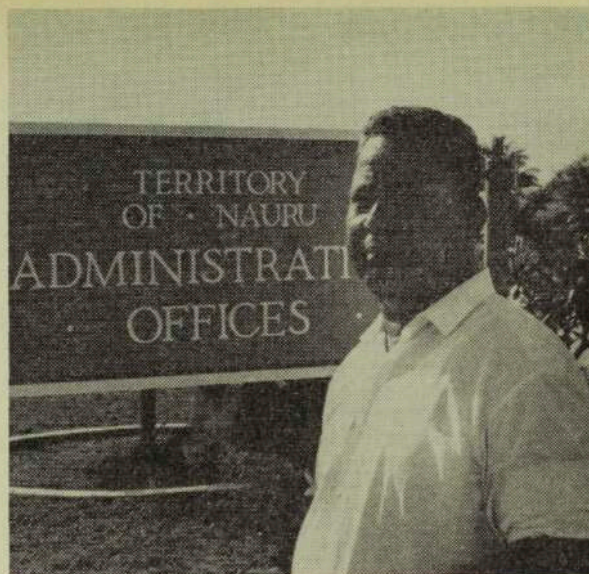
Eoaeo's views

This is recognised by Eoaeo himself. I asked him why he had refused the nomination to the Council of State, and he replied: "My views on independence are well known, and have made my point. But they are a minority view. In the transitional period it is not right that somebody holding a minority view like mine should represent Nauru on the Council of State. Nauru must present a united front".

But Victor Eoaeo also represents that group of Nauruans who are genuinely in doubt about the next constitutional step, and this is of more practical importance.

The constitution promulgated on January 31 provides for a Council of State, but makes no reference to the appointment of a president, chief minister and cabinet, which is an

Victor Eoaeo is one Nauruan critical of Nauru's losing territory status at this stage. He would like to have seen full independence postponed for 12 months, and defence and external affairs links retained with Australia.



important section of the draft proposals for the final constitution. This omission was a casualty in the race for independence by January 31—there was not time enough for the constitutional assembly to decide all the details. But the assembly is empowered to remain in session until June 30, and these matters will be decided some time in the next few months.

There's no doubt there will be a ministerial system, as proposed in the draft constitution, but there is some discussion going on among Nauruans as to whether one man should be handed authority to be both president and chief minister. Supporters of the draft say that the island is only a mini nation, and that it is not big enough to have separate heads of state and government.

News conference

At his first general news conference after independence, Hammer DeRoburt, the chairman of the Council of State, and the man who is likely to be head of state under whatever terms, avoided involvement in these matters, as being decisions for the constitutional assembly to make.

But sitting in an easy chair in the open air outside his unpretentious house, the chairman discussed Nauruan attitudes to most other things.

The strongest point he made, and the only occasion on which he allowed himself to become emotional, was when he defended Nauru's insistence that the three former partner governments should still pay

for rehabilitation of the one-third of Nauru's worked-out phosphate lands.

Rehabilitation of that one-third was one of the major issues during the long negotiations with the partner governments and the BPC on phosphate ownership and royalties. But following Nauru's victory in getting ownership of the phosphate deposits last July the rehabilitation matter dropped out of sight.

It was not mentioned publicly again until November, when Hammer DeRoburt referred to it at the UN Trusteeship Council while appearing there to satisfy members that Nauru was ready for independence on January 31.

The partner governments probably believe rehabilitation to be a dead issue, but it's obviously still an old wound with DeRoburt. He told his news conference that the partners had disowned the responsibility but the governments "must recognise the problem is theirs." He would not agree that the phosphate land had been useless in the first place. He said that at one time the phosphate had about 18 inches of soil over it and grew everything the Nauruans needed—including timber enough for their canoes and houses.

The future

Turning to Nauru's economic future, DeRoburt said that Nauru hoped to build up inter-island trade with the 6,000 ton ship it had ordered overseas for delivery this December.

Some negotiations had already begun with the Japanese for fishing rights, although there had been no formal talks. It was too early to say

NO NAURUAN PLANS YET FOR PHOSPHATE

whether the Japanese wanted to bring a canning factory to Nauru, or merely to freeze and export fish, but Nauru would probably be more interested in a cannery than a freezer, because it wanted jobs for workers, not profits.

Nauru would not join the United Nations, but it would apply to join the South Pacific Commission as a full, paying member. Nauru's problems were not the same as those in other territories in the South Seas, and it would not expect to take a leading part in the SPC. He believed that all South Pacific territories would get closer together in the next five years, but he said he was unable to make any firm predictions as to how this would be done because he was not "well versed" in these matters.

Phosphate corporation

Engaged for years in fighting his own battles with the partner governments, it seems to me that Hammer DeRoburt has no firm line yet on Nauru's external affairs—or any great knowledge of the problems in the rest of the Pacific. He will no doubt play it by ear.

Touched on only briefly at that news conference was the vital matter of establishing the Nauruan Phosphate Corporation. Under last year's agreements the corporation will be set up to take over management of the phosphate workings from the British Phosphate Commissioners, and guarantee the loading of two million tons of phosphate per year in BPC ships.

The BPC executives themselves agree that there is nothing difficult about managing the phosphate business—competent experts can be found from many places. But obviously the BPC has had more experience with the Nauru operation than anybody else, and it is in Nauru's interest to make use of as much of the existing operation as possible.

To make the changeover painless, the BPC have already offered guarantees of redundancy pay to their staff, so that if they are to lose their jobs they will have a nest egg to enable them to look around for something else. This pay is generous. One stenographer I spoke to who will have been on the island for four years when the Nauruan Phosphate Corporation finally takes over, will leave, if she chooses, with 12 months' salary. Payments depend on the length of service and position.

"Wait and see"

The BPC wants to see the NPC take over a going concern in June, 1970, and they say they are not likely to want any more than about five key personnel for duties elsewhere when the times comes. There is no reason, the BPC think, why the others wouldn't be content to remain on Nauru under the same terms and conditions.

The prevailing attitude of the Europeans employed by the BPC seems to be "wait and see". There is no particular apprehension about Nauru's sudden plunge into independence, but most employees appear to

have one ear cocked to hear how the Nauruans manage in the next two years.

They don't expect the Nauruans will become too involved in phosphate economics in the meantime because they think they will be too busy getting on top of the political and social changes.

The Gilbert and Ellice Islanders who make up an important part of the phosphate work force (they are particularly efficient with mechanical equipment) mainly appear anxious only that their jobs should continue and on the same conditions. Where they come from, jobs are too scarce for them to afford to lose job opportunities on Nauru. One hears some apprehension expressed about how the Gilbertese and the Nauruans will get on after independence, but I don't see any trouble arising so long as the Gilbertese aren't irritated by any new and unnecessary immigration restrictions, which would make them feel inferior.

The Chinese take roughly the same view as the Gilbertese or perhaps are a little bit more cautious.

DeRoburt has meanwhile stated publicly that Nauruans are eager to keep present BPC staff on the island after the corporation takes over and he has said that those who remain "will be shown every consideration".

He recognises that there will always be phosphate work for senior qualified expatriates, because of the island's small population. There are only 1,100 adult Nauruans.

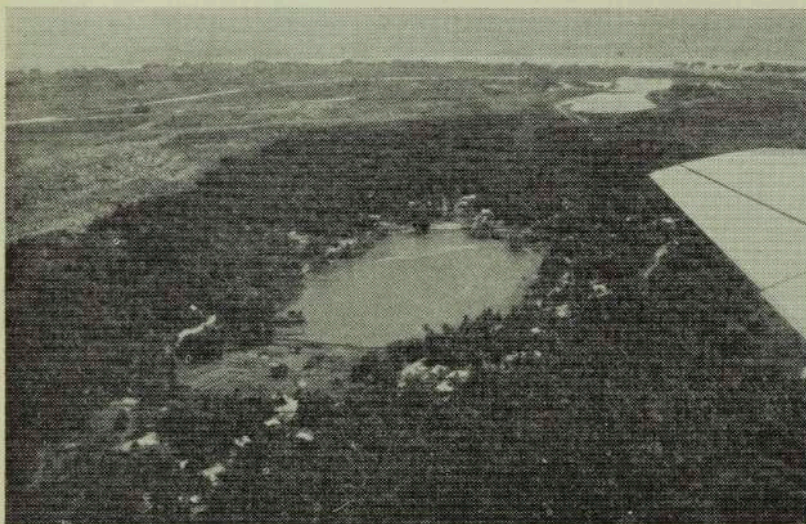
Must get it started

The fact remains that little has yet been done by the Nauruans to establish their phosphate corporation—an organisation which will control their life blood for the next 25 years or more, and be the source of their wealth.

Close observers agree that a general manager and a good financial director should be sought without delay, so they can work closely with the BPC in this important change-over period.

Nauruan independence without an efficient phosphate industry would be nothing but a sham.

● A green oasis surrounded by the grey of worked-out phosphate fields is Nauru's Buada Lagoon, left. Generally speaking, only Nauru's coastal fringe is suitable for agriculture. More pictures of Nauru are on the next four pages.

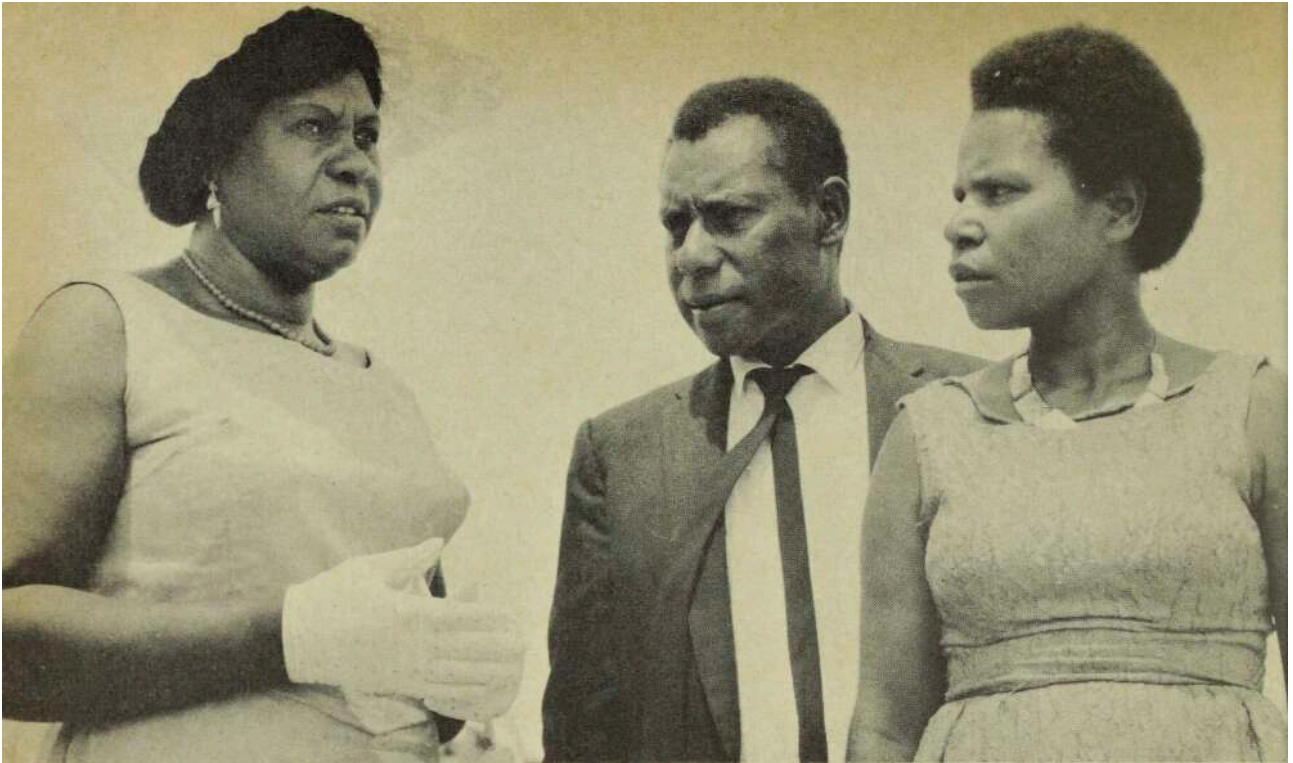


FAREWELL TO AN ERA

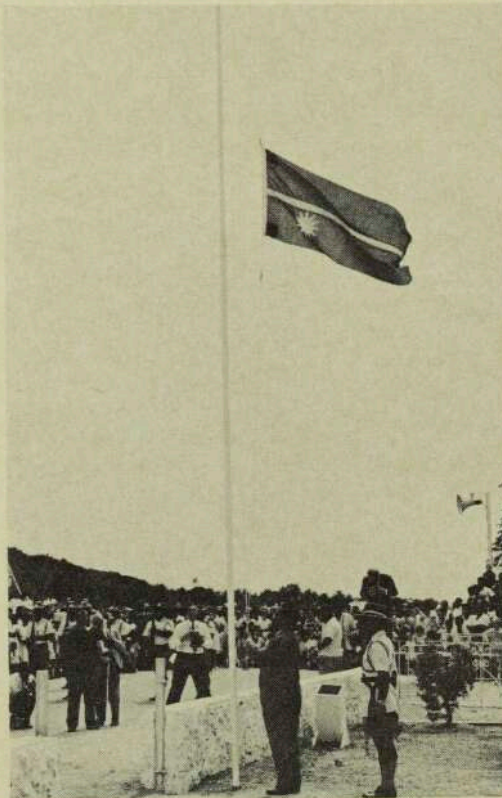


At Nauru's airport the day after Independence Day, Head Chief Hammer DeRoburt and his wife wave an official goodbye to the last of the island's Administrators, Brigadier L. D. King. Elsewhere on the island, banners like the one below proclaimed Nauru's confidence in a future on its own.



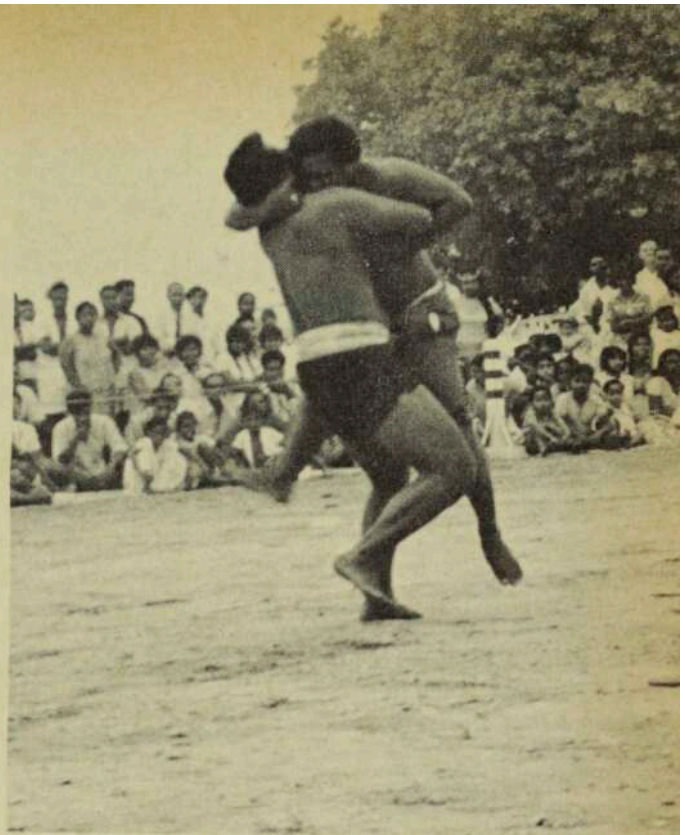


President of the UN Trusteeship Council, Miss Angie Brooks, with two other official guests, Mr. and Mrs. Zure Zurecnuoc, of New Guinea. At right, Nauru's new flag—royal blue and gold with a white 12-pointed star—flies for the first time on Independence Day after being raised by Hammer DeRoburt. The previous evening at sunset, the flags of the three former Trusteeship powers—Australia, New Zealand and Britain—came down for the last time.

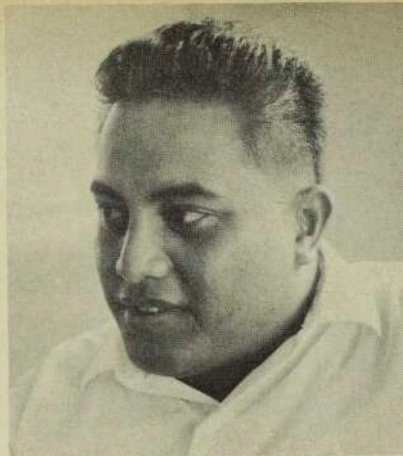
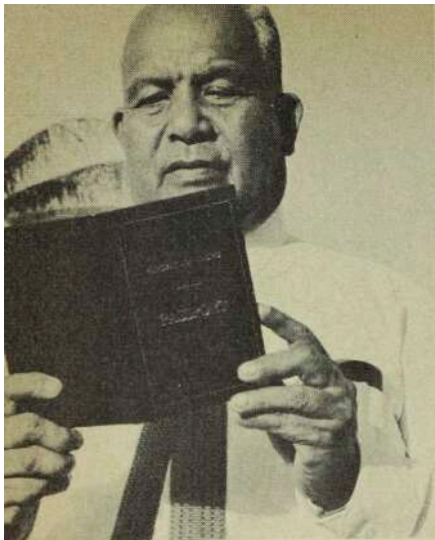




At his airport farewell, Brigadier King is presented with a lei by one of the pretty hostesses who welcomed and farewelled official visitors to the independence ceremonies.



There were two days of festivities on the island to mark the independence celebrations. Visitors and Nauruans followed with special interest a series of Nauruan wrestling matches (top right), where the wrestlers had to throw their opponent to the ground. In this picture a contestant is on the point of getting the old heave ho. There was an open air stage for the big Nauruan concert (left) on Independence Eve, the concert being followed by a fireworks display. The Chinese population also took part in the celebrations—and the Chinese dragon was to be seen abroad.



These four men, together with Head Chief Hammer DeRoburt, comprise the Nauruan Council of State, which is the Government of Nauru until alterations to the constitution give the republic a President and Chief Minister. Top left, Austin Bernicke inspects Nauru's new official passport, in the Nauruan colours of royal blue and gold. Centre Buraro Detudamo; and at right Joseph Detsimea holds Nauru's mace, which was presented to the Nauruan Assembly by the Australian Government. At left is James Bop

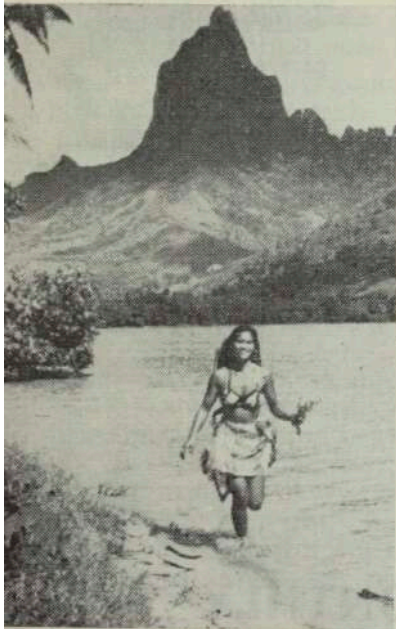
PHOTOS: PIM, AND BILL BRINDLE OF THE AUSTRALIAN NEWS AND INFORMATION BUREAU.



Below left, the Speaker of the Nauru Assembly, the Rev. Alfred Amram, with one of the official guests, Ratu George Cakobau of Fiji; and below another distinguished guest, Masiofo Fetau Mata'afa, wife of Western Samoa's Prime Minister, Fiamata'afa.



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B MARCH, 1968—PACIFIC ISLANDS MONTHLY

● The unspoiled Solomons—huts of the coastal Malaita people on a man-made island of coral rock at Langa Langa Lagoon, Malaita.—Photo: Rob Wright.

"LET'S KEEP THE SOLOMONS UNSPOILED"

From a Honiara correspondent

Do the Solomon Islanders want to see a big tourist industry here? If you could get something you could call a genuine consensus of opinion on the subject you would probably find they are not enthusiastic.

Those few who have travelled and seen how other islands make money from tourism feel that the Solomons could share in the boom—but they don't want to be involved with tourist-bait in the form of leaflets showing girls in grass mini-skirts.

Plea for legislation

The desire to see the Solomons remain as they are culminated recently in questions in the Legislative Council. A council member said: "Let all the islands of the Pacific spoil, and let us keep the Solomons unspoiled". And a plea for some kind of legislation to ensure this was put in the House.

But things aren't that easy.

The Financial Secretary pointed out that the Islanders could not at the same time keep their islands unspoiled and make a lot of money from tourists. He said, in fact, that

the islanders couldn't have their cake and eat it. Thus it was the same old problem heard everywhere in the South Pacific, although not heard now in those areas which are finally enjoying the boom.

As a tourist incentive, the BSIP Government intends this year to increase the staff of the Information Department to deal with inquiries about tourism from overseas, and to act as a co-ordinating influence in Honiara.

If the Solomons are to make the grade as far as tourism is concerned, more hotels and an international airport will have to be built.

The additions to Honiara's Hotel Mendana are now stretched to the limit on ordinary plane night. But on busy nights tourists don't want to share rooms with strangers.

Of course the islands need more than hotels and an international air-

travel

port to attract tourists. They need good publicity. To this end the Chamber of Commerce has engaged a firm of consultants in Australia to produce pamphlets for tourists. In keeping with the conservative nature of the Solomon Islanders, the pamphlets will be discreet. They will consist of maps and views: semi-clad native girls will have no place on the pamphlets.

The Solomons have one big disadvantage when it comes to tourism: they are not on a trunk air route. An island such as Fiji, which is on an international route, has ready-made tourism.

Holiday cottage

But certainly things are beginning to move in Solomons tourism. A recent example of the kind of approach not thought of until recently is that of Mrs. Myfanwy Humphreys and Mr. Ian Gower, who have bought from Lever Bros. a 40-acre island 65 miles from Honiara. Mrs. Humphreys, a South African, works in Honiara for E. V. Lawson Ltd. Her husband works for the Geological Survey Department. Mr. Gower is a Guadalcanal plantation owner.

The island, called Tavanipupu, is completely unspoiled. It can be reached by Megapode Airways, by Government ship or island trader.

Already one holiday cottage has been built. Equipped with all mod-cons, it houses four adults and can be rented weekly for \$40.

If the favourable reaction of the vacationers of Honiara—a number of them have already spent holidays at Mrs. Humphrey's cottage—is anything to go by, it is almost certain that many more holiday cottages will be popping up on Tavanipupu. For the Solomons, this is new.



The holiday cottage at Tavanipupu, a 40-acre island 65 miles from Honiara.



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MARCH, 1968 — PACIFIC ISLANDS MONTHLY

HE HAS PLANS FOR FIJI'S BAY OF ISLANDS

From Matt Wilson, in Suva

Suva architect Colin Philp gazed in the direction of a dream, across the limpid blue waters of the Bay of Islands. Without taking his eyes from the stretch of water which is the centre of his dream, he said: "You know, with the big need for development in Fiji, surely organisations that have proved their ability to do a good job should be given every possible encouragement by government heads of departments."

The "good job" Mr. Philp referred to was his company's first project, the Trade Winds Hotel at the Bay of Islands, where our conversation took place.

This beautiful bay could become one of Fiji's leading tourist resorts—the green light is given by the government to a plan Mr. Philp has been pushing for about two years. But he can't get a decision.

"Procrastinations and delays should not be countenanced and red tape could be shortened so that people concerned in schemes are not discouraged from continuing," he says.

But Mr. Philp refuses to be discouraged. He believes the scheme could be a winner that would not only benefit his company, the Bay of Islands Hotel Company Ltd., but could also play a part in boosting Fiji's developing economy.

Reclamation

The plan involves the reclamation of a sizeable piece of the bay which is exposed at low tide. This could then be converted into a tourist complex with a hotel, water frontage which would be used as a marina, a shopping centre and other facilities.

The Trade Winds Hotel—widely hailed as a magnificent piece of tourist plant—is the first step towards developing the Bay of Islands. But this is only a first step—and the potential for further development, as Mr. Philp sees it, is tremendous. The area is owned by the Government

Sampling the delights of the new Trade Winds Hotel in Suva's Bay of Islands are, left, Kathleen Shorter, and Beverley Madsen, both of Suva.

Photo: Nitin.



and the company has applied for a Crown lease.

"A scheme like this could have a big impact," Mr. Philp says. "One of the greatest needs in Fiji is to provide more jobs. I would think at least 300 people would be employed here if the scheme came to pass. There would also be jobs on the construction work."

Money no problem

Then, of course, there would be the golden harvest to be reaped locally from the tourists who would flock to the area. With the present accommodation at the Trade Winds, plus further hotel development on the reclamation, the area could house a total tourist population in the region of 400.

The financial side of the scheme does not worry Mr. Philp. I understand he would have no problem in raising the money.

The present Trade Winds venture has cost about £250,000 but the new project is much bigger and would call for more finance.

Mr. Philp says the Bay of Islands Hotel Company would not forget the needs of local people, if the scheme were given the go-ahead. It plans to set aside an area for a community centre, with provisions for a nursery, clinic and meeting hall.

The tourist industry here is growing at a startling rate and the gov-

ernment realises what an important role it can play in economic development.

A scheme such as Mr. Philp envisages for the Bay of Islands would be an impressive step forward for the industry. So why the delay?

Fiji has been bedevilled by bureaucratic bumbledom in the past. If this is another instance, then those in government in a position to do something about it, should do it.

FIJI Visitors Bureau will open its second overseas office in September. It will be at Auckland, New Zealand.

The bureau opened an office in Sydney in June last year. It is headed by Mr. Russ Gribble.

Long range plans to open a Fiji Visitors Bureau office on the US West Coast, probably in San Francisco, are not likely to eventuate before 1970. The bureau's budget, which will be about £F104,000 for this year, is not sufficient at present to pay for an office in the US.

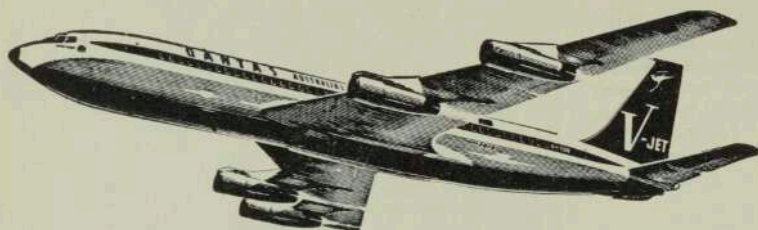
With a grant of £F86,000 from the Fiji Government, about £F5,700 from Fiji commercial interests and the rest of the budget from other sources, the bureau hopes to expand promotion of Fiji in Australia and New Zealand during 1968.

A final count of visitors to Fiji during 1967 staying one night or more has revealed that 56,021 people visited Fiji—a 26 per cent. increase on 1966's figures.

However, in 1966 Fiji recorded the smallest percentage increase in visitors in four years (11 per cent.)

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because of the Qantas air strike and stringent New Zealand currency restrictions.

The 1967 figures showed a 49 per cent. increase in Fiji visitors from Australia. This was also the first year Australian visitors have exceeded New Zealand visitors.

Besides its New Zealand office, the bureau has several projects in hand for this year.

They include the commissioning of a 30-minute colour film of Fiji for world-wide distribution; Fiji window displays in Sydney, Melbourne and Adelaide; a 10-page travel supplement on Fiji in the *Sydney Morning Herald* on March 4; continued educational tours of Fiji for Australian travel agents; 10 one-minute television "fillers" for Channel 9, Sydney; and a colour brochure telling New Zealanders how to "see Fiji" on \$NZ14 a day.

USING Noumea as its departure point, UTA French Airlines will start its first direct air services from the South Pacific to the Far East—at a twice-weekly frequency—from April 1.

The services are subject to government approval.

UTA DC8 jets will leave Noumea at 2.45 p.m. on Mondays, by-pass Australia, and land at Singapore at 8.20 p.m. After Singapore, the jet will call at Kuala Lumpur, Colombo, Athens and Paris.

On Thursdays, a jet will leave Noumea at 8.20 a.m., arrive at Djakarta at 12.40 p.m. and Singapore at 3.35 p.m. Then calls will be made at Saigon, Colombo, Phnom Penh, Athens and Paris.

A UTA service from Singapore will operate to Noumea once a week arriving at Noumea at 11.05 a.m. Mondays.

A weekly service from Djakarta to Noumea will include a call at Darwin, and arrive at Noumea at 9.05 a.m. Thursdays.

A NEW Tahiti hotel, the Royal Papeete, opened at the beginning of February.

The hotel has 35 air-conditioned rooms, each with a private bath and telephone, an American-style coffee shop, a restaurant, night club, and swimming pool.

The hotel is centrally located in Papeete with easy access to shopping, travel agencies, and airline offices. The managing owner is Mr Robert Wong.

Tariffs range from \$16 single and \$18 double to \$22 and \$25 a day respectively.

NEW BP MOVE IN SOUTH SEAS TRAVEL SALES

By a staff reporter

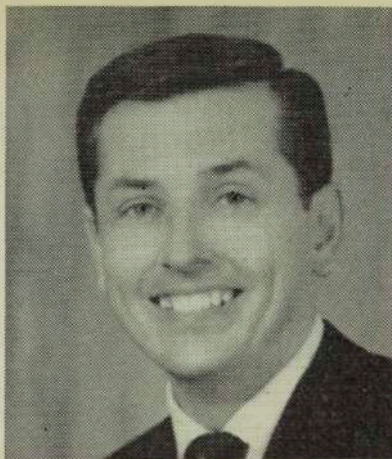
Burns Philp and Company Ltd. started a South Pacific wholesale travel department at its Sydney headquarters in late January. The move was part of company plans to play a bigger role in tourism, especially in air travel "package" tours, to the Pacific Islands.

BP will retain its growing retail travel business and run its new wholesale tours—with an initial headquarters staff of four—in conjunction in its travel department.

Retail travel consists of all tour, airline or shipping tickets sold by agencies over the counter. Wholesale travel, a more sophisticated form of travel selling, can include tours sold to other travel agencies before being marketed directly to the public.

Wholesale agents usually use their own travel brochures.

New to the wholesale side of travel—except for New Zealand operations—BP will face stiff competition from 12 wholesalers in Australia and six in New Zealand, most of whom are well-established and currently operat-



Mr. Clark.

ing with bigger turnovers than BP will be able to start with.

However, BP have almost unrivalled access to the Pacific Islands with widespread trading, planting or shipping interests in all major territories except the Solomons and the Cooks, where "package" tourism really hasn't started.

To head the new wholesale travel department, BP have chosen 31-year-old English-born Mr. Ray Clark. A widely-travelled agent, Mr. Clark was working for a BP Auckland subsidiary, Henderson and Macfarlane Ltd., when this company took on wholesaling as well as retailing some three years ago.

Mr. Clark said that during this time he sold "H and M Tours" from New Zealand to most of Polynesia,

travel

except the Cooks, and Norfolk Island, New Caledonia the New Hebrides (last year) and New Guinea.

He said this New Zealand wholesaling would continue, together with selling in Australia, of BP "Hibiscus Holidays" to Fiji, the Samoas, Tonga, New Caledonia and Tahiti. Holidays ranged from an eight-day \$182 New Caledonian holiday to a 20-day tour of Tahiti and Moorea for \$620.

To promote these tours, BP have brought out its first-ever 16-page colour brochure, he said.

Mr. Clark said tourism was more advanced in Polynesia than Melanesia because of air excursion and inclusive fares, which applied mostly to Polynesia.

When similar fares were started for New Guinea, the Solomons and the New Hebrides, he said more tourism development would follow.

Melanesian excursion air fares were only a matter of time, he said.

Mr. Clark said recent BP investments in tourism included three chauffeur-driven station wagons in Suva—for tourists on BP tours—and a fleet of about 12 vehicles for rental to tourists, based in Suva.

Fiji travel plans included "anticipated extensions" to the BP hotels—the 12-bed Hotel Garden Island, Taveuni, and the nine-bed Hot Springs Hotel, Savusavu, he said.

Trading cutter

At Apia, Western Samoa, BP has refurbished its 59 ft trading cutter *Maretana*, to carry about 20 deck passengers on \$10 day trips from Apia to Savaii Island. These are operated three days a week.

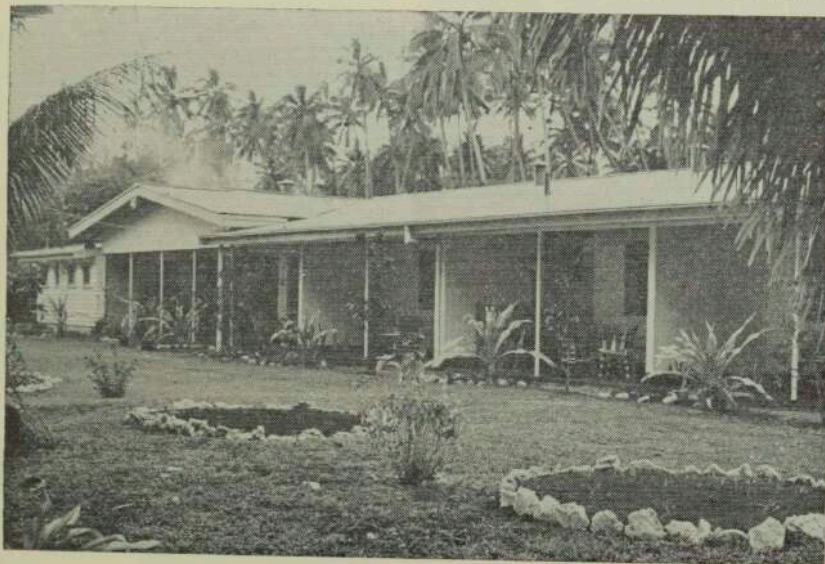
BP is co-operating with Nou Tours of Noumea for its New Caledonian holidays. Visitors are booked into the Noumea Hotel, owned by two Australians, Mr. Max Bradley and Mr. Colin Bakker.

In the New Hebrides, BP has a travel expert stationed in Vila to handle inquiries. BP already handles travel throughout Australia.

And what, we asked Mr. Clark, was the best spot he had seen in the Pacific Islands for a few of those "unforgettable" days he was selling on the beach?

Taveuni, Fiji, was his answer.

Why? Well, the people were extremely friendly, the scenery was lush and restful, then there were the glorious Bouma Falls . . . We told Mr. Clark that was enough, we had the message.



The Hotel Garden Island at Taveuni.



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WHAT TOURISTS THINK ABOUT NEW CALEDONIA

● Need for nudist camps, some say

A report just issued by the Noumea Junior Chamber of Commerce reveals that tourists in New Caledonia are far from satisfied with tourist facilities in the territory, although they have some pleasant things to say about them, too.

The report is based on replies to questionnaires which hotels and airlines have been handing to tourists visiting the territory.

Here are some of the tourists' opinions, with comments on them by *PIM's* Noumea correspondent, Fred Dunn:

● Ninety-five per cent. of the tourists expressed the desire to see something of the countryside, and all seemed to agree that a few days in Noumea were sufficient.

To see something of the countryside, however, is easier said than done. Indifferent hotels and worse roads make it hard for travel people to organise anything that can be recommended.

An effort has been made over the last year or two to increase the number of rooms in the country hotels, and the construction of Melanesian-type bungalows has met with the approval of visitors.

But getting to the country centres is something of an adventure. There are air services using small planes, but not everyone likes this type of transport.

An expedition by road, on the other hand, is exhausting to the older tourists, and many of them are apt to return to Noumea more tired than before they left—despite a few days' rest in the country. This is due to the bad roads and the endless delays in crossing the rivers.

Hotel service

● Service in hotels, or, rather, the lack of it, came in for much criticism.

This has always been the Achilles heel of the hotel industry in New Caledonia—the reason for it being



Universally praised—Noumea's mini-buses.

that neither the Europeans, who are too independent, nor the Melanesians, who are too lackadaisical, make good hotel workers.

A class to train hotel personnel was recently opened in Noumea, but so far only 20 students have enrolled.

In defence of the locals, however, it must be said that hotel work is ill-paid, and that the hours are long and awkward, with no free weekends.

● Many tourists would like some help with their baggage when arriving at Tontouta airport, and it was suggested that porters should be engaged for this. On the other hand, the passport and Customs services were praised as courteous and expeditious.

● Some 20 per cent. of tourists expressed a wish to see nudist centres established. Many of the others thought no special camps were necessary, but that it would be a good idea if some of the reef islands "far from the madding crowd" could be made available for those who wished to indulge in nudism.

That some of the 20 per cent. were serious was shown by a recent scandal near Noumea when three young female tourists went bathing in the nude at nightfall.

Gallant male

All the men of the neighbourhood were soon on the scene, and it took one very gallant male to get them out of their embarrassment—using a variation of the Raleigh technique and procuring towels for them so they could leave the water unblushingly.

● Almost all tourists were displeased by Noumea's night attractions. The nightclubs were described as dirty, crowded and noisy, and very much below average.

● Many tourists expressed a desire to see native dancing, folklore activi-

ties and a cinema showing first-rate films in English.

● The creation of a gambling casino was strongly advocated—the type of gambling desired ranging from baccarat and roulette to crap and black jack.

● A golf course was also loudly called for.

A move to establish a golf course was made recently when the Territorial Assembly decided to buy 100 acres of land about 10 miles out of Noumea, just off the main road near the Dumbea River. The purchase price was \$A100,000.

When the golf course and other sporting facilities are completed on this land, the property will probably be handed over to the Tourist Bureau to be managed.

● One feature which all tourists praised highly was Noumea's mini-bus service. The safety, courtesy, speed and democracy of this service—one often finds oneself squeezed between a couple of big Melanesian or Wallisian women—found favour with all tourists.

WELL-KNOWN New Guinea and Sydney businessman, Mr. Steven Rich, has bought a Sydney-based travel agency, Transit Travel.

Mr. Rich, who is chairman of the ANG Corporation group of companies which has timber, coffee, tea and rubber interests in NG, told *PIM* he had bought the travel agency as a private business.

He said he intended to promote travel in the South Pacific, including New Guinea.

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UK EXPERT SEES NINE-SEATER PLANE AS BEST FITTED FOR TONGA, GEIC

A two-engine, nine-seater Britten-Norman Islander aircraft has been recommended by an aviation expert as the most suitable plane for proposed internal air services in two Pacific Island territories — the Gilbert and Ellice Islands Colony and Tonga.

The expert, Captain G. U. Allan, chairman of Fiji Airways Ltd. and an adviser to Qantas, had been asked by the British Government to assess which aircraft would be the most economical and simple to service if operated in the two areas.

Captain Allan completed his six-week assessment in mid-February.

In an interview with *PIM*, he stressed that the choice of planes was completely up to the two governments.

He said the Islander, which costs about £Stg.30,000 with parts, would be ideal for landing and taking off from coral or grass airstrips.

It was British-made—at Cowes, Isle of Wight—by a firm in which the British Government had an interest.

Captain Allan said many orders had been received for the Islander from all over the world, including the highly-competitive US.

Airstrips being built

Captain Allan said work on 2,500 ft coral airstrips on Abemama and Nanumea Atolls in the GEIC was already underway and these strips were expected to be ready by the end of this year.

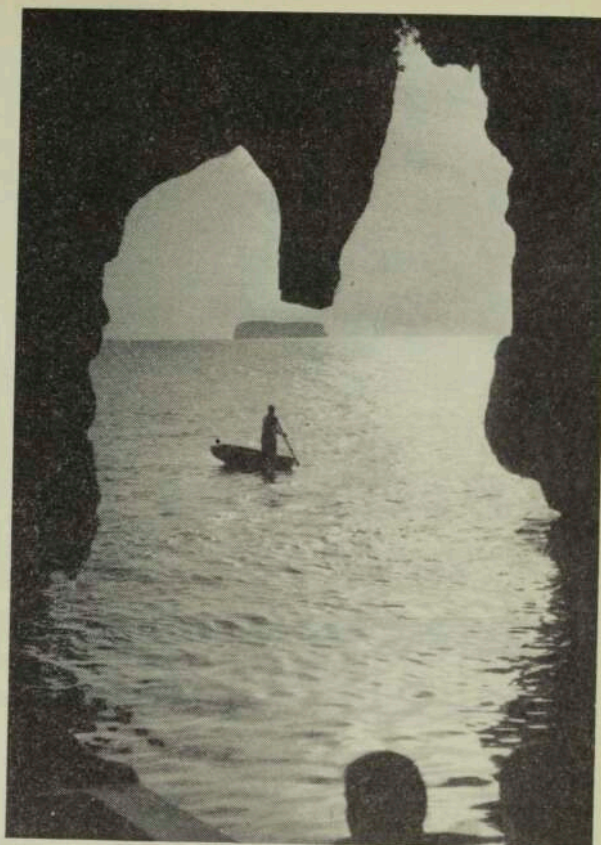
Islander aircraft could also use the established airstrips at Tarawa and Funafuti, he said.

By 1969, Captain Allan said, an air service between Tarawa and Abemama, Nanumea and Funafuti was possible.

He said grass strips were already built at Haapai, Vavau and 'Eua in Tonga and only about a month's work on the strips with bulldozing, grading and rolling equipment would be needed before planes could be operated on a regular basis.

Tonga's newspaper *The Chronicle*

Among the attractions that will become more easily accessible to tourists when an internal air service is inaugurated in Tonga is Vavau's Swallows Cave, here pictured by Rob Wright. The cave was featured on a Tongan postage stamp several years ago. Another Vavau cave that will probably have more visitors than it has now is Mariner's Cave, which can be entered only by divers. Mariner's Cave was first described in literature by Will Mariner, a young English seaman who was captured by the Tongans in the early years of the 19th century, and who spent four years in Tonga.



reported recently that \$T25,000—part of the unspent balance of Colonial Development and Welfare grants—had been set aside to modernise the three strips.

The paper said the internal air service would probably be operated by the Tongan Government.

Daily trips to 'Eua, and four to five trips a week to Haapai and Vavau from Tongatapu, using Islander aircraft, were projected.

AN Australian firm, Travelodge Australia Ltd., has proposed a joint project with the Samoan Government Hotel Corporation to build a 100-room motel in Apia in a \$1,000,000 project. Extra finance for the project would be raised outside Samoa.

The motel would be built on the site of the old Casino Hotel which would be demolished. The road on the Casino seafront would be re-routed to give the new motel a pleasant beach frontage.

A Travelodge representative, Mr.

D. Stewart said in Apia recently that he was amazed at the potential in Samoa and at what little was being done to exploit it.

Travelodge owns about 70 motels in Australia, New Zealand and Fiji.

THE start of a new Pan American weekly air service from Sydney to Tokyo, via Guam, scheduled for February 6 (*PIM*, Feb., p. 48), has been postponed.

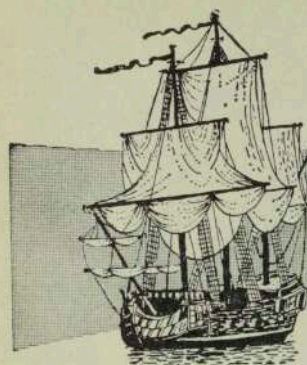
PIM understands that PanAm announced the air service before it had obtained final approval from the Australian Government to operate a service from Guam into Australia.

A PanAm spokesman told *PIM* that talks between the Australian and US Governments were proceeding about the service. He expected the service would start later this year.

BBRITISH UNITED AIRWAYS' application to the UK Air Transport Licensing Board for permission to operate an air service from South America to New Zealand, via Easter Island and Tahiti, has been withdrawn.

The airline applied for permission late last year (*PIM*, Oct., 1967, p. 47).

travel



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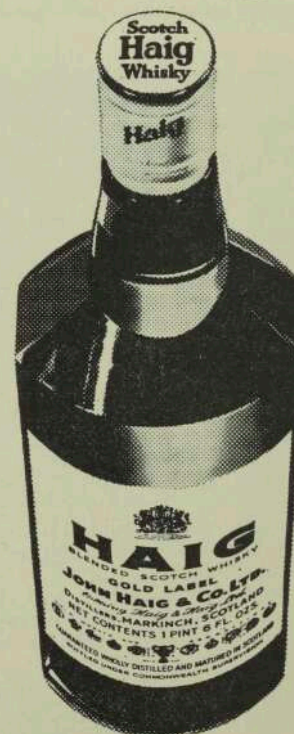
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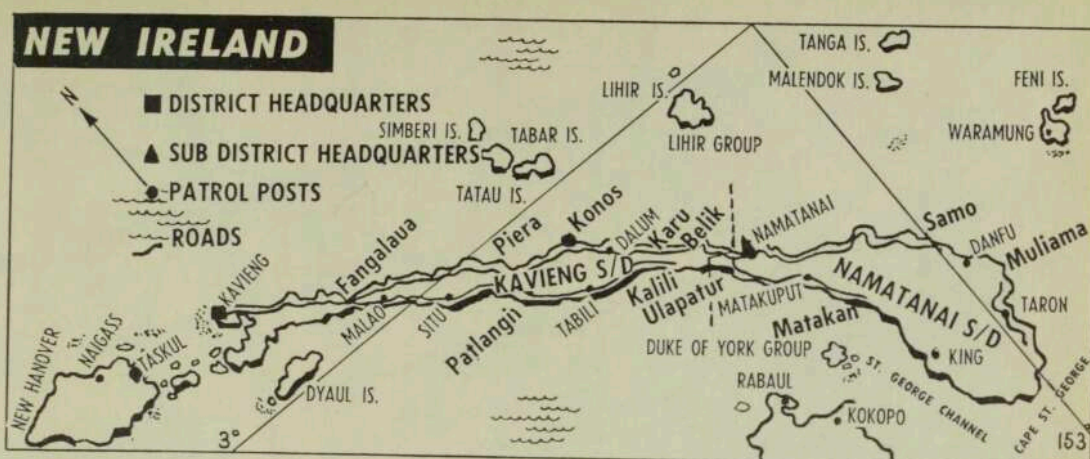
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When Bill Seale moved into Kavieng, New Ireland began to move — at last

By LINDSAY BOWER, chairman of the Kavieng Town Advisory Council

District Commissioner, H. P. (Bill) Seale has just transferred from New Ireland to the Morobe Distrist, with headquarters at Lae, so now is the time to say the following.

Although New Ireland sacks and ships out nearly a quarter of all the copra produced by Australian New Guinea—not to mention cocoa—in the minds of the nabobs of Port Moresby the island is situated nebulously somewhere in the vicinity of Tristan Da Cunha, and rates about the same priority. It needs a revolution or something before they'll even search for it on the map.

They'll deny this, but the evidence is articulate. To the present day not one of the streets of Kavieng—the main town of the island—bears an inch of bitumen, and in bouts throughout the year cars crawl through Siroccos stoically with their headlights glowing at high noon.

Dispirited outpost

Four years ago Kavieng was like a dying, dispirited outpost of the British Empire depicted in some Graham Greene novel. Strings of dilapidated shanties, hammered together soon after the war, offered a flavour of the back streets of Singapore. The Town Advisory Council had disbanded itself in disgust after its recommendations were perpetually shelved.

The staff of the patrol-points at Konos—half-way down the East Coast track—and at Taskul on the

outer island of New Hanover, had been recalled and both posts were taken over by the rats. Rapport between the District Office and the people had gone with the wind.

Contempt for the Administration was the mood. Patrol officers found themselves unable to hire canoes from the local people to cross rivers, but instead reviling retorts were offered. The ugly manifestation of the Johnson Cult blackened the horizon in the New Hanover direction—like the cloud which forms over that island's peaks in the afternoons—dark, sinister, rapidly mushrooming.

Pitched battle

Large segments of the district refused to pay taxes, and maintained their obdurate attitude with impunity. The officers sent out to try to extract the tax were assaulted—culminating in the pitched battle at Lokono, when a party of police and Administration officers were driven by spears and clubs into the sea and struggled away bloodily maimed in their boats.

The settlers of the area felt themselves precariously sitting on the skin of a Congo-type blow-up.

That they certainly felt forgotten and neglected by Port Moresby goes

without saying, but they had long become conditioned to that sensation, so did not waste breath crying for help. There were mutterings in the bars that vigilantes would have to be formed before the situation was finished.

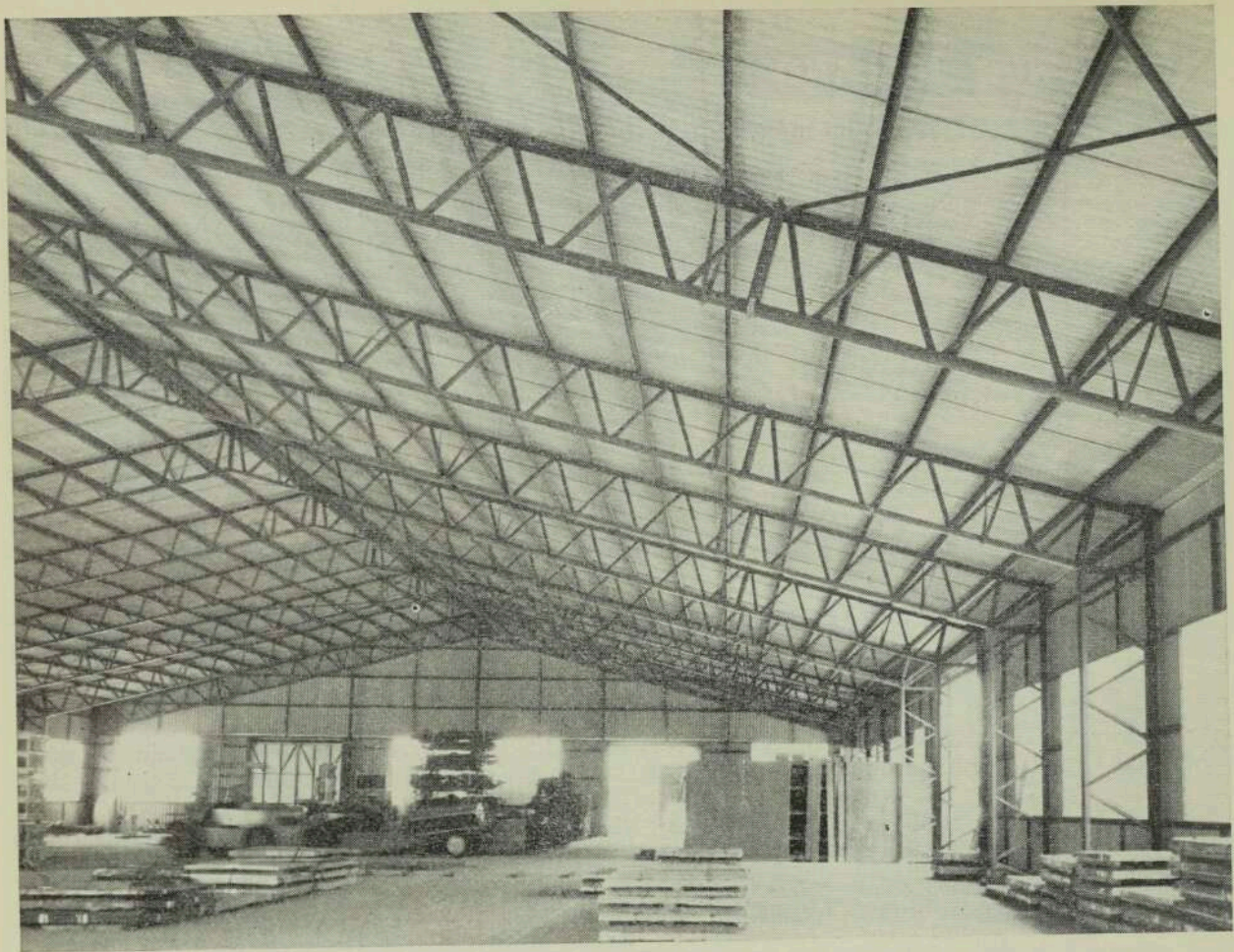
But the Johnson Cult provided the "revolution or something" necessary to remind Port Moresby New Ireland existed. And help was on its way.

Like Wyatt Earp

Bill Seale rode into Kavieng like Wyatt Earp moving in on Dodge City. And he brought with him from the Highlands his personal team of trouble shooters.

Mert Brightwell, in the role of right-hand man; independent Bob Green, who took over the sub-district of Namatanai with a proprietary attitude; laconic Bob Hoad, who established himself at Taskul and just kept on imperturbably locking 'em up. And on to the intransigent New Hanoverites Bill Seale, unleashed his most frightening secret weapon—medical assistant Karol Gannon.

The settlers eyed over this team, and there were some remarks that they were an odd bunch. But one characteristic was never in dispute—such fanatical dedication and



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- New Hanover's Johnson cult, which was very much in the news when President Johnson visited Australia in October, 1966, inspired this cartoon by PIM cartoonist Rob Walsh at the time. The caption read: "Okay—your disguises are perfect—now let's go through the plan again."

energy had never been observed in Administration employees before.

New Ireland never knew what hit it. Suddenly the whole district felt as if it were tied on to the handle of a pneumatic drill.

It's all history now, of course. And with short human memories we've fallen accustomed to coasting securely on the crest of the wave, and have forgotten the atmosphere of crisis and flux that prevailed three years ago just before Seale arrived.

First the riot squad was flown in to settle the score with the Johnson cultists. And with truncheons and shields they cavorted daily on the golf course—allowing plenty of time for the intelligence to filter back to New Hanover of how fit they were, and how aggressive.

After the psychology was allowed a few weeks to ferment, Superintendent Holloway and his bunch of toughs set sail. The fleet anchored in Lavongai inlet, armed like cats and eager to start rowing. While magistrate John Frawley set up a vulnerable court with a camp table on the beach they watched across the water through binoculars.

It was a tense moment when the first tax-refuser, brought up to the table by two flanking constables,



was sentenced. Would he accept it? Would the village of scowling males—ominously devoid of women and children—accept it?

Watching every movement through the glasses, Superintendent Holloway recorded each step into a microphone. But the offender accepted the pronouncement and was escorted to the dinghies, and the crisis lapsed.

The humiliation of Lokono was erased, and the first of a stream of Lavongais wearing red laplaps began to flow towards town. From then on, gangs of red-clad pick-and-shovel wielders, vigorously altering the landscape in all directions, became a feature of the district.

Roads started sprouting. The West Coast road had been stagnating so long that at the furthest-out point the workers had put up permanent houses and settled down comfortably with gardens and hens. The next moment their idyll was uprooted and the gardens and hens were left in the dust of a flurry of activity. The road below Namatanai lunged southward at a spectacular rate of knots.

Wizardry

New officers kept arriving every few days so you couldn't keep track of their names. Under Mert Brightwell's wizardry all at once the Administration sprouted a fleet of assorted speedcraft, and into these boats the officers were bundled. You would go down to the District Office on some mission and wander through empty rooms in frustration. Everybody was away on patrol!

All at once you couldn't stand on a peak at Lavongai or Lelet and swing a palai by the tail without knocking down some *kiap* showing 'em the mechanics of democracy, some welfare officer urging 'em to

build a women's club, some teacher showing 'em how to spell CAT, some fisheries bod explaining how to smoke tuna, or some 'didiman' educating 'em on the construction of cocoa dryers.

Under this onslaught the afflicted New Islanders must have yearned for the good old days of vegetation when they could sit on their bottoms and chew betel in peace.

Whirling dervish

The master of this intensive pressure was Karol Gannon. Karol is a human willy-wagtail, a whirling dervish, an auctioneer, a typhoon. After five minutes of merely listening to him (and nobody else gets a chance to talk in his presence)—you find yourself panting. But his frenetic energy alone is not Karol's secret. His success is because *he is on the side of the local people*. And now after three years they all know it.

Wherever he sallies on New Hanover, sleeping in their huts, or sharing their food with them out of the same bowls—whenever he appears at a village a spontaneous cry of welcome breaks out: "Karol! Karol!" Single-handed, by his own person, among a disgruntled people who had wanted to pay the plane fare of President Johnson to come out to New Hanover and take over their island, Karol restored the image of the Australian Administration officer as not a bad bloke.

Under his spurring, aid posts began popping up like toadstools all around the coast, culminating in his triumph—the smart new hospital at Taskul.

Taskul! An unremitting shuttle of building materials poured out to that site. Visitors became amazed to find

Keep off the grass in Nauru

From a Nauru correspondent

Anyone returning to Nauru by sea after an absence is now likely to be staggered by the sight of a disciplined lawn which appears to have grown overnight on traffic islands just up from the boat harbour. The islands themselves are a recent innovation to control the traffic which formerly wandered about this wide junction in a bewildering manner.

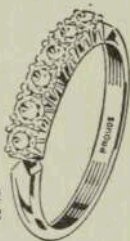
The lawn is the kind of stuff that indoor arenas in the US are being turfed with these days.

It's plastic! It was imported by an experiment-minded manager of the Nauru Co-op., who felt that the island needed some permanent green in the depressingly grey dry season.

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



it no longer a forlorn place of the winds, but a small town! Under Bob Hoad the airstrip took shape and landscape gardening with dams, pools, ducks, and caged Nicobar pigeons turned the area into a postcard vista.

But the greatest metamorphosis occurred south of Namatanai. If Kavieng had been stagnant, Namatanai was in rigor mortis. Local residents tended to assert acridly that independence held no fears for them. They had already achieved it by the opposite method of going backwards.

Now a new mood swept through. Under Bob Green, with Bill Seale peering over his shoulder, roads crawled outwards like caterpillars, bridges were built. A multi-racial council was evoked. Airstrips took shape on Lihir and Tanga islands. An aquatic club raised its bricks on the Namatanai waterfront.

New enthusiasm

Back in Kavieng the pace wound up furiously. The District Advisory Council was injected with enthusiasm. The Town Advisory Council was disinterested and set wheeling. Orders of demolition were slapped on ugly shanties. The renowned scenic harbour foreshore was top-dressed, rock-lined, and cemented.

Heavy new power-lines were strung along the streets and a new powerhouse with greatly increased output was built out of town where the hammer of the diesels couldn't drive the populace batty.

By incredible pulling of strings a glossy new post office materialised at a time when the Madang-ites were screaming they needed Wellington boots to wade to the counter in their obsolete shack. New radio transmitting and receiving installations were erected on the outskirts. Streets were widened and glamorous garden strips planted up the middle.

Suddenly the climate of boom was on! New Irelanders realised they had 10 years of restriction to catch up, and responded in excitement. New private buildings began to decorate the freshly bulldozed new streets.

And in the midst of all the fever, like a benevolent paternal galley-ship whip-cracker, lumbered the Dis-

strict Commissioner—the famous revolving eyes missing nothing. Trudged and drove, and cruised, and flew, and speedboated. He popped up everywhere.

He wore out cadets trailing behind him a third his age. The inhabitants marvelled and called him a human dynamo. And they sucked in their breath in admiration at his funds-manipulating ability. He tapped and drained funds his predecessors never heard of.

Nobody could resist his bullying manner. He organised everyone. He would ring you up and congratulate you that he had decided to allow you the honour of carrying out such-and-such a task for the benefit of the community.

You would ponder ruefully on this for a day then ring back, and protest that you appreciated the honour, however, you didn't feel you could find the time and. . . You never got a chance to complete the sentence. "Of course, you can, m'boy. Of course, you can," would come the brusque retort, and clang would go down the phone at the other end.

Konos patrol post began to bloom into a hamlet. By wangling that is best not even thought about, it sprouted a police station. A fine new town library building was magically unveiled—and named after Carteret, the discoverer of New Ireland. The new golf club house was chivvied into existence under the District Commissioner's patronage.

Look out Lae!

You could babble on with strings of his accomplishments. But most gratifying of all—nowadays we never hear rumours of Texas flags hidden in the villages down the road, waiting to be waved.

When we contemplate it—we could never hope to thank him. Not with a hundred fulsome farewell speeches or presentation silver trays. And we envy Lae for getting him to our boss. But Lae is the BIG centre of New Guinea, and with its hinterland it will be the capital one day. We are pleased for him that he will be able to summit his career with this seat of prestige.

He could not hit Lae with such dramatic impact as he did Kavieng, because the circumstances are not the same. Lae has never been neglected. But one thing I can warn you—all you Administration employees in the Morobe District who enjoy sneaking a clandestine beer during working hours. . . You'll be applying for your transfers soon after he gets there.

The Editors' Mailbag

LOSS OF THE "LAKEMBA"

Sir,—Since lately returning to the area served by your magazine and being in the seafaring profession myself, I have been reading with interest the various items on the *Lakemba* loss.

As long as "flag of convenience" vessels are allowed to operate with little or no oversight by the governments whose flags they wear and largely exempt from supervision by the authorities of the ports and countries they serve, things like the *Lakemba* affair and much worse, such as the *Yarmouth Castle* and *Torry Canyon* disasters are going to happen all too frequently and little will be done about them. We can all estimate the amount of enthusiasm of the Hong Kong marine authorities for an expensive investigation of the *Lakemba* loss.

A principal part of any inquiry into marine disasters should be an exhaustive look into the amount of influence and control exercised by the operations office over the administration and organisation of the ship. Too many masters are prodded into requiring their bridge officers and personnel to work at other tasks than proper navigation and maintenance of lookout. The average marine superintendent considers any hands idle that are not driving a paint brush or a chipping hammer.

As to the letter of Capt. E. W. Lamberty, ex-master of *MV Wallisien* (*PIM*, Dec., p. 41), I congratulate him on "putting their feet to the fire".

GEO. R. JACOBS,
Master,

US Army Vessel FS 392,
Marion Drive,
Glendale, California.

● For the latest non-news on the "*Lakemba*", see p. 107.

INFLUENCE OF MR. CHATTERTON

Sir,—What a pleasure it is to read Rev. Percy Chatterton's remarks so very much "to the point" each month. What refreshing columns they are! Even the whimsical caricature in the heading conveys the mischievous twinkle in the worldly-wise eyes, the ready warm smile, and something of the essential humanness of the man. Why he wears spectacles I don't know: it can't be for magnification, for he sees things realistically and matter-of-factly, without distortion or bias of any kind.

To read some of his comments on education you gain the impression that he was a school master; but he was more than that. From his remarks you would never realise that this unassuming perennial youngster had played an important part in the development of education during the Murray regime in New Guinea.

His comments on the unsuitability of the reading material available to native students are very sound. Books used were those written normally for English or Australian children in their own land: their language was for children whose mother tongue was English; their ideas were drawn from English and Australian culture and ways of life, totally alien from those of native children. What did Papuan children know of "Jack Frost", or railway stations, or engines (apart, perhaps, from the small machines at the copper mine)?

It was not until 1928 that the first school book was written for Papuan children: that was the Senior Reader, by the Rev. W. J. V. Saville, of the Mailu LMS station. Williams, the Government anthropologist, referred to it as the "first Papuan encyclopaedia". It proved a little too hard for Standard IV, which at that time was the top class, and there was still nothing suitable for the younger children.

It was here that Percy Chatterton came into the picture. A team of four, two Queensland inspectors of schools, Miss Milne (now Mrs. D. E. Ure) and Mr. Chatterton collaborated to produce a series of Junior Readers suitable for Papuan children. These books proved a great success, and were in fact reprinted after the war by the newly formed Department of Education; and they remained in use for many years. Teachers and inspectors commented on the improvement in oral reading, in fluency in spoken English and in comprehension of what was read.

Your columnist was also prominent in the training of native teachers for the LMS. He was in charge of the school at Hanuabada. After four years at Lawes College, teacher trainees were sent to him to give them practical experience under one who was himself an extremely competent teacher. Also, teachers in the field were brought in, in turn, for "reburishing"—what today we would call refresher courses—under his guidance. One result of these

The Editors' Mailbag (contd.)

measures was a distinct improvement in the quality of the teaching of the native teachers, with a resulting improvement in scholastic standards of the pupils presented for the subsidy examinations.

At first, there were only two levels for which a government subsidy was paid, Standards I and II. These were extended to Standards III and IV and eventually to Standard V, an extension to which Sir Hubert Murray consented with reluctance. But beyond that he would not allow government subsidy.

What was the use of educating natives further, he said; there would not be any jobs for them, so their further education would be useless and might even result in discontent.

In the whole of the pre-war period, a total of less than 400 native pupils passed the Standard V examination. Is it any wonder that there were not more educated Papuans after the war? The general view of the native was that of a hewer of wood and a drawer of water, preferably in the service of a white settler. Some technical training was given by missions, notably at Kwato, but apart from the Government Printing Office and the telephone exchange there was little training in skills, and certainly no training aimed at allowing the native to have some share in running the country.

This was not the fault of the missionaries; it was a reflection of the Administration's attitude towards the natives. These were the days when colonialism reigned supreme, and when independence, self-government and self-determination had not developed in Australian territories.

Yet all of this does not give the bigger picture. Mission schools, taught mainly by native teachers, played a tremendously important part in changing the Papuan from a savage, perhaps a cannibal, to a law-abiding citizen; in substituting for abhorrent practices new methods of hygiene and sanitation, the concept of friendship one with another, and the practice of Christianity. Naturally, most of the teaching was in the vernacular, and naturally, too, the teaching was a means to an end, the living of a Christian way of life.

MacGregor, the Royal Commissioners of 1906, and Murray, sought to make English the *lingua franca*. When the territory's finances allowed, by means of a special tax, Murray introduced a scheme of mission sub-

sidies for education in English. Thus a grant of so much was made for each child who passed an examination given in English by the government inspector.

The grant was on a graduated scale, up to and including Standard V. But "payment by results" never did result in education. And of the total amount spent each year on "education", only a very small amount went to the subsidy for formal or "literary" schooling—the rest went to agriculture and to technical training.

Mr. Chatterton was actively concerned in the work of education in the days he talks about, but he modestly glosses over his own part. And he glosses over his introduction of the Boy Scout movement to Papuans—a form of education no less important than formal schooling. Let us give credit where it is due, and give him a word of appreciation—he won't be able to read the inscription on his tombstone.

I was in close contact with many of Mr. Chatterton's former pupils. His personal influence is reflected in their characters. Thank you, Mr. Chatterton, for what you have done for both formal and informal education in Papua, and for your very beneficial influence in the community. And thank you, Mrs. Chatterton, for the inspiration and encouragement you have given your husband. You both deserve well of Papua.

RICHARD C. RALPH.
Artarmon, NSW.

EARLY WHITE MEN IN THE SOUTH SEAS

Sir,—Robert Langdon in January *PIM* (p. 61) points out that a number of early visitors to Eastern Polynesia observed that on some islands there were groups of people who, in appearance, closely resembled Europeans.

He speculates that they were the descendants of European mariners who entered the Pacific in the 16th century. A footnote can be added. In 1606, at Australia del Espíritu Santo [i.e., Santo, New Hebrides], Quiros had noticed people of three different colours, including white.

Torquemada, one of the chroniclers of his expedition, wrote:

"Our people saw on the banks a number of hogs resembling those in Spain, and many inhabitants, which, to our great surprise, were of three different colours. Some

of them were altogether black, others very white, with red beards and hair, and a third sort were mulattoes which seemed to indicate that this country must be vastly extensive.

"It appears impossible to account for this diversity of colour, on the common principles assigned for it; for here are three different colours in one and the same climate, and two (the white and black) totally unmixed." (From John Callander's *Terra Australis Cognita or Voyages to the Terra Australis*, reprinted 1967).

Had the light-skinned group been introduced within the previous 80 years, then it seems possible that Quiros would have seen evidence, or been informed, of their recent arrival. The description by Quiros does increase the likelihood of there being people who somewhat resembled Europeans in the Pacific before the arrival of the ships of the 16th century.

This does not mean that some of the Eastern Polynesians were not descended from European seamen.

H. NELSON
Department of History,
University of P-NG,
Boroko, Papua

THOUGHTS ON LITTLE THEATRE

Sir,—I wonder if Lautoka has a Little Theatre yet? Years ago we used to present our 3-act plays in the hall near the CSR mill; it was a little disconcerting to have the suspense shattered by the whistle of a cane train, but we were grateful for the hall and had a lot of fun.

PIM of January tells me that Suva is getting a new Town Hall; I can remember, in particular, rehearsals of "Cinderella" in 1952 in the old Town Hall. Will the Arts Group move too, or have they a home of their own by now?

Port Moresby lost its theatre by fire in 1967 but, it's an ill wind, etc., and I'm told that their new building will really be something.

In Lae we struggle on! In 1963 it was decided that we simply had to have a theatre . . . gone were the days of the Stewart Hall, hissing cisterns, dust from the road and all. The RSL committee were generous with the use of their ballroom and stage but we knew this could not be permanent.

To raise funds, the first annual Mardi Gras was held on January 9, 1964 . . . an Art Union was run . . . seats were "sold" . . . enthusiasm ran high but, unfortunately, there

(Continued on p. 57)

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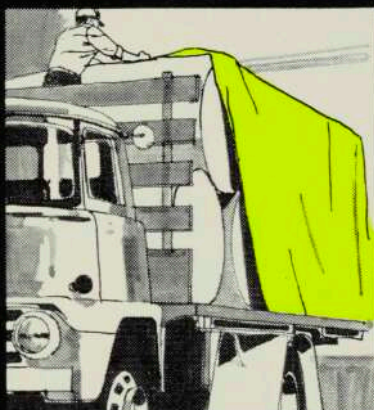
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53

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J. 280

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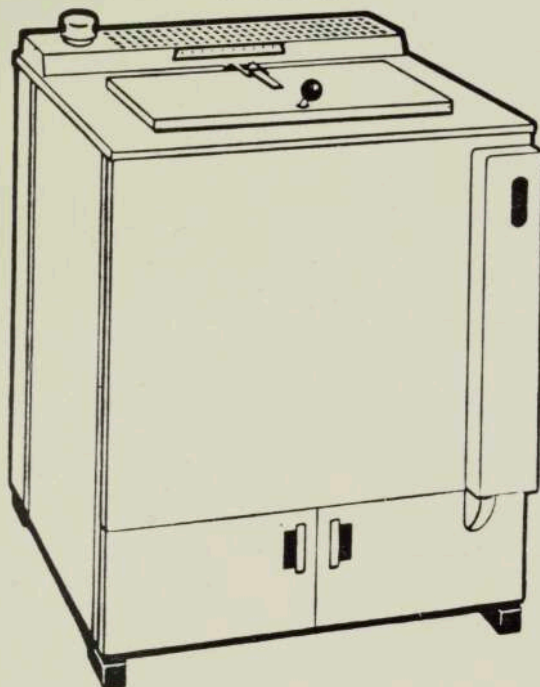
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LETTERS

(Continued from p. 52)

have been too many snags over floor plans and blueprints and we still have no theatre.

But hope springs eternal, and it is possible that the plans will be ready for submission to the Building Board in March, and, if the Lands Department will extend the lease, tenders can be called.

The 1968 committee of the Lae Musical and Dramatic Society, at their first meeting, touched tentatively and hopefully on a possible play for the opening of the Niall Community Centre.

If some concrete sign of activity can be seen, the townspeople will surely rally round once more to ensure the finance needed—the Dramatic Society will once again be able to sponsor the Territory Festival of Drama and there will be a return to the hey-days of 1957-1964 (when several 3-act plays of the highest standard were presented each year.

(Mrs.) D. NIZETTE

Lae,
New Guinea

NO BARE-BREASTED GARBAGE

Sir,—Two weeks ago I received my first issue of the *Pacific Islands Monthly*. It's been a long time since I've enjoyed reading anything so much. Your material has given me a completely new outlook on the Pacific Islands. There's none of that bare-breasted garbage—just the things that are universally known—but, of course, in a more enchanting area.

JOHN DABRIO.

Stuyvesant Oval,
New York, NY, USA.

NEW HEBRIDEAN OUTLAW

Sir,—I read with interest Robert Langdon's article about Thingaru, based on Maurice M. Witts' diary (*PIM*, Jan., p. 81).

There is no evidence in the records of the Central Archives here that Thingaru was eventually captured. The last reference to him is in a letter from J. E. Fysh of Big Bay to M. King, the British Resident, dated October 25, 1911. In this letter, Fysh said that he had been "hoping to get hold of Thingaru (sic) in a few days" and would have done so if it had not been for a recent kidnapping in the district by a labour recruiter. He does not say precisely how this interfered with his plans or why he expected to arrest Thingaru, but the inference is that the incident stirred



Fare Harbour, Huahine—see below, "Island mystery solved".

up local resentment and sent Thingaru to ground.

Incidentally, Witts resigned from his post of CO of the Hog Harbour detachment of the constabulary after receiving the rebuke (mentioned in the story, p. 83) for having boarded and searched the *Guadeloupe*.

A. I. DIAMOND
Archivist.

Central Archives of Fiji
and the Western Pacific
High Commission,
Suva, Fiji.

NEW GUINEA CUP

Sir,—Recently some friends and myself were discussing what year the first New Guinea Cup was run.

Some said it was 1922, others 1923. Could you please settle the question by telling us the month and year that the cup was run, and what year the New Guinea Turf Club was formed?

Unfortunately, all the records as far as New Guinea was concerned were lost during the Japanese occupation.

M. MURRAY (Mrs.)

Innisfail,
Queensland.

• Can any reader help?

ISLANDS MYSTERY SOLVED

Sir,—I was startled to see on page 83 of your October issue, a reproduction of a painting labelled "Bay in the Pacific Islands, Fiji". I am familiar with this view. It is the frontispiece of Volume III, Ellis's *Polynesian Researches*, printed in London in 1859. According to the caption in that book, the original

was a drawing made by a Capt. R. Elliot. It was engraved by W. Le Petit for the book. The picture shows a view of the district of Fare in Huahine in the Leeward Islands of French Polynesia at the time that the missionaries first settled there, before 1820.

Anyone who knows Fare Harbour will, I think, recognise the view. The present dock is a short distance beyond the third pile of lumber, and the stone sea wall begins just beyond that point. I believe, however, that the man who did the painting you reproduced, has somewhat simplified the mountains.

I wonder how the painting came to be labelled as it now is? And, who made the copy?

C. K. WING

Stony Point,
New York, USA

• Captain Wing's letter has solved a mystery that had baffled both us and the Australian National Library, Canberra. The original of the picture in question—a small oil painting—is in the library's famous Nan Kivell collection, and until now it has been labelled "Bay in the Pacific Islands, Fiji". Four years ago, a Canberra reader, Dr. John Cumpston, sent us a reproduction of the painting, and asked whether any reader could identify the locale. When we published the picture in our issue for January, 1964 (p. 19), nobody apparently recognised it. But when we tried again in October, Captain Wing came to our aid. We now find that an engraving from the painting appears in others editions of Ellis' "Polynesian Researches" besides the one mentioned by Captain Wing.

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FIJI — SAMOA — TONGA

Cook Islands doctors hand Government a bitter pill

From PIM's Rarotonga correspondent

The population of Rarotonga was shocked to learn on January 24 that all doctors on the island had delivered demands to the Government to pay increased salaries, and had decided to strike until their demands were met.

News of the doctors' action was made public by the Premier, Mr. Albert Henry, in a special radio broadcast. Mr. Henry said that he had decided to broadcast the unpleasant news because of the number of distorted rumours that were current.

During the previous week, the Premier said, the doctors had discussed their demands with the head of the Public Service who had given an assurance that he would make a reassessment of the doctors' position.

At a meeting held on January 16, the doctors had agreed to wait for this reassessment, but by January 22 they had gone back on their word and had issued an ultimatum to the Government. The ultimatum contained the following demands:

- That the salary scale proposed by them in their letter of January 9, 1968, be considered as the final scale for all medical officers. (The scale was divided into three groups. Group one began at \$NZ4,010 up to \$NZ6,200 p.a.; group two, \$2,940 to \$3,790 and group three ranged from \$2,310 up to \$2,840.)

- The proposed salary scale was to be back-dated to January, 1964.

- The demand was to be considered by noon of January 23 (the

day before the Premier made his radio speech) and if the Government failed to meet the conditions of the doctors, they would withdraw their services from the public.

The Premier stated that he had had a one-hour meeting with the doctors on January 23, but had failed to convince them that they should continue their negotiations with the Public Service, as they had previously agreed to do. He pointed out that his Government could not be dictated to, and that all submissions made to Government by sections of the Public Service had always been considered.

Many of the doctors involved had received scholarships and overseas courses at the Government's expense, and now they were demanding superior salaries to other local public servants.

"Little left"

"If similar salary demands are received from other sections of the community," the Premier said, "there will be little left for Government to spend on promoting our economy in the best interests of all people of the Cook Islands."

Mr. Henry said he had reported the matter to the High Commissioner, Mr. L. J. Davis, and had asked him to report it to the New Zealand Government and also to seek medical aid from New Zealand for the duration of the emergency.

"Even though the doctors' demands may appear disproportionate and the method of approach unacceptable to the Government," the Premier went on, "I publicly announce that if the doctors are prepared to withdraw their ultimatum and negotiate in the proper way, then I will still be prepared to reassess their position as previously promised. But the desire to do this must now come from the doctors."

The Premier informed his listeners that he had visited the Black Rock Hospital that morning and had found no doctors there. He had also visited the Tupapa Hospital where he talked to Dr. A. Guinea, Director of Health. Dr. Guinea, an imported officer, was



Mr. Davis.

on duty, but he could not say whether or not his doctors would report for normal duty.

Mr. Henry concluded his speech by issuing this Government ultimatum to the disgruntled doctors:

"I appeal to all medical officers to return to their normal duties immediately. If doctors are not back on normal duty by 9 a.m. tomorrow, January 25, I will be left with no other choice than to suspend them all pending a full medical inquiry into their behaviour."

He also ordered all doctors in the other islands of the Cook Group to remain at their posts. "This is an order!" he stressed.

The following day, Dr. J. Williams made a radio broadcast on behalf of the doctors. Dr. Williams is the Medical Superintendent, and second-in-charge to Dr. Guinea. He is a Cook Islander, and took his qualifications in New Zealand. Another fully-qualified Cook Islands' doctor on the staff is Dr. Dominique Peyroux, who graduated from Otago University in 1963 in medicine and surgery.

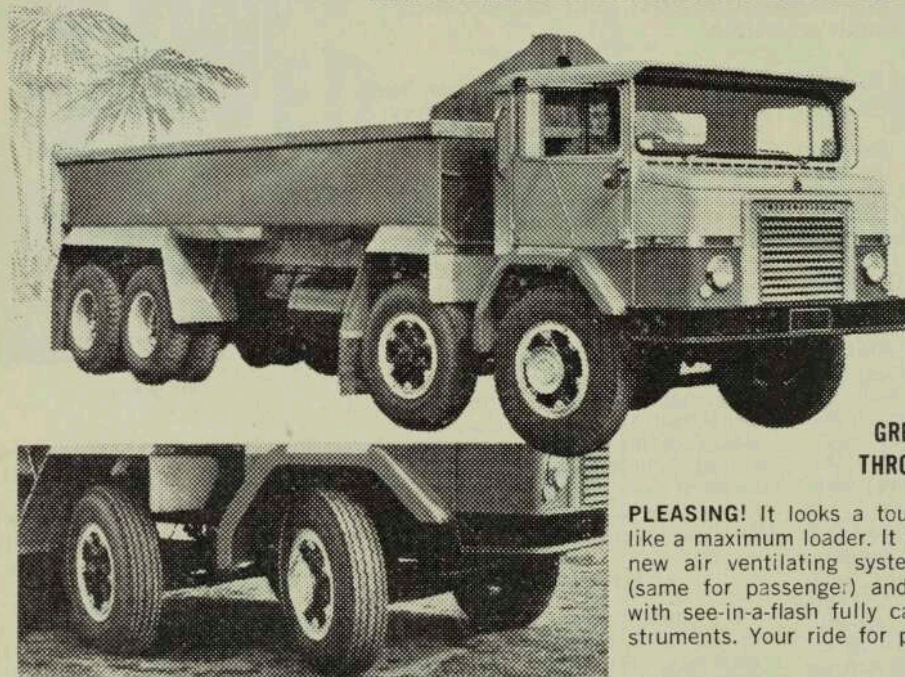
Doctors Guinea, Williams and Peyroux are said not to have demanded pay increases. The demands came from the other medical officers who were trained in the Fiji School of Medicine.

In his reply Dr. Williams said that the doctors had not forgotten their professional obligations towards the public. The drastic action they had taken was "the end result of long-standing dissatisfaction, frustration,



Mr. Henry.

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Incentive sought

and restlessness over a matter which could not be settled by discussions and negotiations alone. "Contrary to the impression given by the Premier in his speech," he added, "this was the result of discussions and negotiations made over a period of more than four years, not just a period of two or three weeks."

Dr. Williams made the following points:

That proper relativity be maintained within the Public Service unified salary scale, and that adequate recognition of professional responsibilities be given by way of adequate remuneration. He asked if it was fair that some dental nurses, school teachers and clerks should be better paid than some doctors.

An aim of the doctors' proposal was to create an incentive for them to achieve greater progress. Another was to "safeguard the service against future dissatisfaction, possible deterioration, and the stagnation of individual doctors."

The last was that "the proposal was designed to safeguard the Government and the public against a crisis of this nature."

On call

Dr. Williams then stated that although the doctors had resigned from the Public Service their services as regards to surgery and urgent medical cases would still be available. Essential services would be maintained.

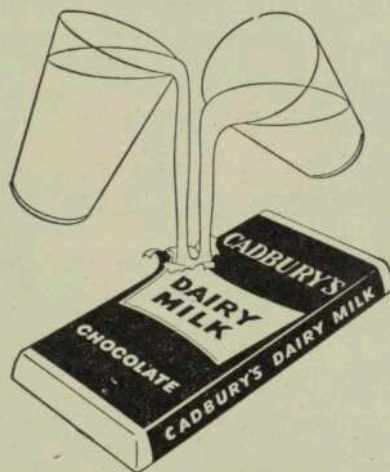
This appeared to be the case. Although the "pick-up" service around the island was discontinued, doctors were available on call.

Dr. Williams made it clear that the doctors' drastic action was not a reflection of their attitude towards the Premier and his Government. It was "an ultimate expression of long-standing dissatisfaction and frustration over the neglect and unfair treatment of doctors by authorities responsible for the setting of salary scales," he said.

Some very highly placed people in the Public Service Association think that the doctors have a strong case, but they also realise that to meet their demands in full could cripple the Government financially and might well set off a chain reaction of similar demands from other sections of the Public Service.

On February 1, when this report was dispatched, negotiations between doctors and Government were continuing.

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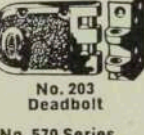
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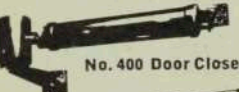
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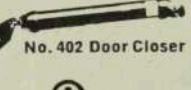
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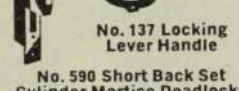
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NOT MUCH EFFECT FROM B.S.I.P. POLITICAL TODDY

From a Honiara correspondent

Solomon Islanders have just had their first sip from a cup of political toddy. It occurred when about 600 of them attended a meeting at the Point Cruz picture theatre called by the elected member for Honiara in the BSIP Legislative Council, Mr. W. D. Ramsay. The meeting was aimed at getting people to talk about their political problems.

All unofficial members of the council were seated on the stage at the meeting. Opening it, Mr. Ramsay said that when last May he had asked people to vote for him at the elections he had not been given many ideas as to what the people wanted. Most voters had talked about racial discrimination. This time he wanted to hear specific complaints and constructive suggestions.

Mariano Kelesi, member for North East Malaita, then took the chair and invited applications from those who wished to talk. He got a list of 12 names, two of whom were Europeans in government service. There were no women at the meeting.

Discrimination

All the speakers criticised the elected members for not being able to fulfil obligations. They discussed such subjects as copra exports, the beautification of Honiara, a suggestion to limit the number of churches, racial discrimination, handouts to islanders from private companies overseas, and they asked why Solomon Islanders did not have stores like the Chinese. Nobody put forward any views on the future pattern of constitutional development.

On discrimination, speakers were aware that Honiara's Hotel Mendana has now reversed its policy against Melanesians in the lounge or the accommodation block and is now open to all who behave decently and dress correctly. One speaker wanted to know why clubs did not do the same thing.

At the meeting there was an under-

current of thought that the white man in the Islands has more than he needs or deserves.

Mr. Ramsay stressed again that what unofficial members wanted were ideas from the electorate. The doors of the elected members were open for anybody who wanted help, but it was up to people to seek out their member to tell him what they wanted rather than leave him wondering. If nobody put forward constructive suggestions the elected members' task was made more difficult.

Mr. Ramsay pointed out that his own difficulties as member for Honiara were greater than those who represented rural areas and who could get around the villages.

All-in-all the meeting was not a great success, as the object of it got lost. But it was a step in the right direction.

Nickel

The protectorate at the moment is having an up-and-down time, and not only on the political front. There is optimism on development, with the BSIP keeping its fingers crossed waiting for the results of the assessment of 50,000 tons of nickel being test mined. This should be known by the end of the year. For years the BSIP has been awaiting realisation of the great promise of its mineral resources and the government is hoping that at last something might come from nickel.

Meanwhile 2,500 acres of rice on Guadalcanal Plains has recently been crop dusted from the air, and big yields are expected from it—perhaps enough to do away with the necessity for importing rice.

But Britain's devaluation of sterling has not helped the Solomons. There is likely to be some redistribution of trade imports, but the apparent advantages of cheaper UK sources of supply are likely to be offset by increased freight rates from Britain and by improved supplies and maintenance services, and the convenience, of Australian markets. It is still too early for the new trade pattern to become evident.

The Melanesian Mission is probably one of the worst hit private organisations—it lost a lot on exchange in Britain and New Zealand.

Devaluation cost the BSIP Government £Stg 1 million off the budget, and this has meant an all-round pruning, with expansion curtailed in most departments. The Government has asked Britain for the £1 million to be reinstated and is hopeful of a favourable reply, although there has been no answer yet.

NG planters want a bigger pay-out for copra

By a staff reporter

The P-NG Copra Marketing Board's continued high rate of retention of copra proceeds was "not satisfactory to planters", the president of the Planters Association of New Guinea, Mr. W. J. Grose, told me in Sydney in February.

Planters were now receiving an initial payment against sales of not much more than 60 per cent. of recent world prices, instead of a normal figure of about 90 per cent. of these prices, he said.

"On past experience they will wait up to 20 months before they receive the difference," Mr. Grose said. "As a consequence many planters, particularly smaller planters, are suffering unnecessary financial stringency."

Mr. Grose said the Planters Association had raised the matter with the board in January, after it had increased its payout on sales by \$10 per ton, against a market rise in copra prices of up \$100 per ton.

Planters had been banking on a considerably larger increase.

"We believe the board's increased rate of retention is partly to cover losses incurred through devaluation of sterling, and that the Australian Government should make up these losses as it has promised to do for

RECORD COPRA FIGURES IN GEIC AND NEW HEBRIDES

Two South Pacific territories—the New Hebrides and GEIC—produced record or near-record outputs of copra in 1967. The New Hebrides produced 40,673 tons (about 3,000 tons more than the previous highest figure) and exported a record 42,406 tons.

The GEIC production of 10,983 tons (provisional figure) was the highest since 1955, when production exceeded that figure by three tons, and was the third-highest ever. Highest was 12,410 tons in 1925-26.

Four atolls in the Gilberts—Beru, Nikunau, Tamana and Arorae—and one in the Ellice Group—Niutao—more than doubled their target figures for copra production fixed by the local Copra Board.

Twenty atolls in the two groups exceeded their target figures. Only five failed to reach their figures.

Australian marketing boards," Mr. Grose said.

"Through our producer representatives on the board we were advised that the board has advised the Australian Government of its losses and made an application for reimbursement.

"The board has claimed the right to make its own decisions, with which we do not argue, but the matter is of vital concern to copra growers.

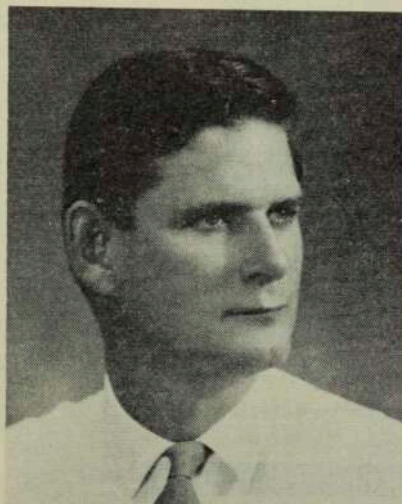
"If it has lost \$230,000 through devaluation, as seems likely, then it will take only a few weeks to recoup this amount from weekly proceeds while it is waiting for reimbursement.

"Surely it could have forecast when we could expect a better tentative price?

"We trust that the board, or those who direct its policy, have not decided to operate on a generally higher rate of retention in the future."

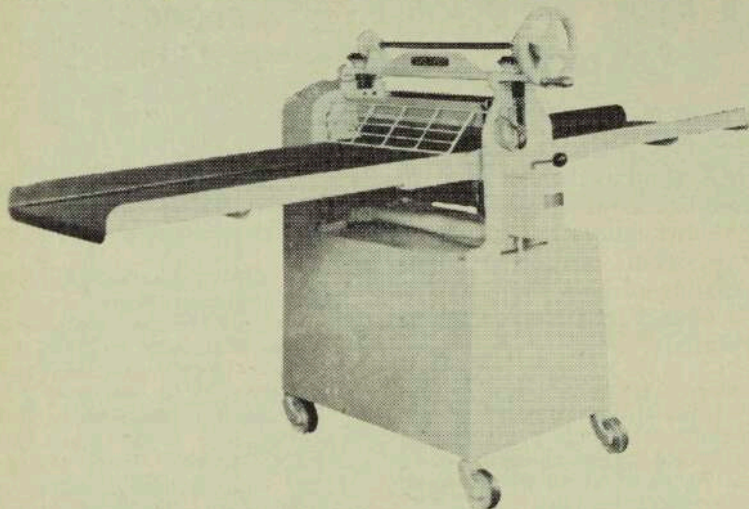
Mr. Grose said the high rate of retention was a burden on the primary sector of the territory's community which it could not afford. It was very apparent, he said, that primary development was "not proceeding at the most desirable rate".

"What is needed is a stimulus to primary industry because it offers the biggest single avenue for developing a viable economy for the territory, and everybody in the territory would support this need," he added.



Mr. Grose.

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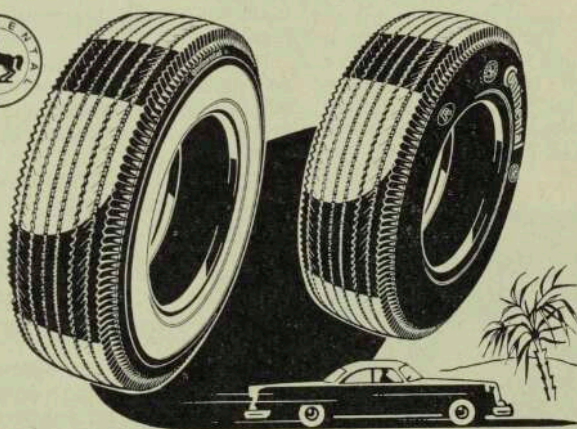
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P-NG STUDY ON HOW ISLANDERS ADAPT TO NEW WAYS

Australia is to contribute \$221,000 over the next four years to a study of human adaptability organised by the International Council of Scientific Unions through its International Biological Programme. Part of the study will be made in Madang, P-NG.

The chairman of the Australian Human Adaptability Committee, Professor J. R. Walsh, said recently that Australian scientists, in seeking some of the answers to human adaptability, would study natives of Papua-New Guinea, Australian Aborigines and migrants in Australia.

Professor Walsh is Professor of Human Genetics at the University of New South Wales.

He said senior scientific bodies of about 40 countries, including the Australian Academy of Science, were concerned in the study.

Of all places in the world, Papua-New Guinea seemed to offer unique opportunities for studying adaptability.

From Karkar Island

"Its people are emerging rapidly from groups of isolates who have inter-married within a very short radius of their own clan or place of residence," he said.

"Now they are moving around much more freely into government positions, into army and police work, banks, insurance offices and post offices.

"Where they have in the past lived in relative isolation, they will become very shortly as free and mobile a group of people as you could find anywhere.

"This will require adaptation—genetic adaptation, for example. At the moment you can see differences in genetics, in the blood groupings, for instance, between villages only three or four miles apart. This is because they have grown up there and have adapted themselves to that particular environment.

"They are going to be able to teach the world a great deal of the physical and biological processes of emergence.

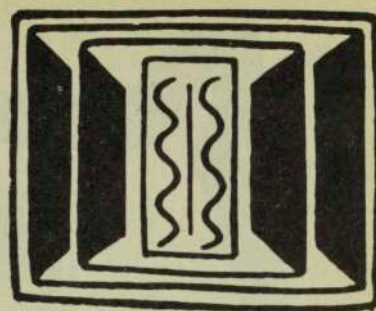
"They are going to allow us to study them as they go. We hope, through this, to be able to offer them

something in the future that will make their process of emergence easier."

Professor Walsh said the initial site for the study in Papua-New Guinea would be in a section of Madang Hospital. The people involved in the study would come from Karkar Island, about 50 miles north-west of Madang. Fields covered in the study would include physiology, genetics, nutrition, medical assessment and the ability of people to work.

The study at Madang would be a continuation of a number of years' work in P-NG by teams of the Australian Medical Research Advisory Committee, led by Sir Macfarlane Burnet.

"Recently the P-NG House of Assembly passed an ordinance to which the Governor-General has now given his assent to create an institute of human biology in the territory," Professor Walsh said.



"The institute's work will be largely oriented on the welfare of the indigenous people of P-NG and to help get this institute off the ground we have decided to centre there our activities for the next four years in the International Biological Programme's study of human adaptability."

FIJI OLD HAND IS BACK HOME

From a Suva correspondent

It's always good to hear a success story of the boy down the road. Such a story is that of "Jumbo" Sabben, whose family in their modest way have been waving the proud flag of their Fiji birth in places like British Honduras, Mauritius, Vietnam, New Guinea and, closer to home, Australia. After an absence of 14 years, "Jumbo" himself is back in Suva.

In 1964 he went on promotion from Fiji's Customs Department to British Honduras, and has just retired from the post of Comptroller of Customs, Mauritius. In Suva, he has been renewing many old friendships as well as enjoying talking over the current news in Mauritius with Fiji's Comptroller of Customs, his former deputy for five years, Mr. E. J. T. Mabbs.

Jumbo's links with the colony and with Fiji's Customs Department go back to the 1880's when his grandfather came out to Fiji from England. After losing a fortune in the cotton industry, grandfather joined the Customs Department, settled down and married Maude Bentley, the daughter of another pioneering Fiji family. Jumbo's father, born in Levuka, retired in 1945 as mechanical

engineer in the Public Works Department.

Jumbo himself, born in Fiji, received his early education at the Boys' Grammar School and in Sydney where he later qualified as an accountant, returning to Fiji to join the staff of the Customs Department. His wife, formerly Ruth Phillips, is a Fiji girl whose family have farmed in the Vunidawa area for years.

Their four children were all born in Fiji, and the two sons are now married. Frank, the eldest, aged 26, is a patrol officer in the Sepik District of New Guinea; second son David, 22, served with distinction with the Australian Forces in Vietnam as a 2nd lieutenant, and was mentioned in dispatches for leadership of his platoon in an action against the Viet Cong in which the Australians lost 18 of their men, with 26 wounded. David was among those who were specially honoured by the South Vietnamese Government. He is now working with the advertising department of a big Sydney store.

With the years of retirement stretching out before him, "Jumbo" is busy buying a house on the Gold Coast of Queensland to provide a home for his two daughters, Maureen, 18, and Barbara, 15, so that they may complete their education. Then, when that's done, there will be time for another trip—and to come home to Fiji again.



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A TRIBUTE BY JUDY
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So now they've buried Peter England

It is an awful commentary on the rat-race to which most of us contribute that old friends can be ill, die and lie in their graves for weeks—all unnoticed.

Peter England, of Angoram, Sepik River, New Guinea, died in December, in Sydney I believe although the details are vague. But only today, February 6, have I learned about it. It seems that a small piece of the Sepik sun has gone out with this news.

I first met Peter through a piece he wrote for *PIM* in early 1954. It began: "Today we buried McNerney . . ." and it was fairly typical of Peter that the man of whom he wrote had then been dead almost a year. As Peter himself would no doubt have said—there is no point in hurrying these things.

His tribute to Dr. John McNerney, New Guinea's "flying-doctor", who had crashed his plane off Vanimo in early 1953, was an unusual, and in many ways beautiful, piece of writing, especially from someone who, as far as I knew, was a saw-miller or a crocodile-shooter on the Sepik River.

NG fantasies

From this point on we had a very sporadic correspondence—usually exhortations on my part for him to write more, answered by wisecracks from Peter who refused to take me seriously. At very long intervals, *PIM* received something from him—perhaps a fantasy founded on the New Guinea native myths that seemed to fascinate him, or something closer to the earth like *The Very Long Arm of the Savings Bank*, which we published in *PIM* first in 1955.

A year or so ago, when we were collecting pieces for a book of *PIM* stories (*PIM's Pacific*) this gem went in and in the introduction we wrote: "... Peter is trader, crocodile-shooter, pub-keeper and, we almost said, poet. He is one of those stranger-than-fiction characters who should have died out about the time

of *Sanders of the River* and probably could exist these days only in a place like Angoram, Sepik District, New Guinea.

"He might have been the chronicler that New Guinea is waiting for—had he put his mind to it. But writing is one of the pleasures he reserves for when he is in the mood for it; then he will produce something—grave, gay or ridiculous—that is the very essence of outpost New Guinea life. There are many calls for his attention. Once he described to us how he liked to go crocodile-shooting—with an easy chair arranged strategically in his boat, a box of books at one hand and a box of beer at the other, so he could dip into either as the whim took him."

Whenever I pick up this book I always read Peter's story of the savings bank again. Perhaps to most Territorians of 1968, this light-hearted nonsense is not even typical of New Guinea today; but, to me, the laughs are just as fresh as when he first wrote the story.

Born in Wales

Peter England was born at Llanishan, Wales, in 1904 and arrived in Australia at 18. Before he found his way to New Guinea in 1937 he worked at timber cutting, gold-mining, droving and horse-breaking; at one time ran a country store and at another a country newspaper. In New Guinea he became a plantation manager and after the war a saw-miller, trader, crocodile-hunter; he also built a pub at Angoram.

During the war he served with ANGAU and was attached to the US air-sea rescue service. He served as a scout and guide throughout, was wounded in action and mentioned in dispatches for leading patrols behind Japanese lines.

It was during one of these patrols in the Ramu Valley that he first met McInerney who was technically the MO but at the time had borrowed a Bren gun and had started out on a patrol and a war of his own. These two, far-out characters formed a friendship that lasted until that morning in March, 1953, when McInerney put his plane into a steep 180-degree turn, too close to the sea off Vanimo.

Although I met Peter only twice in the flesh—once on a plane travelling to New Guinea and once here in Sydney—to me he was always part of the New Guinea mystique, a *Territorian tru*. For his wife Meg, their daughters Shan and Susan, for me and for his friends, New Guinea is just so much less for his passing.

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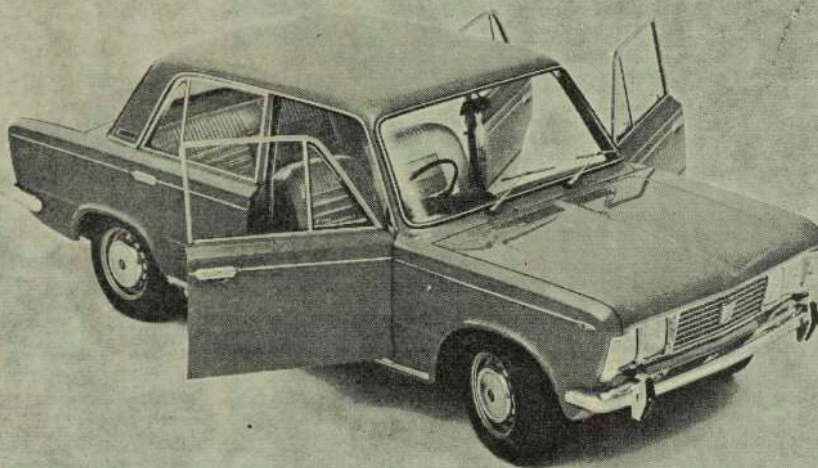
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APIA.

War veteran Vouza is off to the States

From Gabrielle Lawson, in Honiara

Sgt-Major Jacob Vouza lives today in a small village called Raroni, about 20 miles from Honiara. A Headman and an honorary sub-inspector in the Solomons Constabulary, he shares a small thatched roof timber house with his wife and family.

There are many photographs on the walls—some signed by American generals and others taken during his visit to Britain when he represented his people at Queen Elizabeth's coronation. Soon we can expect there will be more photographs on the walls, of Vouza taken in America, for he has been invited to reunions of the First Marine Division Association at Anaheim, California, and Philadelphia, Pennsylvania, in August. He has just received his visa from the American Consulate in Suva.

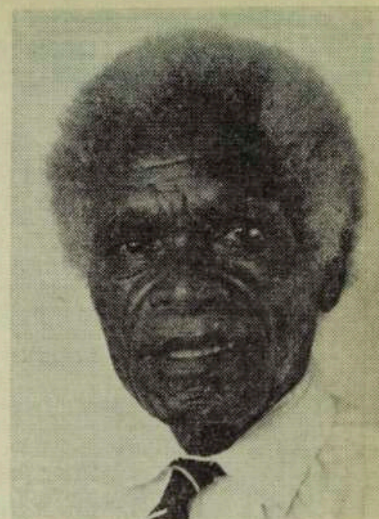
Vouza's visit to America is being paid for by the marines themselves. The decision to invite him was taken unanimously at a meeting of the association's directors in Washington. It followed a visit to Guadalcanal by veteran marines for the 25th anniversary of their landing last August 7. The marines discovered then that it had been one of Vouza's dreams to go to America.

Tortured

Sgt-Major Vouza came to prominence in the Pacific War. Born in 1900, he had joined the Solomon Islands Armed Constabulary in 1916 and retired with the rank of Sgt-Major in 1940. He decided he could use his police training to act as a scout in support of the pitiful defence given these islands when Japan came into the war, so he offered his services to the BSIP Defence Force.

He did much good work behind the lines, but was finally captured, tied to a tree and tortured by the Japanese in an effort to get him to reveal the position of American troops in the area.

He refused to help and eventually was left for dead. (He still has the



Vouza.

Photo: Ted Marriott

scars of the bayonet thrusts on his face and body.)

He escaped and crawled to the American lines, where he insisted on making a full report before he received medical attention. His information enabled the Americans to destroy a large Japanese force. He explained later he had not given information to the Japanese because it was "better for one man to die than a large number."

For his work as a scout he was awarded the George Medal and the American Silver Star.

In 1957, he was awarded the MBE for loyal government service, having among other things been president of the Guadalcanal Council and the BSIP Advisory Council—both for long periods.

Vouza has always been sought out by American visitors to the Solomons. A few years ago a visit by US television personality Jack Paar resulted in Vouza receiving the unusual gift of a set of false teeth. He had often expressed the wish to own a set, as his natural teeth had long since gone, but he never had enough money to pay for new ones.

When the Marine Corps representatives attended the 25th anniversary last year they presented Vouza with a marine cap, which no doubt he will wear when he attends the American reunions. He still has his own army uniform and his constabulary dress uniform of black lap-lap and white jacket with braid and silver buttons, sword and his array of medals. He will be an impressive figure at the American reunions.

From the Islands Press

IN the wake of numerous traffic accidents in 1967 and from personal observation, it is obvious that more ought to be done about the speeding problem on Rarotonga.

Motorcycles, cars, and trucks of all kinds—government included—appear to be challenging the laws of centrifugal force as they rip around the race-like perimeter of Rarotonga.

Considering the way of life in the Cook Islands, does anyone need to be told how easy it would be to maim a wandering horse, sideswipe a parked car, or kill a stray child (to say nothing of the all-too-common senseless drunks)? At night, of course, the danger is magnified.

Legally, speeding is wrong. Morally, it's despicable. But above and beyond that, common sense-wise, it's stupid! Since the island (Rarotonga) is roughly only 20 miles around, no destination is farther than 10 miles away. For such trips, speeding is foolish.

A heavy fine will create a fear of being caught that will in turn eliminate the urge to speed. After all, a little induced poverty is far better than the loss of life and property.—*Letter from Robert L. Hixson in the "Cook Islands News", Rarotonga.*

I WISH to write a few lines about "King Porky the pig".

In the Highlands [of New Guinea] he is allowed to roam where he likes, rooting up vehicle roads, school grounds, school vegetable gardens and other people's coffee and crops. In general he just does what he likes.

A vehicle once overturned when its wheels went into a hole Porky had made—the rain had filled it up with silt. It was carrying several people.

When someone objects to the damage King Porky does such ill feeling is created it lasts for years and "payback" is sought.

Could there not be a law to forbid pigs being kept unless each village owning pigs has a community paddock fenced for the purpose, wherever it is practicable, as they do for cattle?

Why should Porky reign as king

in these days of rapid improvement?

He is costing our government thousands of dollars annually in the time spent by government officials and police on his offences. Has a record ever been kept of time spent on these things? — *Letter from "Porky's Subject", Eastern Highlands, in the "South Pacific Post", Port Moresby.*

THERE is a great deal of unrest and a lot of criticism heard on Norfolk Island at the moment concerning the manner of the development taking place, and the resultant health risks which follow such haphazard planning.

Some members of the council two years ago in their wisdom(?) saw fit to disregard professional advice and what is more unfortunate, the then Administration in its wisdom(?) did not, as far as we know, take any steps to pursue the practicability of such a survey.

During the last two years we have seen a great deal of finance expended on projects which will become as nothing if the health of the community suffers.

Now that there is this awareness of the dangers associated with the lack of planning, this is the time that we must, as a community, insist on some form of orderly programme of planned development to ensure the continuing good health of the people on the island.—*Editorial in "The Norfolk Islander", Norfolk Island.*

MY family and I recently completed a trip round Viti Levu, which we enjoyed immensely. However, several incidents have tended to tarnish our memory of it a little.

The first occurred at Natadola where money was stolen from clothing left a few yards from where we were swimming.

The second occurred at an hotel near Nadi. When inquiring if we could swim in their pool, I mentioned that we would expect a charge to be made as we were staying at a motel next door. Imagine my astonishment on

being informed "5/- for adults and 2/6 for children". Yes, the manager had the effrontery to demand 17/6 for my family and me to have one swim!

At least he must have felt a little guilty about these exorbitant charges as he was quick to point out, "That's what they charge in Australia".

The third incident occurred on the way back to Suva via the King's Road. We were looking for a spot to have a picnic lunch when we came to a delightful sandy beach. It displayed a notice proclaiming everything to be free. Imagine our surprise when from a *bure* emerged a Fijian who promptly demanded 5/- for parking our car there. These things happened in just a few days.

I hate to think of the treatment tourists get and the impressions they give of Fiji to the folks back home.—*Letter from J. M. Leversedge, Suva, in "The Fiji Times", Suva.*

MRS. LESIELI MANUELE, of Kolonga [Tonga], told the court she was angry on October 13. In the heat of an argument, she swung a cane knife at her niece, Ele Sake, cutting her ear, and then proceeded to punch Miss Sake in the face, giving her a black eye.

She said she was sorry now.

Judge Malu Taumoepeau, hearing the case on January 24, said he also was sorry. However, the seriousness of her actions, he said, had now angered him.

Mrs. Manuele was fined \$20, in default five months imprisonment.—*News item in "The Chronicle", Nukualofa.*

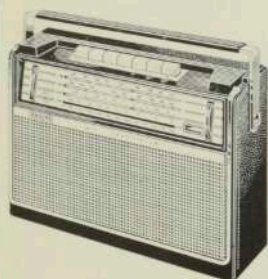
JUST before Christmas police raided well-known brewers of "bush beer" all around Rarotonga and confiscated a very large amount of brew. The haul included some 400 bottles, 50 gallon casks, and a benzine or kerosene drum which had been cut in half and filled with malt, hops and sugar.

The total amount of illegally-brewed beer came to about 300 gallons, and this is now stored at the back of the police station awaiting further investigations and ultimate court action.—*News item in "Cook Islands News", Rarotonga.*

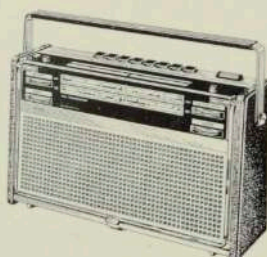


Philips for a happy home

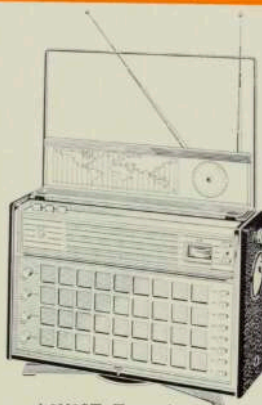
Make a happy home happier still with a Philips radio set. They are available in all sizes; from a handy all-transistor portable to a beautifully styled stereo set. All Philips sets, however, have one thing in common: excellent musical quality.



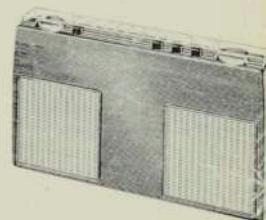
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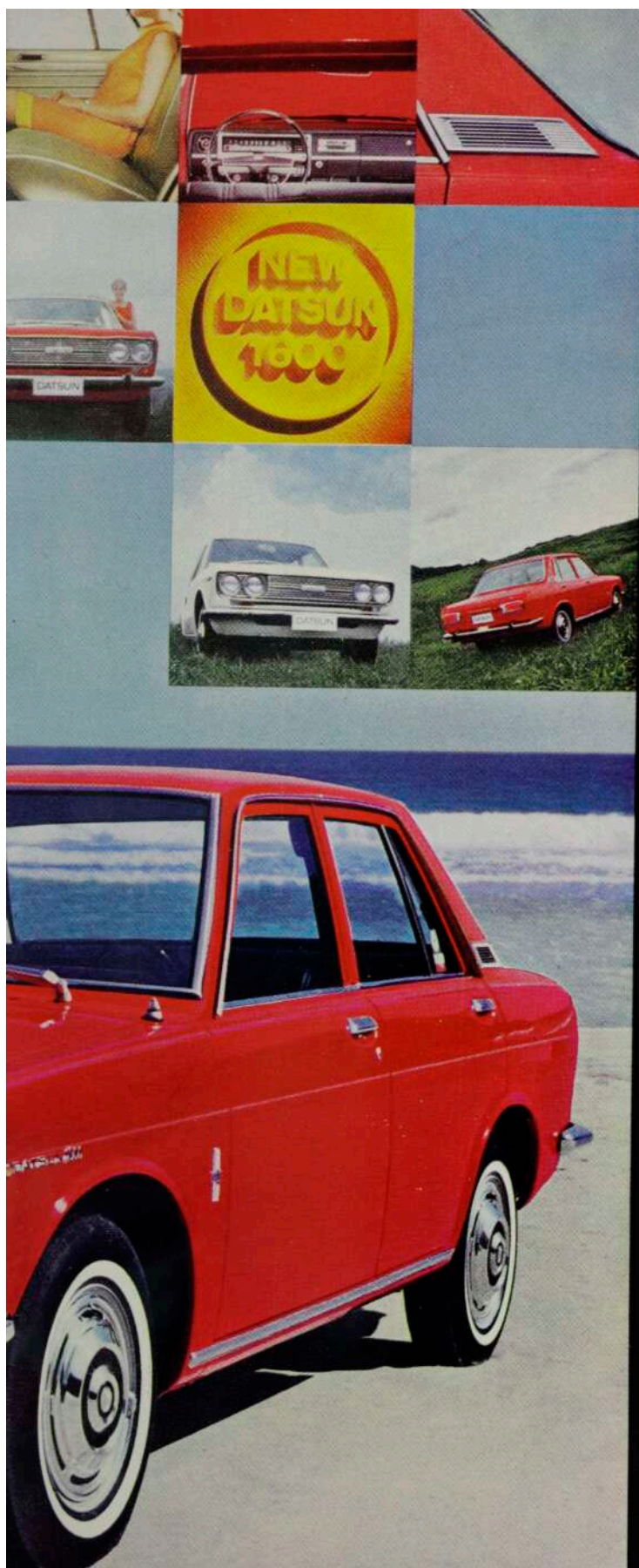
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Mrs. Ida Pfeiffer, traveller extraordinary of the 1840's

Formidable Austrian lady tourist sampled the South Seas when the going was really tough

By ROBERT LANGDON

On the morning of May 7, 1847, people in Papeete must have been startled to see a small, rather frail European woman of 50 striding purposefully through their infant town in a pair of men's trousers and shoes (but no stockings) and with her blouse rolled up to her hips.

Even though she was off on a climbing expedition to the mountains, it was scarcely the done thing in Tahiti in those times for European women to get about in male attire. Nor, for that matter, was it exactly usual for frail European women of 50 to go hiking into the mountains.

This particular woman, however, was neither usual, nor, when it suited her, especially concerned about clothes. She was, in fact, one of the most extraordinary and unconventional women of her time, for in an era when lady tourists scarcely even existed, she was venturing into outlandish places all over the world.

This formidable lady tourist was an Austrian, Mrs. Ida Laura Pfeiffer, who achieved the distinction, before she died, of being the world's most widely travelled woman.

Early marriage

She deserves a place in Pacific literature for being the first tourist—as opposed to sailor, soldier, scientist, trader or missionary—to publish a book dealing with any island in the South Seas.

The book, entitled *A Lady's Travels Round the World* (London, 1852), was the third of a series of highly successful, but long-forgotten books, which Mrs. Pfeiffer wrote after becoming a professional tourist at the age of 45.

Although it contains only a dozen or so pages on the South Seas

(Tahiti), these pages are so vivid that one can only wish that Mrs. Pfeiffer had had the opportunity of visiting some of the other islands.

Mrs. Pfeiffer, who was born in Vienna in 1797, had wanted to travel from her earliest years. But an early marriage and the birth of two sons frustrated her desire until 1842 when her husband died and she was able to set off on a visit to the Holy Land.

A book which she wrote on this journey was so successful that she immediately set off on another, even less conventional journey for a woman of her time—to Scandinavia and Iceland.

Here again, she gathered a book-full of highly saleable material, and on the proceeds of this second book, she embarked on her first journey round the world.

After visiting Brazil, where she narrowly escaped being murdered by a runaway Negro slave, Mrs. Pfeiffer sailed to Valparaiso, Chile, where she booked a passage in a Dutch ship travelling to China, via Tahiti.

"Very inopportune"

When the Dutch captain announced on March 2, 1847, that he was ready to sail, Mrs. Pfeiffer thought the news was "very inopportune" as she had been suffering constantly from diarrhoea for the previous two days, and diarrhoea, in her opinion, was "an illness that easily becomes dangerous at sea,



Mrs. Ida Pfeiffer, as a New York newspaper portrayed her after her death in 1858.

where no beef tea or any light food can be had".

However, Mrs. Pfeiffer did not wish to miss the opportunity of going to China, nor to lose the 200 dollars she had paid for the trip. So, trusting to the good luck that had never deserted her in any of her journeys, she went grimly aboard.

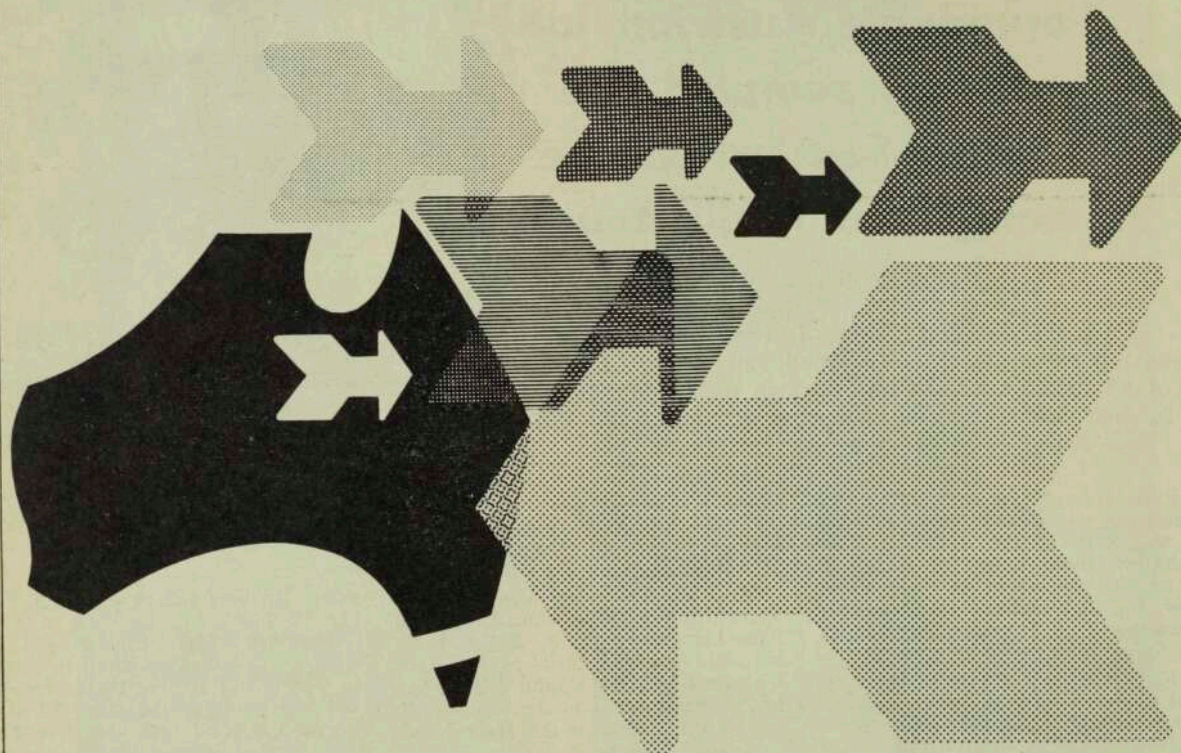
At first she tried to combat her malady by starving herself. But this did no good and she continued to suffer constantly until she "hit on the happy idea of using cold sea baths".

Cut-down cask

She took her baths in a cut-down wooden cask, remaining in them for 15 minutes at a time. After her second bath she was much better, and after her sixth, her diarrhoea was cured.

"I mention this disorder," Mrs. Pfeiffer said in the account of her voyage, "only to show that sea-baths and cooling drinks, such as butter-milk, sour milk, sherbet and orangeade, etc., are very suitable remedies."

Mrs. Pfeiffer said that the greatest cleanliness reigned in her ship and that the sailors were "not near so gruff as they are generally painted by travellers". The food was good, except for "some Dutch dishes" and



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318A

● Papeete, according to Mrs. Pfeiffer, had only 300 or 400 inhabitants at the time of her visit. Two of the main buildings were the Governor's residence and that of Queen Pomare, which are here seen in an old engraving from a contemporary French periodical, "L'illustration".

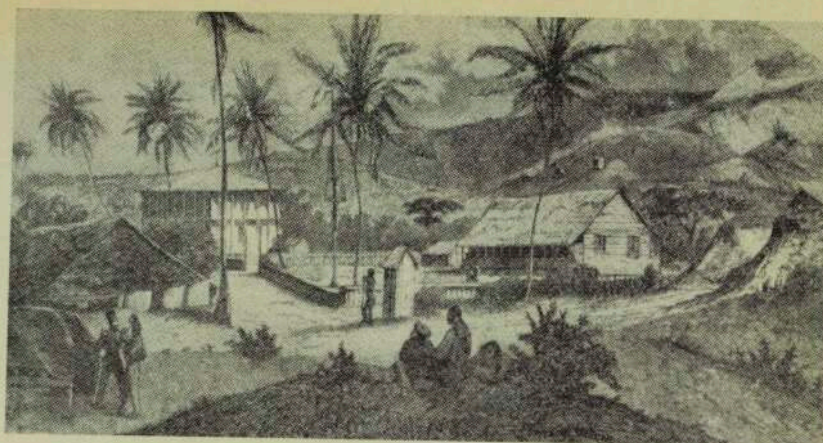
"a superfluity of onions". But luckily for her, a great number of "those noble roots" were spoiled in the course of the voyage.

The voyage to Tahiti took 39 days. After the ship was steered safely into Papeete Harbour by a pilot, half-a-dozen canoe-loads of Tahitians scrambled aboard and offered fruit and vegetables for sale.

Mrs. Pfeiffer noted, however, that the "golden times for the traveller are past". The Tahitians were no longer content to sell their goods for red rags and glass beads. They demanded gold, and were "as close and acute in their dealings as the most civilised European".

"I offered one of the Indians a little ring of brass," Mrs. Pfeiffer recorded. "He took it, smelled it, shook his head and gave me to understand that it was not gold. He then saw a ring on my finger, took my hand, smelled it, drew his face into a friendly smile and intimated that I should give him this. . . ."

The date of Mrs. Pfeiffer's arrival in Papeete was April 26, 1847. It was thus only a matter of a few months since the Tahitians had finally surrendered after fighting



against the establishment of the French protectorate for nearly three years; and it was only a matter of five weeks since Queen Pomare IV had returned to Tahiti from a self-imposed exile of similar duration on Raiatea.

Mrs. Pfeiffer noted that the queen was then living in a four-room house and that she dined daily with the French Governor, Captain Armand Bruat. The French Government was building her another house and was paying her an annual pension of 25,000 francs.

Only 400 people

Papeete, at that time, contained only 300 or 400 inhabitants—it now has more than 20,000—and consisted of a row of small wooden houses along the harbour, separated by small gardens. There was a scattering of huts in the woods behind.

The principal buildings were the governor's house, the French magazines, the army bakehouse and the unfinished queen's house. All around, small wooden one-room houses were being built to meet the demand for housing as quickly as possible.

"The demand for dwellings . . . at the time of my stay was so great that even the superior officers were glad to get the most miserable Indian cabin," Mrs. Pfeiffer recorded.

"In vain I sought to hire the smallest room, and went from hut to hut; all were full. I was at last obliged to content myself with a small part of a hut. This I got at a carpenter's, at whose house there were already four persons.

"They gave me a place behind the door exactly six feet long and four broad; the ground was not boarded; the walls were made of palings, and no such thing was thought of as a bedstead or a chair. . . ."

Mrs. Pfeiffer said that since the advent of the missionaries about 50 years earlier, the Tahitians' clothing had been "tolerably decent". Both men and women wore a kind of apron called a *pareu* which they bound round their loins. In addition, the men wore a coloured shirt and frequently "a wide hose", while the women wore a long blouse in folds. Both sexes wore flowers in holes in the lobes of their ears.

Mrs. Pfeiffer thought the Tahitians were remarkably strong and robust, and that the men were handsomer than the women. But she did not like their large mouths, thick lips and "ugly noses". On the other hand, she did not object to the universal tattooing of their hips and thighs, which, she thought, was "very regular, skillfully formed and tastily done".

Wild, licentious

"It is the more wonderful that the men should be so strong here when we remark how wild and licentious they are," Mrs. Pfeiffer went on, adding that the girls lived "as free as any profligate can."

"I had several opportunities of seeing their dances," she said. "They are the most indecent I have ever seen. But every poet would envy me the scene.

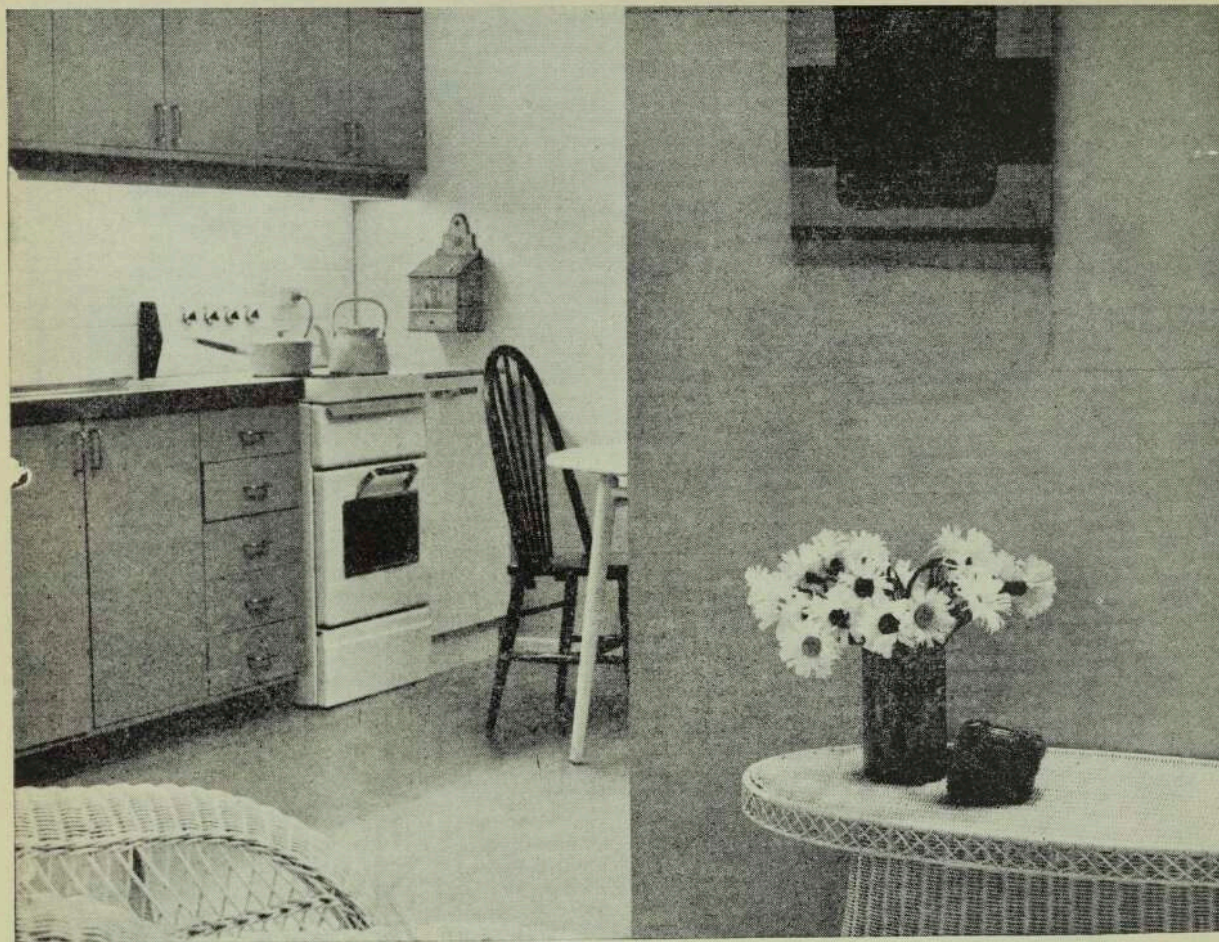
"Imagine a thicket of noble palms and other gigantic trees of the warm zone and beneath a few palm huts and a troop of joyful Indians assembled to celebrate the coming lively evening in their own way. . . .

"At first only the men were on the scene, but soon two female figures sprang from the ranks of the spectators and danced and tumbled about like the possessed, the more indecent, bold and lascivious their gestures and movements, the more stormy the applause. . . ."

Mrs. Pfeiffer said that on May 1,



Queen Pomare IV of Tahiti about the time Mrs. Pfeiffer's visit. This portrait was done by a French artist, Charles Giraud, and was published in "L'illustration" in 1848.



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HE'S FIJIAN, BUT WITH NO FIJI BLOOD

**- A Brett Hilder
profile -**

ALEC ROCK is a well-known Fijian who holds the guardianship of the holiday house "Vale Vula Vula" on Korotogo Beach, Viti Levu, the popular retreat of the harassed hierarchy of the "Pacific Islands Monthly" and "The Fiji Times".

One of the remarkable things about Alec is that he has no Fiji blood in him at all. His father, Moli Rock (or "Roko") was a recruit or "blackbird" shipped from the New Hebrides about 1900 for the Fijian Government.

Moli married at Levuka, his bride being Akata of the Gilbert Islands who is said to have had a German father. They had a family of six, of whom Alec, the third son, was born on May 18, 1910.

All the family attended the Catholic school at Levuka.

Alec's father died in 1924, and Alec moved to Viti Levu in 1935, working for the Public Works Department as a carpenter. About this time he married a Fijian girl, but the marriage finally broke up, leaving three boys and a girl to be brought up by Alec's sister.

From 1942 to 1946 Alec was in the 4th Battalion, which did not serve overseas. After the war he worked for a Mr. Smith as a carpenter, and in 1964 he was employed on "Vale Vula Vula" during its rebuilding.

He was later given the post of caretaker which he still holds, giving reliable and loyal service through the years. His post, which involves taking care of a series of honoured guests, calls for his natural gift of diplomacy.

— BRETT HILDER.



1847, birthday celebrations were held for the French king, Louis Philippe. Governor Bruat made every effort to entertain the Tahitians well.

In the morning, French soldiers enacted a small sham fight at sea; and at midday, the chiefs and other notables were entertained on the lawn before the governor's house where provisions, such as salt meat, bacon, bread, roast pig, fruit, etc., were laid out in heaps.

Food taken home

"But instead of the guests sitting down as we had expected," Mrs. Pfeiffer recorded, "the chiefs divided the provisions into portions and each carried his share home."

In the evening there was a fireworks display and ball, which Mrs. Pfeiffer attended.

It was at the ball that Mrs. Pfeiffer saw Queen Pomare for the first time. She was a woman of 36, "clumsily made, but little marked by time". Traces of "great good nature" were about her mouth and chin.

She wore a sky blue satin gown on which double rows of costly black lace had been sewn, large jasmine flowers in her ears, and a wreath of flowers on her head.

Her hand "daintily separated a

fine kerchief, richly worked and broadlaced", and although she generally went barefoot, she had "forced her feet" into shoes and stockings for the evening.

"The entire dress was a present from the king of France," Mrs. Pfeiffer said.

Queen Pomare's husband, the prince consort Ariifaite, wore the uniform of a French general. This looked very well on him, "as he knew how to adapt himself to it".

Besides the queen and her consort, there was another Polynesian "crowned head" whom Mrs. Pfeiffer understood was king of one of the neighbouring islands. He looked "most comical" in wide, short white trousers, bare feet, and a coat of sulphur yellow cotton, which "had certainly not been made by a Parisian artist".

Quadrilles

Mrs. Pfeiffer said that the queen had four maids of honour who were dressed in blouses of white muslin. They also had flowers in their ears and wreaths in their hair.

"Their behaviour and carriage were on the whole surprisingly good," Mrs. Pfeiffer thought. "Three of them even danced French quadrilles

with the French officers, with but few mistakes."

The proceedings were watched by a number of old women in European bonnets, and by some young Tahitian women who suckled their babies "without any ceremony" to keep them quiet.

"Before going into supper," Mrs. Pfeiffer observed, "the queen slipped into an adjoining room to smoke a few cigars, and her spouse whiled away the time at billiards."

Food taken home

At supper, Mrs. Pfeiffer sat between the prince consort and the "canary-coloured" king from the outer islands. Both were "so far advanced in their education" that they filled her glass and handed her dishes, etc.

However, some of the guests occasionally forgot themselves. At dessert, for example, the queen asked for a second plate which she heaped with delicacies and put aside to take home with her. Some of the other guests had to be restrained "in their free use of the champagne". But on the whole, the entertainment passed off "agreeably and decently".

Mrs. Pfeiffer said that as the fighting between the Tahitians and French

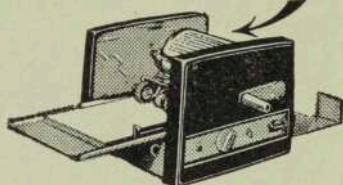
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had ended, it had become possible
to travel unmolested through the
whole island.

It was Mrs. Pfeiffer's wish to do
this in the company of the French
officers who were sent to various
places from time to time on govern-
ment missions. However, she found
that the officers always had excuses
for not taking her with them.

It was not until she had made
quite a few inquiries that she dis-
covered that her company was not
wanted because the Frenchmen
always travelled with their Tahitian
mistresses.

Captain Cook remembered

Despite this, Mrs. Pfeiffer did
manage to see a good deal of Tahiti.
She went to Papara, for example,
where she met the old chief Tati,
then nearly 90, who remembered the
second visit of Captain Cook. She
visited Paea; and attended the funeral
of one of Tati's 21 sons.

Mrs. Pfeiffer then decided to make
an excursion to Lake Vaihiria, a
body of water some 1,500 ft above
sea level in Tahiti's rugged interior.

With a guide who charged her
three dollars a day (he had originally
wanted to charge her 10), Mrs.
Pfeiffer set out from Papeete on
May 7, 1847, "very conveniently
dressed" in men's shoes and trousers,
and with her blouse rolled up to
her hips. The distance to the lake
was reckoned at 38 English miles.

The first six miles were along the
coast, and there were 32 streams
that Mrs. Pfeiffer had to wade
through.

Inland, the going was even more
difficult.

Mrs. Pfeiffer and her guide
followed the course of a "tolerably
wide mountain stream" which ran
through a steep-sided chasm. This
stream, sometimes three feet in
depth, had to be waded 62 times.

"At the dangerous parts," Mrs.
Pfeiffer recorded, "the Indian grasped
me by the hand and drew me, some-
times half-swimming, after him. The
water often reached to my hips and
it was needless to think about getting
dry."

"The footpath, also, grew even
more tiring and dangerous; we had to
climb over rocks and stones, which
were so covered with *oputu* that we
could never set our feet in safety."

"I got several severe wounds in
my hands and feet from trusting to
the stem of the dangerous *pisang*,
which broke from my grasp."

"It is really a break-neck affair,
undertaken by few officers and
perhaps never before by a woman."

Mrs. Pfeiffer waded through streams 94 times in making her excursion to Lake Vaihira in Tahiti's mountains. Many of the streams present a charming aspect like this.



After eight hours' climbing, Mrs. Pfeiffer and her guide had reached the lake. When Mrs. Pfeiffer, with typical enthusiasm, said she would like to cross it, her guide made her a raft from such materials as were to hand.

Mrs. Pfeiffer took her place in this "fragment of a vessel", and with her guide swimming and towing it, she travelled across the lake.

In constant fear

"I certainly felt some dread, but would have been ashamed to show it," Mrs. Pfeiffer recorded. "There was nothing to hold on by, and I was in constant fear of tumbling overboard. I should never recommend the passage to one who could not swim. . . ."

Having crossed the lake, Mrs. Pfeiffer and the guide began their long climb down to the coast. When night came on, they stopped at an "Indian bower" where the guide kindled a fire by rubbing two sticks together. He then gathered some *fei* (wild plantains) for supper.

As soon as Mrs. Pfeiffer had finished her "meagre repast", she stretched out on some dry leaves and went to sleep.

"It is pleasant to record," she said, "that in these wild and distant spots, there is nothing to fear either from men or animals. The former are most quiet and peaceable, and of the latter none is wild except a few swine."

During the night, it began to rain,

and although there was no prospect of better weather when morning came, Mrs. Pfeiffer and the guide continued their descent to the coast.

Back in Papeete, Mrs. Pfeiffer teamed up with a French officer and his Tahitian "friend" and marched the 30-odd miles back to Papeete.

This, however, by no means exhausted her. In the next few days, she was off on a visit to Point Venus, where, she said, the stones on which Captain Cook had set his instruments to observe the transit of Venus in 1769 were still to be seen.

She also made an excursion to precipitous Fautaua Gorge, behind Papeete, where the Tahitians had made their last stand against the French in the protectorate war.

Last journey

Mrs. Pfeiffer's visit to Tahiti came to an end on May 17, 1847, when she continued her voyage to China.

Apart from Penrhyn Island in the Northern Cooks, she saw no more islands in the South Seas.

After visiting China, she travelled extensively in India, Ceylon, Mesopotamia, Babylon and the Mediterranean, reaching her home in Vienna again after an absence of two years.

Mrs. Pfeiffer subsequently made a second voyage round the world—this time via South Africa, the East Indies and the two Americas, where she was lionised in New York and where she

climbed both Chimborazo and Cotopaxi mountains in Ecuador, among many other things.

Mrs. Pfeiffer's last journey was to the island of Madagascar, where she got involved in local politics, was imprisoned, and caught fever. Returning home in 1858, she managed to complete a book on her adventure before succumbing to the fever on October 14 of the same year.

Small of stature

An obituary in the New York paper *Harper's Weekly* a few weeks after her death said that Mrs. Pfeiffer was not, as her travels would lead one to suppose, a masculine woman.

"She was, in fact, small of stature and rather frail," the paper said. "Her bones were small and her muscular system by no means so largely developed as to warrant the idea that she was entirely capable of great or prolonged exertion. She owed to her mental energy her capacity for the great labours she performed. . . ."

Although Mrs. Pfeiffer's books enjoyed a great vogue in their day, being translated from German into both English and French, copies of them are not easy to come by now.

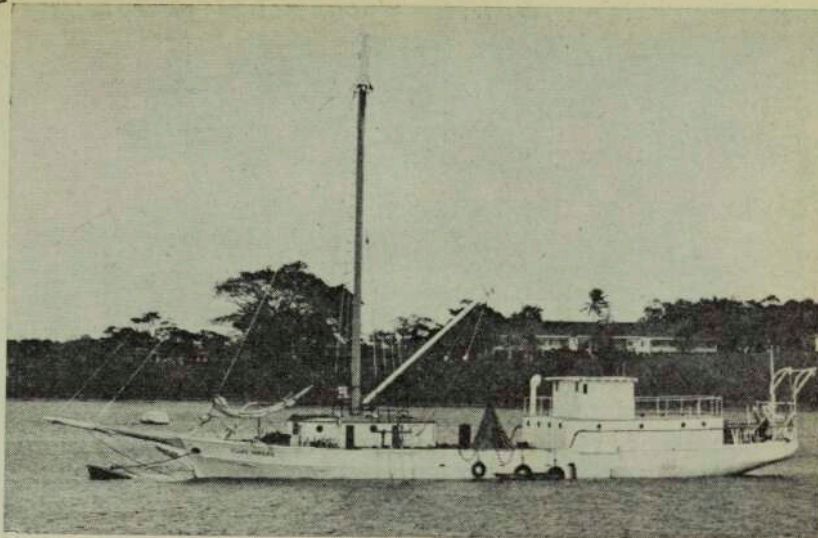
Sydney's Mitchell Library, for example, which prides itself on its collection of Pacific literature, has only one of the two English translations of *A Lady's Travels Round the World*.



more tomatoes... more sauce... more flavour...

Heinz Spaghetti

The well-known Islands schooner "Tiare Taporo" (then trading in the Cook Islands and now in the New Hebrides) was in the news in PIM for March, 1948, after having battled a hurricane in the Koro Sea. The schooner had left Rarotonga in December, 1947, under the command of Captain Andy Thomson, who now lives in retirement in Rarotonga, and made stops at many of the Cook Islands before heading for Suva. In the Koro Sea hurricane, she lost several sails and had one of her booms broken. Our picture of the "Tiare Taporo" was taken in Vila about 18 months ago.



With serious earthquakes and typhoons affecting production in the Philippines, the world's biggest coconut grower, world prices for copra in February, 1948, reached over £Stg.80 a ton landed in bulk in London. This was one of the news items in PIM for March, 1948. Other items in that issue of 20 years ago were:—

Yesterday

BUSINESSMEN in New Caledonia, beset by labour difficulties, were talking about introducing new labour from the Netherlands East Indies. Lack of labour, together with a shortage of Australian coal supplies, was holding up mining production in the territory.

THE last of the American troops from the huge US base at Manus Island, in the Admiralty Islands of New Guinea, were withdrawing and a small party of Australian troops were moving in. This followed a decision by the Australian Government not to let the US maintain its base at Manus.

BANKING facilities were at last available to residents of the New Hebrides. A branch of the Bank of Indo-China had opened in the main street of Vila, Efate.

AFTER three years of "Marching Rule", the Solomon Islands version of cargo cult, the movement was reported to have been broken up. Twenty-three leaders of the movement were given prison sentences in Honiara

by the BSIP Judicial Commissioner, Mr. W. T. Charles. The sentences ranged from six years to one year.

TARAWA, not Abemama, was reported to be the likely site for the new administration headquarters for the GEIC. Before World War II Ocean Island had been the headquarters, but during the war all installations had been destroyed.

LIFE was tough in Port Moresby. *PIM's* correspondent reported that eggs were 7/6 a dozen, electricity supplies were limited to one bulb per house, water had been cut off in February from 9 p.m. to 6 a.m. each day, and the local roads resembled "ploughed paddocks". To top this, the correspondent said, phones refused to work and at the local picture show, sound effects broke down.

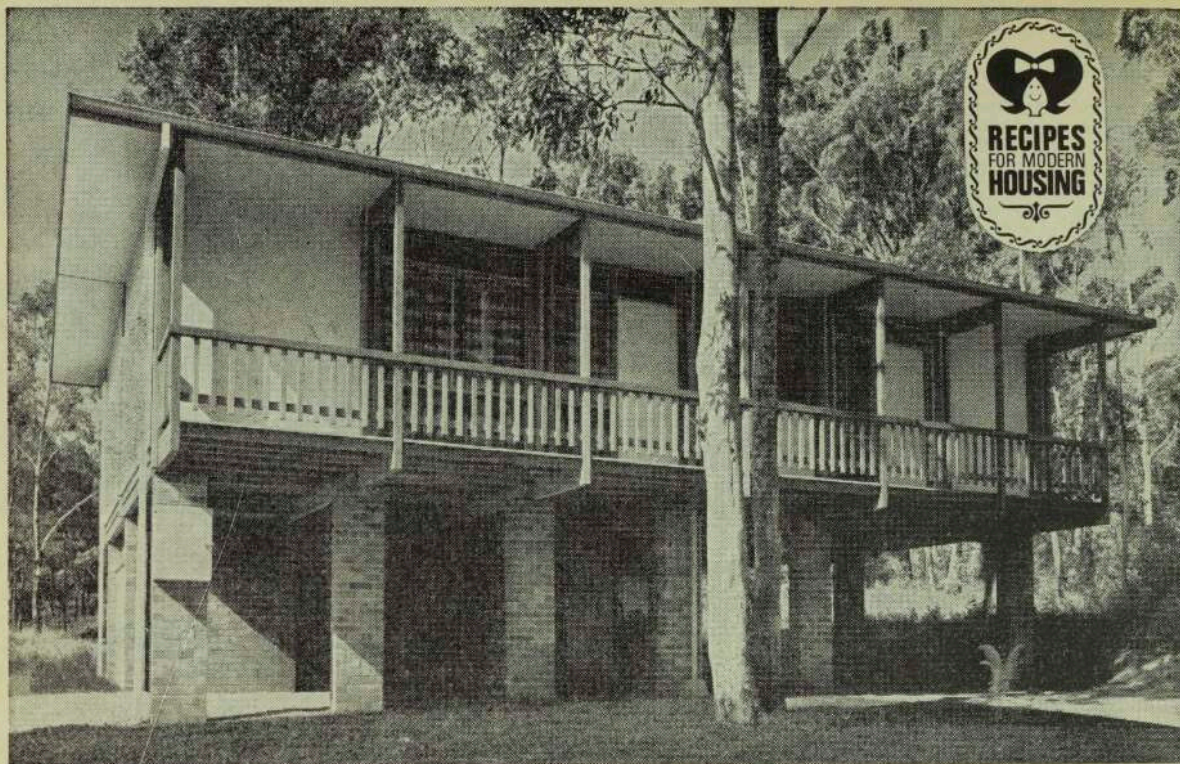
HONIARA was suffering from a serious scarcity of staple foods because the BSIP Government vessel TSMV *Kurimarau*, which operated a six-weekly run from Suva, was laid up in Suva for

repairs. A two-day government-organised fishing expedition from Honiara, which had resulted in a moderate catch of fish, had brightened matters, and a good bag of pigeons had been shot.

FROM March 1, 1948, there was to be a fortnightly airmail service from Australia to French Polynesia. Mail posted in Australia (7d for a letter or 5d for a postcard) was to go by air to Noumea and then on to Tahiti by the newly-started French-owned TRAPAS service.

APIA had been having some disagreeable weather. Temperatures had risen to 92 degrees—the highest temperature recorded since 1915—and very heavy rains had slowed up the cutting and drying of copra and had ruined thousands of cocoa pods. All this was at a time when Samoan cocoa was fetching £250 a ton f.o.b. in the US and Australia.

AFORMER New Zealand bank officer, Mr. D. R. Richards, was operating Norfolk Island's first taxi-bus. Mr. Richards and a few others hoped to build up a solid tourist trade on Norfolk.



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GHOSTLY VISITORS

By ELIZABETH YATES, in Fiji

In the South Pacific, ghosts are still part of the way of life. Good and evil spirits each take their place in the local scheme of things, dispensing power.

I MYSELF have lived in two haunted houses, have seen one ghost and was very close to another one. The ghost I saw was when we were living in a 50-year-old bungalow on a hill overlooking a Fijian village. The house was built on the site of an ancient burial ground, and the spirits of the ancients had fled to a rocky hill behind the house when they had been rudely disturbed by the builders of 50 years ago. This hill was sacred and thus we were seldom bothered by people wandering through our garden, and certainly never at night.

Moonlight

All the more surprising when, one warm moonlit night, my husband glanced out of the screened window and drew my attention to a figure walking silently across the lawn. (He said later he had felt the figure watching him so had looked out). The figure near the garden *bure* turned and stared at us. I felt oddly vulnerable.

We now took more than a casual interest in our silent visitor. It was a woman, dressed as though on her way to Sunday church. This was Tuesday evening. "What do you want?" my husband called.

He was answered only by the rustling leaves in the acacia trees and the pounding of the sea on the reef. The lights down in the village suddenly seemed far away and the gentle night noises began to shout at me.

Thrusting open the screen doors and striding on to the lawn, my husband called out again, walking towards the figure.

She moved closer to the *bure*, turned her head to take a last look at us, smiled—and disappeared!



Next day the villagers said we were honoured to have been visited by such an important spirit. She was the spokesman of those on the hill behind us; the only one that could be seen by human eyes.

She was probably on her way to the village and had simply stopped to have a look at us, they said.

They spoke of her in the present tense, as though she were still alive. When pressed, they conceded that they really didn't believe in her—she belonged "to the olden times".

The second eerie occasion of my Islands life was again in my own home. We were then living on a remote station and my husband had to spend half of each month on tour.

Our modern concrete bungalow did not lend itself to things supernatural, for there were no long dark passages or creaking steps. But as usual we had hurricane lamps, and this night I carried the lamp into my bedroom to read. Our kelpie bitch was padding restlessly round and round the room, but I took little notice.

Nanese, the woman who helped me in the house, slept in the spare bedroom nearby, and at ten we settled down to another evening of sleep, disturbed only by the quarrelsome flying-fox jibbering in the mango tree.

I awakened suddenly to find the dog howling and Nanese screaming and moaning. The noise was spine chilling, and I lay clammy with terror. Not I the brave adventurer out to see what I could do.

"What's the matter, Nanese?" I called, sharply.

There were more moans and screams of terror and the kelpie continued to howl at the foot of my bed.

I now decided that Nanese was

having a nightmare and shouted to her to come into my room. This time she heard, and came quickly.

It was not until next morning that I was given a vivid explanation.

Nanese had been woken by the sound of footsteps in the passage outside the bedroom doors. Frightened, she lay wondering which way they would turn.

Then suddenly she felt two hands pressing down on her chest. She found it difficult to breathe and impossible to help herself.

She said she knew this was not a living person as there was "a strange feeling in the air . . . a sort of cold smell".

Icy smell

She recovered herself enough to scream out and wake me up, and when I shouted the second time she was left alone.

She never offered to sleep in the house again, and I was left to cope as best I could.

A few months later my mother came to stay, and she slept in the second bedroom. Horror! She, too, experienced the same paralysis, the same crushing sensation and the faint icy smell. As we were without electricity she didn't have the comfort of a clear light at hand.

At this time I was about the house every night, feeding my new baby, and so I lived in a constant state of terror lest I saw or was visited by this frightening spirit. The kelpie always foretold a visit by rushing about the house, hackles up and howling. Two months later I gratefully moved to another district.

There are many such tales in the South Pacific. And when they affect me, I'm willing to admit I'm a coward.

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BOOK REVIEWS



BRITISH PLAN FOR THE WESTERN PACIFIC NEVER QUITE GOT GOING

Britain established the Western Pacific High Commission in 1877 to deal with the growing problem of European lawlessness in the islands of the Western Pacific. There was no intention that it should take responsibility for one more acre of territory than it could avoid. But until World War I began, and the South Seas went into the melting pot, a succession of High Commissioners proved that best intentions were inclined to go awry, and that, whatever the theory might be, in practice the WPHC was an unsatisfactory concept for everybody concerned. The WPHC never at any time lived up to its promise.

The confusion, the anomalies, the heated campaigns and hollow victories that flowed from a succession of High Commissioners battling with the Colonial Office, the British Treasury, the Australian colonies, the Islanders themselves, the European settlers, and with their own inadequacies and personal biases, are detailed in *Fragments of Empire*, by Deryck Scarr.

Dr. Scarr, who is now a research fellow with the Department of Pacific History at the Australian National University, traces the problems that the High Commission was confronted with in Samoa, Tonga, Melanesia and Micronesia and pays particular attention to labour recruiting, the Anglo-French stalemate in the New Hebrides between 1877 and 1906, and the establishment of protectorates in the Solomons and the Gilbert and Ellice Islands.

How it began

Before 1877, Britain's control of the Pacific consisted of a statute by which the Supreme Courts of New South Wales and Van Dieman's Land were empowered to try British subjects for offences committed in the Pacific (if the authorities could collar them) and in appointing consuls in Samoa and Fiji.

In 1874 the activities of a considerable number of Europeans in Fiji had resulted in Fiji having to be annexed, much to the repugnance of the British Treasury. So that this expensive solution shouldn't have to be repeated in other groups, the opportunity was taken to extend authority over British planters and traders in neighbouring islands by an order in council issued in August, 1877, which made the Governor of Fiji also High

Commissioner for the Western Pacific.

His duties were frustrated no less in the sophisticated islands of Tonga and Samoa than they were in such primitive areas as the New Hebrides, the Solomons and the Gilbert and Ellice Islands. But at least in Tonga and Samoa the Treasury supplied finances enough for some kind of representation, while elsewhere in his jurisdiction the Fiji-based High Commissioner's efforts were largely nullified by the lack of money to enable him to appoint resident deputies in places where they were badly needed.

The WPHC had not been in operation very long before suggestions were being made to London that the post should be separate from that of the Fiji Governor, but in fact this never happened (not until 1952), although on occasions up to 1914 the division seemed to be close.

The overriding problem was lack of money but personalities entered into it. In 1904, for instance, Britain had suggested that the Governor of New South Wales be made High Commissioner, but the Commonwealth had proposed that the Governor-General should get the job—a scheme which was turned down by the Colonial Office on the ground

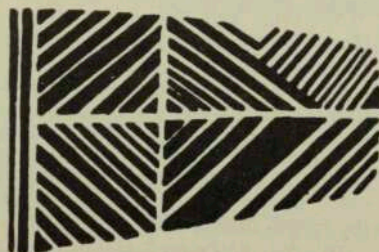
that the Governor-General was merely a figurehead for the new Australian Federal Government and that the Federal Government's trenchant views on the inadequacy of the recent New Hebrides settlement could imperil Britain's relations with France.

Late-flowering British apprehensions about Australia's competence at handling international relations, which could rebound on Britain, prevented the new Australian Federation coming into what Britain had earlier regarded as Australia's inheritance in the South Pacific. During all the early years of the High Commission Britain's policy appeared directed towards off-loading British problems in the Pacific on to Australian shoulders just as soon as Australia could carry them.

Australian interest

In the Solomons in 1898, for example, when the Colonial Office was faced with a private proposal to establish a charter company to administer the islands in the form of a "small sort of British North Borneo", it thought the idea might be used to awaken Australian commercial jealousy and so arouse antipodean public opinion to a sense of Australia's responsibility to the Solomon Islands—in short, to make use of the proposal only to bring the Australians up to scratch.

Only a few years earlier Britain had been exploring possibilities of solving the Solomons problem by having it managed by New Guinea. Sir William MacGregor, in New Guinea, had suggested as early as 1892 that Guadalcanal be annexed by Britain as a recruiting field for his police force, and suggested that the New



Britain was a reluctant colonialist

Hebrides should also be transferred to the Administrator of British New Guinea.

The Guadalcanal proposal was knocked on the head by fears raised by the British Ambassador in Paris that France would protest violently if Britain took any of the Solomons, and in retaliation would reopen the New Hebrides question. Similar fears by Britain as to what France or Germany might do about this or that, affected British policy in many ways in that period. The British Government considered that the islands were expendable.

When protectorates were finally declared they were made with reluctance. Islands were made protectorates rather than annexed so that Britain could easily shovel off what she might find it unnecessary to hold. The ideal type of administration in the Pacific Islands, as far as Britain was concerned, was that of self-governing native communities acting under the advice of a resident officer whose salary and expenses were paid from local revenue.

Confusion

But as the High Commissioners found, this wasn't easy to achieve, especially without money. Britain's attitude, made more complex at the Pacific end by the long time it took to get any decisions from far-off London, resulted in frustration for the High Commissioners. They were still having to resort to keeping discipline by the old method of act of war by naval ships.

This was not considered a humane solution, and efforts over the years in widely differing areas to find a better kind of working solution ended often in confusion and sometimes chaos as decisions were made, reversed, modified, remade and modified again.

As the torturous paths are outlined we get in Dr. Scarr's book interesting glimpses and sometimes even a portrait of the personalities of some of the 16 High Commissioners and Acting High Commissioners who took charge over the 37-year period.

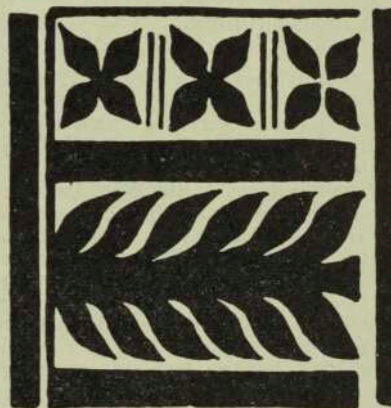
There is particular attention paid to the two most outstanding men—Sir Arthur Gordon, the first High Commissioner (who became Lord Stanmore), and Sir John Thurston, the fourth.

Gordon's activities in the Pacific form part of this narrative even after his relinquishment of his HC post in 1883. Sir Arthur was chairman of the Pacific Islands Company, formed

in 1898, when the guano and copra exporting firm of J. T. Arundel Ltd., bought out Henderson and McFarlane's interests around The Line.

The board included other knighted former Colonial Office men, and Lord Stanmore, as he then was, saw this company as achieving, with Burns Philp, "a joint domination over the Pacific", with Anglo-French and Anglo-German subsidiaries—the latter being expected to settle the Samoan problem peacefully on Britain's behalf.

The company selected land in the Solomons for 99 years' lease, but when Stanmore's application for a



kind of charter by way of greater protection was refused he persisted in his application for a Solomons scheme until 1906. He was at that time unable to raise sufficient capital so the concessions were disposed of to Levers Pacific Plantations.

The attentions of Arundel and most of the other directors, including Stanmore himself, had by then been distracted by the discovery of phosphate on Ocean Island which, as Arundel said, "promised riches beyond the dreams of avarice."

Some of Stanmore's extraordinary submissions on Ocean Island are outlined by Dr. Scarr (you will find more of them in *PIM*, Aug., 1965, in an article by Robert Langdon on "The True and Wondrous Story of How Britain Got Hold of Ocean Island").

Dr. Scarr comments in a footnote that Lord Stanmore's biographer, J. K. Chapman (*The Career of Arthur Hamilton Gordon*) "unfortunately has not given Stanmore's involvement in these commercial enterprises the elucidation which it requires".

In the Solomons meanwhile the

operations of Levers were apparently giving the skeleton administration there another lesson in the variety of problems encountered by a WPHC. The advent of Levers on the scene was hailed with relief and gratitude by the Resident Commissioner, C. M. Woodford, for Britain had almost decided that his Treasury vote would not be sanctioned in future and that Australia would be told that "British authority would be withdrawn from the Solomon Islands on a date to be definitely named" unless before that date Australia was "prepared to assume all the responsibility for the administration of the protectorate."

As a result of Levers' operations the protectorate government's financial difficulties were solved almost overnight. But within a few years the government's enthusiasm for operations of so large a company had waned considerably.

Lever's attitude

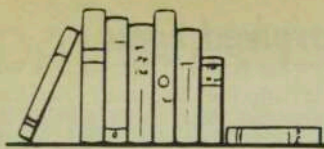
As Dr. Scarr puts it, "Lever's policy came rapidly to exhibit the characteristics typical of the large firm with heavy investment in a comparatively small territory. They assumed, naturally enough, a proprietorial attitude towards government."

But Levers also had their complaints about the government. Their presence placed an obligation on the government to bring at least the coasts of the main islands under control, but this turned out to be an impossible job with the small resources at Woodford's disposal.

As late as 1916, Sir Hubert Murray, Lt-Governor of Papua, was writing privately to his brother after a visit to the Solomons: "It is the queerest place imaginable . . . no attempt is made to preserve order or to punish crime. . . ."

However, Sir Hubert considered that this "seems to be a deliberate policy on the part of the government. They say you cannot bring these people under control by violence but only by moral influence; therefore they do not punish them at all—even apparently when they kill a white man—and not only that, but they hardly take any pains to protect the lives of the law-abiding natives. It seems difficult to believe that anyone can allow things to get in such an awful muddle. . . ."

As far as most of the British settlers in the WPHC area were concerned, the advent of the Commission meant the very extinction of British interests, and there is no doubt that the difficulties of establishing a uniform policy almost made



this a fact in some places. The WPHC adopted a policy of limitation and even prevention towards British settlement in the Western Pacific.

Trade with islanders in the staple articles of arms and liquor was prohibited to British subjects, there was reluctance or refusal to register titles to land which British subjects claimed to have bought from natives, and at various times licences to recruit labourers were refused.

This had particularly devastating effects in the New Hebrides, where within 20 years the results of the High Commission's policy resulted in British planters being swamped under a sea of tricolours. By 1880 only a handful of British planters remained in the New Hebrides. In the absence of international agreements applying the same British restrictions to Frenchmen, Germans, Americans, Swedes and others, other nationalities had a free hand in trading and planting operations.

French intervention

In October, 1882, the French from New Caledonia intervened energetically in the New Hebrides. John Higginson, English-born financier with Australian experience, a naturalised French citizen with a hatred of things English, founded in that year the Compagnie Caledonienne des Nouvelles-Hebrides. He began by purchasing any existing land title he could obtain, and in the next 10 years anyone with a deed could be sure of a ready sale to the company. At the beginning the vendors were all British, and having disposed of his opposition, Higginson entered upon a programme of buying from the New Hebrideans the best land in the group, paying particular attention to Malekula, Epi and Santo.

In this orgy of land buying it was evidently considered more important that the purchases should be quickly concluded, and that the areas involved should consist of several thousand hectares, than that the alleged vendors should understand that it was all about.

On one occasion one of Higginson's agents claimed to have bought about one-twelfth of the New Hebrides' total area in a space of only 14 days! Most of the transactions in that par-

ticular expedition were conducted from the deck of a ship.

In April, 1894, the CCNH became the Societe Francaise des Nouvelles Hebrides, reconstituted under French Government supervision and claiming to own 780,600 hectares of land in the group, whose total area was estimated at 1,467,320 hectares.

When the company attempted to turn many of these paper titles into actual plantations the pretensions of the SFNH were challenged seriously by their enemies, the Presbyterian missionaries, and by many of the natives alleged to have sold the land.

BP's interest

British interests had not been entirely inactive, although they got no help from the High Commission—which now allowed land to be registered so long as it was understood that registration didn't confer title. The Australasian New Hebrides Company came into being in Sydney in 1899 with a directorate on which were represented Burns Philp and other established firms. Its object was to compete with French interests, and

it, too, bought land and placed settlers on various parcels.

The settlers had no more success than the French settlers, although for different reasons, most of which could be laid at the door of British policy. The Australian company was dissolved in the 1890's, and in 1901 Burns Philp made over to the Commonwealth all the lands it had received. These were the famous Burns Philp lands still heard of occasionally today.

After Commonwealth acquisition, the name of Burns Philp was still used as a cover by the Commonwealth in an effort to extend British interests in the New Hebrides, but at the conference in 1905 to establish a joint Anglo-French administration of the New Hebrides, France easily came out the winner. The French viewpoint prevailed in drawing up land clauses.

Dr. Scarr gives an absorbing account of the behind-the-scenes moves of this period when both Britain and France were competing for supremacy in the New Hebrides.

The French Government found it impossible to ignore the commanding

Wild scramble for New Hebrides land

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Australia's interests being involved again

position which on paper it had obtained for itself in the group, and it had no intention of allowing its land titles to be invalidated. For several years prior to the conference France had rejected British proposals to set up a Lands Commission in the New Hebrides which would apply the same tests that had been made in Samoa—i.e., whether the land sale had been made by the rightful owner, whether it was for sufficient consideration and whether the property could be clearly identified.

The application of these and other tests had resulted in a mere fraction of the land claimed by Europeans in Samoa being awarded to them, and Dr. Scarr believes it is likely that a similar result would have occurred in the New Hebrides if France had agreed to the British proposals.

The French carried their insistence that titles registered before a certain year should be regarded as valid.

How it was settled

In the end result it was agreed that if a deed had been registered before January 1, 1896, its validity could not be questioned if it was proved it had passed between Europeans for a valuable consideration. This meant that 300,000 hectares of land sold to Higginson by Europeans between 1882 and 1887 were beyond contestation and a further 300,000 bought from natives and registered before January 1, 1896, could only be challenged with great difficulty.

Dr. Scarr says that what seems to have weighed most with British delegates at the conference was the assurance of the French that in French law, title deeds of a certain age conveyed a prescriptive right even when the land had not been occupied. After the conference the Foreign Office took the opinion of a Sorbonne jurist and discovered that there was room for argument on this point. By then, of course, it was too late.

Dr. Scarr believes also that the French viewpoint prevailed on the land clauses "because the French delegates wore down their British counterparts with their intransigence or because the Foreign Office did not consider it worthwhile to risk endangering the new found *entente* with France by insisting on the protection of the rights of islanders in a distant group where Britain was involved simply through Australian interests".

It is surprising how this matter of Australian interest in the Western

Pacific affected so many decisions made at that time; and it's of special interest now that the call from the Islands for greater participation by Australia is being heard more and more often.

In *Fragments of Empire* there's material enough on this point and on others to engross the Pacific specialist; material new enough to set a whole team of research scholars off in different directions. But Dr. Scarr's blurb writer is not accurate when he states on the jacket that "the colourful nature of the subject and the vigorous way the story of the islands is unfolded will appeal greatly to the general reader".

I can't see this as a book for general readers, for it never attains the pace the general reader will expect to get. One reason is Dr. Scarr's habit of using large slabs of quotations in the text when brief to-the-point excerpts would have made reading much easier. His footnotes are often more readable, and the later sections of his book run more easily than the first chapters. But the material is certainly there.—SI

(FRAGMENTS OF EMPIRE: A History of the Western Pacific High Commission, 1877-1914. Australian National University Press, Canberra; distributed by Jacaranda-Cheshires. \$9.90.)

ABOUT AUSTRALIA'S SNOW COUNTRY

One of the latest of the glossy Australian picture books to appear is "The High Country" with photographs by Helmut Gritscher and text by Australian journalist Craig McGregor. It deals largely with the snowfields and skiing, but also has sections on the huge Snowy Mountains hydro-electric project, and the people, flora and fauna of the Australian Alps. The photographs (mainly in black and white) are good and the text is sharp and entertaining—especially in the section dealing with ski resorts.

The book is attractively arranged throughout its 150 pages of heavy art paper. The biggest surprise is that it was published in Australia and sells for only \$6.95.

Lately most publishers seem to be producing similar books in Asia, where costs are low, yet they still retail close to the price of this one.—JMcD.

(THE HIGH COUNTRY. Angus & Robertson Ltd., Sydney. \$6.95.)

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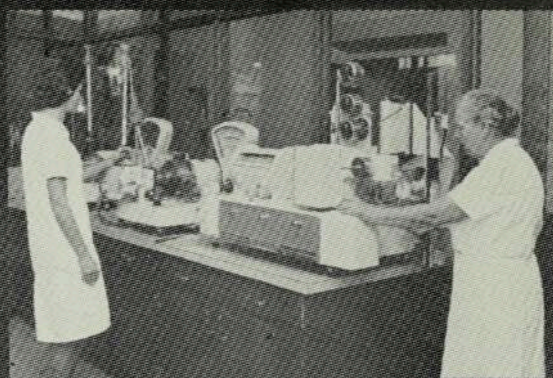
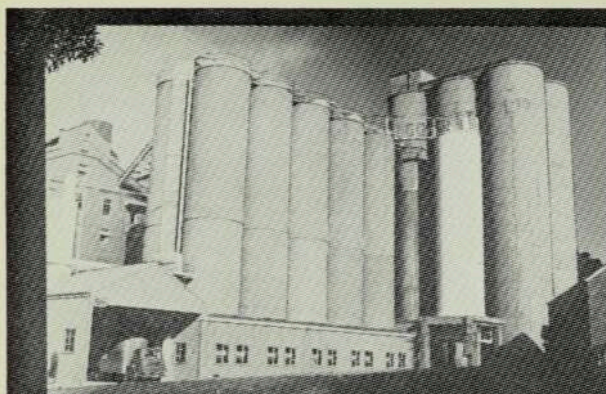


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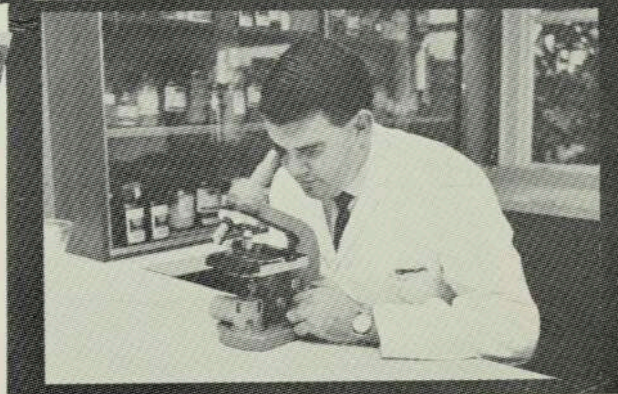
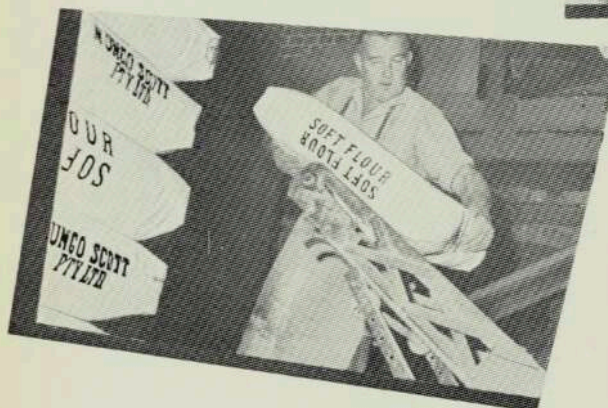
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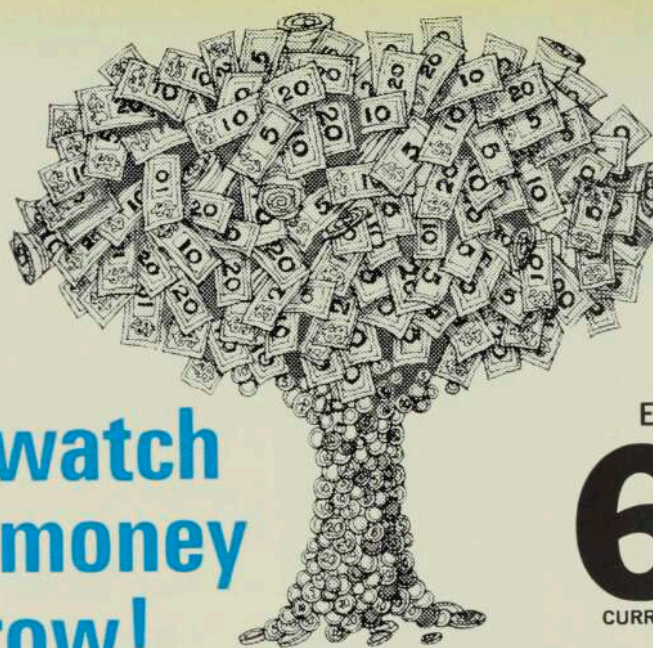
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Pacific Shipping And Cruising Yachts

Specially-built ship for New Guinea timber run

A new shipping service from Australia to New Guinea, with a new 1,000-ton Danish-built freighter *Jette Bue*, will begin in the first week of March.

Jette Bue will leave Sydney on a three-week trip and make calls at Lae and Fulleborn, on the east coast of New Britain. She will take a full cargo of general supplies and return with her holds full of New Guinea logs.

The new ship was due to arrive in Port Kembla, NSW, in late February from Denmark with a cargo of explosives. She was then to sail to Sydney.

The Australia-New Guinea service will be operated by a new company, Amplex (New Guinea) Line, a fully-owned subsidiary of Amplex Pty. Ltd., a private Australian firm with extensive shipping, timber and planting interests in New Guinea.

A spokesman for the firm said the *Jette Bue* service could also take in Port Moresby, Townsville and Brisbane if future demand warranted it.

He said his firm had decided to run the service because they found current shipping services between the two countries inadequate.

At Lae, the *Jette Bue* would pick up klinkii pinewood, which is carried by truck from Bulolo where an associate Amplex company, Golden Pine Sawmilling Co. Pty. Ltd., carries out milling operations with about a 10-year life, he said.

At Fulleborn, where another associate company, Fulleborn Plantations Ltd., had cocoa and copra operations as well as a 50,000-acre timber lease, *Jette Bue* would pick up hardwood logs.

The company spokesman said he felt there was a big demand in Australia for New Guinea timber, which was very good for indoor decorations, cabinets, plywood and other uses.

He said several previous attempts to export New Guinea timber to Australia had failed because freighters

not designed for carrying timber were used.

The *Jette Bue*, he said, was built last year specially for transporting timber logs.

Amplex (NG) Ltd. operates two small island traders around New Guinea. They are the 150-ton *Sumiho* and the 130-ton *Katara Maru*, which both carry general goods and small quantities of timber.

The *Jette Bue* will be registered in New Guinea.

RUSSIAN SHIP IN PAGO PAGO

The Russian research vessel *Vityaz* became the first Russian ship to visit American Samoa in about two years in early February when she sought permission to enter Pago Pago Harbour to wait out a storm.

The *Vityaz* sent a message to Governor Owen S. Aspinall on

In The News This Month

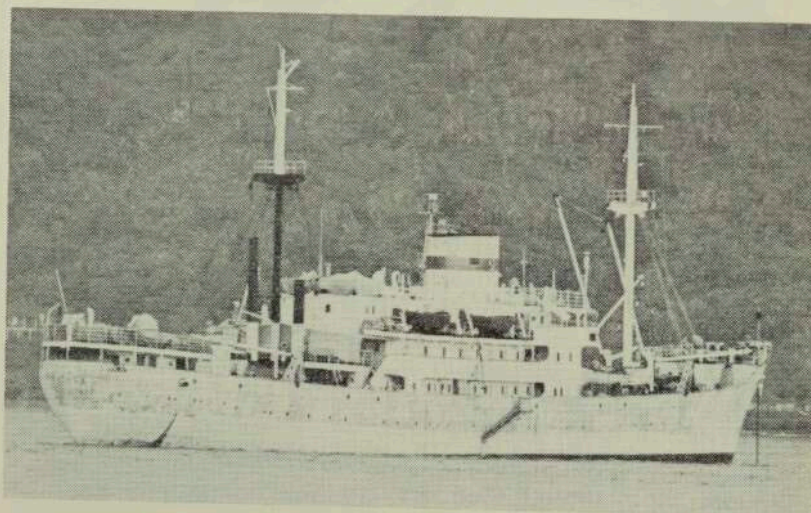
Aitape, HMAS	Manusina
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Baechus	Matua
Black Rose	Mauri Koa
Bulolo	Myonie
Cerberus, HMAS	Nam Hae No. 201
Clemenceau	Ninghai
Dauntless	Nirvana
Degei II	Opty
Discovery	Pacific Crusader
Escapee	Papuan Chief
Fast Lady	Saidor
Forbin	Sakura Maru
Helly	Sea Wanderer
Holmburn	Seraphin
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Jette Bue	Siatukimoana
Kartigi	Slettford
Kiaroo	Tarangau, HMAS
Kittiwake	Tarawera
Kochhab	Tofua
Konanda	Tulagi
Kweilin	Vityaz
La Bourdonnais	Waipahi
Lakemba	YF 340

February 7 asking permission to stay about six miles outside the harbour.

The Governor gave the permission and accompanied it with an invitation to the ship to enter port. However, the invitation was not accepted until early in the morning of February 9.

The ship remained in port until the morning of February 11.

Many of the scientists aboard were entertained by government employees



The "Vityaz" sheltering in Pago Pago.—Photo: Tui F. S. Chanel.

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during their stay, and the ship's master, Captain Mikhail Sobolevsky, was interviewed on TV by Mr. Tiv Wicker, supervisor of the local adult education and evening TV programmes.

P-NG HARBOUR FACILITIES IMPROVING AT LAST

New Guinea's port facilities, long criticised in territory business and shipping circles for their inadequacy, are gradually getting better.

New wharfs, both for overseas vessels and small ships, new transit sheds, office blocks and improved stevedoring facilities are gradually appearing, or are scheduled to appear, in most major and in several other territory ports.

Most construction is being done by private firms, who have successfully tendered to the Australian Commonwealth Department of Public Works on behalf of the newly-created New Guinea Harbours Board.

However, in one instance, at Lae, a private overseas firm is to build its own freight terminal.

Projects completed over the past two years include:

- A \$1 million-plus wharf at Madang, capable of handling all ships entering territory waters, completed in early 1967.

- A \$220,000 ramp and jetty at Port Moresby, to handle tourist ships' tenders and pleasure craft, completed early this year.

- A 225 ft stone jetty at Ware Island, Milne Bay, built by voluntary labour and some Administration funds, in early 1966.

- A \$410,000 overseas wharf at Kieta, Bougainville, capable of handling vessels of up to 10,000 tons, opened in late January.

- A small ships wharf at Lambon, New Ireland, completed in early 1966.

Projects under construction, or planned to be started this year, include:

- A \$1.87 million third major wharf for Rabaul, due for completion by 1970.

- A \$40,000 amenities building for stevedores, the first of its kind in NG, near Madang's new wharf, due for completion by 1969.

- A \$150,000 freight terminal at Lae, being built by an overseas firm. This is due for completion in late May.

- Extended transit sheds for Port Moresby, to cost \$150,000, due for completion by January, 1969.

- A \$44,000 small ships wharf at Alotau, Milne Bay, under construction in February.

In addition, provision has been

- Kieta looking towards the new wharf (middle distance) when it was still under construction.—Photo: Territories Department.

made in Administration work plans for work to start on a wharf at Wewak late this year.

But whether the East Sepik Local Government Councils will get their desired overseas wharf is open to doubt as the Administration has yet to state any definite plans.

The chairman of the Harbours Board, Captain G. A. Hawley, said in early February that Madang's amenities building would be part of a multi-million dollar scheme to improve the port's facilities.

It would have a large dining room to seat 170 men, modern kitchens, showers, changing rooms and a first-aid section, he added.

Madang's new wharf had been badly needed for many years because of the town's closeness to big copra and coffee producing areas and for the transshipment of goods to and from the Highlands.

The Kieta wharf, a few weeks open when *PIM* went to press, was also badly needed for the shipment of copra. Officials estimate that about half of the 16,000 tons of copra previously handled annually through Rabaul can be handled at Kieta. With a huge copper project nearby, which is almost certain to go ahead, Kieta could be a major New Guinea port in the 1970's.

Work has not yet started on the proposed wharf for Rabaul although tenders were called for steel piles in mid-1967 (*PIM*, Aug., 1967, p. 33).



The Commonwealth Department of Works has yet to announce the successful tenderer. However, in late January the department called tenders for the wharf's erection.

Rabaul reports say that claims lodged by local natives with the PNG Land Titles Commission last November have caused the delay in building the wharf. The commission went into recess soon after the claims were lodged and did not reopen until February 8.

Rabaul regional director of the department, Mr. G. Wilkinson, said in early February the successful tenderer for the steel piles was likely to be announced in March.

Lae's freight terminal is being built by the Australia-West Pacific Line at the corner of Macdhuil and Montoro Streets. The builder is Watkins (Overseas) Ltd. of Lae (*PIM*, Feb., p. 112).

Of the territory's major ports, the increase in cargo traffic at Lae over the past couple of years has far outstripped increases in other major territory ports, apart from Port Moresby.

Port Moresby's two existing major transit sheds will be extended by about 50 per cent. to provide an extra 12,800 square feet of floor space.

Final extensions will incorporate offices for the Harbours Board, Customs and ships' agents, according to the director of the Commonwealth Department of Works, Mr. K. J. Rodda, in February.

About the same time, the Harbours Board chairman, Captain Hawley, said he hoped work would start on Lae's second overseas wharf in the 1968-69 financial year.

Long-term plans include a third overseas wharf for Lae and a coastal vessel wharf to replace the existing anchorage at Voco Point, he said.

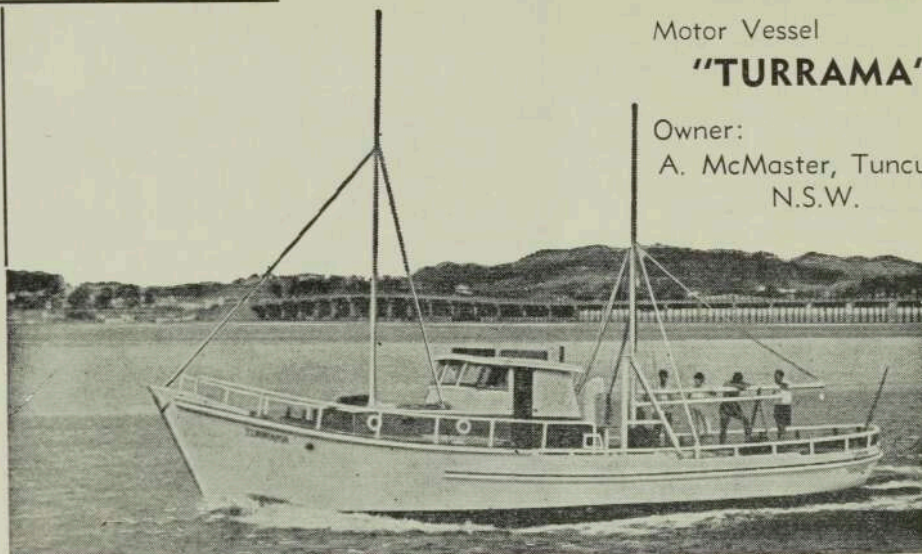
A new storage shed would be the first major section of Lae's second overseas wharf.

In January two more members were appointed to the Harbours Board, bringing the membership to five including the chairman. The new members are Mr. W. R. Ovia, president, Port Moresby Workers' Asso-



- A recent aerial view of Port Moresby's harbour facilities.—Photo: Territories Department.

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MV "BULOLO" SOLD TO CHINESE INTERESTS

The MV "Bulolo", the 6,500-ton former flagship of Burns Philp and Company Ltd., has been sold for scrap to buyers in Nationalist China (Taiwan). The price has not been disclosed.

A Burns Philp spokesman told PIM in mid-February that the new owners would tow the ship from Sydney in March.

The "Bulolo" was withdrawn from service between Australia and Papua-New Guinea in mid-January after 161 return trips and nearly 20 years' service (PIM, Feb., p. 101). She had become uneconomical for Burns Philp to run.

iation, and Mr. F. R. Wilson, a member of the Planters' Association of New Guinea.

The board became autonomous on January 1 and now controls six ports—Port Moresby, Lae, Samarai, Rabaul, Madang and Kavieng.

NEW TRADER IN SERVICE AT SANTO

Burns Philp (New Hebrides) Ltd.'s recently-purchased island trader *Konanda* (PIM, Jan., p. 109) has begun operating out of Santo.

A spokesman for BP said in February that a trade shop had been installed, but no passenger space was available.

He said the *Konanda* was complementing the trade of her sister ship, *Tanutai*, which operated out of Vila. With the *Konanda*, BP hoped to give growing native co-operative societies direct access to Vila and Santo for copra and a better service for trade goods and general supplies.

KOREAN FISHING BOAT'S CREW ORDERED OUT

The Government of American Samoa ordered the deportation to South Korea in late January of a Korean fishing boat's crew which fought with Chinese fishermen in Pago Pago a week earlier (PIM, Feb., p. 34). Similar punishment was also promised for the Chinese fishermen who led an abortive march on the Marine Railway.

The Korean fishing boat is the *Hae No. 201*. Both the boat, and the ship's captain, who was not involved in the fight, were allowed to stay in Pago Pago.

American Samoa's Governor Owen

S. Aspinall said in a letter to the Korean and Nationalist Chinese consuls-general in Honolulu that if the Chinese leaders of the abortive march could not be identified, the entire crew that participated in the march would be deported.

TONGANS WARN JAPANESE FISHING SHIP

The Tongan Police Department and the Tonga Marine Superintendent recently warned the captain of the Japanese long-line fishing vessel *Sakura Maru* about fishing in Tongan territorial waters. The *Sakura Maru* is one of the Van Camp fleet, based in Pago Pago.

The Japanese captain was told that the ship would be arrested and her catch and fishing gear impounded if caught violating territorial waters again.

WELL-KNOWN MASTER RETIRES AFTER 29 YEARS

Captain F. W. Bales, well-known as a master of Union Steam Ship Company ships trading in Fiji, the Samoas, Tonga, Niue and the Cook Islands, retired on February 2 after 29 years' service with the company.

Born in Dundee, Scotland, in 1905, he joined the company as fourth officer on the trans-Tasman passenger ship *Tarama* in 1928. He was retired

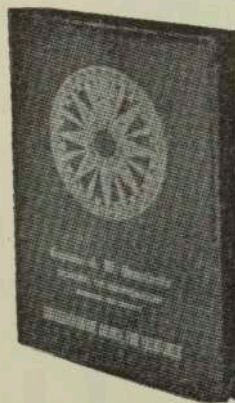
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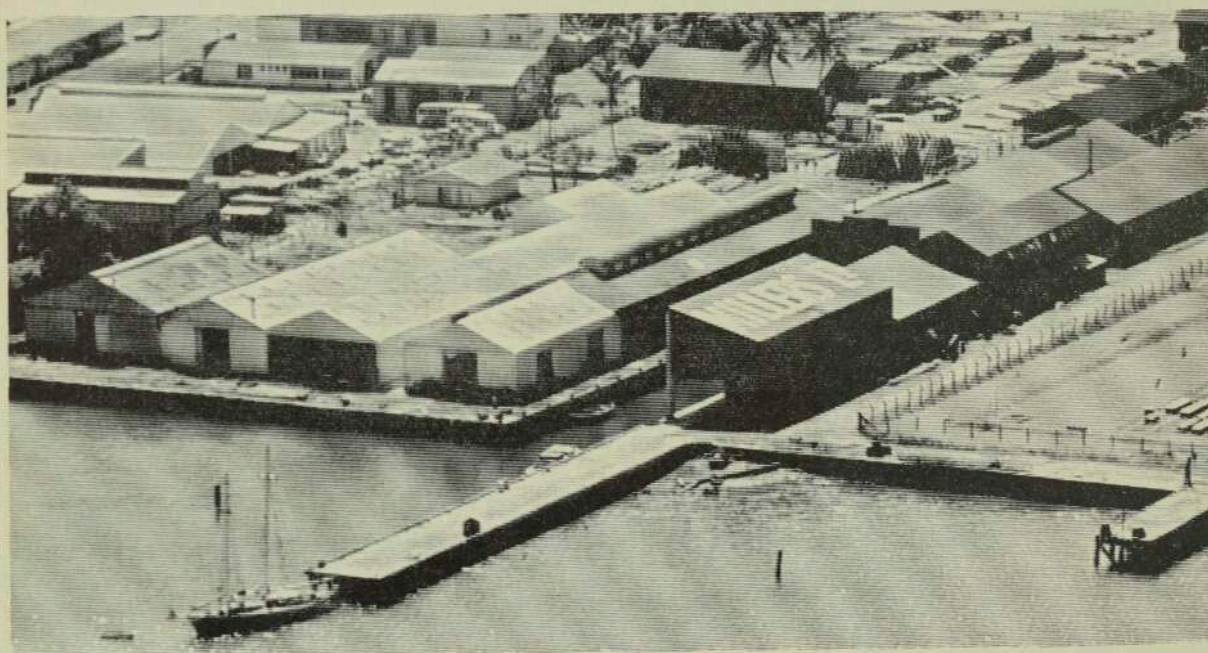
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Captain Bales, photographed in the 1950's.

...third officer on a company collier, the *Karepo*, two years later owing to the depression.

Reinstated in the USS service in 1941 aboard the collier *Kartigi*, he worked his way up until he became chief officer of the *Matua* in May, 1949. It was in the *Matua* that he got his first taste of the Pacific islands.

Two years later he was sent to Britain to bring out the *Tofua*, which entered the USS Pacific Islands service in Polynesia in May, 1952. Later the same year he was given command of the *Waipahi*.

For the past 16 years Captain Bales commanded several of the company's cargo vessels, including the *Tarawera* and *Tofua*. He retired as master of the *Matua*.

TONGAN SEAMEN SEEK JOBS IN NEW ZEALAND

Two Tongan yachts, the 42 ft *Siatukimoana* and the 33 ft *Aositoloma*, arrived in Auckland from Nukualofa recently.

Siatukimoana is skippered by Alakai Tapealava and has 11 crew members.

Aositoloma, under Captain David Fifita, of Minerva Reef fame, has a crew of 12.

Captain Fifita said in Nukualofa he hoped to secure employment for the party at a Gisborne cannery and the money to purchase replacement engines and materials to build a larger boat.

CHARTERED FREIGHTER TO CARRY NZ TIMBER

The Holm Line freighter *Holmburn* has been chartered to carry a special export order of timber from New Zealand to New Caledonia and the New Hebrides in early February.

The *Holmburn* will carry 294,000 board feet of sawn Douglas timber from Waipa worth \$37,000 for the New Zealand Forest Service. NZ exporters said sales of timber had increased so fast to particularly New Caledonia in late 1967 that orders were now well in excess of available shipping.

By chartering the *Holmburn*, the NZ Forest Service had gained export orders that otherwise would have been lost to other countries.

The *Holmburn* normally maintains a two-monthly cargo return service from NZ to Noumea and Norfolk Island.

CHANGES IN NEW GUINEA SCHEDULES

Karlander New Guinea Line vessels *Slettfjord* and *Saidor* will service Samarai, Papua, on voyages from Australia to New Guinea and return instead of the China Navigation Company vessel *Papuan Chief*.

The *Papuan Chief* made her last call at Samarai on January 27 and is now doing a faster run from Sydney to Brisbane and Port Moresby and return.

The Karlander vessel *Slettfjord*, which already calls at several New Guinea ports from Australia, will

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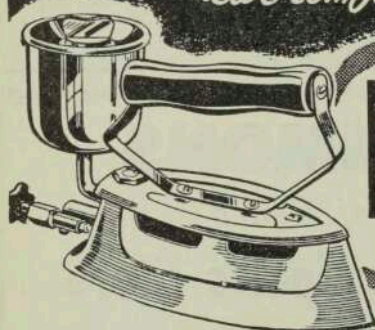
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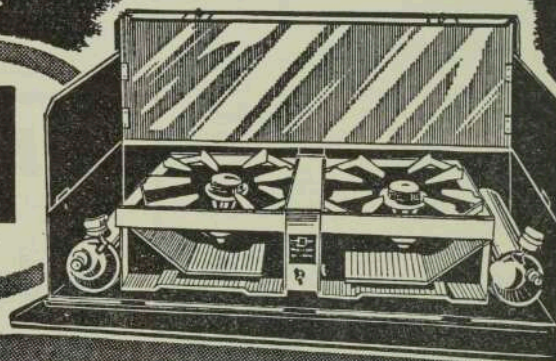
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French naval task force to leave soon for A-tests

A French naval task force, headed by the aircraft carrier *Clemenceau*, under the command of Rear-Admiral Levesque, is due to leave France for the Pacific about mid-March, according to a Papeete report quoting well-informed sources in Paris.

The task force will police the seas in the vicinity of Mururoa Atoll during the nuclear tests scheduled to be held there between May and September or October.

Other units in the force will be the escort ships, *Forbin*, *Jaureguiberry* and *La Bourdonnais* and five or six corvettes.

The *Clemenceau*, one of France's two biggest aircraft carriers, has a displacement of 22,000 tons and carries 1,500 men, 560 petty officers and 179 officers.

ake her first Samarai call after she leaves Sydney on March 9.

With her sister ship, *Saidor*, she will maintain a 17-day service to marai.

The new schedules follow the recent withdrawal of the Burns Philp ship *Bulolo* from her New Guinea run in which she made calls at marai (PIM, Feb., p. 101).

It is understood that these schedules suit both Karlander and Linea Navigation better than the previous ones.

In another change of China Navigation schedules recently, the freighter *Kweilin* was taken off the company's Far East to New Guinea run. Another freighter, *Ninghai*, will continue this monthly run, which makes in New Guinea calls at Lae and Port Moresby.

NEW INTER-ISLAND SHIP FOR AMERICAN SAMOA

A new 59 ft inter-island vessel for the Government of American Samoa arrived in Pago Pago in mid-February.

She is the motor vessel *Manusina* (meaning "white tern").

The *Manusina* is equipped with the latest electronic gear and has a maximum speed of 26.3 knots compared with about 10 knots for the government's YF-340, which has recently been bringing surplus gear from Johnston Island to American Samoa.

The *Manusina* will be used only for government business and will not be available to the public as a passenger ship.

"DEGEI II" BRIEFLY AGROUND

The Fiji Government ship *Degei II* went aground on a mudbank in the Labasa River, about two miles from the wharf, early in the afternoon of February 3.

The tide next morning lifted her off.

The ship then sailed to Suva, carrying volunteers for the Fiji Military Forces.

NEW SHIP FOR CAPTAIN RUSDEN

New Hebrides shipowner Captain Athol Rusden, now based in New Zealand, has bought the 397-ton motor vessel *Matipo* from the Anchor Shipping and Foundry Company, of Nelson, New Zealand.

She began a service from New Zealand to the New Hebrides in early February with general and refrigerated cargo.

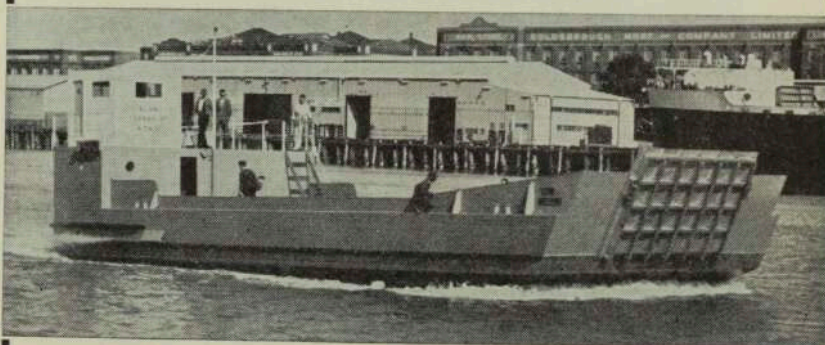
Captain Rusden said in Suva in February that his new ship was able to berth at Vila's small wharf, whereas such ships as Burns Philp's *Tulagi*, which served the New

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Hebrides regularly, had to anchor off-shore and have their cargo lightered.

Captain Rusden said there would be a big demand for NZ goods in the New Hebrides. NZ onions could sell for \$NZ70 a ton compared with \$NZ300 a ton for Australian onions.

AUSTRALIA HAS 12-MILE FISHING ZONE NOW

Legislation prescribing a 12-mile exclusive fishing zone around the Australian coast came into operation on January 30. Foreign boats apprehended for fishing without a licence in the zone will be liable to a fine of \$10,000, imprisonment of

the crew and forfeiture of boat, fishing gear and catch.

The act also applies to the Papua-New Guinea and the Ashmore and Cartier Islands. All processing vessels will be included under the licensing provisions, which also cover foreign factory ships operating within the zone.

The issue of a licence to a foreign boat will be considered only where a phase-out agreement has been negotiated between the Australian and the foreign government concerned on the basis of previous fishing operations within the new zone or where a joint-venture operation has been approved.

HMAS "AITAPE" VISITS AITAPE

HMAS *Aitape*, a Royal Australian Navy patrol boat which was commissioned last year (*PIM*, Dec., 1967, p. 109), paid her first visit to her namesake—Aitape, on New Guinea's north-west coast—in late January.

Immediately after the visit, HMAS *Aitape* resumed her normal patrol duties, from her base at Manus Island.

During the Aitape-Wewak campaign of World War II, 454 Australian and 5,200 Japanese soldiers lost their lives.

NEW GUINEANS TO TRAIN AS MIDSHIPMEN

Four New Guineans have been selected for a 12-month cadet midshipmen training course at HMAS *Cerberus*, in Westernport, Victoria, the Royal Australian Navy's major training establishment.

The cadets, who have already undergone a 12-month course at HMAS *Tarangau*, Manus Island, are Jack Maniana, 19, of Kwato Samarai; Kary Frank, 22, of Milne Bay; Francis Molean, 20, of Mbuk Island, near Manus Island; and Garafoi Elias, 19, of New Ireland.

After completing their training in Victoria, they will undergo a further 12-month training period aboard RAN ships and then help man P-NG's new patrol boats.

STUDIES ON THE MIGRATIONS OF FISH

Scientists were releasing batches of tagged fish in February west of remote Johnston Island, 717 miles west of Honolulu, to learn more about fish movements and migration.

A tubular yellow plastic tag had been inserted in each fish's back behind its dorsal fin. The tags bore the name and address of the Bureau of Commercial Fisheries Biological Laboratory, Honolulu, of the US Department of the Interior.

The scientists from the laboratory hope that if any fishermen in the Pacific Islands find the fish, they will return the tags with information on the date, location and size of the fish.

BETTER CONNECTIONS SOUGHT WITH TAHITI

Australian exporters of foodstuffs and specialised electrical or mechanical equipment are backing current moves to set up improved shipping services between Sydney or Melbourne and Papeete.

They need better shipping links

NO INQUIRY YET ON "LAKEMBA"

Hong Kong marine authorities had made no moves by late February to start an inquiry into the loss of the 7,500-ton passenger-freighter *Lakemba*, which sank after hitting a reef off Vatulele, Fiji, last October (PIM, Oct., 1967, p. 23).

The *Lakemba* was the last of the W. R. Carpenter trans-Pacific ships and was on her last voyage when she came to grief.

Fiji marine authorities decided not to hold a formal inquiry on the ground that the ship was registered in Hong Kong.

However, these authorities made informal inquiries into the disaster—the details of which have not been made public—and sent the relevant documents to Hong Kong late last year.

Fiji's Minister for Communications, Mr. Charles Stinson, said at the time that "should the evidence indicate that a useful purpose would be served by further investigation, the Hong Kong Government can be relied upon to hold an inquiry. . . ."

A spokesman for the *Lakemba's* former Sydney agents, apparently reluctant to get involved at this stage, told PIM in late February that he knew of no inquiry being made in Hong Kong.

th Tahiti to take full advantage of the territory's recently-won status as the Pacific Islands' biggest importer of foodstuffs.

French Polynesia is importing more and more food because it simply cannot feed the big influx of specialised personnel at present in the territory and expected soon for France's nuclear testing programme, to restart about May or June (p. 105).

While French Polynesia's import has risen dramatically in recent years, Australia's proportion of it is now only about two per cent, and Australian exporters blame this on poor shipping connections.

They point out that the biggest market for French Polynesia—the USA—is direct, fast shipping links from the US West Coast and another big supplier of foodstuffs—New Zealand—is direct Tahiti links with Holm Company and New Zealand Shipping Company vessels.

One of the principal goods Australia could sell more of are chickens—in 1966 1,000 tons of poultry were imported to Tahiti from the US, worth about \$US1 million.

The Australian Trade Commissioner for the Pacific Islands, Mr. W. R. Carney, left Sydney in late February for a week-long stay in Tahiti to investigate trade openings for Australian goods.

He told PIM he had had talks with three shipping companies—Matson-Oceanic Line, Farrel Line

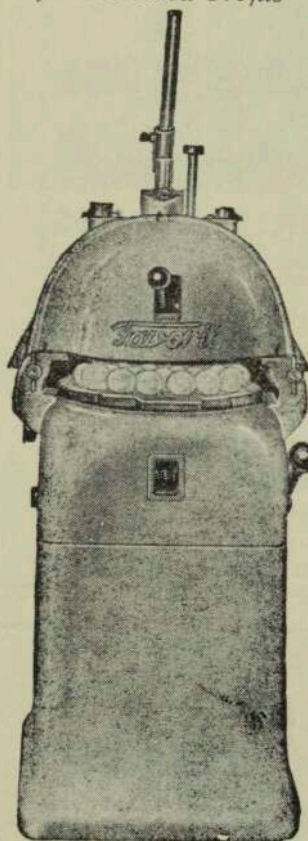
and General Steamship Company of the US—with a view to setting up better Australian connections with Tahiti.

Mr. Carney said Australian exporters were competitive in many lines of food for the Tahiti market. These lines included frozen meat, butter, cheese, eggs, onions, potatoes, tomatoes, canned vegetables, apples, pears, canned meats and oysters.

He said freight charges to Tahiti from Australia were about the same as those from the US to Tahiti.

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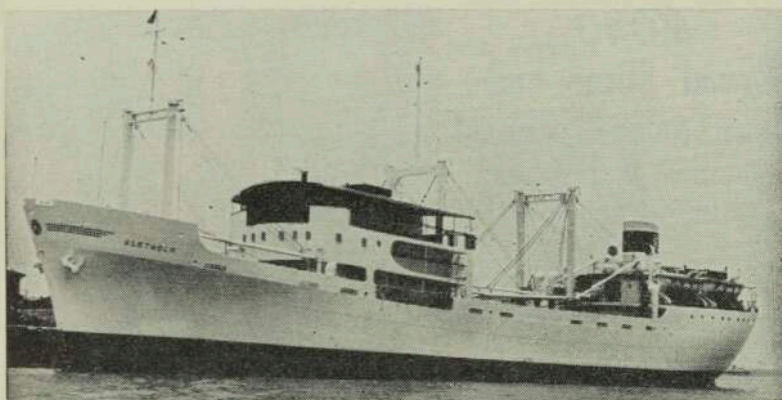


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Cruising Yachts

● **DAUNTLESS**, 28 ft trimaran from Seattle, reached NZ in late December from Nukualofa with owner-skipper Errol Christen and crewman Curt Huffman.

Dauntless made a five-week stay in Aitutaki before visiting Rarotonga and Nukualofa (*PIM*, Jan., p. 113).

● **BACCHUS**, 40 ft ketch, with owner-skipper Al Ligget and his wife Beth, was in NZ in early January after Pacific Islands calls at the Galapagos Islands, Tahiti, Moorea and Rarotonga (*PIM*, Dec. p. 111).

● **SEA WANDERER**, 36 ft ketch, with lone sailor and author Edward Allcard, reached NZ from Nukualofa in late December for a stay of three months during which Mr. Allcard will promote the sale of his latest book *Voyage Alone*.

He left Plymouth, England, 12 years ago in the 56-year-old ketch, which he had bought as a derelict about 1950 (*PIM*, Jan., p. 115).

● **PACIFIC CRUSADER**, Australian yacht, with Scot Denis Budge, 7, and his Australian wife, Phyllida, 5, will leave Auckland at the end of March for the Caribbean and Florida, via the South Pacific.

The yacht was built in Port Macquarie, NSW, and planked with 1/2 inches of Australian hardwood. She reached Auckland just before Christmas from Sydney.

The Budges hope to find another couple to join them on their trans-Pacific trip.

● **FAST LADY**, 31 ft Japanese cutter, with a crew of three Japanese students from the Merchant Marine Academy in Tokyo, was stranded and damaged at Aitutaki in the fierce hurricane that lashed the Cook Islands in mid-December (*PIM*, Jan., p. 22).

The cutter was moored in Aitutaki's tiny harbour when the hurricane hit on the night of December 17.

Mooring lines and the starboard anchor cable snapped, and the port anchor dragged. Two of the crew, Eiichi Saito and Kiyoshi Nakagawa, swam ashore attempting to secure new lines and almost drowned.

Captain Junzo Noguchi, who remained on board was rescued at midnight by Saito who swam out with a line tied round him.

Both men were pulled ashore by the Aitutakians.

The Japanese later travelled to Rarotonga to return to Tokyo. Their yacht was sold to a private person.

● **OPTY**, 29 ft yawl, reached Papeete on January 3 from Nukuhiva with solo yachtsman Leonid Teliga, 51. *Opty* was built in Poland in 1955.

Mr. Teliga is on a world cruise and has made stops at Panama and the Galapagos Islands.

● **DISCOVERY**, 33 ft ketch, with Bob Hogan, 35, of Redondo, Cali-

fornia; his wife Carol; son Robbie, 12; and daughter Sharri, 12; arrived at Papeete on January 8 after a brief call at Pitcairn Island on December 22.

The Hogans have already made stops in the Galapagos Islands and Easter Island and plan visits to all the Society Islands, the Marquesas and Hawaii after leaving Papeete.

Their seven-ton ketch is home-built.

● **NIRVANA**, 50 ft ketch, with George Balkanyi and his wife, Eliane, will leave Sydney in May for Italy and the Mediterranean, via Port Moresby and Torres Strait.

Nirvana arrived in Sydney on

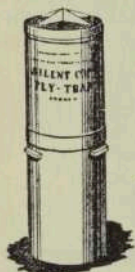


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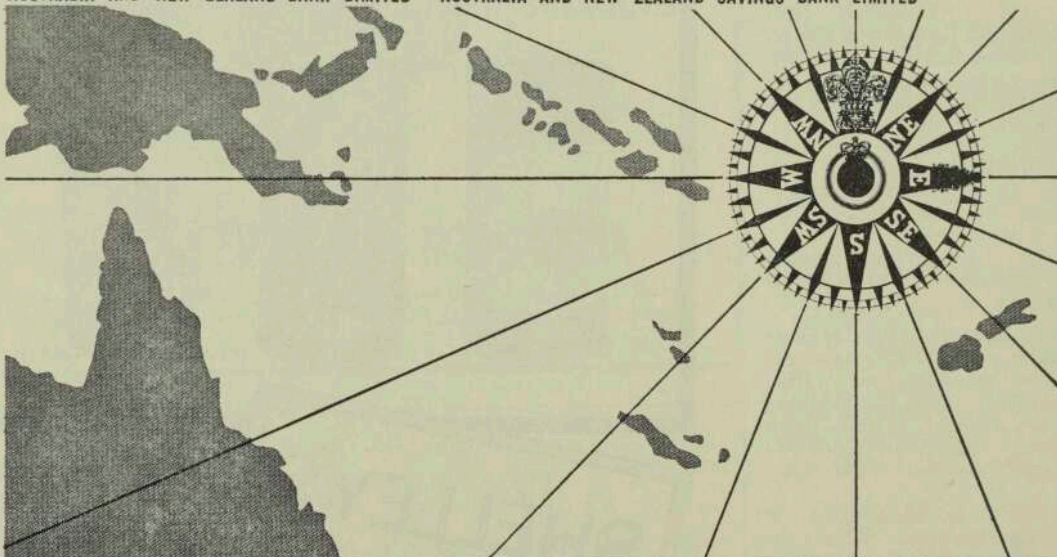
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"Nirvana."

February 15 after an eight-day trip from Noumea.

The Balkanyis left Honolulu in February last year and made stops at Fanning Island, Apia and Asau, Western Samoa, Suva, Vila and Malekula, New Hebrides, and Noumea.

Mr. Balkanyi told *PIM* in Sydney that Fanning Island was an ideal spot for cruising yachts—the atoll had a safe anchorage, plenty of water, abundant fish, and the Gilbertese labourers working the copra plantations were very friendly.

In Sydney, Mr. Balkanyi hopes to sign on two crew members for the trip to Italy.

● **SERAPHIN**, an American tri-raran, was badly damaged at Titutaki in mid-December by the hurricane that swept the Cook Islands (*PIM*, Jan., p. 22).

Skipper-owner Fred Zurbuchen, with his wife and two small children, were guests of the Resident Agent at the time and were not aboard.

Mr. Zurbuchen estimates the damage to the yacht at \$US3,000. He will attempt to make repairs himself.

● **KIAROO**, 50 ft steel-hulled ketch from Sydney, arrived in Honiara, BSIP, on February 9 from Peta, Bougainville.

Owner-skipper Ron Graham, who had spent the previous 18 months in New Guinea waters, says in a note to *PIM* that he can strongly recommend the area around the eastern tip of Papua and surrounding islands to yachtsmen.

His future plans include further

cruising in Solomon Islands waters and then possibly the New Hebrides.

● **HELLY**, 38 ft American sloop, with Ken Grant, Winslow Brabson and Ben Kajer, reached Auckland, NZ, in late December from Rarotonga, just missing the severe hurricane which struck the Cook Islands in mid-December (*PIM*, Jan., p. 22).

Helly left Panama last July and made several stops in the Galapagos Islands and French Polynesia before reaching Rarotonga on November 19.

● **ESCAPEE**, 41 ft cutter, with

owner-skipper Mr. Raith Sykes and his wife Vivienne, both Canadians, and crew Luc de Saint Siene, reached NZ in December from Tonga.

● **MYONIE**, 36 ft American ketch from Florida, on her second circumnavigation with Dr. Al Gehrman and his wife "Mike", reached Auckland, NZ, in early January after a 15-day trip from Suva. Earlier calls were made at Pago Pago and Apia.

In a note to *PIM*, Dr. Gehrman was severely critical of the high harbour charges and attitude towards yachtsmen at Pago Pago (see also

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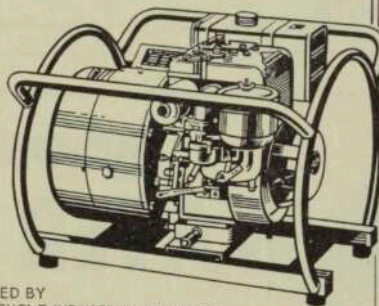
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PIM for Nov., p. 107, and Jan., p. 116).

"The harbour officials in Pago Pago were the most uncooperative we have ever met in our years of voyaging around the world," Dr. Gehrman said.

"There is no question, and in fact they admitted to me, they do not want yachts in Pago Pago. Their only concern seems to be fleecing the airline tourists, which seems strange to me because yachtsmen do spend money.

"They must buy food, often for months in advance. Engines and

mechanical gear may need repairs. Sails may need to be sewn.

"As an American I feel ashamed of Pago Pago and would suggest that in the future yachts give it a wide berth.

"In every way Apia in Western Samoa was the antithesis of Pago Pago. Fresh vegetables and meat were in abundance and not costly and there were no port charges."

● *BLACK ROSE*, 39 ft New Zealand ketch, with Bruce Goodhue, 24, and his wife Anne, 21, will leave

Darwin in June to continue their world trip—across the Indian Ocean.

Black Rose, which is familiar to yachtsmen in Fiji and New Guinea, arrived in Darwin last September for a short stay. However, the day before she was to leave Darwin Anne Goodhue became ill with acute appendicitis and had to go to hospital for an immediate operation.

By the time she was well enough to travel on, the cyclone season had started so *Black Rose* remained in Darwin.

Since Anne joined her husband on the ketch at Gladstone, Queensland, about a year ago, the pair have cruised through the Barrier Reef to New Guinea and through Torres Strait.

Black Rose last appeared in these columns in 1966 when she spent a night grounded on Makaluva Reef, off Suva. Bruce Goodhue was her skipper then (*PIM*, July, 1966, p. 109.)

● *MAURI KOA*, 28 ft sloop, from Paremata, New Zealand, with a young married couple, Ian and Robyn Singleton, on board is to leave Noumea for the New Hebrides soon.

The sloop left Paremata in February, 1967, cruised up the east coast of New Zealand's North Island to Whangarei, and left there for the New Hebrides in May. However, 200 miles ESE of the Isle of Pines, the sloop was dismantled, and the Singletons made that island six days later under jury rig. They subsequently went on to Noumea, where both have been working.

Repairs to their boat have now been completed and they plan to leave about mid-April for the New Hebrides, Banks and Torres Islands and the Solomons.

● *KITTIWAKE*, Ed Boden's yacht, was still in NZ in January after stops at Tahiti, Moorea, Aitutaki, Rarotonga and Tonga (*PIM*, Dec., p. 115).

● *KOCHHAB*, 39½ ft yawl, with Fred and Penny Acey, arrived at Papeete on January 7. The Aceys are on their way round the world from San Diego, California.

● *SHU - BI - HIMMANY*, Laurie Jenryns' yacht, left Lord Howe Island for Sydney on February 7, after a week's stay at the island.

A Lord Howe lad, Philip Whistler, joined the crew of the yacht—Jim White, Ted Flaues and John Fortier—for the trip to Sydney. He intends to go on to Avondale College.

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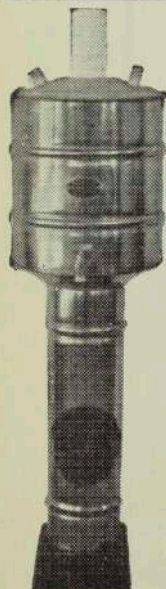
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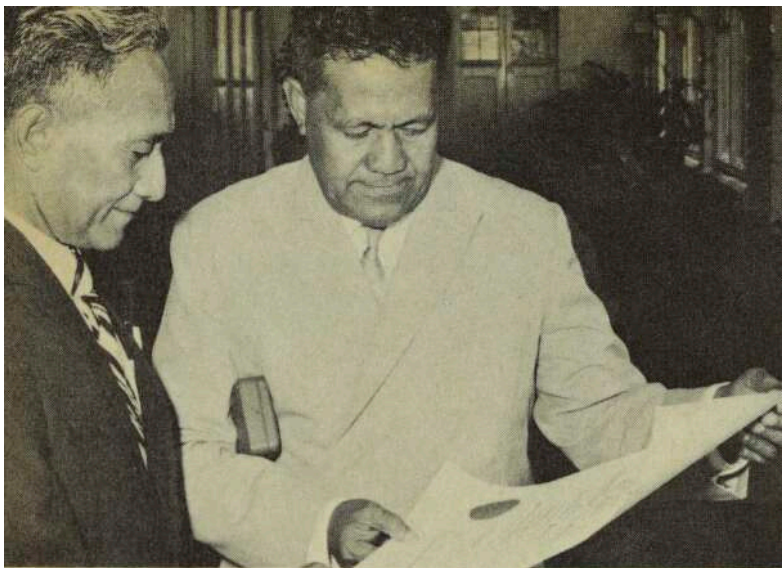
D MARCH, 1968—PACIFIC ISLANDS MONTHLY



Coconut Square goes modern

Over the last few years, Noumea's Coconut Square has had a much-needed facelift. Few US Servicemen who knew the square in World War II—it was made famous by H. E. L. Priday's "The War from Coconut Square"—would recognise it now. The bawdy Hotel Central has given way to a multi-storey building with luxury shops on the ground floor and professional chambers above. The name only has been retained. Other disreputable-looking buildings have also been replaced by multi-storeyed structures. Noumea's historic Hotel de France cum Lotus has had a facelift and is now the demure tourist hotel, New Orleans. New Caledonia's legislature also has a new home fronting the square. A feature of the new building, which contains all that a parliamentarian should need . . . and much more . . . is the harmonious incorporation of native Melanesian motifs in the architecture. The Melanesian carvings which support the entrance porch are seen in the photo at right. Above left is the historic bandstand which frequently figured in early literature on the square. Above right is the new Hotel Central building and other new high-rise buildings. All pictures were taken by Fred Dunn from the Catholic Girls' School which faces the square.





At a ceremony at Government House, Suva, in January, Wilisoni Inia, of Rotuma (at right in the above picture) was presented with a Certificate of Honour by the Governor, Sir Derek Jakeway. Wilisoni, who is seen showing his certificate to a fellow Rotuman, Josefa Rigamoto, is an outstanding teacher and a key figure in the Rotuma Co-operative Association. Mrs. J. T. E. Koroi (above right), Matron of the Tamavua TB Hospital, Suva, was in Wellington in February for a study programme at the New Zealand Post-Graduate School for Nurses. Also attending the school was Miss A. S. Chandulal (below right), senior tutor Sister at the Lautoka Nursing School. Both were photographed in front of Parliament House, Wellington. Below, Superintendent R. T. Brookes, Commandant of the Fiji Police Training School, welcomes five police recruits from the New Hebrides who are doing a course at the school. They are (from left) Tovakisema Saurei, Krovet Ailubia, Mera Meshach, Cyprian Aru and James Dick Poilapa

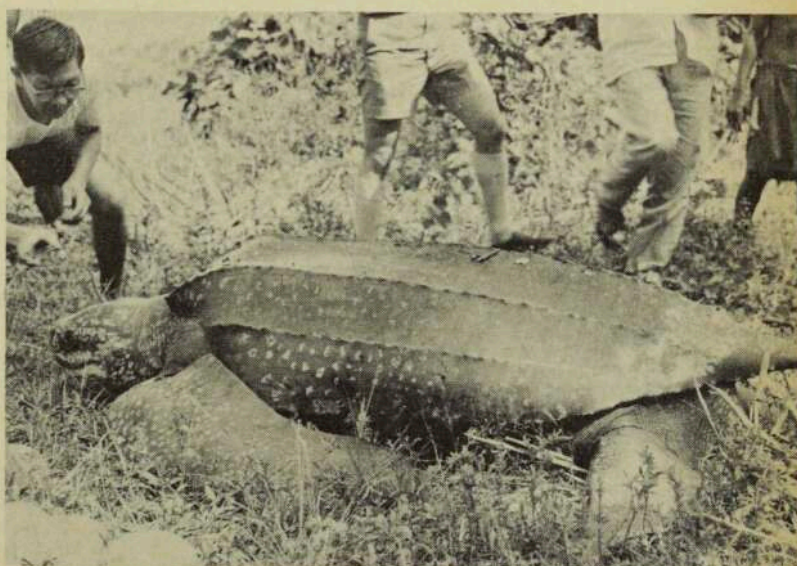


Mr. E. B. Corbett, retiring senior mechanical engineer of the Fiji Public Works Department, was farewelled with traditional Fijian ceremonies recently. Ratu Jone Logavatu is shown presenting Mr. Corbett with a tabua mounted on a plaque which embodied 10 different woods. His successor is Mr. D. A. J. Clarke (left foreground).

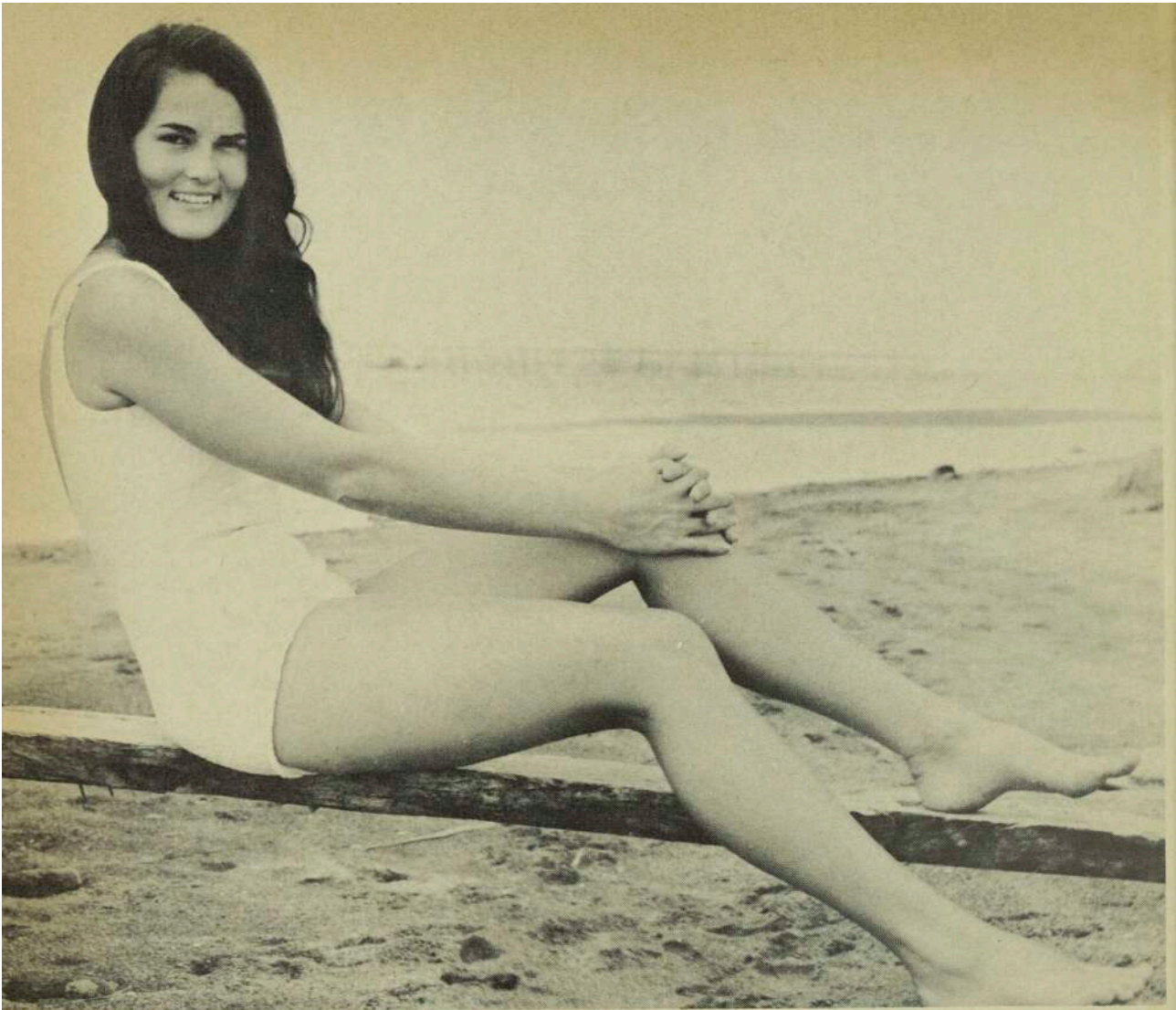
The Fiji Scene



The monster shown at left and below is a Leatherback turtle—only normally found in the waters of Malaysia and Borneo. A Fijian from Naidi village, Vanua Levu, discovered it after it had swum 5,000 miles to lay its eggs on a beach near Naidi. The find was reported to District Officer McGeever, of Savusavu, who measured the turtle's vital statistics and arranged for photographs to be taken. The animal was 7 ft long from beak to tail, the shell was 5½ ft long and the front flippers had a span of 8 ft from tip to tip. Its neck was 3 ft in circumference, and it was estimated to weigh half a ton. The shell was noticeably flexible and was divided into six longitudinal sections by horny ridges. The leatherback is the largest of the turtle family and occasionally reaches 12 ft in length. Only about five per cent. of the young survive to adulthood. In Malaysia, an association is trying to save the Leatherback from extinction. The Leatherback which journeyed to Fiji was released after its inspection.



Photos: Rob Wright, NZ Information Service, and Nitin.



- Miss Western Samoa 1968 is Miss Tuifeamalo (Tui) Schaafhausen, a librarian at the Nelson Memorial Public Library in Apia. Tui is of German-Samoan descent and was educated in Samoa and at Auckland University. She travelled to Australia as part of the "Samoana" fashion show which visited Sydney late last year, and she is now scheduled to appear in Melbourne during this year's Moomba festival. At right are some of the other contestants in the Miss Western Samoa finals held in Apia in late January.—Photos by Forsgrens.



People

● The Right Rev. Pio Taofinu'u, SM, has been appointed Bishop of Apia, Western Samoa. He is the first local-born Catholic priest to be made a bishop in the Pacific.

Born at Falealupo, Western Samoa, in 1923, Father Pio Taofinu'u studied for the priesthood at the Major Seminary at Lano, Wallis Island, and at Mount St. Mary's, Greenmeadows, New Zealand.

He was ordained a priest in Apia, Western Samoa, in December, 1954, and joined the Society of Mary in 1962.

After serving as a curate in several parishes in the diocese, he was appointed administrator of the cathedral at Apia in 1963 and vicar capitular on the transfer of Archbishop Pearce to Suva in 1967.

● Mr. M. M. Townsend arrived in Vila on February 8 to take up his appointment as Assistant Resident Commissioner (PIM, Oct., p. 121).

● Mr. Roger Wilson has resigned as chief of broadcasting in the P-NG Department of Information and Extension Services at Port Moresby. He left the territory in February to join Radio Australia, the overseas service of the ABC in Melbourne.

Mr. Wilson went to P-NG in 1958 and established the first two Administration radio stations run by DIES—Radio Rabaul and Radio Wewak. He was one of the original staff members of the department.

● Mr. Alan B. Williams, a UNESCO teaching expert, arrived in Port Moresby on January 31 to take up a two-year assignment as a science education and curriculum expert. Mr. Williams will work with the Department of Education. He will assist with the development of the use of science materials and with the development of science curricula.

● Dr. John Hirshman has arrived in Suva, Fiji, to take up his appointment as WHO representative for the South Pacific. He replaces Dr. Alan Pennington. The office of the WHO representative in Suva covers Fiji, Tonga, Samoa, the Solomons, New Hebrides, Gilbert and Ellice Islands, Papua-New Guinea, New Caledonia, French Polynesia, Wallis and Futuna, Nauru, Cook Islands, Niue, Tokelau Islands, plus Australia and New Zealand.

● Tonga's Minister of Finance, the Hon. Mahe Tupouniua, is in

Auckland for an operation. Accompanied by his wife and two children, he will be absent from Tonga for about three months. The Hon. Dr. Langi Kavaliku, Minister without Portfolio, is Acting Minister of Finance in his absence.

Dr. Kavaliku has also been absent from Tonga recently. He flew to London on a trip financed by a London publishing firm to buy material and equipment for the teaching and learning of English as a second language at the primary school level for Tonga's Education Department. Tonga had a British Colonial Development and Welfare grant of £7,000 sterling to spend before the end of Britain's financial year, March 31.

● The engagement of Mr. Gordon Eric Lawson to Miss Janet Ann O'Reilly was announced in Brisbane on January 13. Mr. Lawson is the third son of Mr. Eric Lawson and Mrs. Gabrielle Lawson, of Honiara, BSIP. He works for a firm of accountants in Brisbane and hopes to be qualified this year. Janet O'Reilly, is the only daughter of Mr. and Mrs. Charles O'Reilly, of Toowong, Brisbane. She is attending Queensland University for her fourth year of study in Social Science. The couple plan to marry in January, 1969.

● Mr. John Philp, editor of the American Samoan section of the *Samoa Times*, has resigned from his position to return to his home in Australia with his wife Anna.

● Mr. Peter S. Maher arrived in Suva in January with his wife, Sydel Mornel, to take up his new position as Deputy Principal Officer at the American Consulate.

Mr. Maher is a career foreign service officer and has previously served as third secretary at the American Embassy, Ankara, Turkey, and as vice-consul at the American Consulate-General, Asmara, Ethiopia.

● Mr. D. J. Robinson, of Wellington, has been appointed to succeed Mr. F. R. J. Davies as the New Zealand Education Department's officer for Island's education. Mr. Davies retired recently after 40 years with the department.

● Mr. Djermakoye, Assistant Secretary-General of the United Nations, visited Tahiti privately in early February. He met members of the majority parties of the local Territorial Assembly. Unconfirmed reports say they asked him about means of approaching the United Nations on the question of internal self-government for French Polynesia.

● Among Islands visitors to Sydney in February were the Rev. and Mrs. Rex Matthews, of the Nauruan Protestant Church.

● Sir Francis Chichester, whose epic solo voyage round the world last year in his yacht *Gipsy Moth IV* made world headlines, visited Suva on February 26 aboard the cargo liner *Port Nelson*. He was on his way to New Zealand and Australia with Lady Chichester to check his business interests in those countries.

● Well-known and affable Fijian Bill Raikuna rejoined the Fiji Visitors Bureau on March 1 as head of the Bureau's Nadi Airport operations. Bill recently completed two years as a special promotions officer for Air New Zealand in Fiji, travelling to Australia several times.

● A Japanese anthropologist, Miss Sachiko Hatanaka, completed her first two months in February of a five-year period which she plans to live with the primitive Sisimin people of New Guinea's West Sepik District. Miss Hatanaka is doing research for a PhD thesis from the University of Tokyo. Villagers have given her land for a house and food garden and a government patrol has built her a house from local materials.

● Sub-inspectors Alexander Fyfe and Glen Sutton have won Royal Papua and New Guinea Constabulary Valour Medals for rescuing seven women in rough seas during a raging storm in Kerema Bay last December. Reu-Huri, a Kerema warder, who also helped in the rescue, won the Police Commissioner's Certificate of Commendation for bravery.

● The Republic of Nauru's new Secretary for Health and Education is Mr. John Ayers, 39, formerly a senior master at Maribyrnong High School, Melbourne. Mr. Ayers, who expects to arrive on Nauru in March with his wife and five children, has a BSc from Melbourne University. Sport is one of his relaxations; and he has been an official starter for the Victorian Amateur Athletics Association. In his new post, Mr. Ayers will be responsible for the administrative side of health and education on Nauru, and will work closely with the directors of both Health and Education.

Mr. H. J. Goodwin, who last year went to Nauru as Director of Education on secondment from the New South Wales Department of Education, has resigned from his post. He returned to Sydney in early February.

Business and Development

CENTRAL PACIFIC PRODUCERS TO SET UP SUVA OFFICE

The Pacific Islands Producers Association, which represents produce growers in Tonga, Western Samoa and Fiji, took steps in February to set up a central secretary's office in Suva to oversee, full-time, all association matters.

Delegates of the association decided this at a Nukualofa conference. They estimated the office would cost \$16,000 a year to run. Finance for the office will come from the three territories, and will be based on each territory's 1962-67 banana exports.

When appointed, the secretary will deal initially with banana production and exportation.

The association decided to ask Britain to provide a qualified official free, under its technical assistance programme, for a three-year period to fill the secretary post.

Delegates to the conference also decided to change their organisation's name from Secretariat to Association and to ask the Union Steam Ship Company to replace its passenger-freighter *Matua* with a new cargo vessel better equipped to handle bananas.

The organisation was founded a couple of years ago to give Fiji, Tonga and Samoa a single and stronger voice in the marketing of their products.

BSIP beche-de-mer factory in operation

A beche-de-mer factory set up at Kukum, Honiara, BSIP, by Quan Hong Limited at a cost of about \$22,000 is now in operation after a few teething troubles.

Some Solomon Islanders on Malaita said at first that they would not sell beche-de-mer to the new factory because it could not pay as much for the slugs as before the war. However, these islanders are now prepared to co-operate.

It is 27 years since sea-slugs were marketable from the Solomons. Mr. Quan Hong then operated a beche-de-mer export industry in the Western Solomons.

The buying price in those days was 1/- for two black slugs, and 1/- for three of other colours.

Now the price is 10c for six black slugs, and 10c a dozen for others. They must be six inches or longer and sent in alive to the factory, where they are graded, cooked, cleaned and dried in that order.

Ships will be sent by the company to various pick-up places around the Solomons.

Buying stations will probably be set up on some of the islands including Ysabel, Geila and Malaita where there seems to be the most potential, and it looks like being a successful new industry.

The company expects to export its first shipment of three to four tons at the end of March to Hong Kong.

Singapore and Taiwan are other prospective markets; and if some Sydney restaurants are interested, the small variety will be sent there.

US development plan for Micronesia

A \$US50 million development plan for Micronesia by private US interests is under consideration by the United States Trust Territory Administration.

The plan calls for the formation of a Micronesian corporation to be called Western Island Development Enterprises, Inc. (WIDE), with an initial capital of \$US50 million.

WIDE would be jointly owned by the American investing public and Micronesian interests and would be managed by a board of directors which would include Micronesian representation.

It would engage in a broad range of business enterprises and economic activities. It is the first ever presented involving such a broad undertaking with Micronesian participation.

The plan was presented to High Commissioner W. R. Norwood recently by a team of US businessmen headed by Mr. Fred K. Fox, of Houston, Texas.

Mr. Fox is a former marine who was wounded in the invasion of Peleliu (Palau District) in 1944. In 1964 he returned to Peleliu during

a pleasure tour and noted that little development had taken place in the 20 years since he was last there.

The proposed formation of WIDE is the result.

Report on the copra market

Chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, issued the following copra market report in Port Moresby on February 23:

Philippine copra production has continued to decline mainly as a result of typhoon damage towards the end of 1967 and earlier drought conditions. Consequently, total exports for 1967 reached only 711,500 tons oil basis, this being about 20 per cent. below the 1966 figure and the lowest since 1962.

Papua and New Guinea production was also low at 115,000, just above that of 1966, but 6 per cent. below that of 1965, which was a peak year.

Production figures from other coconut exporting countries are not presently available, but generally the indications are that results will be somewhat lower than 1966.

Palm kernel shipments from Nigeria have also been declining as a result of the internal political situation. Consequently, with European demand much in excess of the supply position, market prices, although down slightly over the last few weeks, have remained quite high in comparison with other edible oils such as soyabean, groundnut, etc.

The recent slight decline in copra prices has probably been brought about as much as anything by a temporary halt in the operation of several large copra crushing mills in the Philippines, thus relieving local demand and allowing additional quantities for the European market.

Current prospects for 1968 indicate that supplies of edible oils and fats could exceed demand. Increased production of practically all oil seeds is forecast as well as fish oils. Butter production in Europe is also expected to increase. The demand for edible oils will still remain high, but it is difficult to forecast the position regarding oil seed meals as this depends largely on weather conditions over the next six or seven months, particularly in Europe.

Western Samoa 'won't devalue'

Prime Minister Fiamē Mata'afa, of Western Samoa, said in February that Samoa would "stand quite firm on the matter of devaluation". She had not devalued, despite the views of New Zealand that she should devalue, and she had "no intention of devaluing".

"We made the right choice," Mata'afa said. "And after all, it is our business."

Mata'afa was speaking in Nauru, where he was an official visitor to the independence celebrations. Later, with his wife, he made an official trip to Australia, visiting Melbourne, Canberra and Sydney.

All of this will have a dampening effect on oilseed, and, of course, copra prices, although it is not expected that any particularly heavy downward trend, such as happened in 1961, will occur.

Disappointing season for Mangaia

The 1967-68 pineapple season, which finishes at the end of February, was a disappointing one for Mangaia, in the Cook Islands, which shipped only 52,700 cases of the 90,000 cases estimated for that year.

The main reason for the low production was thought to be the reluctance of some growers to spray their pines with iron sulphate solution. This method, which produces better fruit, is a new one and has not been fully accepted by the conservative Mangaian. The dry weather experienced during the normally wet months of January and February is believed to have further retarded production. Mangaian pineapples shipped to Rarotonga recently were much smaller than normal.

By mid-February, 26,217 cases of the Smooth Cayenne variety and 1,190 cases of Ripley Queens had been shipped to the fruit processing factory on Rarotonga. In December, the *Moana Roa* uplifted 3,082 cases of Ripley Queens and 200 cases of Smooth Cayennes from Mangaia for the New Zealand market.

The Smooth Cayenne pineapple is more productive and more suitable for canning than the Ripley Queen, and Mangaia's production has been

changed from Ripleys to Cayennes for this reason. Ripley Queens, however, are the most popular for home consumption owing to their sweeter taste.

Of the total production of 52,700 cases, almost 2,000 never left Mangaia owing to bad reef conditions, and other cases were rejected by the fruit processing factory.

New theatre for Apia

Apia got its second movie theatre when the Savalalo Grand Theatre

opened on the night of Saturday, February 10, only a few hours after the hurricane had damaged a number of buildings in the town and flattened nearby banana plantations. "El Cid" played to packed houses.

The new theatre, built at a cost of over \$60,000, seats 800 on a sloping floor. It was designed by Meki Lee Lo and built by Fuimaono T.

The Grand was built by the recently formed company of Samoa Holdings Ltd. Chairman of Directors is H. Retzlaff, managing director R. Keil, and directors are H. Phineas, Lesa H. Keil, P. J. Rivers, Arnulf Keil and William Keil.

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Hawker de Havilland to open NG office

Hawker de Havilland Australia Pty. Ltd. will open a branch office in Port Moresby in March to cover P-NG and the Solomon Islands.

The move will assist in promoting sales of the company's aircraft, aircraft servicing, commercial and pleasure boats, electronics, generating equipment, chemicals, aluminium windows and logging machinery.

Manager of the new office, which will be on the eighth floor of the new ANG House, is Mr. Brian C. Dodd,

formerly sales manager of de Havilland Marine.

Mr. Dodd has served as an officer in the RAN and in the Merchant Navy. He has been a charter skipper in the US and is a qualified pilot.

He has participated in three Sydney-Hobart yacht races and has sailed a 70 ft yawl round the world.

Mr. H. G. Nicholls steps down from CSR

Mr. H. G. Nicholls, general manager of the Fiji division of the CSR Co. Ltd., and chairman of CSR's

Fiji subsidiaries, South Pacific Sugar Mills and Rewa Rice Ltd. retired on February 9 from his company posts. He will remain as independent chairman of the Fiji Coconut Board, which was formed in 1965. He was appointed for four years from May, 1965, and it is his present intention to serve the full term.

He was specially named for the Coconut Board post after Lord Silsoe conducted an inquiry into the Fiji copra industry.

Mr. John Potts will succeed Mr. Nicholls in his CSR posts.

Mr. Nicholls had a long career with CSR, starting in 1923 as an industrial chemist.

He was one of many CSR chemists, including the present general manager, Sir James Vernon, who eventually reached senior managerial posts within the company.

For his first seven years he was in the company's mills in NSW and Queensland, and then conducted sugar research in Fiji and Australia for a few years. In 1934 he became chief chemist at the Rarawai Mill, Ba, and three years later transferred to Lautoka in a similar capacity.

Staff changes

Mr. Nicholls was the company's chief industrial officer in Fiji from 1943 to 1946, and in 1946 he took over as manager of the fruit canning division (the pineapple factory) at Lautoka.

He managed the Penang mill at Rakiraki in 1950, and in 1951 he went to Lautoka as manager.

Mr. Nicholls went back to head office in Sydney in 1952 as an assistant inspector for the Fiji division, a post which took him frequently to the colony. He became chief inspector for Fiji in 1957.

Mr. John Potts, Mr. Nicholls' successor, also spent many years in Fiji, culminating in holding the posts of managing director of SPSM Ltd. and Rewa Rice Ltd., and chief manager for the CSR Co. in Fiji.

Mr. Stuart Hermes, who filled the posts vacated by Mr. Potts when the latter left Fiji in 1962, has been appointed deputy chairman of SPSM Ltd.

Mr. Geoff Day, manager of SPSM at Labasa, has been posted to a new position of manager, Suva.

Mr. Ernie Blomfield, manager at Penang for several years, has been appointed to succeed Mr. Day at Labasa, and Mr. D. S. Woodman is acting manager at Penang.

Mr. B. J. Robertson is again filling the post of industrial manager at Suva, succeeding Mr. Woodman.

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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 French Pacific francs; \$1.23 Western Samoa; \$1.00 Tonga; 9/3 sterling and \$1.12 USA.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus available). Prices generally tally with ruling rate in Philippines with premiums for hot-air dried.

P-NG purchase prices for copra delivered main ports in February were hot-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 Veveuni. Prices in Suva to March 24 were: 1st grade, £F90/17/9; 2nd grade, £F86; CAS, £F76/2/6. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents the local firms—and sells the copra on the open market with a portion to Abels & Co., NZ. Prices in February were \$WS116.50 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. February prices to growers were \$T153 first grade and \$T121 second grade.

SOLOMON IS. All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian

crushers; and the balance on to the open market. Prices on Feb. 26 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 Feb. 16 was \$100 (10,000 Pac. Francs). French price was 1,250 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.

Honiara:—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

COCOA:—Islands prices are usually based on the rates for Ghana cocoa.

On Feb. 22 they were £Stg.285 per ton, c.i.f., UK (Mar.-May).

On Feb. 26, Quote No. 1: In store Rabaul, export quality \$465 per ton, ex-wharf Sydney, \$515, and declining. Quote No. 2: Best quality, ex-wharf Sydney, \$580, in store NG ports \$500 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on Feb. 21, were: Grade 1, £Stg.292/10/-; grade 2, £Stg.265 per ton, f.o.b., Apia (Feb.-Mar. shipments).

COFFEE.—P-NG: Feb. 26, Quote No. 1, good quality A grade 37c 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 (ex-store Sydney).

CROCODILE SKINS.—On Feb. 26 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: Feb. 26, 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 Feb. 26, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—A Sydney buyer, on Feb. 26, quoted these prices: Sound \$A1,550-1,650 per ton, D grade \$A1,075-1,125, E grade \$A800-825, EE \$A570-600 (f.o.b. Thurs. Island).

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

	Jan. 24	Feb. 26
A. Lemon .50	.70	.76
ANG Hold. 1.00	.93	.90
Bali Plantations .50	.54	.54
Burns Philp 1.00	3.45	3.45
Burns Philp (SS) 2.05	3.25	3.40
Camelec .50	.57	.55
Carpenter .50	1.95	2.00
Choiseul Pintn. 1.00	2.80	2.90
C.S.R. 1.00	4.68	4.65
Dylup Pintn. .50	.58	.63
Fiji Industries 1.02	2.30	2.30
Hackshalls .50	1.68	1.87
Kerema Rubber .50	.20	.20
Koitaki Rubber .50	.70	.54
Lolorua Rubber .50	.35	.35
Makurapau Pintn. .50	.49	.50
Maribol Rubber .50	.26	.30
Plantation Hldgs. .50	.36	.36
Queensland Ins. 1.00	5.55	5.25
Rubberlands .50	.25	.25
Sogerl Rubber .50	.55	.58
Sth. Pac. Ins. .50	1.98	1.98
Steamships Tdg. .50	.56	.53
Watkins Cons. .50	.71	.78

OIL AND MINING SHARES

C.R.A. .50	11.95	10.50
Emperor .10	.82	1.00
NG Gold Ltd. .35	.60	.72
Oil Search .50	.60	.87
Pacific I. Mines .25	.45	.58
Papuan Apin. .50	.43	.39
Placer Dev.*	30.50	27.00

* No par value

Sydney stock exchange share price index for ordinaries on Feb. 26 was 460.89. On Jan. 24 it was 462.71.

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 Feb. 23 were: Prompt nominal shipment 45% Malayan cents per lb; March, M46½ cents per lb; and April, M47 cents per lb (all about 14 Aust. cents per lb).

SHARK FINS: Chang Sing Loong Co., Suva, offers P4/6 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: Feb. 26 — **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 60c to \$1.50 a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Feb. 26 were: white and yellow label processed, standard packs, \$5.80, green label, \$5.70, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, Feb. 26, Philippines, in bulk, \$US267 per long ton, c.i.f. UK/Nth. European ports. US Pacific Coast, Philippines, \$US237 per short ton.

COCONUT OIL: LONDON, Feb. 26, Ceylon, 1% in bulk, £Stg.168 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Feb. 23, Spot 16¼d Stg. lb; Feb. 16d Stg. lb; May 16-13/16d Stg. lb.

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 (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna and Fr. Polynesia. French Bank, dney, on Feb. 26, 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-ers \$11.87 francs to £Stg.



NEDLLOYD LINES

MANAGERS · NEDERLAND LINE - ROYAL DUTCH MAIL - AMSTERDAM
ROYAL ROTTERDAM LLOYD · ROTTERDAM

REGULAR SAILINGS BY FAST, MODERN, CARGO VESSELS
from **CONTINENTAL PORTS** via **PANAMA** to
PAPEETE, APIA, NUKU'ALOFA, SUVA and NOUMEA
from **CONTINENTAL PORTS** and **U.K.** via **SUEZ** to
PORT MORESBY, HONIARA, RABAU, LAE and MADANG

other ports called at subject to sufficient inducement

**heavy-lift facilities—refrigerated space—cargo deep tanks
excellent passenger accommodation**

For further particulars apply to agents

Ets. Donald Tahiti, Papeete.	Nelson & Co. Ltd., Apia.	Burns Philp (South Sea) Co. Ltd., Nuku'alofa.	Agence Maritime Pentecost, Noumea.
W. R. Carpenter & Co., Suva.	Wm. Breckwoldt & Co. (B.S.I.P.) Pty. Limited.	Burns Philp (New Guinea) Ltd., Port Moresby & Lae.	New Guinea Company Ltd., Rabaul & Madang.

THE BANK LINE

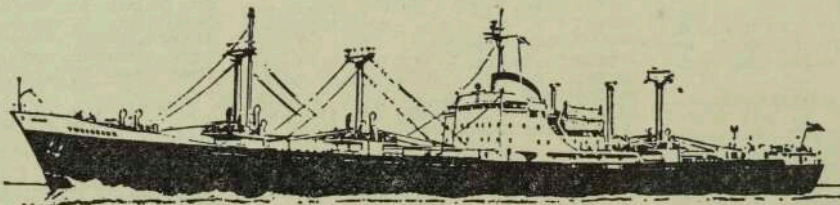
MONTHLY SERVICES
UNITED KINGDOM AND CONTINENT
TO AND FROM
PAPUA, NEW GUINEA AND THE SOLOMON ISLANDS

ALSO:

FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT



U.S. GULF/AUSTRALASIA SERVICE VESSELS CALLING AT
FIJI, ETC., WHEN SUFFICIENT INDUCEMENT OFFERS FROM U.S. GULF PORTS



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.



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 Sweden, 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 Pty. Ltd., 275 George Street, Sydney (29-2551).

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. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Valmate from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Sauranga (NZ) for timber.

Details from Union Steam Ship Co. of NZ, 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 St., 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 Majuro 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, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, with occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Aust. 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 Moresby, Samarai, Rabaul, Wewak, Madang, Lae, Port Moresby, Sydney, Melbourne.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Lae, Madang, Lombrum, Kavieng, 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 four weeks from Sydney to Brisbane, Port Moresby, Samarai and return.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation vessel Papuan Chief leaves Sydney every two weeks for Brisbane and Port Moresby.

Details from Swire and Yull Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Sletfjord, Saidor, Sarang and Sletholm leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Puleborn, 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, Vanolse, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transshipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal 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 monthly return service with the 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 vessel Ninghai maintains 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, Labasa, 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 and Co. Ltd., Customs Street East, Auckland (49930).

NZ - TAHITI - COOK ISLANDS

Holm and Co. Ltd. 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 Niuvakai 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 Aoniui. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco. Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on S Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 3 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 th. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Auckland, 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.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900, arr. Honolulu 0740, dep. 0900, arr. San Francisco 1545.

Tues.: 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.: Dep. Syd. 1500, arr. Nadi 2050, dep. 2135, arr. Honolulu 0540, dep. 0900, arr. San Francisco 1545.

Tues., Sat., Sun.: Dep. 1700, arr. Nadi 2250, dep. 2335, arr. Honolulu 0740, dep. 0900, arr. San Francisco 1545.

Tues., Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1100, arr. San Francisco 1745.

Tues., Wed., Fri., Sun.: Dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0710.

Tues., Tues., Fri., Sat.: Dep. San Francisco 1745, arr. Honolulu 2055, dep. 2230, arr. Nadi 0245, dep. 0400, arr. Syd. 0610.

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, dep. 1000), Los Angeles, arr. 1655.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "FIJI MARU" V-18

Dep. JAPAN April 30.

GUAM May 5-6.

PAGO PAGO May 17-18.

APIA May 18-19

SUVA May 22-23.

LABASA May 23-24.

LAUTOKA May 25-26.

NOUMEA May 28-30.

VILA June 9.

SANTO June 10-11.

Heavy lift, reefer space 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.

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., Wed., 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.

NOTE: From April 1 UTA schedules will change—see your travel agent or UTA.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)

Alt. Sun. (Mar. 17, 31): 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. Honolulu 2145, dep. 2245 (cross Dateline), arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.

Alt. Sun. (Mar. 10, 24): 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.

● PIM's shipping and airways timetables are correct to time of publication.

NZ - AM. SAMOA, TAHITI or HAWAII - USA

PANAM (with 707's)

Mon.: Dep. Auck. 2355, arr. Papeete 0640

Mon., dep. 0750, arr. Los Angeles 1735.

Thurs.: Dep. Auck. 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. Auck. 1015.

Sat.: Dep. Auck. 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 0625

Sat., dep. 0725, arr. Sydney 1055.

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 ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1045, arr. Nadi 1640.

Wed.: Dep. Nadi 0800, arr. Sydney 1015.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Flying-boats)

About twice weekly from Rose Bay. Time of departure depends on high tide in the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Mon., Fri.: Dep. Sydney 1100 for Noumea, arr. 1430, dep. 1545 for Sydney, arr. 1735.

Tues., Sun.: Dep. Noumea 0930, arr. Syd. 1150, dep. 1310, arr. Noumea 1705.

Wed.: Dep. Syd. 0910, arr. Noumea 1320.

Fri.: Dep. Syd. 1100, arr. Noumea 1430 dep. Noumea 1345, arr. Syd. 1545.

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.

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., 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.

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.

Sun.: Dep. Syd. 0700, arr. Pt. Moresby 1040.

TAA: Tues., Thurs., Sat., Sun.: Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140. (Sun. 10 mins later).

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.

TAA: Tues., Thurs., Sat.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1345, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.
 Fri.: Dep. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.
 Sun.: Dep. Pt. Moresby 1240, arr. Syd. 1605, dep. 1800, arr. Melb. 1910.
 TAA and ANA each operate a weekly DC4 from Sydney to P-NG with cargo only. These are:
 ANA: Thurs., Dep. Syd. 1930, arr. Bris. 2205, dep. 0200 Fri., arr. Pt. Moresby 0850.
 at.: 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.
 on.: 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)

on.: Dep. Townsville 1230, arr. Cairns 1325, dep. 1430, arr. Pt. Moresby 1650.
 ed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Viscounts)

hurs.: Dep. Cairns 1615, arr. Pt. Moresby 1815.
 i.: Dep. Pt. Moresby 0825, arr. Cairns 1025.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

PANAM (with 707's)

i.: Dep. Pago Pago 0610, arr. Auckland Sat. 0845.
 t.: Dep. Auckland 2140, arr. Pago Pago Sat. 0205.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

illy: DC8 dep. Auckland 2130, arr. Nadi 0020, dep. Nadi 0505, arr. Auckland 0755.

t.: DC8 dep. Auckland 0100, arr. Nadi 0350.

NOTE: Mon., Sat. flights ex-Auckland d Tues., Sun. flights ex-Nadi are erated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8)

t.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445 Fri.

t.: Dep. Pago Pago 1600 (cross Date-line), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

NZ - NEW CALEDONIA

AIR-NZ (DC8's)

a.: Dep. Auckland 1300 for Noumea, arr. 1445.

a.: Dep. Noumea 1600 for Auckland, arr. 1930.

NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)

Mon., Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.

Tues., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

UTA-French Airlines (with DC8's)

Fri.: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Fri. 0635.

Thurs.: Dep. Papeete 0725 for Auckland (cross Dateline), arr. Fri. 1055.

● *PIM's shipping and airways schedules are correct to time of publication.*

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)

Monthly services operate from Santiago to Papeete, via Easter Island. Aircraft spend a four-day stopover in Tahiti before returning to Chile.

Details from LAN-Chile, Santiago.

FIJI - GILBERT & ELLICE ISLANDS

FIJI AIRWAYS LTD. (with HS748)

Alt. Sun. (Mar. 10, 24): Dep. Suva 0700, arr. Nadi 0745, dep. 0830, arr. Funafuti 1130, dep. 1215, arr. Tarawa 1545.
 Alt. Mon. (Mar. 11, 25): Dep. Tarawa 0800, arr. Funafuti 1130, dep. 1215, arr. Nadi 1515, dep. 1600, arr. Suva 1645.

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NUKUALOFA - VAVAU - NIUE

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 Beaufort House, Gravel Lane,
 London, E.1.

BURNS PHILP
 (SOUTH SEA) CO. LTD.
 Suva.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with HS748)
Thurs.: Dep. Suva 0700, arr. Nadi 0745,
dep. 0830, arr. Vila 1015, dep. 1100,
arr. Santo 1200, dep. 1245, arr.
Honiara 1550.

Fri.: Dep. Honiara 0730, arr. Santo 1030,
dep. 1115, arr. Vila 1215, dep. 1300,
arr. Nadi 1630, dep. 1715, arr. Suva
1800.

NOTE: Times to alter from April.

FIJI - TONGA

FIJI AIRWAYS LTD. (with HS748)
Wed., Sat.: Dep. Suva 1030, arr. Tonga
1340, dep. 1430, arr. Suva 1545.

NOTE: Times to alter from April.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with HS748)
Tues.: Dep. Suva 1030 (cross Dateline),
arr. Apia Mon. 1435.
Mon.: Dep. Apia 1525 (cross Dateline),
arr. Suva Tues. 1730.

NOTE: Times to alter from April.

HAWAII - AM. SAMOA - TAHITI

PANAM (with 707's)
Tues.: Dep. Honolulu 1300, arr. Pago Pago
1710, dep. 1755, arr. Papeete 2145.
Tues.: Dep. Papeete 2255, arr. Pago Pago
Wed. 0105, dep. 0145, arr. Honolulu
0750, dep. 0900 for Los Angeles, arr.
1555.

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)
Tues.: Dep. Noumea 0800, arr. Santo 1040
dep. 1110, arr. Vila 1215, dep. 1530
arr. Noumea 1725.
Fri.: Dep. Noumea 0800, arr. Vila 0955
dep. 1315, arr. Santo 1420, dep. 1450
arr. Noumea 1730.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA (with DC4)
Second Wed. each month.
Wed. (Mar. 13, 27): Dep. Noumea 0800
arr. Wallis 1530.
Thurs. (Mar. 14, 28): Dep. Wallis 1100
arr. Noumea 1630.

NEW GUINEA - WEST IRIAN

TAA (with DC3's)
Fortnightly flights leave Lae, vi
Wewak, to Sukarnapura and return th
next day (Mar. 12, 26).

P-NG - SOLOMONS

TAA (with Fokker Friendships)
Tues.: Dep. Pt. Moresby 0700, arr. Lae
0800, dep. 0840 for Buka, Munda
Yandina, Honiara, arr. 1630.
Wed.: Dep. Honiara 0730 for Yandina
Munda, Buka, Rabaul, Lae, Pt. Moresb
arr. 1415.
The Fokker calls at Yandina on alternat
Tuesdays (Mar. 19, Apr. 2), an
Wednesdays (Mar. 20, Apr. 3).

TAHITI - USA

UTA-French Airlines (with DC8's)
Wed.: Dep. Papeete 1000, arr. Los Angele
1955, dep. Wed. 2345, arr. Papeete
Thurs. 0610.
Fri.: Dep. Papeete 1000, arr. Los Angele
1955, dep. Fri. 2345, arr. Papeete 0610
Sat.: Dep. Papeete 0810, arr. Honolulu
1340, dep. 1505, arr. Los Angeles 2200

PANAM (with 707's)

Thurs.: Dep. Los Angeles 1300, dep. Hono
lulu 1730, arr. Papeete 2255.
Fri.: Dep. Papeete 0130, arr. Honolulu
Fri. 0650, dep. 0900, arr. Los Angele
1555 Fri.
Sat.: Dep. San Francisco 2200, dep. Lo
Angeles 2359, arr. Papeete 0615 Sun.
Mon.: Dep. Papeete 0750, arr. Los Angele
Mon. 1735, arr. San Francisco Mon
1950.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES (with DC3)
Daily: Dep. Apia 1600, arr. Pago 1640
dep. Pago 1705, arr. Apia 1745.
Mon., Wed., Thurs, Fri.: Dep. Apia 0800
arr. Pago 0840, dep. Pago 0905, arr.
Apia 0945.
Sun.: Dep. Apia 0445, 0545, arr. Pag
0525, 0625, dep. 0630, 0730, arr. Api
0710, 0810.

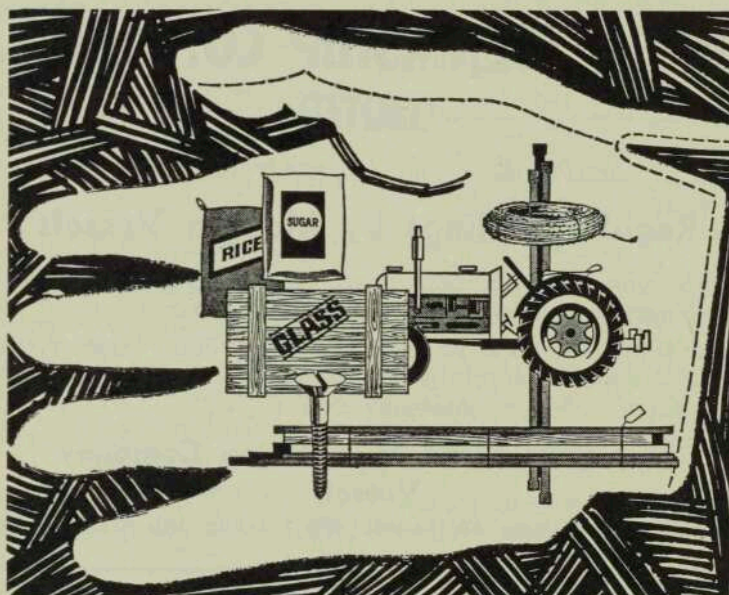
W. SAMOA - TONGA

POLYNESIAN AIRLINES (with DC3)
Sun.: Dep. Apia 0830, arr. Tonga Mon
1130.
Mon.: Dep. Tonga 1215, arr. Apia Sun
1515.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC4)
Tues., Dep. Apia 1330 (cross dateline)
arr. Nadi 1630 Wed., dep. 0345 Thurs.
arr. Wallis Is. 0630, dep. 0700 (cross
dateline), arr. Apia 0940 Wed.

AUSTRALIA-WEST PACIFIC LINE



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New Guinea is assured "Kid Glove Service" when
entrusted to Australia-West Pacific Line.

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Papua/New Guinea Trade.

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Brisbane and Adelaide—Gibbs Bright & Co. Pty. Ltd.
Lae, Rabaul, Madang—New Guinea Company Limited.
Port Moresby—Island Products Limited.

AUSTRALIA WEST PACIFIC LINE



Fri.: 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 a HS748 operates regular services to Labasa, Mateti, Nadi, Suva and Savusavu. Details from Fiji Airways, Victoria Parade, Suva.

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-boat, operates regular services to Bora Bora, Huahine, Papeete, Raiatea and Rangiroa.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

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, Bullo, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kandrian, Kavieng, Kerema, Kieta, Lae, Madang, Malalaua, Manus, Minj, Misima, Mt. Hagen, Munda, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiaua, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Zangoru.

Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losula, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Torona, Tapini, Vivigani, Wanigela and Voitape.

NEW CALEDONIA

Air Caledonie, with Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvéa, Poindimie, Thio, Tiga and Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Anietyum, Epi, Fromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa 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 Sandana.

Details from Megapode Airways, PO Box 03, Honiara. BSIP.

Oil, mining shares hit the big time

(Continued from p. 23)

quantities of gold gave the company an unattractive return last year, and dividend was omitted.

Pacific Islands Mines chairman, Mr. G. W. Noe, told *PIM* the current popularity in his company's shares was either speculation on a gold price rise or conjecture that a copper prospect at the company's project at Misima Island, Papua, would be a good one.

PI Mines, which has been looking for commercial gold on Misima for the past nine years—the last three in conjunction with Cultus Exploration Ltd., of Canada—announced an "interesting" copper prospect on Misima last December.

There were two new developments in February.

PI Mines began a four-month physical and geochemical survey to examine the copper prospect.

Cultus formed a new company, Cultus Pacific NL, to take over its existing operations in Australia and the Pacific, the main operation being the Misima gold-copper prospect.

Cultus Pacific was formed with a nominal capital of \$2.5 million, of which, it is understood, \$250,000 is paid-up.

This led to speculation that a public float would be announced in March to exploit Misima's mines.

(A PI Mines subsidiary, Oceanic

Minerals Development Pty. Ltd., holds mining rights over the 22 square-mile mineralised region of Misima.)

If a float does eventuate it is expected that the faithful shareholders of PI Mines, who have been given optimistic exploratory reports for nearly 10 years without any return for their money, will get priority to new shares.

Nearly two years ago Cultus issued a circular to shareholders saying that gold and silver worth \$A30 million was indicated on Misima.

Papuan Apinaipi

A spokesman for Papuan Apinaipi told *PIM* that the improved showing for his company's shares was due to developments in Queensland as well as the Gulf of Papua gas strike.

Papuan Apinaipi, a member of the Associated Oil group, transferred its oil exploration lease in the Gulf of Papua, adjacent to Oil Search's permit, to an American oil company, Marathon Continental, several years ago.

However, the company still has a minor Papuan interest because if Marathon finds oil in commercial quantities, Papuan Apinaipi is entitled to an overriding royalty.

In Queensland, the Associated Oil group recently took part in increased exploration for gas, oil and minerals.

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

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NEW HEBRIDES

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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.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

DEATHS OF ISLANDS PEOPLE

Mr. Thomas Lloyd Armitage

Mr. Thomas Lloyd Armitage, well-known planter in Papua for 23 years, and for the past three years a director of Steamships Trading Co. Ltd., died in Port Moresby of a heart attack on February 13.

He was 46.

Mr. Armitage, whose family had a sheep station near Dubbo, New South Wales, arrived in Papua in early 1946 to work as a plantation assistant for the British New Guinea Development Company.

He became an expert on copra, rubber and cocoa during the next 20 years, working at Daru, Kerema, Abau, and Milne Bay.

He joined Steamships in the early 1960's as a plantation inspector.

Mr. Armitage is survived by his wife, Muriel, and daughter, Bronwyn, 17, of Port Moresby.

Mr. J. E. Bish

Mr. John Edward Bish, who died at Lami, Fiji, on January 29, aged 78, had a long maritime career.

He was born in New Zealand, and served his indentures as an engineer with W. H. Terry and Sons and Bish Engineering Works, Suva.

He became a USS Co. engineer in 1913, and worked his way up to become chief engineer.

In World War II he was a member of the FRNVR, and supervised the repair of US Navy ships in Suva.

After the war he joined the Fiji Government as a mechanical engineer, and retired in 1952.

Mr. Bish, in World War I, served in the USS Co.'s cargo ship *Wairuna*, which was captured by the German raider, *Wolf*.

Mr. Norman Marchant

An Australian master builder, Mr. Norman Marchant, who helped build the new government offices in Fiji during World War II, died in Sydney on February 28, aged 73.

He left a widow and three sons.

Mr. B. M. Sellers

Mr. Basil Sellers, formerly Superintendent of Prisons in Fiji, died on February 7.

He was a kindly man who introduced several reforms in the Fiji Prison Service. The major one was the establishment of a prison farm at Naboro, a few miles out of Suva.

He was born in London in 1903 and trained as a mechanical engineer before migrating to New Zealand.

He went to Fiji during World War

II, and commanded the 2nd Dock Company, FMF, in the Solomons.

From 1946 to 1948 he was aide-de-camp to the then Governors, Sir Alexander Grantham and Sir Brian Freeston.

Mr. Sellers entered the Fiji Prison service in 1948 as Assistant Superintendent of Prisons, and became Superintendent in 1956. He retired in 1964.

Mr. Sellers was a prominent bowler and wrote a weekly column on bowling for *The Fiji Times*.

He was a member of the Transport Control Board.

Mr. Sellers leaves a widow.

Mrs. Rose Blair

Mrs. Rose Blair, a well-known Fiji resident, died at Suva in mid-February, aged 83.

She was born on the island of Taveuni, the only daughter of Mr. and Mrs. John Wall, who owned a plantation.

Mrs. Blair lived in Sydney for a number of years, and in 1911 returned to Fiji to marry Mr. A. M. B. Blair.

When Mr. Blair retired—he was with the Government Printer and later with the Fiji Times and Herald Ltd.—Mr. and Mrs. Blair lived on the island of Namuka.

They returned to Suva in 1946, after Mr. Blair sold his Namuka interests. Mr. Blair died some years ago.

Mrs. Blair is survived by a son and a daughter.

Mr. A. V. Ram Narayan

Mr. A. V. Ram Narayan, who died at Lautoka, Fiji, in January, aged 62, was a well-known teacher and administrator in Fiji.

After his retirement from school teaching he became Assistant District Officer, Lautoka, a post he held at his death.

He leaves a widow and two sons.

Mr. P. L. Jackson

The death occurred in Sydney on January 19 of Mr. Peter Lewis Jackson (formerly Lazarus) after a short illness. He was well-known in Fiji.

Mr. Jackson was the son of Mr. and Mrs. Lewis Lazarus, and was born in Suva on November 3, 1913. He was educated in Suva and at Kings College, Auckland.

During World War II he held the post of Major OC, 4th Fiji Battalion.

He left a widow Beryl, and four children.

PERPETUAL FLAME FOR WEWAK SURRENDER MEMORIAL

Wewak's Returned Servicemen's League plans to add a perpetually burning flame to the memorial at Cape Wom which was erected to mark the Japanese surrender in 1945. Land at the memorial has been given to the RSL by Sepik villagers.

The RSL plans to put up some seats and barbecue fireplaces on the land, and these will be available to the public.

Saravina Radrotini

Saravina Radrotini, last villager from the old village of Suva, which is now the site of Suva's Botanical Gardens, died in February. She was in her 86th year.

Captain J. C. Radley

Captain John Clifton Radley, for 32 years a Seventh-day Adventist missionary in the South-West Pacific, died at his home in Swansea, NSW, on February 19, aged 73.

Captain Radley was born at Castle Hill, NSW. He studied for mission service from 1915-17 at the Australasian Missionary College (now Avondale College, Cooranbong). Captain Radley's first mission appointment was as mate on the mission ship *Melanesia*. He commanded several Adventist mission vessels in the South-West Pacific operating from mission bases in the Solomon Islands, the New Hebrides and New Guinea.

He leaves a widow, Rose, and two daughters.

Mrs. May James

Mrs. May James, widow of the late Mr. E. A. ("Jimmy") James, died in Brisbane in mid-February. She lived in Papua for about 40 years.

Mrs. James, formerly Mrs. F. D. Ross, of Obu Plantation, Papua, married Mr. James in 1955. He died in 1963.

Mr. James ran the newspaper *Papuan Courier* for many years until 1942.

Mrs. James is survived by a daughter, Mrs. Ivan Champion, and a son, Mr. S. Ross, who works for the Australian Department of Civil Aviation.

TONGA WILL GO IT ALONE

(Continued from p. 19)

path chosen is a path one would have expected Tonga to have taken. If Queen Salote were still on the throne probably it would not have been made at this stage, for the old Queen had a very high regard for things British and was content to remain under Britain's umbrella. Her elder son has a forward turn of mind, although certainly no less an appreciation of what Britain has done in giving, for so long, the protection which has allowed Tonga to retain her identity. But it's a freer hand that he wants.

Although the king has not made any specific announcement, it seems certain that Tonga will seek to join the South Pacific Commission as a full member. This will make for a more active organisation of the type which has been sought in recent years by Fiji's Chief Minister, Ratu K. K. Mara. Western Samoa was admitted to membership a couple of years ago after the SPC articles were changed to allow membership to any independent South Pacific nation. Nauru, which achieved its independence on January 31, has already an-

nounced it will seek full membership.

With Western Samoa, Nauru and Tonga all pushing their weight on the commission, there should be a lot more excitement in the South Pacific.

Tonga's exact political position has always been rather vague. Politically she is referred to as a constitutional monarchy, yet Tongans are not only Tongan subjects but British Protected Persons. Tonga has been a British Protected State since the treaty of 1900. There was an earlier treaty of November, 1879, not as far-reaching, and there were various agreements over the years up to the time of the revision of 1958. (For the treaty details, see p. 19.)

British advice is passed on through a British Commissioner and Consul in Nukualofa, and there has also been a long-standing tradition that the Secretary to the Government of Tonga, who is an important cog in the working of the administrative machinery, should be a British colonial officer on secondment.

The Tongan Government has developed along British lines and con-

sists of the sovereign, the Privy Council and Cabinet, the Legislative Assembly and the judiciary.

Seven Tongans comprise the Cabinet, with the Premier presiding—the Premier at the moment being King Taufa'ahau's brother, Prince Tu'ipelehake. Both men were educated in Sydney.

There is no reason why Tonga shouldn't manage very well, especially now that she has been put on her feet as a result of British financial help with a five-year development plan. Growing population pressure will result in the population—at present 77,000—doubling in 24 years. With improved education facilities and with the impact created by an increased flow of tourists, Tongans will want something better than a village economy and low wages.

The significance of the Tongan decision for Australia and New Zealand is that with the loss of the British umbrella after more than 60 years Tonga will quite clearly be within their orbit. In time of trouble, financial or otherwise, they will not be able to tell themselves that Tonga is Britain's responsibility.

Index to Advertisers

Dams Industries . . . 69
Air India International . . . 38
Air New Zealand Ltd. . . 42
Angus & Robertson . . . 91
Appleton, N. V., Pty. Ltd. . . 48
Arnott, Brockhoff & Guest
Pty. Ltd. . . 4
Arnott, Wm. Pty. Ltd. . . 16
Australia & New Zealand
Bank Ltd. . . 110
Australian Dairy Produce
Board . . . 88
Australian Department of
Trade & Industry . . . 78
Aust. International Travel
Centre Pty. Ltd. . . 46

ALM Paints Ltd. . . 80
Bank Line (Australasia) Pty.
Ltd., The . . . 122
Bethell, Gwyn & Co. Ltd. . . 127
Blum, A. J. & G. . . 46
Raybon Bros. Pty. Ltd. . . 111
British Solomons Trading Co.
Ltd. . . 147
Brownbult Ltd. . . 8
Brunton & Co. . . 144
P. . . 1, 144, cov. iii

adbury-Fry-Pascall Pty. Ltd. . . 61
ernation Co. Pty. Ltd. . . 56
erpenster, W. R. & Co. Ltd.
Ltd. . . 55, cov. iv
I.G. Ltd. . . 14
assified Advertisements . . 132
ammond Radio Co. . . 148
S.R. Building Materials
Sales Pty. Ltd. . . 7
unningham, R. H., Pty. Ltd. . . 6
stex . . . 146

Daihatsu Kogyo Co. Ltd. . . 93
Dairy Frost Pty. Ltd. . . 3
Daiwa Shipping Line . . . 125
Drumbeie Liqueur Co. . . 46
Dunlite Electrical Co. Ltd. . . 140
Earlwood & Canterbury Per-
manent Building Society
Ltd. . . 96
Election Importing Co. . . 5
Electro Motion Export Pty.
Ltd. . . 111
Everyday Products Pty. Ltd. . . 110

Facade Bookshop . . . 46
Ferrier & Dickinson Pty.
Ltd. . . 100
Fiat Motors of Australia
Ltd. . . 70, 71
Fiberglass (A/asia.) Pty. Ltd. . . 108
Filmo Depot Ltd. . . 142
Fordigraph Pty. Ltd. . . 82
Forminex Pty. Ltd. . . 98

Gillespie Bros. Pty. Ltd. . . 145
Grove, W. H. & Sons Ltd. . . 148

Haig, John & Co. Ltd. . . 46
Handi Works Pty. Ltd. . . 104
Hardie, James & Co. Pty.
Ltd. . . 86

Heinz & Co. (Aust.) Ltd.,
H. J. . . 84
Hellaby, R. & W., Ltd. . . 106
Hollands, Keith Shipping Co.
Pty. Ltd. . . 104
Hornbrook, M. R. (Pty.) Ltd. . . 105
Hutchinson, Robert Ltd. . . 76

I.C.I.A.N.Z. Ltd. . . 9
International Harvester Co.
of Aust. Pty. Ltd. . . 60

J. Stanley Johnston . . . 86
Kerlander New Guinea Line
Ltd. . . 108
Kerr Bros. Pty. Ltd. . . 142
Kraft Foods Limited . . . 15

Lingard Investments . . . 110

Macquarrie Boundy Pty. Ltd. . . 136
Mendaco . . . 142
Mick Simmons . . . 103
Millers Ltd. . . 102, 146
Moorhouse The Machinery
Man Pty. Ltd. . . 112
Morris Hedstrom Ltd. . . 58
Mungo Scott Pty. Ltd. . . 94
Murray, Sons & Co. Pty.
Ltd. . . 2

Napier Bros. Ltd. . . 134
Nederland Line & Royal
Rotterdam Lloyd . . . 122
Nelson & Robertson Pty. Ltd. . . 40
N.G. Aust. Line . . . 95
Nissan Motor Co. Ltd. . . 74, 75
Nixoderm . . . 146
Northern Hotels Ltd. . . 40
Nylex Corporation Ltd. . . 54

Ogden Industries Pty. Ltd. . . 64

Pacific Islands Society, The . . 144
Pacific Islands Transport Line
Pacific Publications Pty. Ltd. . . 82, 91, 146
Philips N.V. . . 73
Polynesia Line Ltd. . . 46
Prouds (Fiji) Ltd. . . 50

Qantas . . . 44
Qld. Insurance Co. Ltd. . . 146

Rabaul Photographic . . . 112
Rabone Chesterman Ltd. . . 2
Reckitt & Colman Pty. Ltd. . . 13

Rempoy Ltd. . . 12
Rothmans of Pall Mall (Aust.)
Ltd. . . 53

Selected Products . . . 144
Shaw Savill & Albion Co.
Ltd. . . 44
Shelley & Sons Cordial
Factory Pty. Ltd. . . 109
Small & Shattell Pty. Ltd. . . 66
Southern Pacific Insurance
Co. Ltd. . . 142
Stapleton, J. T., Pty. Ltd. . . 50
Steel Boat Building Co. of
Aust. . . 103
Stewarts & Lloyds (Dist.)
Pty. Ltd. . . 6
Sullivan (Export) Ltd. . . 145

T.A.A. . . cov. ii
Taif, W. S. & Co. P/L . . 133
Tatham, S. E., & Co. P/L . . 11
Tilley Lamp Co. Ltd., The . . 68
Tooth & Co. Ltd. . . 147
Toyota Motor Sales Co. Ltd.
Ltd. . . 62, 63
Trans Pacific Marine Ltd. . . 101
Tulloch Ltd. . . 138
Turners Supply Co. Ltd. . . 142

Union Steam Ship Co. of
N.Z. Ltd. . . 127

Victa Mowers . . . 143
Vi-stim . . . 144

Watkins-Dow, Ivon Ltd. . . 138
Weymark Pty. Ltd. . . 144
Whites Aviation . . . 142
Wilhelmsen, W., Agency P/L . . 128
Wise Bros. Pty. Ltd. . . 107

Yorkshire Insurance Co. Ltd. . . 143

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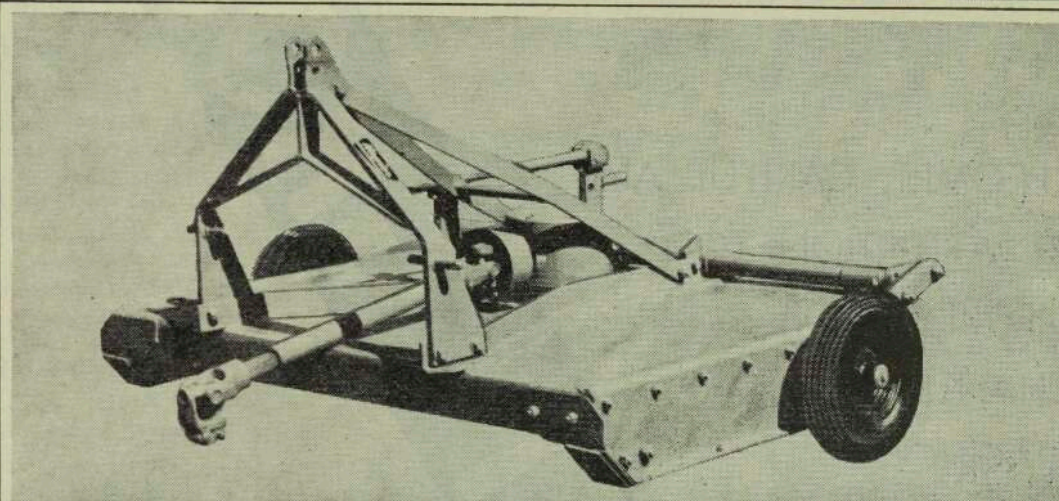
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133

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THE PRACTICAL PLANTER



- The Loiseau-Tarpen tea harvester, described in this article, comprises a tractor (right) built by the Societe des Etablissements Loiseau, of France, and a cutter conveyor unit built by Tarpen Engineering Co. Ltd., of England. A tractor, with the cutter conveyor unit attached, is pictured below.

Mechanical harvesting may overcome high costs in New Guinea tea industry

Because hundreds of workers have to be employed to harvest tea by hand-plucking, the economic production of this crop has been restricted to countries where labour costs are low.

In New Guinea, where wages and other costs are higher than in India and Ceylon, some form of mechanical harvesting may have to be used to overcome this when the infant tea industry begins to develop.

Thus, mechanical harvesters are very much in the news among planters there now.

By 1972 it is expected that 14,000 acres of the New Guinea Highlands will be under tea.

Tea employs more labour per unit area than any other large-scale crop in the world and the workers engaged in the vital part of plucking tea

leaves comprise nearly half of the entire labour force.

There are at least three ways of plucking tea leaves by machine which could be used in the territory.

These are manually-operated hand shears; shears operated by motors attached to the backs of the pluckers; and the Loiseau-Tarpen leaf cutter.

Double speed

The motorised hand shears pick leaves at twice the rate of the average hand picker. They usually have a knapsack generator powered

by a fractional horsepower petrol engine carried on the picker's back.

Rotating blades of the shears are edged with rubber. They snip the tea leaves off the tea plant, and direct them to a collecting box or basket. Quality is said to be better because the leaf is not bruised by the fingers.

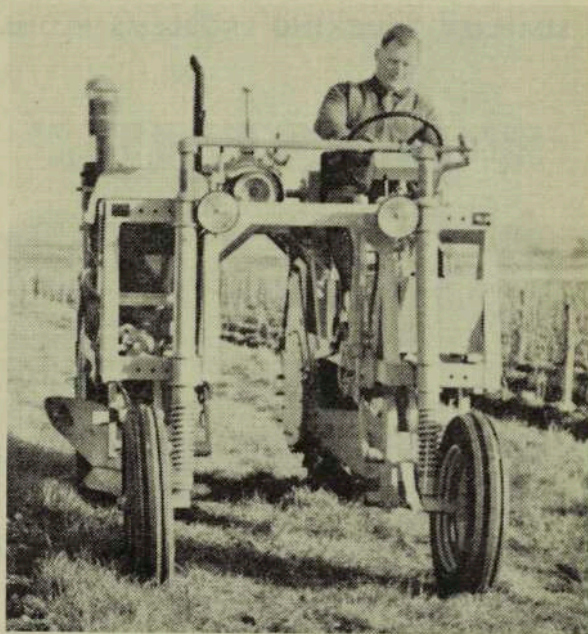
Adaptations of the Loiseau-Tarpen harvester are used in Russia and Argentina. But the tea plucked in Russia is used only for local consumption, and the Argentine tea is sold on world markets at low-grade prices.

Queensland tests

If New Guinea planters should use the harvester with good results, New Guinea will be the first tea-producing country to sell high-quality tea on the world market that has been plucked by machine rather than by hand.

The harvester comprises a tractor, constructed by the Societe des Etablissements Loiseau, France, and a cutter-conveyor unit (built by Tarpen Engineering Co. Ltd., England) which is attached to the tractor.

Tests have been carried out on one such harvester at Innisfail,



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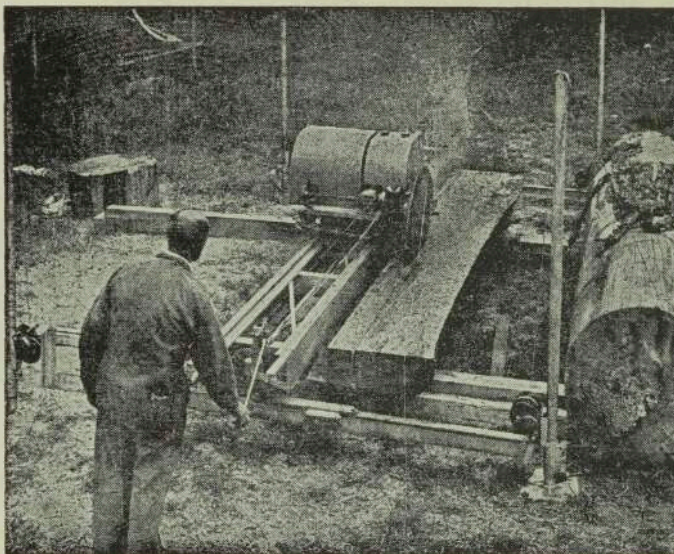
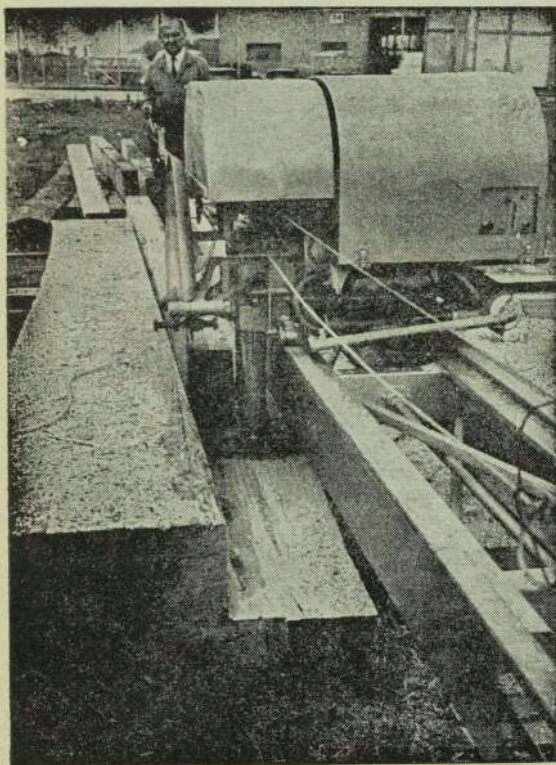


Illustration shows the machine cutting a flitch. The four support corner posts are fitted with winches for raising and lowering desired cutting depth. The operator is holding the power feed lever which is variable speed.

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

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

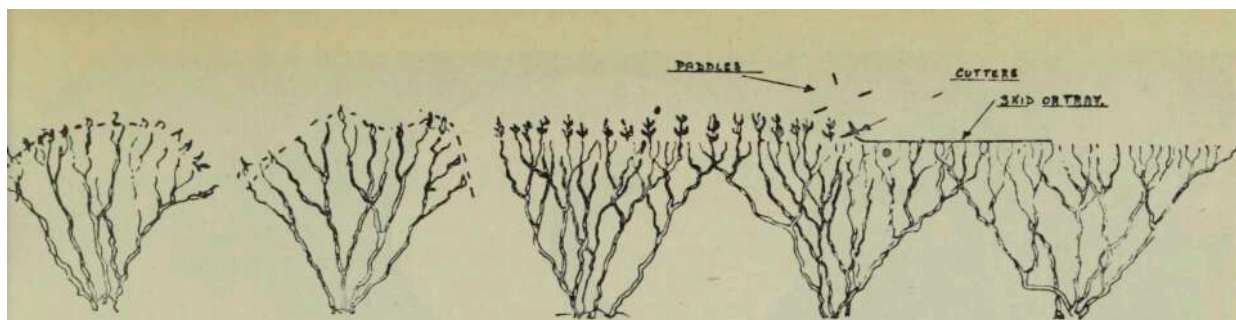


Illustration shows the feed control lever in upward position returning the power unit along the boom, at the same time removing the cut timber.

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Practical Planter

Queensland. Tea experts told *PIM* that the results were "very satisfactory". They felt the harvester would work well in New Guinea, where planters have planted their tea in systematic rows in anticipation of machines being used to pluck the leaves.

The machine tested in Queensland can operate over two hedged rows of tea plants, but it could be used in New Guinea when the tea has so far been planted in rows of only one plant.

By plucking 20 acres of tea in an eight-hour day the harvester would still be economical on single rows of plants.

Machines are now under trial which straddle the bushes and move on four twin-tyred wheels, the two front ones steering and the back ones providing the traction. The cut shoots are transferred by conveyor to a container.

Five machines can do about 20 miles of plucking a day.

Ideal plucking calls for discrimination between mature and immature shoots. This necessitates altering the level at which individual shoots are plucked, perhaps by an inch, or even more.

Main growers

A machine that operates at a single level can never emulate selection to this extent, although some discrimination has been obtained by fitting located just below the cutting mechanism, which pushes down the immature shoots. However this can be overcome to some extent. Hydraulic blade cutters in the test harvesters automatically rise and fall in the required cutting level up to two feet to deal with irregularities in the ground surface.

The main European tea growers in the Highlands are Mr. Ivor Manton, W. R. Carpenter and Co. Ltd., Kimel Plantations Ltd., the Australia New Guinea Corporation and Kurumul Plantations Pty Ltd.

(now run by Pioneer Concrete which recently took over its former owners, R. W. Williams Holdings Ltd., of Sydney).

Loiseau-Tarpen harvesters cost about \$10,000, manually-operated shears about \$10 each and motorised shears about \$200.

Mr. Ivor Manton, a Melbourne businessman, who has one of the tea estates in the Western Highlands, about 10 miles from Mount Hagen, has bought some hand shears very similar to the Japanese variety. Made of aluminium, the shears are light and easy for pluckers to use.

However, one thing for planters to keep in mind in selecting shears is that shears get blunt quickly, and then tend to tear the shoot on the tea stem. Mechanical harvesters can cut the shoot very cleanly. This is an important point to note because damaged stems or leaves can add greatly to the percentage of coarse, poor-grade tea leaves collected.

Hand shears

Hand shears have been used for over 50 years in Japan. They are also used, but not so widely, in South India, Indonesia and East Africa.

Tests made at the Tocklai Experimental Station in Assam, India, show that machine-cut leaf by mechanical harvesters may include as little as 50 per cent. fine leaf, the rest being coarse. Of the total harvest, 15 per cent. may be hard stalk and old leaf unsuitable for manufacture.

- Tea bushes must be trained for harvesting by the Loiseau-Tarpen harvester. At left are bushes that are hand-plucked. Those at right have been trained for machine harvesting.

Hand plucking of similar bushes adjacent to those mechanically harvested on the same day, gave 75 per cent. fine leaf, 25 per cent. coarse leaf, and no unsuitable leaf.

Hand plucking on a seven-day round gave almost 80 per cent. fine leaf and the rest coarse.

C. R. Harler, in his book, *Tea Growing* (Oxford University Press, 1966) describes Japanese shears as having blades eight inches long. One blade is fitted with a scoop and the other with a long open-ended bag, the mouth of which is kept open by a thick wire loop fixed to the blade.

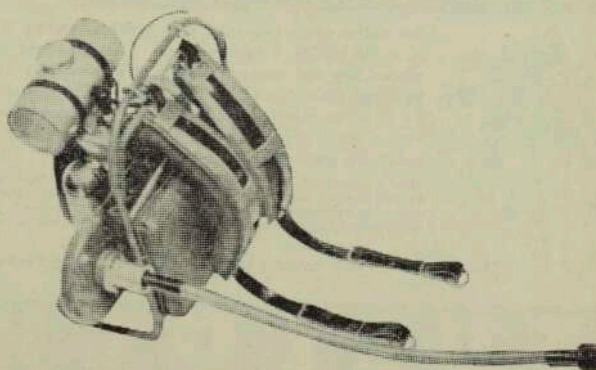
Pluckers keep the open end of the bag in their right hand with the right handle of the shears. When the bag is full it is emptied into a basket.

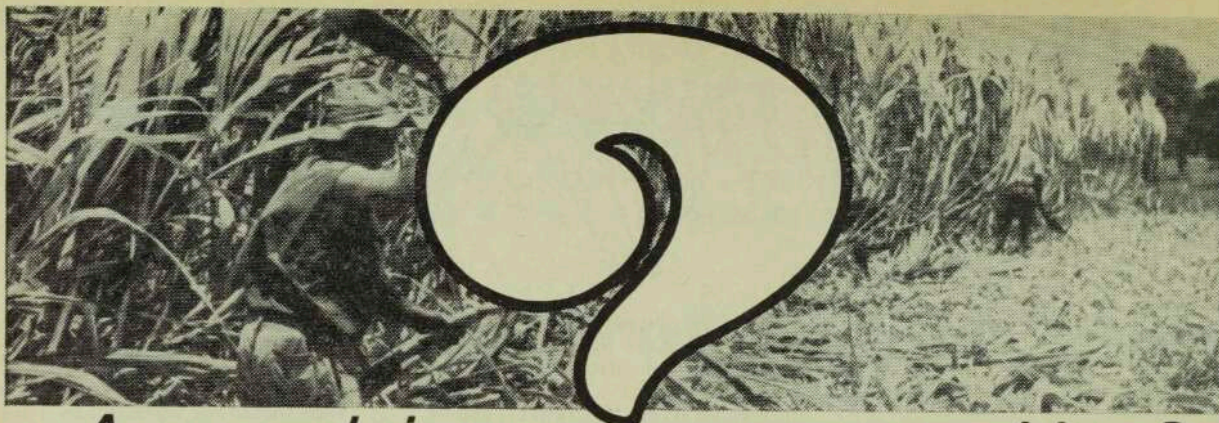
Indian pluckers used similar shears in Assam about the 1920's but they were not a success.

Harler says many types of mechanical harvesters have been tried in India, Ceylon and Africa but all gave results inferior to those obtained by hand plucking.

In Japan, an average woman plucker can pluck 200-250 lb leaf a day using the shears, and a man 300 lb. The record harvest is 450 lb in one day.

This Tarpen-Flex knapsack engine unit, weighing 17½ lb, can be carried on the back to provide power for tea-harvesting shears.





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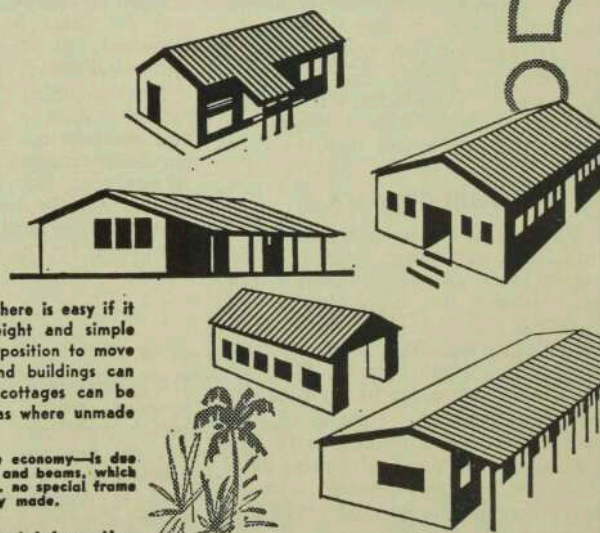
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B.S.I.P. COCOA RESEARCH WILL PROVIDE USEFUL GUIDELINES FOR GROWERS

Although cocoa research in the British Solomon Islands is still in its early stages, and no firm conclusions can be drawn from the work carried out so far, the research programme being followed there is of interest both to Solomon planters and cocoa growers elsewhere.

BSIP cocoa research was first begun, by the Department of Agriculture, in 1958 when a small experimental station was opened at Aimela, near Auki, Malaita. A much larger station was opened at Dala, Malaita, in 1961, and in 1963 a cocoa agronomist was appointed and a start made with a formal experimental programme.

Early trials dealt with basic research into fertilisers, pruning and spacing, but more recently this work has been extended to include problems of culture and varietal production.

Experiments are being carefully studied so that no recommendations will be made unless they are economically feasible.

In a recently published extension pamphlet (No. 11/67) from which the information in this article is extracted, the BSIP Department of Agriculture points out that considerable confusion has arisen from the multiplicity of techniques now being used by cocoa farmers and that it is "unfortunate that many of these practices have no real basis in proven research under local conditions and have merely aggravated local difficulties". In future research, with the agronomic and cocoa improvement programmes will be more closely aligned to the farmers' needs in an endeavour to remove any misunderstandings.

Main plantings

Dala was selected as a research station because the major cocoa acres in the Protectorate are planted on Malaita.

TOPOGRAPHY. The area of the experimental station is 243.5 acres. It is situated on an uplifted coral limestone platform 150-200 feet above sea level. Most of the station is flat or gently undulating and typical of much of the west coast of Malaita.

SOILS. The Dala soils are of a fine texture varying between a silty loam and a clay. They are derived from colluvial coral limestone material and are generally well

structured throughout the profile with no signs of impeded drainage. The topsoil is dark brown in colour and the subsoil is yellow to red. Acidity varies between pH 6.0 at the surface to 5.5 at a depth of 4 feet. The soils are generally low in potash but well supplied with phosphates and other elements. The nitrogen status is reasonable immediately after clearing but is dependent on the annual leaf cycle.

CLIMATE. The annual rainfall is over 100 inches and is well distributed throughout the year. There is no particular dry season.

Experimental programme

Fertilisers. From the work carried out at Yandina and the reports of various analyses it has been shown that many of the soils in the Protectorate are deficient in potash. The first experiment at Dala, therefore, was designed to investigate the effect of this and other fertilisers on the growth of young cocoa. Growth measurements and first year yields soon showed that potash was required for satisfactory growth though it was not clear how much as only one rate had been applied, viz., $\frac{1}{2}$ lb potash per tree.

The next step was to test a wider range of potash applications to find the optimum economic level for increased yields. A second experiment was therefore started early in 1967 with potash rates of from 0.5 lbs per tree. These are being applied to six year old Trinitario trees which have been previously yield recorded.

Spacing. Planting distances throughout the Solomon Islands have varied between 10 ft x 10 ft and 16 ft x 16 ft. An experiment was therefore laid down along with the first fertiliser experiment to find the optimum spacing for Trinitario over a range of 5 ft x 10 ft to 15 ft x 15 ft.

No recordings were taken for the first three years, but in the fourth year an attempt was made to assess the effects of management practices such as time and frequency of brushing to see if the closer spacing re-

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duces maintenance costs. Vigour, time taken to come into bearing and the incidence of pests and diseases are also being studied. This work is still continuing but as yet no conclusions can be drawn.

Shade. Most growers will appreciate that fertilising and spacing of cocoa are affected by the type of shade under which it is grown. To date it has not been possible to lay down precise rules for adjusting shade under thinned natural bush and it is still impossible to draw a true comparison between "natural" and artificial or planted shade.

No formal shade trials have been carried out as yet but at the time of writing, land is being cleared for a trial to test the interactions of shade, fertiliser and spacing with the object of finding the best combination under local conditions.

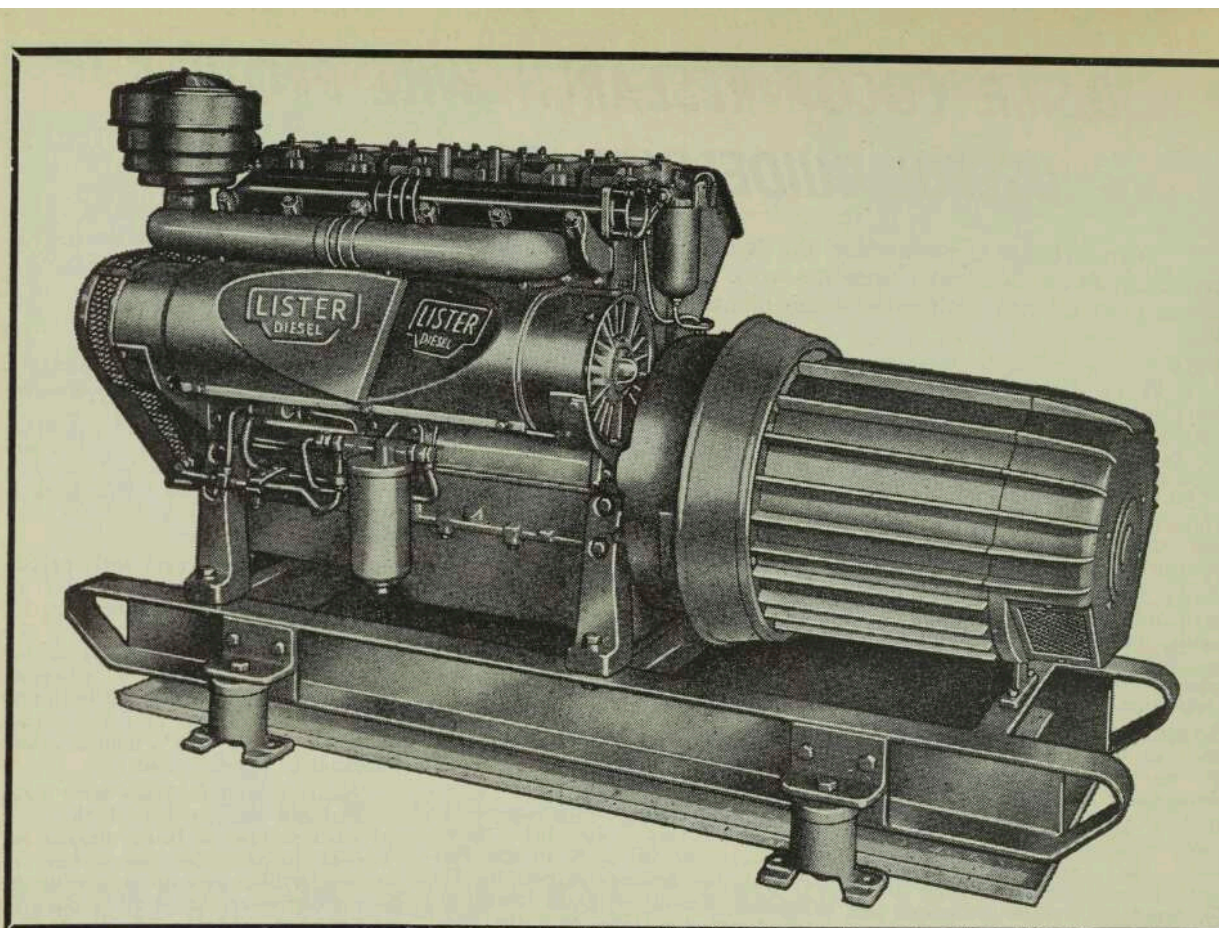
Shade species

Work is also being done on the collection and observation of planted shade species to supplement *Leucaena* which has been tried with varied success in the Protectorate. This experiment will compare high and medium shade densities with no shade, three rates of fertilisers and two extremes of spacing, 8 ft x 8 ft and 16 ft x 16 ft.

Planting. Different planting methods have been tried both by departmental staff and by private planters and there has been considerable controversy as to which method is the best. The work however, has not been based on scientific fact and a formal trial has now been laid down to find the cost and effect on growth of the following planting methods:—

- (i) basketed seedlings
- (ii) bare root seedlings
- (iii) beans at stake
- (iv) pre-germinated in trays.

The pre-germinated tray method consists of beans being planted in a seedbox and pre-germinated up to



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the hardening of the first two leaves, when they are transplanted into the field. In this way they avoid the insect damage common to seedlings germinating in the field and allow for some selection without the 66 per cent. wastage of beans as in the like method (iii).

Pruning. The problem of how to prune cocoa is also being investigated to find a simple and effective system. The basic difficulty appears to be whether or not the tree should be restricted to a single storey or allowed to form the natural multi-storeyed habit. At present two treatments are being studied for their effects on yield and management. These are:—

- (i) all chupons removed
 - (ii) two leading chupons left to form a second storey
- Both methods include normal branch pruning.

The first two years of yields have shown that there is an increase in yield of 25 per cent. on the pruned plots. As the experiment progresses however, this trend may be reversed.

Planting Material. When research first started at Dala the four types of seed available were:—

- (i) Trinitario, open pollinated, from the Keravat introductions
- (ii) Amelonado, open pollinated, from the North Borneo introductions
- (iii) Santa Cruz Trinitario, open pollinated, from the Santa Cruz introductions
- (iv) Amazon, open pollinated, from the Fiji introductions.

Although some individual yield records were available it was clear that a trial had to be established to compare their performance under own conditions. A trial was started in 1964, early vigour being compared by measuring the growth in height. The first indications at 24 months were that:—

- (i) Amelonado was more vigorous than unselected Trinitario and Amazon
- (ii) Amelonado was not more vigorous than the Trinitario from Santa Cruz
- (iii) there was no difference between unselected Trinitario and unselected Amazon.

However, later records showed that the Amazon type was proving more vigorous than the other types and when the number of flowering trees were counted at 27 months this type also proved to be more precocious than the others. These results will be complete until several years of yield

records can be correlated with girth increment and precocity.

Yields of these open pollinated Trinitario types on private farms have not been very high even when planted on reasonable soils with improved methods and optimum maintenance and clearly the most important limiting factor is the cocoa type.

The original Trinitario introductions came from high yielding trees growing at Keravat in New Britain. However, because they were high yielding in New Britain it did not necessarily follow that they would behave in a like manner under Protectorate conditions. In fact when they were distributed to farmers yields have proved to be disappointingly low.

It is known that Trinitario seed gives a wide range of tree types, from low to high yielding, and that some show greater vigour than others. If, therefore, we select locally the most vigorous and high yielding trees then we have made a step forward in improving the local planting material.

Even so, the range of material available in the Protectorate is still somewhat limited and further imports of clonal material of both Trinitario and Upper Amazon types are desirable to ensure that all potential sources are explored.

In addition a carefully planned selection and breeding programme is essential to produce higher yielding planting material than that currently available. The way this will be achieved is described below.

Cocoa improvement programme

Improvements can be effected in the type of cocoa being grown in the Solomons by:—

- (i) selection of local material
- (ii) importing hybrid seed and its parental material
- (iii) producing hybrids from local and imported material.

The first can be considered as a short term programme while the others are long term projects.

(i) **Selection of Local Material.** Records have been kept since 1958 of the individual tree yields on the Trinitario introductions planted at

Aimela Cocoa Observation Station. A study of these records and those at Dala Station has resulted in the selection of 43 high-yielding trees as potential parents for future breeding work. Seed from most of these trees has been planted at Dala with the following objects in view:—

- (a) to assess the parents more comprehensively
- (b) to test suitability for seed distribution directly from these parents.

Although this method is not strictly conventional, assuming that some of the selections show the desired characteristics, it will in fact mean that improved material will be available in a much shorter time than would otherwise have been possible. The method also has the advantage that the selections have been made under local conditions.

(ii) **Importing Hybrid Seed and its Parental Material.** BUDWOOD—

Plots of Amelonado were planted in 1966 to receive budwood of imported types during 1967. Clonal material of known Trinitario and Upper Amazon types will be established on the Amelonado and grown for observation. This material can eventually be used as a clone itself or in breeding work by hybridising with each other and with local selections under part (iii) of the improvement programme.

Unfortunately the hurricane damage to the Amelonado plots has set the whole programme back by 9-12 months.

HYBRID SEED—A second way of importing hybrid material which will shorten the length of time required to provide better planting material for farmers, is the use of hybrid seed. This method involves the importation of hybrid seed of known parentage and at the same time budwood of both the parents.

The hybrid seed will be planted under local conditions and the parents of those which prove to be the best will be used to establish hybrid seed gardens throughout the districts from which hybrid seed will be available for distribution to farmers.

This, however, is part of a long term project and it is not possible to say as yet when work will start.

(iii) **Producing Hybrids from Local and Imported Material**

As already mentioned this part of the programme will follow on from part (ii)—Budwood.

It must be emphasised that there is no quick answer to the problem of cocoa improvement and these methods will take anything up to seven years to develop. Ideally, of course, agronomic research should be

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laid and applied to the selections and introductions found suitable for local conditions from the cocoa improvement programme but this should ignore current problems which urgently need solution.

The two lines of research must therefore proceed simultaneously in the hope that results obtained from trials on planting, spacing, pruning, shade and fertilisers will also find application with improved cocoa trees.

Future investigations

Maintenance Problems. One of the most important problems facing cocoa farmers is the lack of income from the land during the early years of establishment. Cocoa cultivation does not lend itself to interplanting with foodcrops and once the farm has been planted with cocoa the farmer is reluctant to undertake maintenance work from which he sees no immediate return.

This frequently results in years of neglect at a critical period in the life of the tree and retards growth severely that the farm may never produce an economic crop.

To provide the farmer with some incentive for maintenance during this difficult period, research will be carried out on the use of cash crops such as banana and papaw as temporary shade. At the same time it is hoped to find a leguminous cover crop which will reduce the amount of brushing and also improve the soil.

Mulching. A further method of overcoming maintenance problems is the use of mulch as a weed control. It is intended to carry out a series of trials on different planting systems such as cocoa planted in a hedgerow or mulch plants growing between the rows which would provide a regular supply of mulch right where it is needed.

Fertilisers. Apart from investigating the type and quantity of fertiliser to be applied, work will also be carried out on the time and method of application. For example how often it should be applied during the year and whether it should be broadcast on the ground or placed in the holes. In addition the possibility of trace elements will not be overlooked and simple experiments will be conducted to find what is deficient and how it affects the present status of the soil and the tree.



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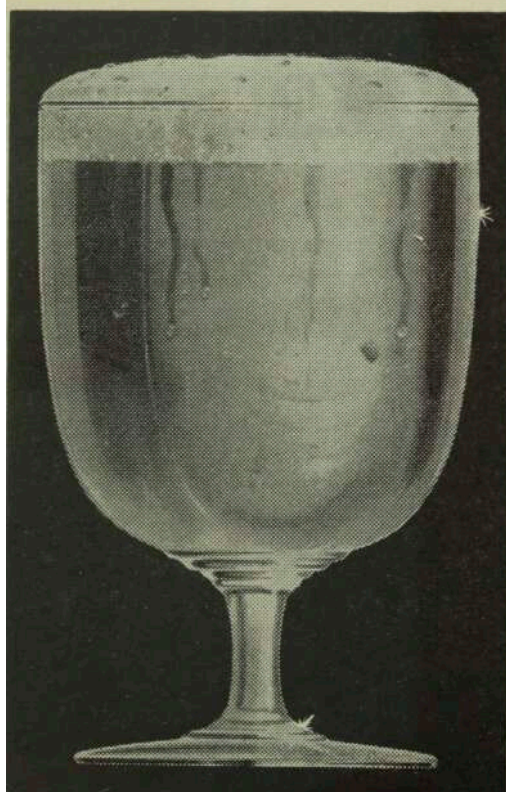
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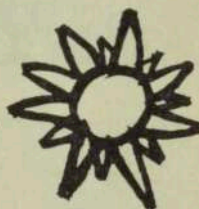
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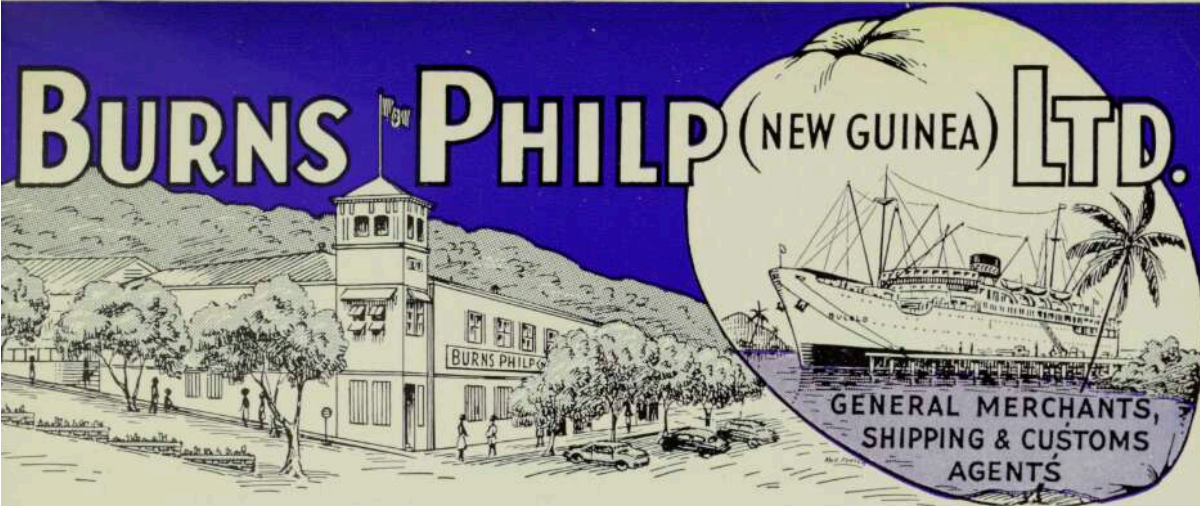
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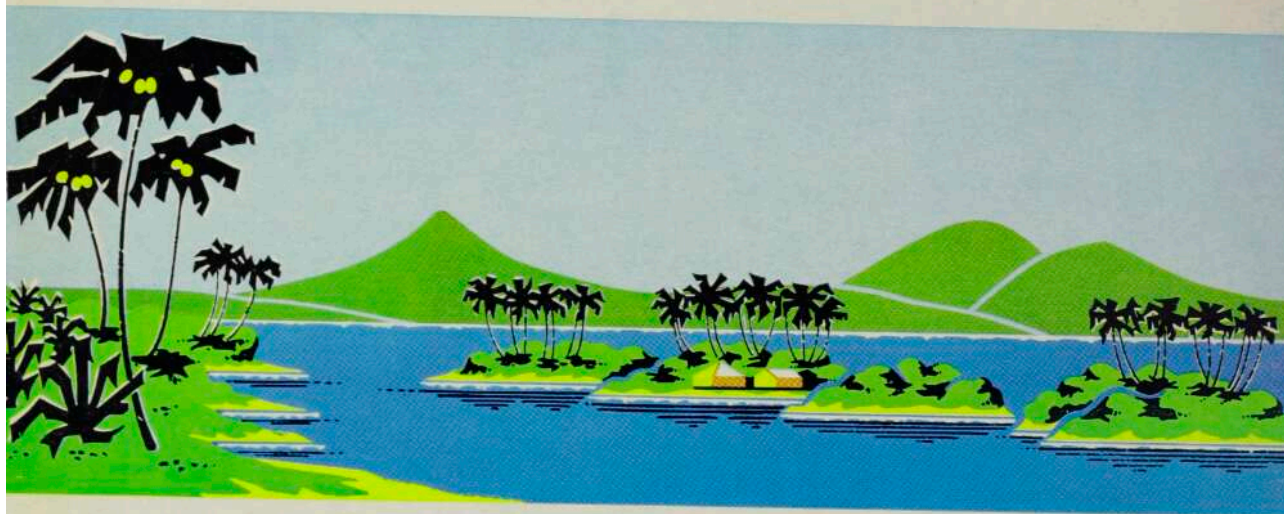
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