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Pacific Islands Monthly

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MAY, 1968





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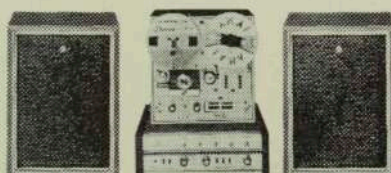
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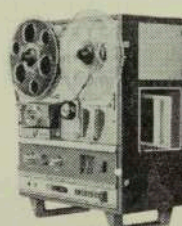
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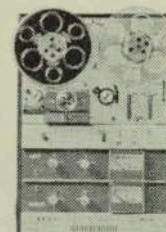
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PACIFIC ISLANDS MONTHLY — MAY, 1968

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The Toyota Corona Deluxe. It eliminates all those impossible alternatives you have had to face when you go to buy a car.

It will last longer than most others, with a style that will last longer, too.

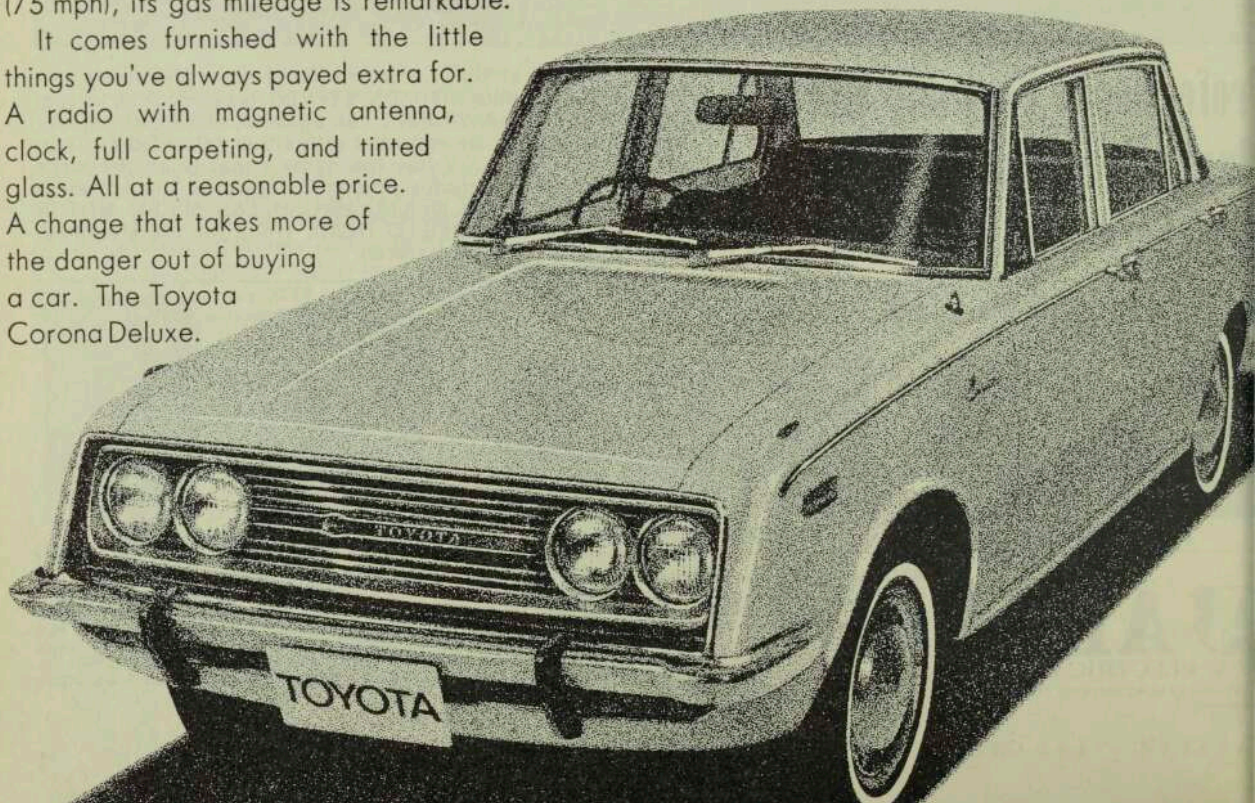
Its cruising speed is 120 km/h (75 mph), its gas mileage is remarkable.

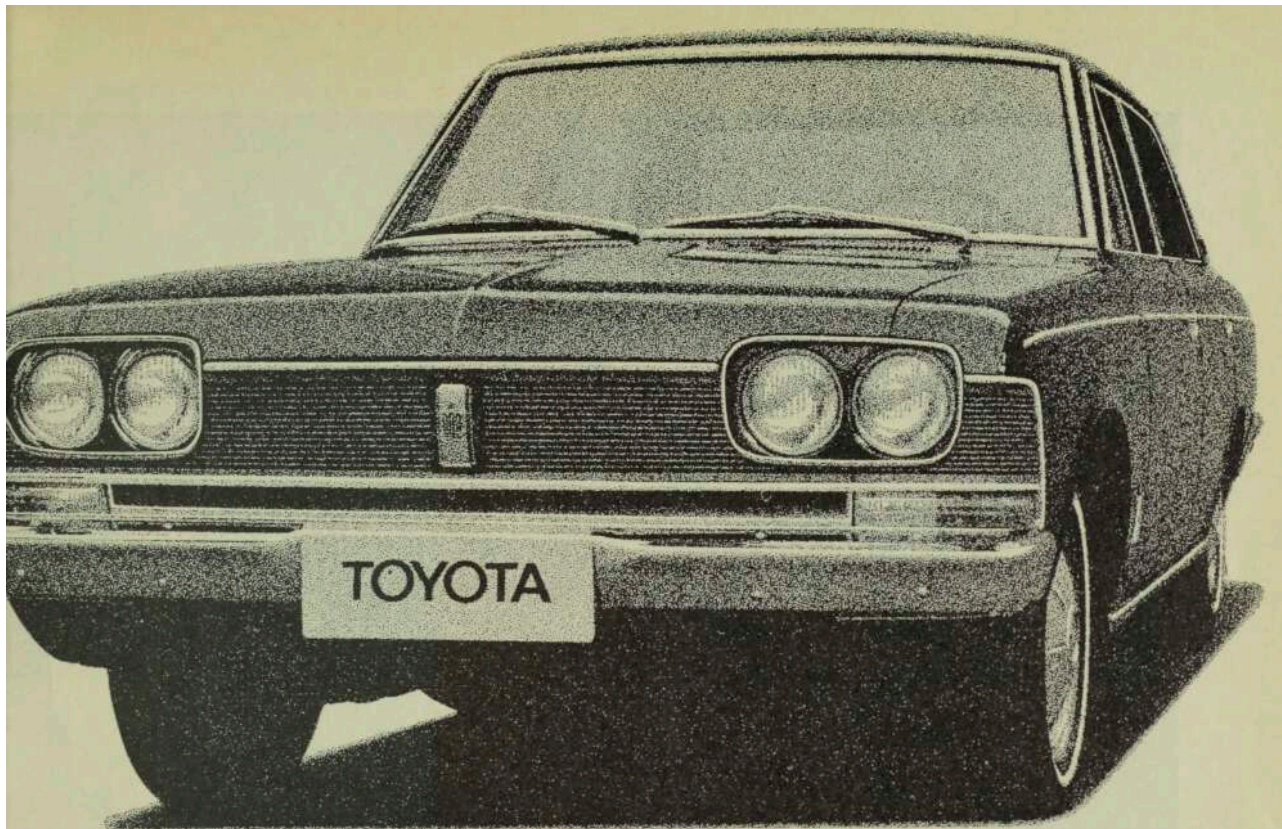
It comes furnished with the little things you've always payed extra for.

A radio with magnetic antenna, clock, full carpeting, and tinted glass. All at a reasonable price.

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THE CARS YOU SEE HERE HAVE BEEN CHANGED TO PROTECT THE INNOCENT





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The dashboard is impact absorbing and glare-proof. The ash trays and rear view mirror are designed to get out of harm's way.

New strength, new styling. A sensible answer to the question of safety. The Toyota Crown Deluxe.

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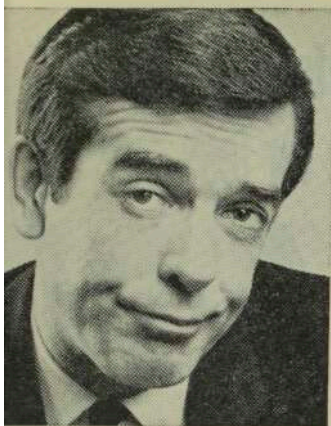
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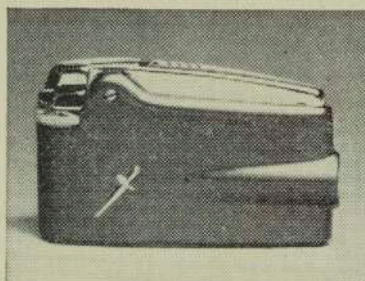
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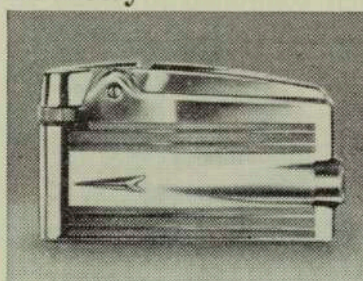
I've got one lighter made out of two
Victorian pennies.
It's never worked.
I've got another that I bought as a
holiday souvenir. That went for a week.
I've got three other jobs that only
need a new little ratchet thingummy.
I've got a lighter with a wick like a
pyjama cord that lights in a gale and
nowhere else.
Lighters?
I've got a drawer full of them.
And a sore thumb.

Somebody please give me a Ronson

One of these will do nicely



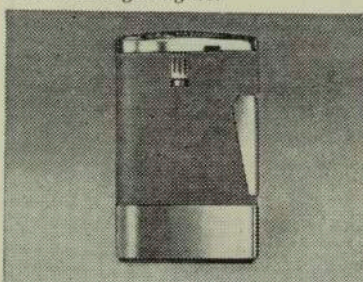
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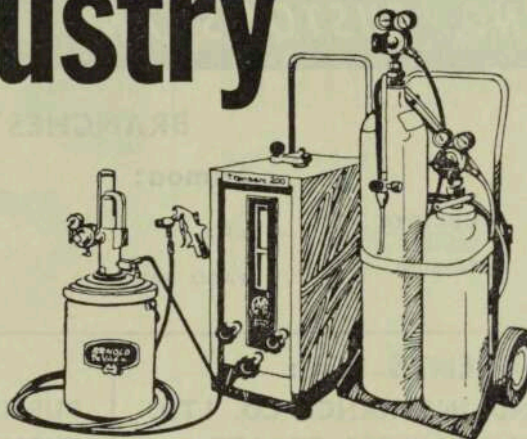
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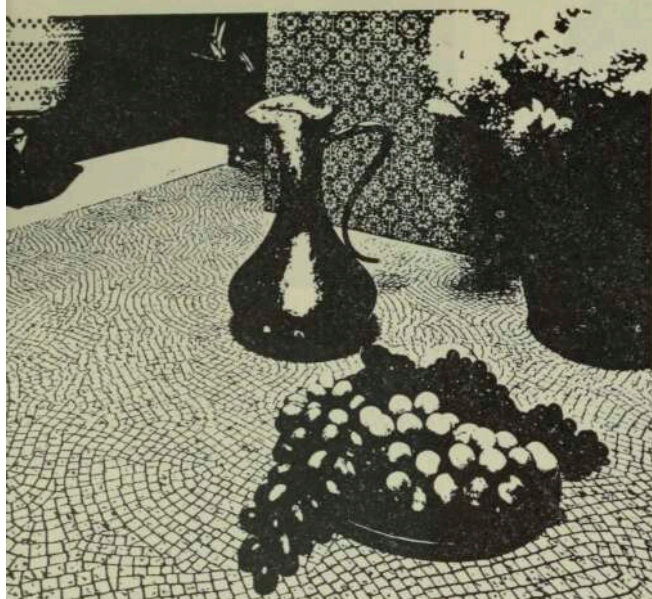
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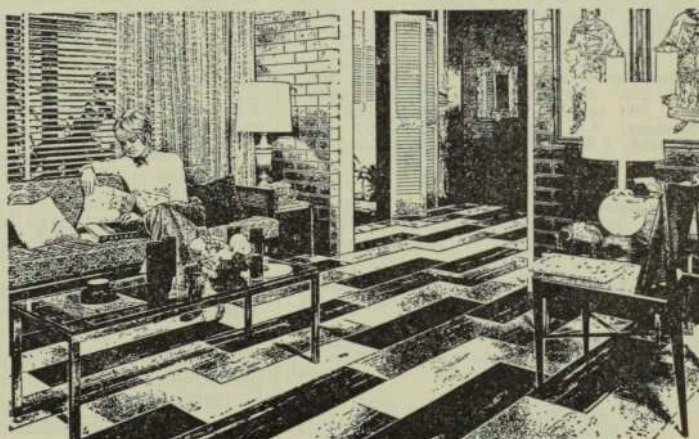


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UP FRONT

with the editor

No doubt whether or not you agree with some of the comments made in Fiji recently by Malaysia's visiting Minister for Works, Tun Sambanthan, depends on which side of the political fence you're on. Both the Alliance and the Federation, from the look of their propaganda sheets, read different messages into his gospel.

BUT there is a measure of agreement on one matter Tun Sambanthan raised—the question of a common name for the people of Fiji. It is generally conceded in Fiji that there should be one name; the problem is to find the right one.

According to many people, the right one is not "Fijian". The word Fijian, they say, is reserved for indigenous Fijians, and mustn't be applied to people with Indian or European parentage, even if they were born in the colony. True Fijians, these critics say, especially resent Fiji-born Indians being referred to as "Fijians" when they are interviewed or reported on in overseas newspapers. They are not "Fijians" but "Fiji-Indians".

Various alternatives for a common name have been put forward. "Vitian"—from Viti, the real name of Fiji—has been suggested several times. Then there is "Vanuan", from the Fijian word Vanua, for land or place. And since Tun Sambanthan brought the subject up again, there has been a number of weird concoctions offered by the Fiji public.

Legal support

As a result of a piece of legal machinery passed in the Fiji Legislative Council last year, those who stick out for this "correct" use of Fijian can quote extra legal authority in their support. A person "shall be regarded as a Fijian or as a native if . . . his father or any of his earlier male progenitors in the male line is or was the child of parents both of whom are or were indigenous inhabitants of the Fiji Islands, the island of Rotuma, or any island in Melanesia, Micronesia or Polynesia."

In other words a Fijian is not only indigenous of Fiji but may be any-

body from the South Pacific Island as long as he is not European, Indian or Chinese.

This legal definition brought some crossfire before the Legislative Council passed it, Opposition leader A. D. Patel (who was born in India taking the view that all inhabitants of Fiji should be described as "Fijians", and that the Fijian's own word for himself—"taukei" (meaning owner)—should be sufficient to describe the indigenous Fijian. Fiji nationalism was not helped by support for a narrow definition of the word Fijian, Mr. Patel indicated.

Mr. Patel was right, of course. The constant reference to Fiji-Indians which sets almost half the population apart from the other half, has been breeding too much resentment for too long. Those Indians who resent in the name the inference that they are outsiders, are entitled to resent it.

It's not easy to argue against the recently expressed editorial view of

THE COVER

A little bit of Tahiti and a little bit of Sydney came together recently when members of this Tahitian dancing group were photographed against the background of the spectacular sail-like roof of Sydney's Opera House, now nearing completion. Air New Zealand arranged for the Tahitians to appear at the Pacific Area Travel Association Conference in Taiwan, and to visit Hong Kong and various Australian states to promote the airline's Auckland - Papeete - Los Angeles service. The dancers were a great success.

the *Pacific Review*, Nadi, that if
whitians and Samoans can legally
called Fijians, why can't people
ing in Fiji?

I wonder if the thing would have
ilt up over the years into the naked
cial issue it now is if various Euro-
ans had not been so ready to sup-
rt what they assumed to be a
neral point of view held by the
ians? Is it only in the last year
two that the government has re-
gnised the need to sponsor nation-
sm and racial harmony in the
der interest, and not merely in the
erest of the indigenous Fijians?
rely not.

Agreed that legal definitions, par-
icularly over land ownership and the
ian administration, will be affected
everybody should start using the
m Fijian, but Fiji's abundance of
vyers have the wit to solve that.

This matter of one name for the
ople of Fiji needs to be tackled now,
the top. If, (a) the colony is not
ing to change its name and solve
problems that way, if (b) it is
able to find a satisfactory altern-
ve to the word Fijian, then (c) it
tter make up its mind that Fijian
the name for people who call Fiji
me.

Message for P-NG

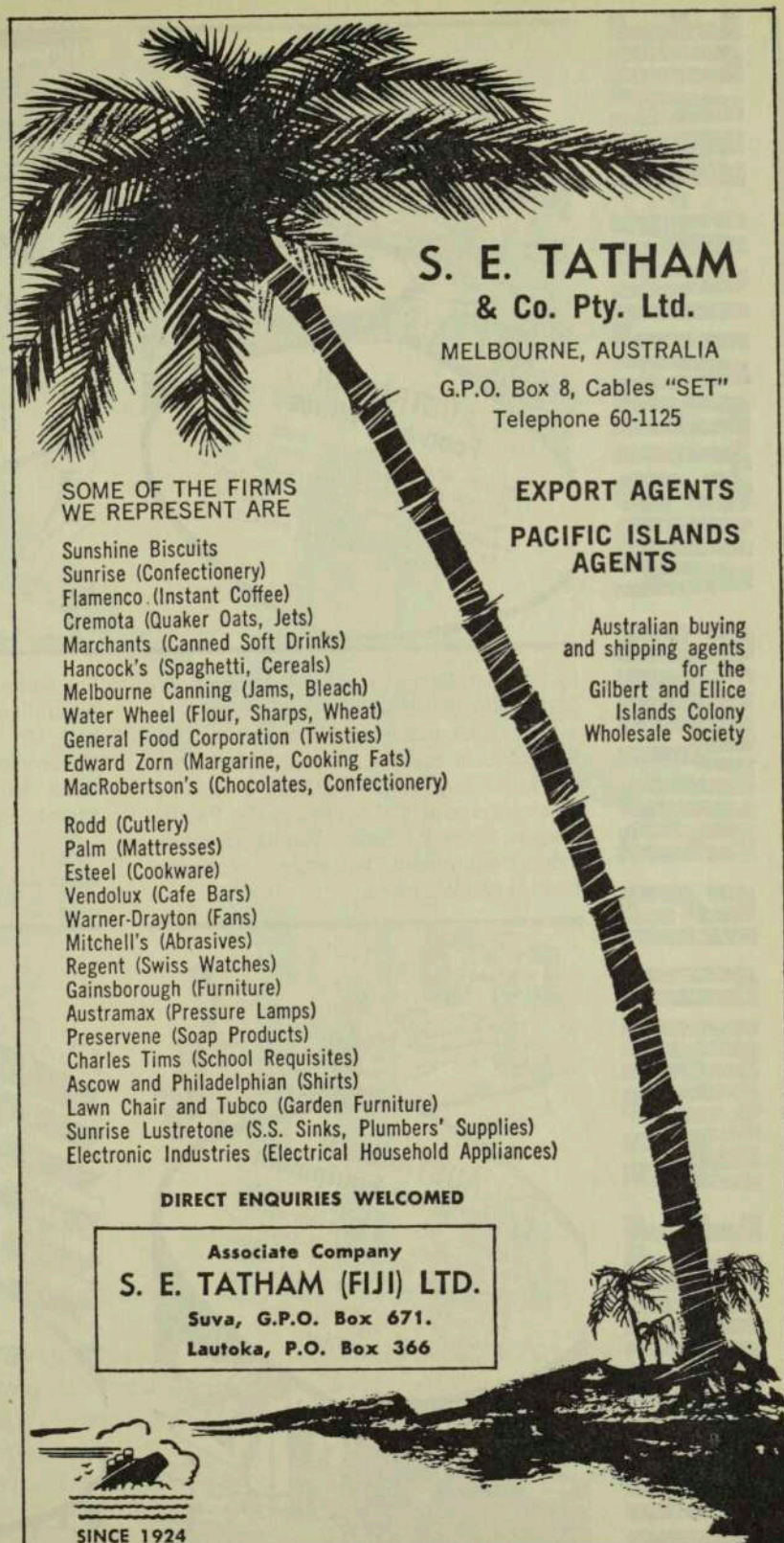
Meanwhile there is a message in
ji's serious dilemma for the people
Papua-New Guinea, some of whom
ve recently been showing symptoms
of their own *nomenclature tremens*.
though, unlike Fiji, a big portion
P-NG's two million people did not
rive at some stage as immigrants,
ere has been a trend to identify
e people separately as "Papuan"
nd "New Guineans." The Admin-
tration does it all the time, and so
oes the radio.

Thus thousands of locals to whom
has never occurred that there is
me kind of dividing line down the
entre of the main island are now
eing brainwashed daily into believ-
g there really are two distinct
ations of people on the island.

There can be no real doubt now
at the Territory of Papua and New
Guinea has a single destiny. The
eople need one name, and, what-
ver they might choose to call them-
selves at some future date, I can see
o reason why they shouldn't be
alled simply 'New Guineans' now.

In the pages of *PIM* we have been
o referring to them for some years,
e exception being in Percy
hatterton's column, because Percy
requently needs to make a distinc-
on in drawing on his pre-war
apuan experiences. But he'll
robably soon find a way round that.

—Stuart Inder



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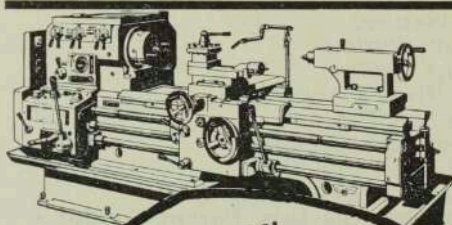
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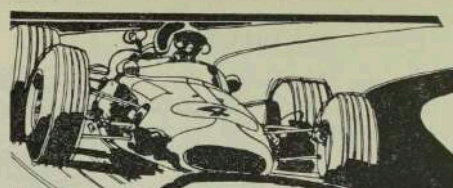
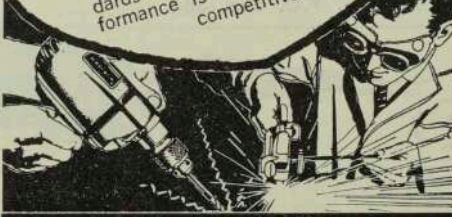
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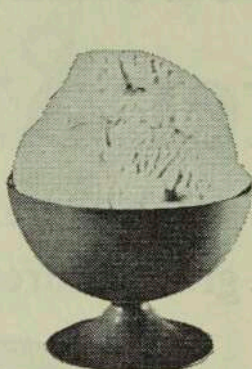
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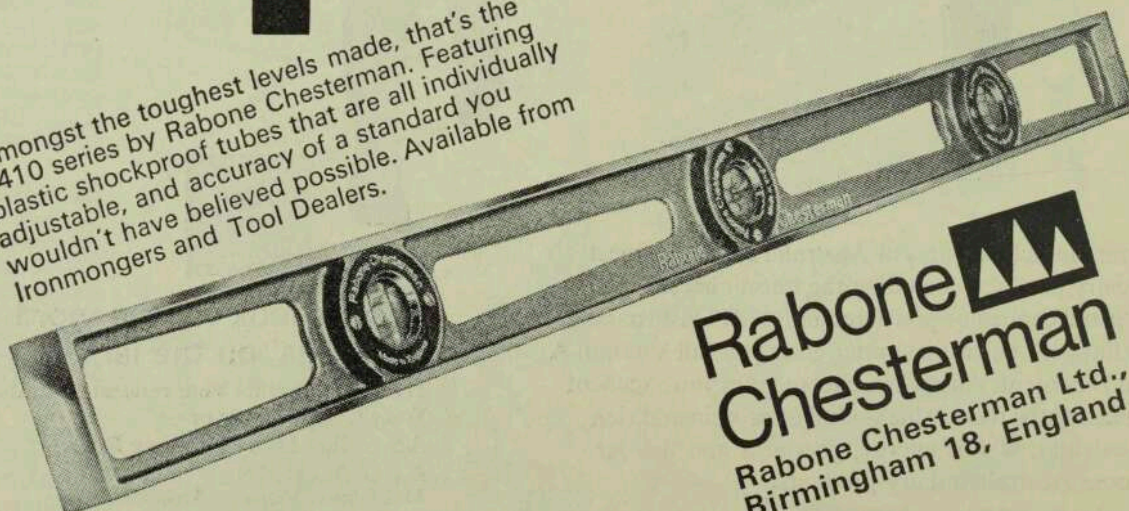


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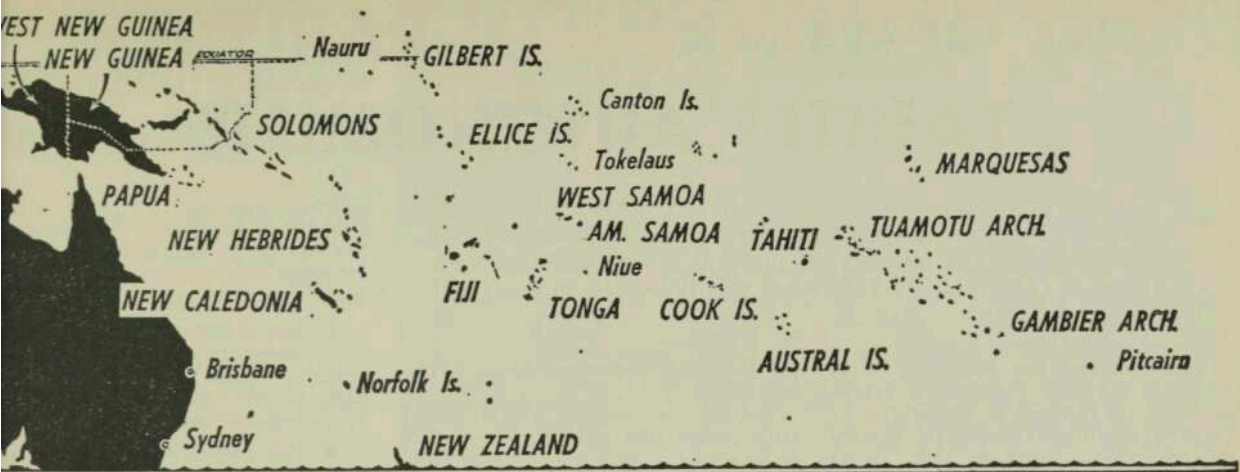
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NO OPEN ARMS IN PARIS FOR TAHITI'S AUTONOMISTS

A four-man delegation from French Polynesia's 30-member Territorial Assembly (parliament) flew to Paris at the end of March to discuss the question of internal self-government with the French Government. However, the delegates did not get much of a hearing.

The delegates are Messrs. Francis Sanford (French Polynesia's representative in France's Chamber of Deputies), John Teariki (a former deputy), Jean Millaud, and Henri Bouvier.

All belong to the Territorial Assembly's two majority parties which campaigned vigorously on the self-government issue at the Assembly elections last September (*PIM*, Oct., 1967, p. 25).

The majority parties hold 16 of the 30 Assembly seats and have the support of one independent. The other 13 Assembly members are strongly opposed to any weakening of the links between French Polynesia and France.

Enlivened

The trip of the four-man delegation to Paris was the latest in a series of moves on self-government which have enlivened and embittered Tahitian politics since the September elections.

Earlier moves were:

- A decision by the Territorial Assembly last November by 17 votes to 10, with three abstentions, that a constitutional commission should study the question of internal self-government and submit a plan for constitutional reform to the French Government (*PIM*, Dec., 1967, p. 17).

- The resignation of Mr. Sanford from President De Gaulle's Independent Republication Party in January because, he said, the President had failed to take heed of the people's wish for internal self-government in French Polynesia. Mr. Sanford's resignation deprived President de Gaulle's party of its absolute majority in the French Parliament (*PIM*, Feb., p. 23).

- Unofficial discussion in Papeete early in February between members of the majority parties and the Assistant Secretary-General of the United Nations, Mr. Djermakoye, about ways of approaching the UN

on the self-government issue (*PIM*, March, p. 117).

So far the French Government's only concession to the *autonomistes* is its decision to allow French Polynesia to again have a ministerial form of government—as it did until October, 1958, when political disturbances involving the now-exiled radical leader, Pouvanna a Oopa brought an end to it.

The French Premier, Mr. Pompidou, told a questioner flatly in the French Parliament on February 17 that French Polynesia would not be granted self-government.

Said Mr. Pompidou: "The desire expressed by a group of territorial councillors, who represent only a fraction of the electorate and who do not have the right to speak for the whole territory, does not justify the changing of a constitution accepted with acclaim less than 10 years ago . . . and which has been of evident profit to French Polynesia and its inhabitants."

"Evident profit"

Mr. Pompidou detailed the "evident profit" that the Tahitians had derived from their present constitution by saying that:

- Between 1959 and 1966, the number of people drawing government salaries had doubled. This had given the territory full employment.

- The annual value of salaries paid to government employees had quadrupled from 1,000 million French Pacific francs (\$A10 million) in 1959 to 4,500 million francs in 1966.

- The standard of living had more than doubled.

Mr. Pompidou's statement failed to mention that the huge increase in government salaries in French Polynesia in recent years was largely due to the nuclear testing project at Mururoa Atoll, which is bitterly opposed by members of the majority parties. Thus it neither satisfied nor intimidated them.

At a meeting of the Territorial Assembly's permanent commission on March 21, at which it was decided to send the four-man delegation to Paris, members agreed that:

- The Assembly's resolution that its constitutional commission should submit a plan for constitutional reform to the French Government had "not had the reception it merited"

- The majority parties had been wrongly accused of wishing to break away from France, whereas all they wanted was to be able to run their own affairs.

- The French Government seemed to believe that the demand for self-government would loosen the links between French Polynesia and France, whereas the intention was to make them stronger by making them "more just and valid".

The members of the permanent commission also agreed that the health of the exiled Pouvanna a Oopa, who was banished from French Polynesia until 1973, made it essential that he should be allowed to return from France as a matter of urgency.

The four-man delegation arrived in Paris via Noumea on March 30 accompanied by a delegation from New Caledonia which also wanted to discuss self-government with the French authorities. (See story opposite).

The delegation from Tahiti had only been in Paris a few days when the French Minister for Overseas Territories, General Billotte, confirmed Mr. Pompidou's statement that the French Government had no intention of granting internal self-government to French Polynesia. He also refused to see the delegation and referred it to the director of his department.

Papeete's anti-autonomist Press hailed this setback for the delegation with banner headlines. But in mid-April the delegation was still in Paris trying to make some headway.

On April 11, Mr. Sanford was reported to have said that he would ask for the lifting of the residence restriction on Pouvanna a Oopa in a written question to the government.

"It is astonishing that Pouvanna should be treated as a common law criminal when he is, in fact, a political prisoner," Mr. Sanford was reported to have added.

NOUMEA WORRIES MORE ABOUT TROOPS THAN AUTONOMY

From a Noumea correspondent

Not everyone in New Caledonia supports the move by a delegation of the local majority party to join Tahitian colleagues in the move for greater autonomy (the opposite). Generally the public is unhappy about Assembly members wasting public money by going off to Paris with various excuses.

The delegation was sent as a result of a resolution passed in January by New Caledonia's popularly elected Territorial Assembly (*PIM*, Feb., p. 1), asking for internal self-government within the French Republic. The minority party, the Entente R., rejected an offer by the majority, the Union Calédonienne, to take part in the deputation—they don't want anything to do with internal self-government.

The Melanesian members are those who mostly support the moves. Many New Caledonians don't want local autonomy if it means a recurrence of the ministerial system which was abolished a few years ago because it was abused.

Bad behaviour

A situation of more urgency in Noumea, according to most people, is the behaviour of many of the 300 French paratroops who arrived in February—ostensibly for training. An increasing number of islanders resent the arrival of the troops with interest in the nickel industry—in other words they are there in case they are required to keep order. But they are not doing any kind of ordering.

Locals and paratroops are now living their differences with fists, knives and foul tongues. In the past month there have been at least half a dozen brawls in Noumea, two of them serious.

One paratrooper in April was sentenced to six months gaol after having brandished a knife in a brawl.

In early May, Noumea will also witness a demonstration of naval power, when the French aircraft carrier *Armand Bruhat*, 22,000 tons, and several jet escorts, call in en route to Tahiti and the forthcoming nuclear bomb test series.



Members of the UN Mission to New Guinea listen to Tambai, president of the Wabag Local Government Council (standing) during their NG tour. From left they are Dr. Ward Allen, Mr. J. M. McEwen, Mr. Paul Gashignard and Mr. A. F. Caine.

THAT CONSERVATIVE MISSION MAY PACK SOME SURPRISES

From a Port Moresby correspondent

The McEwen Mission to New Guinea seems to have already gone down on the record as a sound and conservative group whose report to the United Nations will not rock Australia's political boat in New Guinea. Commentators and officials have widely sung its praises. But perhaps the commentators are in for some shocks.

Sound and conservative the mission members undoubtedly are, but they are also experienced and intelligent administrators themselves and they knew exactly what they were looking for in New Guinea. They may be depended upon to be constructive in their report, but forthright.

Although their report presumably won't be as revolutionary as that of the celebrated Foot Mission (the realism of which time has proved) the McEwen Report will undoubtedly be critical where it matters.

The four UN Mission members in their exhaustive tour heard no demands for independence, and spoke to nobody the members considered to be radicals as the world understands the term. Radicals, they think, will develop when the university gets properly established.

Nevertheless, the mission members were clearly disturbed at how little New Guineans understand Australia's

aims in the territory. Although Mr. Barnes has frequently repeated that Australia will build up the territory until the local people can decide their own political future, the mission found that New Guineans do not understand this; that there has been a virtual breakdown of communications between the administering authority and the people, and the mission believes this is Australia's fault.

Too many New Guineans for the mission's peace of mind are frightened, in their ignorance, that Australia will leave them. They do not know how to go about self-government, or really understand what self-government is. They have no sense of nationalism.

The mission can be expected to lay this lack of preparation clearly at Canberra's feet, and Canberra may expect to get its ears boxed for allowing this situation to develop. Canberra will need to push harder

Nauruans discuss a President

The Nauru Constitutional Assembly met again in late April, for the first time since the independence celebrations. Main discussion was on draft proposals to give Nauru a President/Chief Minister and Cabinet in place of the present five-man Council of State. The meeting must approve the measures by June 30, when the assembly will cease to exist.

and work faster, and it will need also to decentralise authority if it is to satisfy the mission.

There will certainly be criticism at Canberra's insistence on making decisions, and the NG Administration will get higher marks for its progressive attitude than Canberra will. Members of the mission were convinced that the House of Assembly must be given a greater say in the Budget; that more must be done to localise the Public Service; that the dual pay system, which is discriminatory, must be scrapped (although expatriate allowances would still be paid).

(Reports filtering through from Canberra indicate that something is already being done to alter the dual system.)

Mr. McEwen's own NZ Department of Island Territories (whose secretary he is) localised the Public Service in its territories by systematically abolishing importation of the lowest grades of public servants, thus making it imperative that locals be employed. It's not unreasonable to assume he will suggest this method for New Guinea.

The mission took the view here that public servants appointed locally should be paid local wages, and that wives of expatriate public servants who hold down good Public Service jobs in offices should receive no special allowances merely because they happen to have been born outside the territory.

During their tour mission members expressed the firm view that emerging people are not made responsible until they are given responsibility, and this should be a vital platform in the mission's report.

Australia may expect to get some pats on the back. Especially for her general development of schools, colleges and training institutes in New Guinea, although the mission members felt that economic development could move faster.

Final P-NG election results bring spectacular changes of fortune for some

From a Port Moresby correspondent

Counting of preference votes in the P-NG elections has been going on during the first half of April and is now complete. In all but nine of the 84 electorates the leaders in the primary count held their leads and were elected. But in the nine where this was not the case preference counts brought some spectacular changes of fortune.

In each of three Highlands electorates there was a field of 16 candidates. In Gumine Open, a candidate who was seventh in the primary count won the seat. In Sinasina Open, a candidate who in the primary count ran sixth, with only just over half as many votes as the leader, romped home to victory. And in Goroka Open the winner had been fourth in the primary count.

In the remaining six cases in which preferences affected the result, the successful candidate had been running second or third in the primary count.

Two of these results are of special interest. In Finschhafen Open, Meck Singilion defeated former Under-Secretary for Treasury Zure Zurecnuoc, who had led in the primary count. And in Central Regional, Workers' Association leader Oala Oala Rarua came up from third place in the primary count to defeat former Legco member Ron Slaughter.

22 old hands re-elected

Of the 46 elected members of the Old House (out of a possible 54) who stood again, only 22 were re-elected — two Papuans, 16 New Guineans and four Europeans.

Of all the 11 under-secretaries in the old House, two did not stand again, four were defeated, and five were re-elected, so that, surprisingly, under-secretaries did rather better than rank-and-file members. This result should be of some comfort to members of the new House who are wondering whether acceptance of a ministerial post would be political suicide.

Indigenous candidates secured four of the 15 regional seats, while European candidates won 10 of the 69 open seats.

Three conclusions stand out fairly clearly; first, that European candidates can still win in open electorates;

second, that indigenous candidates can win in regional electorates; and third that young well-educated candidates can defeat their elders.

This last conclusion is important.

When the special electorates with their racial qualification were dropped one of the arguments for replacing them by regional electorates with an educational qualification was that this would give young educated New Guineans a chance of success which they would not have if they stood against their tribal leaders in open electorates.

However, in the new House we shall have, among others, Ebia Olewale, young ex-high school teacher, who not only won the South Fly Open seat, but secured more votes in the primary count than former under-secretary Robert Tabua and former Legco member Simoi Paradi put together.

We shall also have Oscar Tamur, still in his mid-twenties, with a high school education behind him and a teacher's certificate in his brief case, who in Kokopo Open secured an absolute majority over his three opponents, one of whom was that highly regarded veteran Vin Tobain-ing.

These young men have proved that it can be done, and so have written a big question mark against the retention of regional electorates in 1972.

Two new recruits

Two other interesting recruits to the House may be mentioned. Eric Pyne, who defeated sitting member Graham Pople in Chimbu Regional, is a former co-operatives officer who has latterly been manager of the highly successful Kundiawa Coffee Society. His advent will provide the

How will political parties behave?

official side of the House with an authoritative voice on co-operatives. The other is Julius Chan-Sungmen, as member for Namatanai (one of the two New Ireland open electorates), will have the distinction of being the first member of Chinese part-Chinese race to enter the House.

What of the political parties? As party organisation is still rudimentary and few candidates laid any stress on their party affiliations, we don't really get a true picture of the situation till the House settles down to work. It seems clear, however, that Pangu Pati, with its radical platform including early "home rule", is done best, with the conservative Peoples Party, apparently pledged to the perpetuation of paternalism, as runner-up.

The National Progress Party—a middle of the road party emphasising economic before political development, does not appear to have won any seats at all, though it is possible, of course, that some so far undecided members may later declare for APRO.

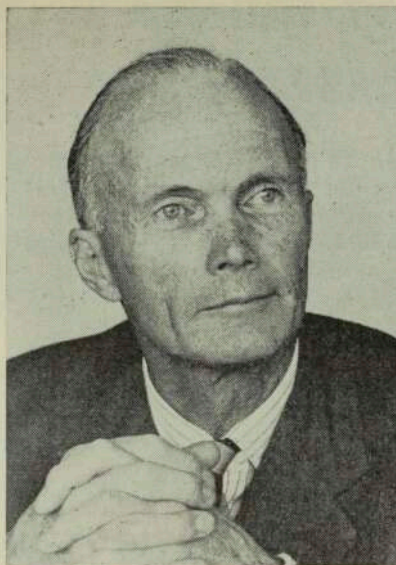
Similarly the United Democratic Party does not appear to have won any seats, though again this appearance may turn out to have been deceptive. This party suffered the misfortune of having one of the main planks of its platform—seventh dayism—unceremoniously jerked from under it by the Minister for External Territories!

Pangu Pati suffered a set-back with the defeat of its secretary, Albert Aori Kiki. However, with its executive members, Michael Somare, Sia Olewale, Tony Voutas and Cecil Peel all in, and with its fiery Pita Soroti back in the House with an absolute majority of more than 4,000 over the combined scores of seven other candidates in Maprik Open, the party is well placed to make an impact in the House.

What its actual voting strength will be is anybody's guess; guesses currently being made range from 12 to 20.

McKinnon elated

Jim McKinnon, elated by his landslide win in Middle Ramu Open, will doubt be active in trying to recruit committed members for his All Peoples Party. This party is unlikely to equal Pangu Pati in voting strength at the confrontation of the two



P-NG Administrator Mr. David Hay was in Canberra in early May for political discussions.

should produce some lively debates and perhaps some hotly contested divisions, with each party competing energetically for the votes of unaligned members.

A question to which we still don't know the answer is: What will be the attitude of the parties to acceptance by their members of ministerial appointments?

Such acceptance would mean that a minister who was out-voted in the Administrator's Executive Council would find himself ranged against his fellow party members on the floor of the House, since ministerial members will be pledged not to oppose in the House policies agreed on in the council. As members of the council will also be sworn to secrecy, a minister in such a position would not even be able to give an account of himself to his party.

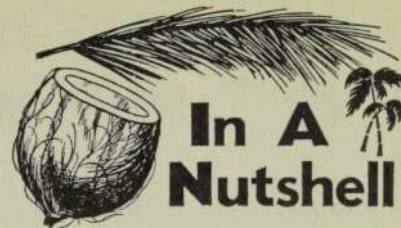
One wonders whether those who propounded this quasi-ministerial system just didn't look ahead, or whether they wanted to put difficulties in the way of the growth of a party system.

One by one those who were regarded as possibles, and even aspirants, for the Speakership have fallen by the wayside: first Horrie Niall, Don Barrett and Keith McCarthy; now John Stuntz and Ron Slaughter, with their experience of parliamentary procedure dating back to Legco days.

Who will be Speaker now? Any one of the four European survivors of the

(Continued on p. 130)

FOR FINAL ELECTION RESULTS
SEE P. 22.



IN a late report received in early May, a PIM correspondent in Hong Kong said it appeared likely that an inquiry would be held, after all, into last year's sinking of the *Lakemba*. The correspondent said that the inquiry would take place in Hong Kong, but no date had been fixed (see p. 109, this issue).

● Leonard Staples, 45, of Lord Howe Island, who has been charged with having murdered his 13-week-old daughter, Teremoana Tehani Staples, on March 5, will appear in a Sydney court on May 14. Staples appeared in court on the charge on April 3, but his case was adjourned.

● A Canadian woman, Miss Sybil Dennis, 40, lost for seven days in April while attempting to walk Papua's rugged Kokoda Trail, died from exhaustion not long after being found by a search party and before her rescuers could get her out by helicopter.

● The Niue Island Assembly has approved in principle the establishment of a philatelic bureau to boost the small island's economy with stamp sales. The bureau will be run by a combine of Burt K. Todd and Co. and Finbar Kenny International Corporation, which also has rights in the Cook Islands. The bureau will be income tax exempt and plans to operate a light aircraft between Niue and Western Samoa to service philatelic orders. Niue has no air service at present.

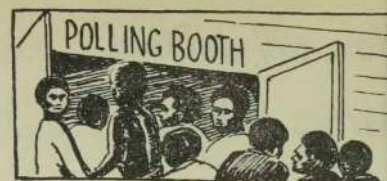
● PIM's story (Apr., p. 111) about Captain David Fifita and 13 Tongan seamen stranded in Gisborne, NZ, unable to get work, has a happy ending.

When the NZ Department of Labour refused the travellers work permits, the people of Gisborne decided to give a hand — they staged a concert for the Tongans, raised some money and distributed free gifts of food and clothing.

Enough money was raised to buy a new engine for the Tongans' yacht *Aositolonoma* and the islanders sailed on to Auckland, where they originally hoped to go.

THESE ARE NEW GUINEA'S NEW MEMBERS

This is the complete list of the 84 elected members of the new P-NG House of Assembly. Names of 10 official members will be announced before the inaugural meeting in Port Moresby on June 4. An asterisk denotes a sitting member. The spelling of names follows the spellings used on the ballot papers.



BOUGAINVILLE REGIONAL
Joseph Adrian Lue

NORTH BOUGAINVILLE OPEN
Donatus Mola

SOUTH BOUGAINVILLE OPEN
Paul Lapun*

CENTRAL REGIONAL
Oala Oala-Rarua

GOILALA OPEN
Louis S. Mona

HIRI OPEN
Toua Kapena

MORESEBY OPEN
Percy Chatterton*

RIGO-ABAU OPEN
Scotty Uree

CHIMBU REGIONAL
Eric Pyne

CHIMBU OPEN
Karigl Bonggere

CHUAVE OPEN
Yauwi Wauwi Moses*

GUMINE OPEN
Ninkama Bomai

KEROWAGI OPEN
Kiwi Kurondo*

SINASINA OPEN
Kantigane Endekan

EASTERN HIGHLANDS REGIONAL
Dennis

DAULO OPEN
Sinake Giregire*

GOROKA OPEN
Sabumei Kofikai

HENGANOFI OPEN
Bono Azanifa*

KAINANTU OPEN
Casey

LUFA OPEN
Pupuna-Aruno

OKAPA OPEN
Muriso Warebu*

EAST AND WEST NEW BRITAIN REGIONAL
Roi Ashton*

GAZELLE OPEN
Matthias Tolliman*

KANDRIAN-POMIO OPEN
Koriam Michael Urekit*

KOKOPO OPEN
Oscar Tammur

RABAU OPEN
Epineri Tittimur

TALASEA OPEN
John Maneke

EAST SEPIK REGIONAL
Michael Tom Somare

AMBUNTI-YANGORU OPEN
Nauwi

ANGORAM OPEN
Pita Jonsen (Yang Pita)

DREIKIKIR OPEN
Kokomo Ulia

MAPRIK OPEN
Pita Lus*

WEWAK OPEN
Beibi

MADANG REGIONAL
Garet

BOGIA OPEN
James Meangarum*

MABUSO OPEN
Angmai Bilas

MIDDLE RAMU OPEN
Jim McKinnon

RAI COAST OPEN
John Poe

SUMKAR OPEN
John (Jon) Middleton

MANUS AND NEW IRELAND REGIONAL
Wally Lussick (Wali Lasik)

KAVIENG OPEN
Daniel Bokap

MANUS OPEN
Paliau Maleat*

NAMATANAI OPEN
Julius Chan-Sungmen

MILNE BAY REGIONAL
Cecil (Seselo) Abel

ALOTAU OPEN
John Guise*

ESA'ALA OPEN
Norman Evennett (Nomani)

KULA OPEN
Lepani Watson*

MOROBE REGIONAL
Toni (Anthony Constantine Voutas)*

FINSCHHAFEN OPEN
Meck Singiliong

HUON GULF OPEN
Michael Maraveta Kaniniba

KABWUM OPEN
Rauke Gam

KAINDI OPEN
Anani

MARKHAM OPEN
Tom Lac

MUNYA OPEN
Mangobing Kakun

NAWAE OPEN
Patik Nimambot

NORTHERN REGIONAL
Bill Fielding

IJIVITARI OPEN
Paulus Arek

SOHE OPEN
Wilson Suja

SOUTHERN HIGHLANDS REGIONAL
Ronald Thomas Dalton Neville
(Unopposed)

IALIBU OPEN
Turi Wari

KAGUA OPEN
Yano-Belo

KOROA OPEN
Andrew Andagari Wabiria

MENDI OPEN
Momei Pangial*

NIPA OPEN
Tegi Ebei'al

TARI OPEN
Matlabe Yuwi

WESTERN AND GULF REGIONAL
V. B. Counsel

KEREMA OPEN
Toro Lokoloko

KIKORI OPEN
Tom Koraea

NORTH FLY OPEN
Dutton Warren

SOUTH FLY OPEN
Niwia Ebia Olewale

WESTERN HIGHLANDS REGIONAL
John Watts (Jonwos)

HAGEN OPEN
Pena Ou

JIMI OPEN
Kaura Duba

KANDEP-TAMBUL
Koitaga-Mano*

KOMPIAM-BAIYER
Traimya Kambipi

LAGAIP OPEN
Poio Iuri*

MUL-DEI OPEN
Mek

WABAG OPEN
Tei Abal* (Unopposed)

WAHGI OPEN
Kaibelt Diria*

WAPENAMANDA OPEN
Leme Iangalyo*

WEST SEPIK REGIONAL
Joe Paul Langro (Unopposed)

UPPER SEPIK OPEN
Wesani Iwoksim (Unopposed)

WAPAI-NUKU
Yakob Talis

WEST SEPIK COASTAL OPEN
Brere Awol

FIJI OPPOSITION IS NOW WELL AND TRULY OUT

From a Suva correspondent

Mr. A. D. Patel and his Federation Party Opposition crossed the Rubicon at the beginning of April when they continued their boycott of Legislative Council to the inevitable forfeiture of their seats but, unlike Julius Caesar, Mr. Patel early encountered a sticky patch.

His Alliance opponents, he found, did the gall to be logical in their treatment of him after he ceased, though the boycott, to be the leader of the Opposition and a member of the Legislative Council. His invitation from the Chief Minister, Ratu K. K. T. Mara, to be one of Fiji's team at the conference in Geneva on the World Sugar Agreement, was cancelled.

Whether there was guile in the matter is a matter for conjecture. In a speech at the opening of the Legislative Council on March 29, the Governor, Sir Derek Jakeway, said that Mr. Patel had been invited by Ratu Mara to be one of the sugar talks team, and later, it was announced that Mr. Patel had accepted.

Reasons why

There were several reasons why Mr. Patel was accepted. Sugar is the mainstay of the colony. He claims leadership of the cane farmers, and he and Ratu Mara had agreed some time before on several matters, such as the new university, localisation of the civil service and the sugar agreement, his party would be consulted and there would be an attempt to present a bi-partisan front on those matters.

Without doubt Ratu Mara would have been glad to take him along anyway, so Mr. Patel could share the responsibility for a sugar decision which may not be in Fiji's best interests.

But Mr. Patel was to go as leader of the Opposition, and Mr. Patel ceased to be that on April 3 when the council's meeting closed without any of the Federation Party Opposition having attended.

Under the regulations, any member who, without the Speaker's permission absents himself from two consecutive meetings, loses his seat.

Mr. Patel's appearance at Geneva would have enhanced Mr. Patel's stature and the withdrawal of the invitation from Ratu Mara is a setback for him despite being something of a dis-

appointment for Ratu Mara). When the invitation was announced, it was obvious that the Federation members of the Legislative Council would not be coming back to the council. Was it intended to get Mr. Patel over a barrel?

Which way?

The withdrawal of the invitation came only a day or two before he would have left for Geneva. It could have come the day after the council meeting ended, or not even been extended to him until it was seen which way the party cat would jump.

Letters in the Press had argued that as Mr. Patel was no longer Leader of the Opposition he should not be a member of the team, but it's hardly likely that letters in the newspapers would have influenced Ratu Mara.

For his part, he is likely to have been less influenced by political guile than with observing the facts of the situation.

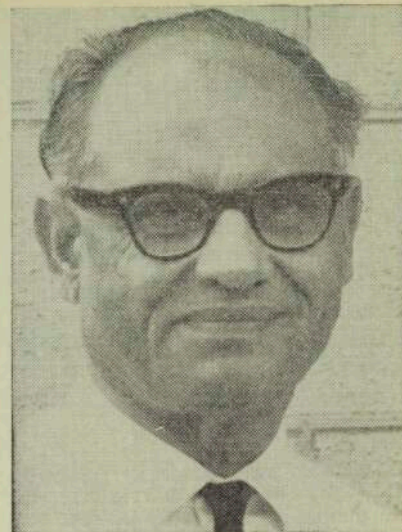
His explanation was that, by staying out of Legislative Council, Mr. Patel had "manifestly showed he will not co-operate with Government" and it would not be wise to take to Geneva someone who had showed he would not co-operate.

It's sure that many of Mr. Patel's opponents will be jubilant at what they will regard as a shrewd move to rub his face in the rapidly deepening mud of Fiji politics. But, it's also sure that Mr. Patel will not let it get him down.

In the Legislative Council meeting there was little for any Opposition to get its teeth into, so that the nine eloquently-empty seats put up a stronger argument against the government than would nine, not-always-persuasive full ones.

The Governor outlined the future policy of the government, but in the main it was a run-through the five-year development plan.

It gave the ministers a platform and the opportunity to give an account of their stewardship. In the



Mr. A. D. Patel. The walkout is final.

main they weren't bad accounts, but it all added up to a dull meeting, with several amending measures passed. It was all over in two and a half days.

There was a little meat towards the end when Ratu Mara and the Attorney-General, Mr. Justin Lewis, warned "certain newspapers" about what Mr. Lewis called "open advocacy of racial discrimination".

There was a threat that such newspapers might run into trouble, and Ratu Mara called racialism a malignant growth which could not be confined to one race.

"It is a consuming and eroding disease which, if allowed to grow, would rot away the whole fabric of our body politic, including those who first planted the germ," Ratu Mara said.

Racialism is what?

The Federation Party's propagandists refused to be cowed, and their reply to the charge of racialism, contained in their English-language weekly, was "For what is racial, and what is not, or what is racism and what is not, is purely a matter of opinion". And then the paper proceeded to publish the usual unsigned articles and letters.

What of the by-elections which will follow with the forfeiture of the Opposition's seats?

The Federation Party are confident they will win their seats again, and it's not a wager a bookmaker would take on.

The Alliance Party will probably fight for all nine seats, and perhaps —they hope—win two.

BREAKAWAYS SEEK POWER IN COOKS' ELECTIONS

From a Rarotonga correspondent

With the general elections due to be held on May 1, Rarotonga was gripped by campaign fever in April. Numerous political meetings were held both by the party in power—Albert Henry's Cook Islands Party—and the United Cook Islanders, formed only in February.

The new party made its policy on April 8. Nobody could argue with the planks of the platform. The test will be in whether they can be achieved. They are:

- To govern the Cook Islands in a democratic way by carrying out the wishes of the people for the benefit of the people.
- To restore the pride of the Cook Islands people.
- To work more closely with New Zealand and develop mutual respect as partners.
- To raise the standard of living of all the people.
- To develop the economic independence of the Cook Islands.
- To effect a more even distribution of wealth between islands and people of the Cook Islands.

Prominent candidates in the UCI are Mr. Mana Strickland and Dr. Manea Tamarua. Both men were once ardent supporters of the Cooks Islands Party, led by Mr. Henry, the Cook Islands' Premier.

Both attained Cabinet rank, and both resigned from the Cabinet and from the Cook Islands Party, but their resignations were spaced two years apart and were completely independent.

Dr. Tamarua resigned in May, 1966, because he was dissatisfied with the way in which his government handled the then current Dashwood scandal. Mr. R. J. Dashwood, then Minister of Police, was facing charges of corruption concerning stamp deals with certain firms.

Resigned in March

Mr. Mana Strickland resigned from his post of Minister of Education only on March 29. He believes that the Cook Islands Party Government failed to keep its election promises. He explained his views in full in a paper he presented to the congress

of the Australian New Zealand Association for the Advancement of Science, in Christchurch, NZ, in January (*PIM*, Apr., p. 57).

At a meeting held in Matavera village, Rarotonga, on the same day that their platform and policy were made public, candidates of the UCI elaborated.

Speaking on the UCI's determination to "restore the pride of the Cook Islands' people" Mr. Mana Strickland said that the powers of the Ariki (High Chiefs) had not been restored under self-government and that the party wanted to see the Ariki stand on their own feet.

The UCI policy was that the party would set up the House of Ariki as an Upper House so that it could

advise the government on all legislation, and if necessary review it.

The party's plans for achieving economic independence included the following main points:—

A research scientist would be asked to advise on the best way of increasing agricultural production; existing citrus blocks would be upgraded with the aim of doubling production within three years, and new plots would be established; a marketing authority would be established in Aitutaki Atiu, Mauke and Mangaia to buy citrus at the wharfside; talks would be begun to obtain better prices for produce in NZ and at the Island Foods factory; cheaper fruit case would be investigated; efforts would be made to increase copra production by raising yields and beginning a long term replanting programme; a regular shipping service to the outer islands would be provided; a copra marketing authority would be established.

President of the American Samoa Senate Lauvao Lolo, his wife and the High Chief Leiato Tuli, Secretary of Samoan Affairs, were among 90 Samoans who flew to Honolulu in April for the Samoan Flag Day ceremony, marking the first raising of the US flag in American Samoa on April 20, 1900.

Photo: Pan Am.



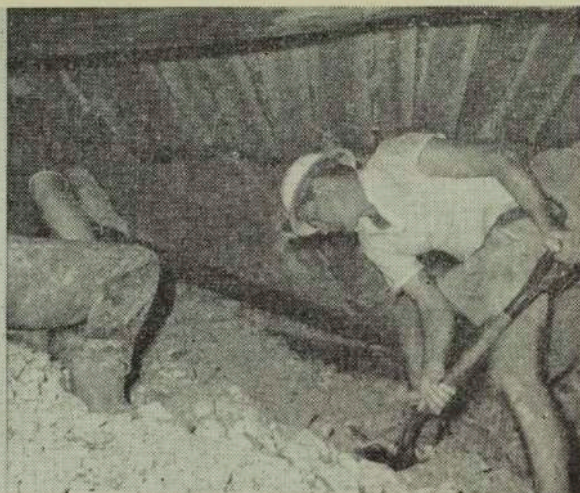
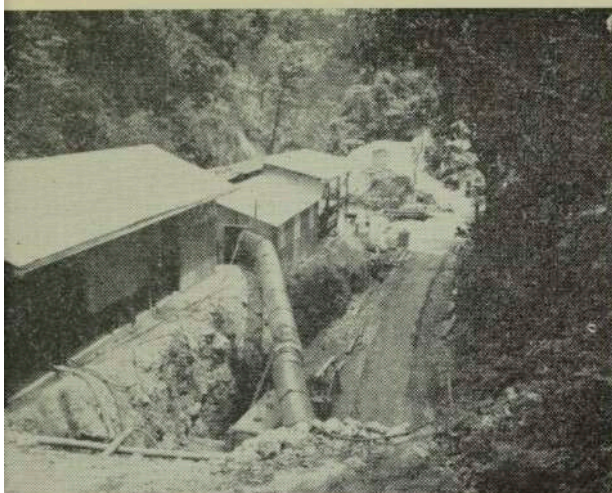
Survey will decide where American Samoa is going

A firm of economic consultants is to undertake a full economic survey of American Samoa to assist the administration in planning the territory's future. A Washington grant of \$US110,000 for the survey was approved in April. The name of the firm is expected to be announced in a few weeks and the survey will begin shortly after, and take from six to nine months.

Governor Owen Aspinall said in Pago Pago that the main value of the survey would be to establish a methodical plan for Samoa's economical development, "so that we are not undoing the things we did a few years ago".

He said that "one of the things we have needed here most is long-range planning, and as I see it this survey will bring about just that. We are going to find out where we are, where we've come from, and where we want to go. Sometimes we can be too close to the trees to see the forest."

The Governor added that the study would include, and would respect, Samoan custom and tradition. He had "no intention of pushing the culture of the Western world on to anyone".



All that glitters isn't gold—it's probably copper, or something

By KEN MCGREGOR

What has happened to Misima Island's big gold reserves? Has an atom bomb been dropped on the big and rugged Papuan island? Or has the gold merely sunk deeper into the earth's core? When can Pacific Island Mines Ltd. shareholders expect a dividend? And why were the shareholders not given a preference to shares in a new company formed by a partner of PI Mines to evaluate Misima copper prospects?

These were a few of the pointed questions asked by shareholders at a yearly annual general meeting of PI Mines, held at Sydney's plush Zenith Hotel, on April 10.

The company's new chairman, bold and confident Mr. J. G. Fuller, cleverly parried all questions in a 20-minute answering session which followed the reading of reports. However it was obvious that many PI Mines smaller shareholders were perplexed by the numerous changes in the company's activities announced this year.

More news concerning the company has come to light this year than in its previous 10 years of fruitless gold prospecting in Misima Island, and in a matter of weeks PI Mines has been transformed from a gold prospector to a copper prospector, in search of another Panguna low-grade copper bonanza. (Conzinc Riotinto is located 230 million tons of low-grade copper ore around Panguna, Bougainville.)

This was a bit much for many shareholders, and they sold out. As

a result, early in April, the company's 25-cent shares dropped more than 25 per cent.—from 60 cents to 42 cents.

An indication of territorians' past faith in PI Mines is that at one time nearly 200 people were registered on the NG register as shareholders. Today there are less than 15.

The startling news that exploration

Does Misima Island, one of Papua's bigger offshore islands, contain huge reserves of copper-bearing ore? A trip to the island is still quite a detour from Port Moresby, though an air service by light plane has greatly speeded up travel.

Cultus Explorations Ltd. of Canada spent a lot more money than it originally anticipated to sink a deep adit on Misima Island. Left, shows plant above the adit, and right, workers clear rubble inside the adit. Both the earlier PI Mines adit and the Cultus adit will be kept open now the emphasis has changed from gold to copper.

for gold had been "suspended for the time being" came in March.

Over \$A1 million, including nearly \$A400,000 of PI Mines shareholders' funds had been spent since 1958 in attempt after attempt to unearth encouraging signs of high-grade ore on Misima.

The deep adit sunk by Cultus Exploration Ltd. of Canada failed to find the same rich ore bodies located by the shallower PI Mines adit, indicating that the ore body terminated a lot sooner than was previously thought.

In the words of Mr. Fuller "the emphasis at Misima is now on copper", and Cultus will spend the remainder of its committed \$C1



million checking out nearby "copper prospects".

At the April 10 meeting Mr. Fuller said in reply to questions that Cultus had been "sincerely optimistic" in forecasts about gold profits that could be taken from Misima.

He said he hadn't "the faintest idea" when shareholders of PI Mines would receive a dividend.

No atom bomb had dropped on Misima he told one exasperated shareholder. The fact was, he said, that the rich gold lodes had not extended as far as had been "previously indicated".

He said directors were satisfied that the 40 per cent. PI Mines would have in Oceanic Minerals when Cultus had fulfilled its obligations would give shareholders a satisfactory interest in future developments without having preference in shares in a new company, Cultus Pacific NL.

Developments leading up to the lively meeting were:

- The sudden resignation of Mr. G. W. Noe, foundation chairman for 10 years, a couple of weeks before the end of the gold search was announced. (Mr. Noe's departure leaves none of the original board).

- The revelation that the company suffered a \$44,000 book loss after three Malayan partners withdrew from an associate company, Austral Exploration Pty. Ltd.

- An announcement that with another prospector, Planet Gold Ltd., the company will examine a gold prospect near Mt. Mosquito, Queensland. PI Mines' 40 per cent. non-operating interest will cost at least \$20,000.

- The formation of a new company, Cultus Pacific NL, to be listed on Australian stock exchanges, which will continue the Cultus parent company's prospecting on PI Mines' lease on Misima Island.

Cultus of Canada has taken up just over half the shares, and more than a quarter have gone to four Australian mining companies and just under a quarter to clients of Sydney share-brokers, Patrick and Company.

(PI Mines has not bought, or even offered, one share.)

In July, 1965, Mr. Noe said production of the Misima goldmine would start in "18 months or so after February, 1966".

In its annual report for the 12 months to October 31, 1965, PI Mines said that Cultus had received advice from its consulting engineer that proven ore reserves in the Umuna lode had a gross value of \$C9,300,000 and that ore could be mined and milled to recover a profit of more than \$C5 million (about \$A4 million).

NORFOLK MAY DIVE INTO THAT BIG, WARM FOOTBALL POOL

By a staff writer

Norfolk Island may be the nerve centre of a massive football pools operation covering Australasia and South-East Asia. As an Australian territory, the tax-free advantages of such an operation on Norfolk have attracted the attention of the big English football pools operator, Littlewoods.

Littlewoods frequently make world-wide news, when they, or the other big English pools' operators, Vernons, award huge cash prizes of up to £Stg.300,000.

Both base their competitions on overall results of football matches. Anyone can enter, and invest from a few pence to several pounds, in an effort to pick eight drawn games from approximately 50 matches.

In late April the Australian Government was considering a proposal by Littlewoods to open an administrative office on Norfolk, which would initially employ 50 to 100 Norfolk Islanders on a casual basis. These islanders, probably housewives, would be supervised by several experienced Littlewoods staff.

Registered

Littlewoods have registered a company on Norfolk called Sloop Limited, with a capital of \$10,000. Directors of the company are Messrs. D. Neagle and R. Ombler, both Norfolk Island businessmen.

A representative of Sloop, Mr. George Pearce, put Littlewood's proposal to the Norfolk Island Council in February.

He offered the council an ex gratia payment of five per cent. of the revenue raised by Sloop in its first seven years of operation, with the payments then to be reviewed for a further period of three years, and thereafter to be reviewed annually.

If the pools are successful, Sloop anticipates company revenue would start at \$20,000 a week and could possibly reach \$80,000 a week within 12 months.

Likely postal revenue from entry forms and money orders would be enormous, with one million forms dispatched from the island a month to subscribers. The pools do not accept cash through the post, but insist on postal orders.

Sloop hopes to have permission granted for its operations quickly so that its scheme is under way for the English winter football season,

NEW PACIFIC RECORD FOR 200 METRES

French Polynesia's champion athlete Jean Bourne clipped another three-tenths of a second off his best time for 200 metres at an athletics meeting in Tahiti in March.

Bourne's record for the 200 metres now stands at 21.4 sec., which is six-tenths of a second better than the South Pacific Games record established by P-NG's Bruce Ritcher at Suva in 1963.

Bourne established a South Pacific record of 21.8 sec. for the 200 metres at a meeting in Tahiti in April, 1967. He cut a further one-tenth of a second from this at a meeting in Suva in February (PIM, March, p. 20) when he was "almost untouchable in winning the 100 and 200-metre sprints".

from September this year, to April 1969. (In the English summer the English pools are run on Australian soccer matches).

Norfolk does not have all the facilities to fulfil Sloop's plans and the sorting, processing and computerisation of the entries would have to be done on the Australian mainland, most probably Sydney.

When first approached with the idea, Norfolk's Council did not make a snap decision.

In recent months dozens of new companies have registered on Norfolk and many islanders, including not a few councillors, feel the paramount and in some cases, only reason for this, is the island's attractive status as a tax-free territory.

Is this good, or bad, for Norfolk? Islanders are divided here—and this is obviously one of the reasons why the council decided to refer the application to Canberra instead of making a quick decision, as wanted by some islanders who are fearful the prize might be taken from their grasp if there is too much delay.



They're the new pride of the Solomon Seas

From a Honiara correspondent

Life in the Solomon Islands is closely bound to the sea. The salt-water people of the many lagoons and coastal areas are natural seamen who think nothing of setting out on long sea voyages in their large outboard-powered canoes. They have adapted readily to the motor age and provide excellent captains, bosuns and crews for the island trading vessels and small ships.

So it is surprising to find that, until recently, not much had been done to promote an interest and pride in the arts of seamanship or in the traditional customs of the seagoing people of the Solomons.

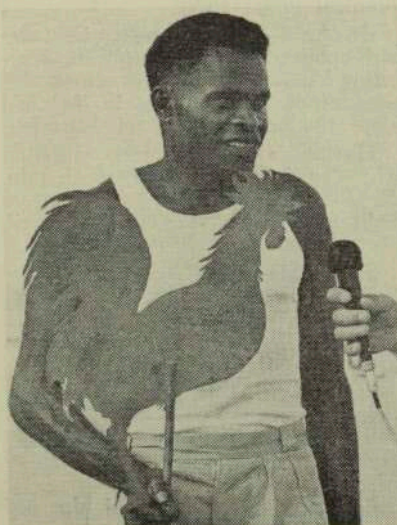
For this reason, the Harbour Master at Point Cruz, Honiara, Captain P. Frey, suggested late last year an annual sea festival with competitions in seamanship for small vessels, canoe races and a display of traditional canoes.

Spectacular

On Easter Monday, the first such "Festival of the Solomon Seas" was held at Point Cruz harbour. Hundreds of people lined the shore in the town area to watch 16 vessels (government, mission and privately owned) go through seamanship trials and to see races for both small and large canoes.

The most spectacular event of the day was undoubtedly the race for war canoes.

Three traditional canoes—from the Roviana Lagoon in the Western Solomons and from Santa Ana and Santa Catalina in Eastern District—



The three canoes setting off for the race for war canoes which was the highlight of the "Festival of the Solomon Seas". Foreground is the winning Roviana canoe, "New Life" (which is, in fact, a "gopu"—a vessel smaller than a war canoe). Below, Jonathan Maneburi, skipper of the "Evangel", the overall winner of the Seamanship Trials, holding the bronze cockerel trophy.—Photos: Ted Marriott.

took part. The 24-man Roviana canoe won the event by more than two minutes and was also judged the best-built canoe.

The prize for the overall winner of the Seamanship Trials was a trophy done in bronze in the form of a cockerel—"Pride of the Solomon Seas". The winner was the 62 foot long *Evangel*, built in Australia in 1948 and owned by the South Seas Evangelical Church. She will carry this trophy at her masthead until next year's festival.

To win the prize, the *Evangel* gained most points in contests for heaving a line, dinghy and copra loading races, manoeuvring skills and in an inspection of the ships.

Having an effect

Already the decision to hold the Festival of the Solomon Seas annually is having an effect. Plans are going ahead in the Roviana Lagoon area to build two of the giant *tomokos*—war canoes—for which the region is famous. The only man left with the knowledge to build these craft, 70 years old, Opero Sasabule, has undertaken to teach the skill to a group of younger men.

Tropicalities

Ever since France took possession of Tahiti back in 1842, the truly French Frenchmen of that island have never been able to forgive the English navigator, Samuel Wallis, for discovering Tahiti eight months ahead of their own countryman, Louis Antoine de Bougainville.

THUS it was no great surprise to us last year when the French did not get particularly excited about the fact that June 19, 1967, was the 200th anniversary of Wallis' discovery.

Nor did it surprise us when they announced round about that time that they planned to celebrate the bicentenary of Tahiti's discovery *this year*—on the 200th anniversary of Bougainville's arrival.

Well, the Bougainville anniversary—April 6—has now come and gone, and we must say that Tahiti did the old fellow proud, even if he was only second past the post to Tahiti.

At 9 a.m. on anniversary day, proceedings began with the unveiling at Bougainville's anchorage at Hitiaa of a commemorative plaque on a huge rock that had been hauled from somewhere in the vicinity.

Park renamed

Two hours later, there was another ceremony on the Papeete waterfront when the park in which a monument to Bougainville stands (formerly called Parc Albert) was renamed Parc Bougainville and a brand-new street sign was unveiled.

Immediately after this ceremony, a group of muscular Tahitians took part in canoe and whaleboat races in Bougainville's honour.

Other events of the day included an excellent radio play about Bougainville performed by local actors; the issue of three new postage stamps (honouring Wallis, Bougainville and Captain Cook) by the local post office; the issue of a commemorative medal honouring the same three explorers; special lessons and contests featuring Bougainville in the schools; the publication of a book on Bougainville by Father Patrick O'Reilly, and a Bougainville exhibition in the Gauguin Museum.

Bougainville, needless to say, got the pick of the positions on the commemorative medal—being the figure in the middle on the obverse side (see picture).

Second past the post, but first in their hearts

Wallis was really lucky to get on the medal at all, as no authentic portrait of him is known to exist, and the designer of the medal had therefore to draw on his imagination.

Why it rains in Tahiti

THE question of internal self-government for French Polynesia has become such a burning issue in Tahiti in recent months that rarely a day now passes without some mention of it in the local newspapers.

One paper, *Le Journal de Tahiti*, which is fervently opposed to internal self-government, has become so politically minded that it has begun turning stories on the most innocent and unlikely topics into pieces of political propaganda.

On April 9, for example, *Le Journal* published a story, full of interesting statistics, about the remarkable amount of rain that Tahiti had had since the beginning of last October.

Having asked itself the question why Tahiti was getting so much rain, *Le Journal* quoted an 88-year-old Tahitian woman, Madame Teurarii, for the answer.

Said Madame Teurarii: "The Royal Pomare family is weeping from heaven because they gave Tahiti to France and they do not wish that gift to be called into question again. It also rains because the gift having once been made, no one has the right to pretend to be able to take it back without drawing the Royal family's wrath."

Footnote: From the beginning of



The two sides of the medal struck to commemorate Bougainville's landing in Tahiti on April 6, 1768.

October to the end of March, rain fell in Tahiti on 120 out of the 183 days—easily the highest number of wet days on record in any six-month period. It continued to rain heavily throughout the first half of April, and it seemed likely that a record for a rainy season would be established by the end of the month. However, the amount of rain between October and March, some 70 inches, was 11 inches below the record set in October-March, 1964-65.

No easy way in the Star Mountains

BECAUSE of modern transport, some people consider recent patrolling in P-NG to be something of a pushover. But a 100-man patrol which recently returned from a three-month hike through the Star Mountain foothills in the West Sepik district, gave the lie to that. The patrol, headed by Assistant District Commissioner L. W. Bragge, and

Adet Patrol Officer C. van Lieshout, logged it out the hard way. During their trek they climbed to altitudes ranging from 1,000 ft to more than 7,000 ft, scaled sheer cliff faces, using ropes to ensure the safety of the 92 carriers, and crossed the large rivers on swaying, bush-line suspension bridges. The patrol's objective was to consolidate Administration influence among the people in the Atbalmin area and the restricted Mianmin area near the West New Guinea border.

Mr David?

SOME people are wondering whether the Queen's Birthday honours List, due in June, will include a knighthood for the P-NG Administrator, Mr. David Hay. It could be an honour deserved on the score of his earlier work as an Australian diplomat abroad, as well as for the big responsibility he holds in New Guinea—and he discharges his responsibility there with efficiency and intelligence. Members of the UN Mission which has just concluded a G survey were impressed by him.

Sister Dorothy, MBE

TALKING of honours reminds us that in the New Year Honours list there was a well deserved MBE for Sister Dorothy Smith, who these days with husband Jack is living in Melbourne, although the New Hebrides is really home, for they spent more than 20 years there. They served a mission station out of virgin bush at Ranmawatt, Pentecost. When they arrived the infant mortality rate was something like 95 per cent., but Dorothy Smith lost only one mother in childbirth in the next 20 years. There is a 50-bed hospital with a dental clinic there now. In Melbourne Jack is caretaker of a block of office suites.

Damned horseless carriages

THE Niue Treasury Department has advised importers and exporters of the maximum government liability in the event of loss of goods carried on the Administration-owned lighters which ferry all Niue's goods shore. The rather curious anomaly appears that if your motor car plunges into the ocean then the maximum liability is \$40, but if you should lose a horse the same way, then you may claim \$60.



A Brett Hilder Profile

BENIGN INFLUENCE IN FIJI

Ratu George Kandavulevu Thakombau exercises a wide and benign influence over the kingdom of his ancestors, whose title of Vunivalu of Bau he inherited in 1960.

Ratu George is best known abroad as a rugby footballer. He played against the Maories in 1938 and 1939, and he was co-manager of the Fiji teams to Australia in 1952 and 1954. He was in Sydney in April with a Fiji team from Lautoka.

He was born on November 6, 1912, the son of Ratu Popi Cakobau, and his wife Torika.

He was educated at Levuka and Queen Victoria schools before going on to Newington College, Sydney, and then to Wanganui Technical College, NZ.

After three years in the Fiji Civil Service he was Roko and Fijian Magistrate until the outbreak of the Pacific War in 1941. He became C.O. of the 3rd Battalion, F.I.R., and saw active service in the Solomons campaign. He then returned to magisterial duties in different districts in Fiji, rising to the status of Roko Tui in 1950.

He represented Fiji at the Coronation of Queen Elizabeth in 1953, and was awarded the O.B.E. He became Native Lands Commissioner in 1962.

Ratu George was first married in 1937, to Adi Veniana Gavoka, and then to his present wife, Lea-lea, daughter of Vilikisa Balikiwa, in 1956. They have one son and

three daughters, and have been living near Lautoka in recent years, but expect to return this year to the ancestral district of Bau.

While Ratu George's position keeps him above active politics, his presence is often required in different districts during industrial unrest to encourage peaceful settlements in the frequent labour disputes and the ever-present problems of land usage. He appears to be just the right man for this high office.

Footnote. It will be noticed that he spells his name so that English-speaking people can pronounce it properly. Otherwise it would be Cakobau. He did this originally to avoid being called "Kak" in England, and it is certainly a move in the right direction. The old spelling is absurd to-day, when the Pacific is opening up so rapidly, and it would be so easy to introduce the missing "m's" and "n's", and the soft "th" in place of the silly "C". It must be 50 years since Tonga dropped the old spelling "Toga", which was just as misleading as "Nadi" and "Pago Pago". It might even be Ratu George's place to propose an official change to sensible spelling throughout Fiji.—BRETT HILDER.

New Guinea's big towns are expensive, but also they're necessary

I was recently shown a photograph taken in Port Moresby in the early 1920's. It depicted the hotel at the top of Musgrave Street known at that time as the "top pub", to distinguish it from the "bottom pub" further down the street. The photographer had waited for a moment when one of the very few cars the town then boasted was passing—an early Chev tourer by the look of it—and this with the old-fashioned single storey verandah'd hotel behind it gave it the appearance of a still from an early silent movie.

The top pub was long ago replaced by the "Papua", and the only building from that period still reasonably intact and recognisable is the Ela United Church, in Douglas Street, built in the 1890's by the London Missionary Society for the few dozen Europeans who then made up Moresby's expatriate population.

Although it has had a few bits and pieces added to it over the years, it still retains the appearance which it exhibits in early photographs.

Up on the steep slope on the opposite side of Douglas Street and just below the new Anglican Church there are some other survivals of pre-war days.

Now, as then, they are occupied as Government offices, but their former broad open verandahs have been enclosed to provide more office space, and the lofty inner rooms, once so cool, so pleasant, and so conducive to the leisurely transaction of business, are now lit by fluorescent lighting and cooled by fans.

As it used to be

But it is not hard for an old-timer to stand on what was once the verandah of the Registrar-General's office, and mentally strip off the excrescences and see the building as it used to be.

Lord Casey has recently welcomed the reappearance of the verandah in Australian outback architecture. It would be wonderful to see it reappear in New Guinea.

For many years my wife and I lived in a house which had a 10-foot verandah all round it. It was built in 1902.

Today, of course, the cost of such a house would be prohibitive to any but the very wealthy.

In the Port Moresby of the 1920's there were only about 400 Europeans, and nearly all of them lived within easy walking distance of their places of work in the town. Lawes Road was a bridle track.

At Koki there was the gaol; and



TO THE POINT

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a small colony of mixed-race folk extended from there to Badili. Beyond the three-mile hill, just wide enough for two cars to pass, were the wide open spaces.

A film actress of that period claimed, on her return to wherever she came from, that she had met natives who had never before seen a white woman. As she never got further out of Moresby than the top of the three-mile hill, this claim was probably a little exaggerated; but in those days film actresses were doomed to silence on the silver screen, and it was only fair that they should be allowed a little latitude off it.

However, it was true that one could drive all the way from that point to Sapphire Creek without sighting more than two or three houses. At Sapphire Creek the road ended, and the adventurous rode up the range on horseback to view the wonders of Rouna Falls.

There was a pub at Rouna, but no Moresbyite thought it worth making the trip merely to present himself at its bar on Sunday afternoon as a bona-fide traveller.

It was the suddenness rather than the extent of the expansion of Port Moresby that caught us unprepared and was responsible for many of our present-day problems.

Heavily outnumbered

The European population of post-war Moresby sky-rocketed to ten times its pre-war figure, and, with the consequent increase in job opportunities, there came an even more spectacular increase in the immigrant indigenous population, so that whereas in pre-war Papua the immigrant population was a small fraction of that of the local villages, the situation was now reversed.

The Motu and Koitapu people,



This was the first Hotel Port Moresby, photographed in 1900. It was on the site of the present Hotel Moresby, and was known as "The Dead House".



How it looked in the old days. A general view of Port Moresby taken about 1930.

whose great-grandfathers owned all they surveyed, are now heavily outnumbered by the "foreign natives" —to use a phrase which I detest, although, oddly enough, the people to whom it is applied don't seem to mind it.

These folk come from every part of Papua and New Guinea. Those from the Gulf of Papua are in the majority, but there are very large numbers from the Goilala hinterland of the Central District, and it is said that, of the total of 30,000, 2,000 are from the Highlands.

Not interested

Some live in quarters provided by employers (not necessarily their own employers), others rent houses from the Administration; a few have built their own houses on blocks to which they have secured a title, while 8,000 are shanty-dwellers squatting on Motu- or Koitapu-owned land.

Private enterprise has not so far been interested in speculative building, and the size of the problem has been beyond the ability of the Administration to cope with effectively.

So the recent establishment of a Housing Commission to take over the responsibilities previously handled by the Treasury Department is to be welcomed. A full-time Commissioner and four part-time Associate Commissioners have been appointed. One of the latter is a well-known and forthright New Guinean, Thomas Tobunbun, of Rabaul. Of the other three, one represents the Treasury and two private enterprise.

A good set-up, though one feels that private enterprise might have been satisfied with one representative and that the other place might profitably have gone to a social worker with understanding of the problems

of the people who are going to live in the houses the commission is going to build.

Housing, of course, is only one of the problems being encountered in rapidly expanding Port Moresby. There are the problems of essential services, roads, footpaths, recreational and parking areas, and so on. And there are ever-increasing traffic problems in a town where many of the roads are hilly and winding.

The recent extension of the town boundaries and the establishment of new suburbs intensifies these problems and underlines the need for rapid progress towards urban local government.

Perhaps the toughest of Moresby's problems is that of convincing a rurally minded House of Assembly that in a country striving towards a viable cash economy towns such as Port Moresby, Lae and Rabaul, are both necessary and expensive.

So long as the economy of New Guinea was a subsistence one, towns were not necessary, and did not in fact emerge. Aside from a bit of barter trade, each village was self-sufficient, and few village populations exceeded a thousand.

No police, no law courts

When the population of a village reached this level, the tendency was for a part of it to hive off and establish a new village. Perhaps at this level the problems of sanitation became insuperable. Or perhaps the difficulty of maintaining law and order in a large community with no police force and no law courts got on top of them.

It is hard for rural folk to realise that when they switch over from growing things to eat to growing things to sell, they are embarking on

a new way of life which makes ports and the towns which grow up round them a necessity.

Perhaps some of the resentment towards Port Moresby so often evidenced in the House of Assembly arises from a feeling that, while stores and wharfs and other manifestations of commerce and industry may be necessary, the teeming hordes of public servants are not. This is



Things are different today. The recently-opened, 12-storey ANG House now dominates Port Moresby's skyline.

Those arguments about land

a feeling which sometimes stirs in urban as well as in rural breasts.

One facet of urbanisation which has attracted a good deal of attention lately in all our three major towns has been the rush of claims by local indigenous groups that they are still the lawful owners of large areas of land on which these towns have been built.

In at least one of these cases, at Port Moresby, a decision has been given by the Lands Titles Commission in favour of the native claimants, though this decision may yet be the subject of an appeal to the Supreme Court.

It is easy to be cynical about these claims, and to stigmatise them as attempts to cash in on the happy-go-lucky methods of land acquisition by earlier administrations and the lack of adequate documentation of early purchases surviving in the possession of the present one.

But perhaps there is rather more to it than that.

One Papuan put it to me like this: When white men first came to live among us we were glad, and were

willing that they should have land to build their houses on, to make gardens, and even to hit a small ball from place to place on if this gave them pleasure. This was the kind of thing which we had always done among ourselves. But when they started up businesses from which they made a lot of money, we began to feel that we had let our land go too easily and that we deserved some share in the profits they were making on what had been our land.

Said another: Yes, it's true you gave us knives and axes and cloth for our land, but you didn't give us money.

Finding the answers

Another, better educated, interposed: Now you are saying that we should give up exchanging goods for goods and adopt a money economy. Why didn't you think of that when you gave us trade goods for our land?

There is probably a good deal of rationalisation here, and it is not hard to think up answers that satisfy us. Can we find answers to satisfy them?

At the risk of collecting another swipe from Paul Mason, I repeat what I said once before, that it is very doubtful whether Papuans and New Guineans who sold land before 1900 realised that it was the land

TUNNEL PLAN TO LINK TAHITI-MOOREA

An American company has drawn up preliminary plans for a submarine traffic tunnel between Tahiti and neighbouring Moorea, about 10 miles away. Papeete reports say the tunnel will be opened by 1975 if everything goes to plan, but there is no official confirmation that it will be built.

Tourists would be able to cross in 10 minutes by the tunnel instead of the hour now taken by the fastest ferry. They would pay a toll.

itself rather than the use of the land which they were selling.

Will the newly elected House of Assembly have the courage to grasp the nettle of land legislation, and the understanding to produce a generally acceptable solution?

In many Papuan minds there is immediate suspicion of any proposal which would make it easier for expatriates to obtain land. On the other hand, European and some indigenous business men are increasingly impatient of restrictions which they regard as hampering economic development. All too few can see both sides of the question.

One group of indigenous immigrants to Port Moresby with whom I talked recently thought that it would be a good idea for the Administration to be given power to compulsorily acquire tribal lands in the vicinity of Port Moresby so that they could settle on them, but changed their tune when it was pointed out that this power, once granted, could be used to compulsorily acquire their own tribal lands back home.

In the meantime, some of Moresby's problems—those relating to youth, both employed and unemployed—have been the subject of a report prepared by two officers of the welfare section of the Department of District Administration.

Action

While it doesn't say anything new, it does bring together systematically within one cover a lot of things which have been said by various people, and notably by the Council for Social Service, during the last few years. And it substitutes some authentic figures for what have previously been shots in the dark.

The fact that it comes from within the establishment may mean that some action will be taken.

PORT MORESBY PERSONALITY

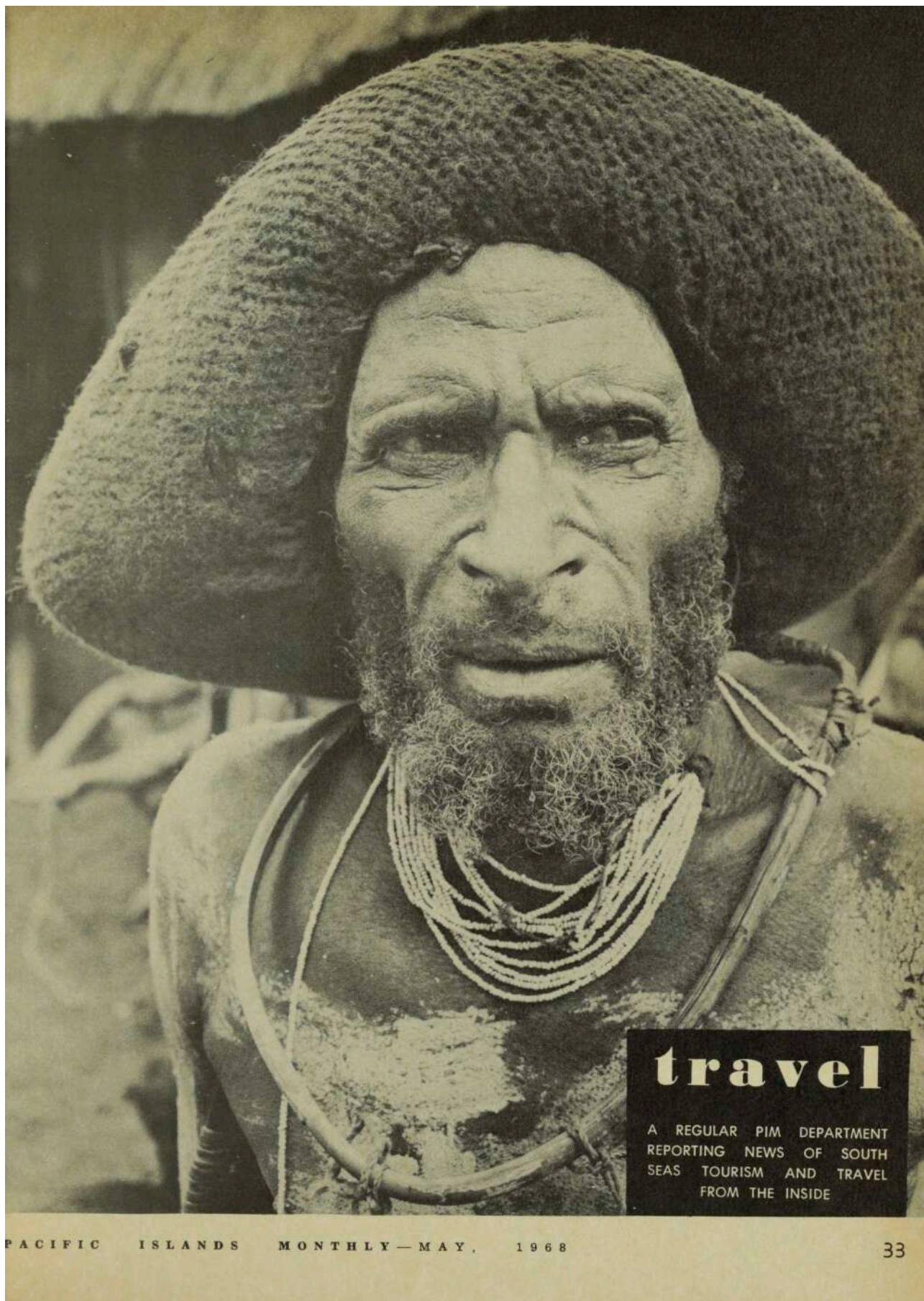


Sibyl Lloyd

Joan Johnson is one of Port Moresby's few businesswomen. About 10 years ago she founded a book selling business which has since flourished.

Mrs. Johnson, who was born in Brisbane, has lived in the territory for 20 years. For six years she was secretary to the Director of District Services and Native Affairs. During this time she visited many centres in the territory. But it was in Port Moresby that she married and settled.

Mrs. Johnson is president of the Inner Wheel Club, of which she is a charter member, and for two years she has been Guides' Division Commissioner of the Girl Guides' Association. She is also a member of the Victoria League and the Country Women's Association. Golf is Mrs. Johnson's hobby, and she was once a club champion.—Sibyl Lloyd.



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PACIFIC ISLANDS MONTHLY — MAY, 1968

33

AROUND THE ISLANDS

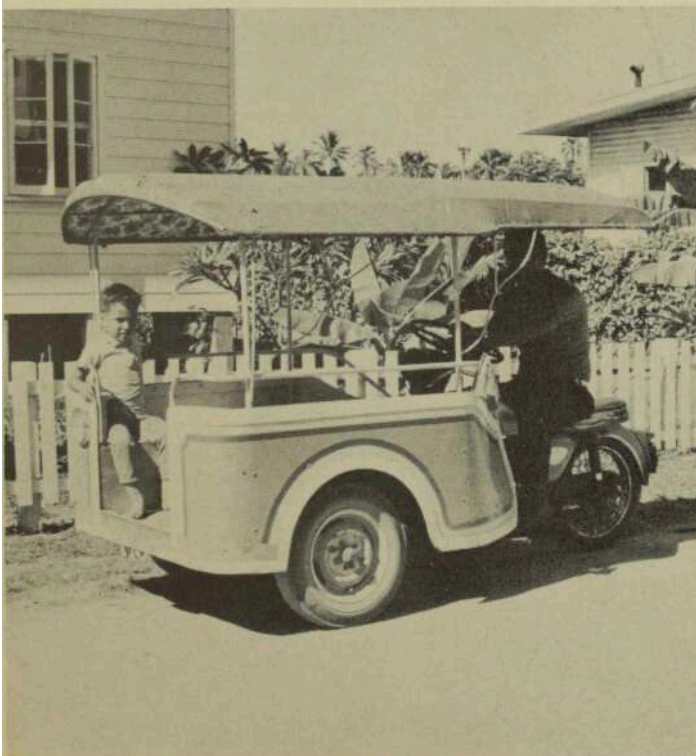


IT'S really a matter of taste — whether you travel about the South Pacific by plane or by ship. Above, the *Matua* enters Suva's magnificent, mountain-flanked harbour, with Joske's Thumb and the Cockcomb peaks in the background. Right, a Landrover awaits passengers at Bonriki International Airport, Gilbert and Ellice Islands. Visitors always admire the authentic Islands atmosphere of the airport, even though they do have to go without cocktails!





Left, a jet's-eye view of Vatoa Island, the only island in the Fiji group discovered by Captain James Cook. (He discovered it in 1774, and named it Turtle Island.) Vatoa Island is about halfway between Fiji and Tonga on the direct air-route between the two groups. . . . Meanwhile, back on the ground—almost. Below left, a tri-cycle cab takes a young fare down a street in Nukualofa, Tonga. Below, swoooosh! A water skier enjoys the action in Suva, Fiji.



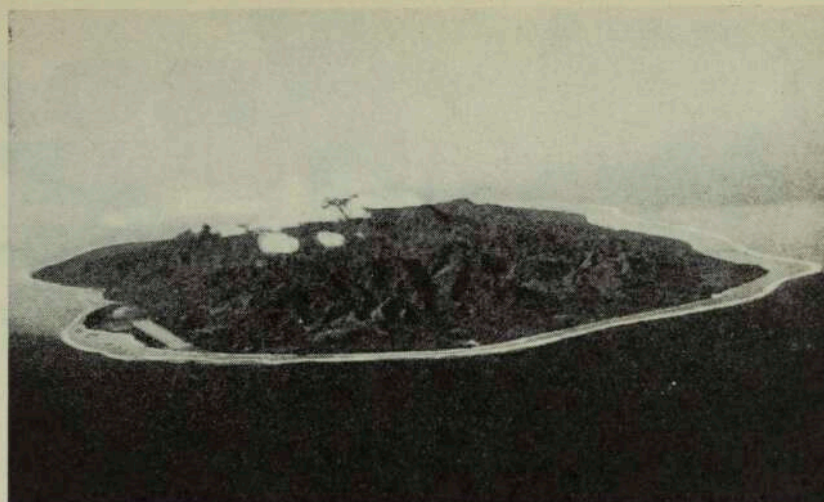
AROUND THE ISLANDS (Contd.)



Fiji—from mangroves to bluewater. Above, an out-board craft churns up a white wake as it rounds a bend in the delta of the Rewa River. Thickets of mangroves on either side of the river give it an Amazonian appearance. Left, spearfishermen relax as they reload for another dive into Suva harbour, with one of the local tourist operators, Ski-Dives.

Pictures on these pages by: P-NG
Dept. of Information, Rob Wright,
PIM and A. G. Shearer.

The island of Rarotonga from the air. The present airstrip can be seen. The island is 20 miles in circumference and one of the most beautiful in the Pacific. Highest peak is Mt. Te Manga (2,140 ft).



'Momentous' airport decision will launch Cooks on international travel scene

By a staff writer

With a brief announcement in April New Zealand put the neglected Cook Islands well and truly on the tourist-destination map for the tens of thousands of additional travellers confidently expected to invade the South Pacific in the 1970's. The announcement was that at long last an international airport is to be built in the Cooks.

The Cooks—with no internal or overseas commercial air links of any description and not a stopover point for any of the 30-odd jets criss-crossing the South Pacific every week—has overnight entered vital airline projections for stopovers on trans-Pacific flights.

And Air New Zealand, which holds exclusive traffic rights to the Cook Islands, has now a very attractive additional stopping point on its trans-Pacific routes.

The airline can no doubt be depended upon to extensively promote the Cooks as "the last unspoilt Polynesian paradise", and with these virtually untouched atolls and islands the claim will be substantially correct.

7,000 ft strip

The New Zealand Government will build a 7,000 ft strip at a cost of more than \$NZ6 million, including facilities—over the existing strip at Varua, on the main island of Rarotonga, by 1971.

Air NZ will use its DC8 jets on the strip on a weekly service from NZ to North America, with a likely stopover at Papeete, on both northbound and southbound runs.

travel

The NZ Minister of Civil Aviation, Mr. Gordon, said the airport could be "momentous" for both the Cooks and NZ. It would be a "milestone" in the development of the Cooks and bring about a "tremendous change" in the social, welfare and economic conditions of the Cook Islanders.

New Zealanders would have ready access to a Pacific holiday area—possibly unequalled among island resorts in the future, he said.

He said the airfield would be capable of taking Air NZ DC8's and the newly-developed "air-bus" aircraft the DC10 and the Lockheed 10-11 (both of which Air NZ has been interested in).

It is forecast that by 1980 as many as 7,500 New Zealanders annually could enjoy their holidays in the Cook Islands, using their New Zealand cheque books," Mr. Gordon said.

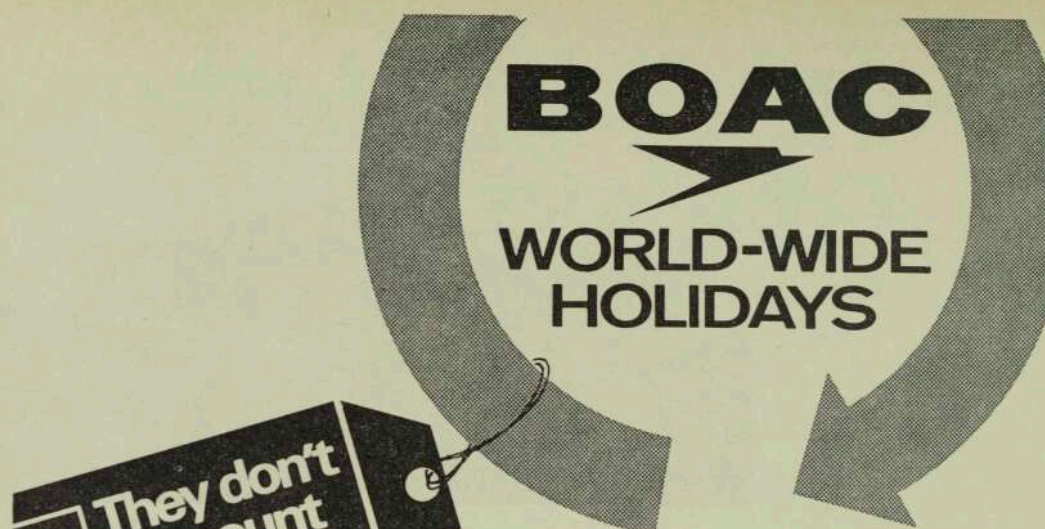
Mr. Gordon revealed to New Zealanders that during the recent visit

to the Cook Islands by the Minister of Island Territories, Mr. Hanan, the Cook Islands Legislative Assembly had granted air rights for all Cook Island airfields to the New Zealand Government for a long term period.

He added: "In view of this highly satisfactory arrangement the government had decided the construction of a jet airport is one of paramount importance for Air New Zealand and New Zealand as a whole.

"While it may mean a delay in the construction of some domestic airport facilities or the development of airfields within New Zealand, the government is satisfied that the importance of protecting Air New Zealand—and its future as a potential freight hauler of New Zealand produce—outweighs the necessity to give priority to internal improvements."

The Cooks have not had regular commercial air services since June, 1966, when a DC3 service operated by Polynesian Airlines of Western Samoa, which serviced Aitutaki and Rarotonga from Apia, Western Samoa, was withdrawn because of international restrictions on DC3's flying ocean routes. However, since then Rarotonga has been fairly



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regularly serviced by aircraft of the RNZAF.

For more than a year there has been talk about building an airstrip of international standard at either Aitutaki or Rarotonga. In this time several missions from NZ have visited the Cooks to inspect the available facilities.

Planned some time

People living or planting at Nikao, an area at the inland end of the existing 4,000 ft Avarua strip claimed compensation if their land was used in airstrip plans. Presumably, they will now be paid compensation, but Mr. Gordon did not make any mention of this.

The very high cost of building an airfield of international standard was another factor which delayed plans to start.

Many Cook Islanders are known to have favoured the strip on Aitutaki as the better site. Last year, the *Cook Islands News*—a CI Government newspaper—said: "... the Government (CI) has agreed to air strip extensions so long as they do not have any major effect upon the people living in or planting the Nikao area. This certainly would not be the case if an international jet strip were constructed at Rarotonga."

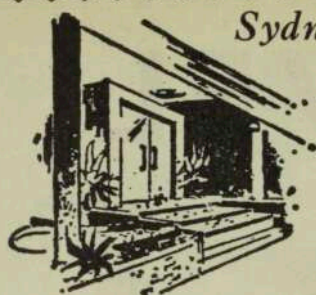
New bargaining power

For Air NZ, the NZ Government decision will mean new bargaining power in negotiations for flying rights across the South Pacific—Air NZ has the Cooks on its own and the chance to be the biggest financial beneficiary of what could be the most attractive Pacific Islands resort territory of the 1970's.

For the Cooks, a stopover on a through-jet service across the South Pacific will mean the start of a real tourist industry (which currently consists of periodical visits by cruise ships) and a much-needed boost for the territory's stagnant and hurricane-prone economy.

Several NZ interests would welcome a chance to build a modern hotel at Rarotonga, and the CI Government would be equally sure of insisting on a share of this, or a similar project.

Overseas interests need the land, and Cook Islanders want the money—



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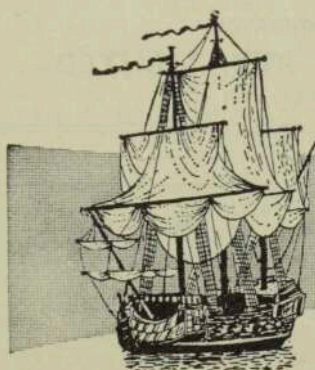
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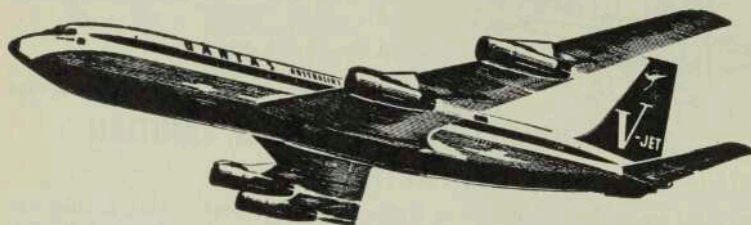
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compromise deals could be the answer to tourist developments.

The significance of the new developments was summed up by the *Auckland Star* in this editorial of April 10:

Newspaper comment

"There have been times when airport development in New Zealand has been governed more by political pressures than economic sense. Nobody can say that of the government's two most recent decisions. It has refused to throw money away on an international airport for Wellington. And it has decided to invest \$6 million in a jet airport at Rarotonga.

"An investment it literally is. With its one hotel-cum boarding house, Rarotonga today may seem an unlikely place to establish an international airport. The Cook Islands have had no civil airline services at all for some years.

"Apart from the monthly visits of the *Moana Roa* the islands have no sea contacts with the outside world either. All most tourists know of the group is what they see from the rail of a cruise ship.

"But given regular air services the tourist potential of the Cooks is almost unlimited. Several groups are interested in building hotels in Rarotonga and will presumably go ahead now that an airport is in prospect by 1971.

"New Zealand can expect three major benefits from the move. The stagnant economy of the Cooks will get a shot in the arm; Air New Zealand will have a new bargaining counter in negotiations for flying rights across America; and New Zealanders will be able to have tropical holidays without using overseas funds.

"Though Air New Zealand's ambitions have probably been the deciding factor in the decision to build the airport, the economic advantages of tourism in the Cooks are likely to bring the greatest returns in the long run.

"New Zealand is spending some \$2 million in direct subsidies to the islands each year. The inclusion of Rarotonga on South Pacific tourist routes could tighten this burden considerably.

"With a network of air strips through the smaller islands the unspoilt beauty of the Cooks could give the group some of the popularity of Fiji, which has been doing a brisk trade in winter holidays from New Zealand in the past few years.

"The penalty of tourist expansion will inevitably be a loss of the islands' charm. But their isolation could not last. One by-product of the opening

Polynesian Airways' new, modified DC4.



jet services may be a sharply increased flow of Islanders to New Zealand.

"The Government will need to study the wider implications of a decision which Mr. Gordon rightly calls 'momentous' for the future of the Cooks," the editorial added.

The decision to enlarge the Rarotonga airfield does not necessarily mean the Cooks will have to wait until 1971 for air services. Polynesian Airlines' chairman, Mr. E. F. Paul, is still making rude noises in attempts to get his newly-acquired DC4 to the Cooks from Apia.

Samoa links

In Auckland recently he attacked the NZ Government for "missing a valuable chance to earn and save overseas funds" by not allowing an air service to operate from Samoa to the Cooks.

He added that Polynesian Airlines had applied to the NZ Government for rights to fly to the Cooks. Presumably as Air-NZ has a share of Polynesian, a DC4 link via Samoa will not be discouraged.

Polynesian's upgraded 60-seat DC4 in early April was put into service.

Polynesian Airlines' routes to Nadi and to Tonga. It is also flying three services a week between Western and American Samoa. Added to the existing DC3 services this gives Polynesian Airlines 16 flights a week between Apia and the international airport at Pago Pago.

The DC4 has more powerful engines than other DC4's, giving it longer range and a cruising speed of about 250 mph.

Modifying the DC4 for its 2,600 engines was done by an American aircraft firm which is converting DC4's for economical use by smaller airlines operating long-distance routes. Only five other DC4's have been modified in this way.

Livery of the DC4 includes a palm tree insignia and the flag of Western Samoa. It will fly once a week to Nadi and to Tonga, with one of the airline's DC3's operating a second service to each destination (the second service to Nadi will be via Wallis Island).

Polynesian Airlines was founded in 1959 to link the two Samoas.

Niue gets airstrip

Meanwhile, little Niue, NZ territory west of the Cooks, is also to get an airfield, although certainly not of international standard. But since the island may only be reached by sea at the moment this is an important development.

On the same trip which took him to the Cooks in March, NZ's Minister for Island Territories, Mr. Hanan visited Niue and announced that NZ had approved the money to build the strip.

At a sod turning ceremony at the airfield site at Vaiola, Mr. Hanan said that a new era was starting for Niue. The money for the airfield was available now and work could commence immediately, and if there were any delays it "would not be New Zealand's fault, but the Niue Island Government's."

He said that the airfield would be able to take the RNZAF's biggest aircraft, the Hercules, and within 18 months he hoped to be on the first proving flight.

He said that it would be possible to fly from Auckland after breakfast, enjoy a huge island welcome as he had enjoyed, and listen to speeches "as lengthy as the Niueans were accustomed to making," and still fly back to Auckland to be in time for a late dinner!

travel

EASTERN LOOKS LIKE COMING SOUTH

Eastern Airlines will almost certainly be the second US airline to fly the South Pacific, from major eastern US cities to Australia and New Zealand, via at least three stops in the Pacific Islands.

This follows the April news that the United States Civil Aeronautics Board has recommended that Eastern join Pan American Airways on the South Pacific.

After considering claims of 17 other US airlines, the board has awarded Eastern a franchise for flights from 11 US and Mexico cities to Sydney, Melbourne and Auckland.

Eastern's projected schedules for the South Pacific by-pass the US West Coast and fly on via Hawaii, or go by way of Mexico City and Acapulco.

From there Eastern would call at Papeete, Pago Pago and Nadi before reaching Australia or New Zealand.

Must be approved

Eastern's recommendation for the South Pacific must first be approved by several bodies before the airline gets a final clearance to operate, probably next year.

The board itself will review the recommendation and hear any appeals by the unsuccessful airlines; then President Johnson must give his approval and then the last fence must be crossed — Australian approval.

Eastern is on record, together with Canadian Pacific Airlines, as saying that it will cut trans-Pacific air fares 25 per cent. if it is given a profitable South Pacific service, but of course these must be fought through the all-powerful international airline association, IATA.

It is hard to see trans-Pacific fares immediately crumbling by a mighty quarter, even with a new competitor on the route—opposition is far too strong. But certainly cuts must come on the South Pacific.

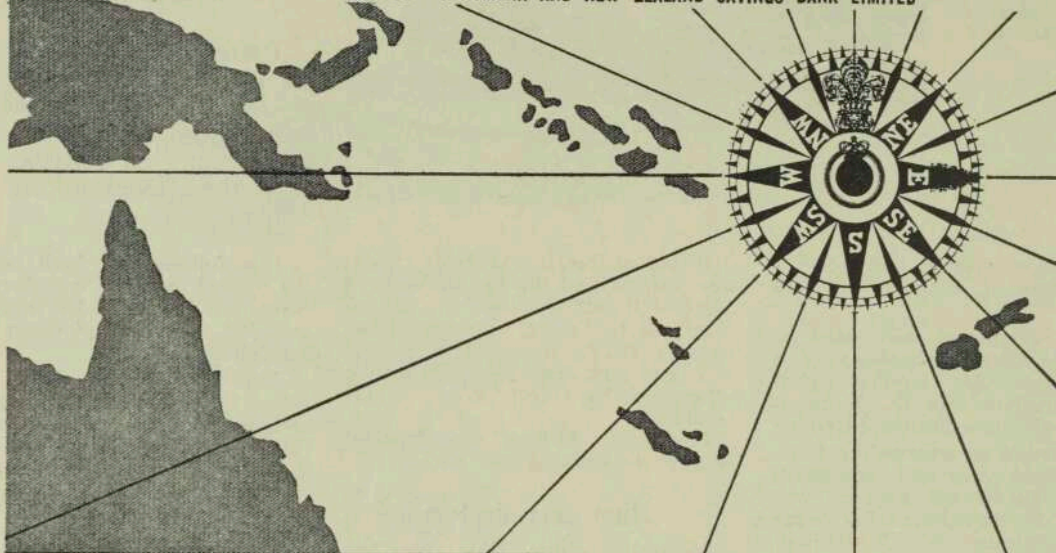
If Eastern can enter the South Pacific on a good frequency basis, then Qantas may be paid-off by getting another West Coast US call, such as Los Angeles.



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Fiji tourism will continue to flourish' (despite PIM!)

From a Suva correspondent

Fiji hotel operators don't share the apparent apprehension of the PIM writer who asked questions in April (p. 41) about Fiji's hotel occupancy figures. PIM's piece suggested that recent figures might be a warning for investors that the Fiji's hotel boom was about to burst.

There is, as PIM's article said, some caution here in predicting requirements for the future, and this is worth pointing out. But the present position is not as serious as the PIM article makes it appear. On the contrary.

PIM's argument was based on a proposed Fiji hotel occupancy rate of 66 per cent. But this figure, quoted from official statistics, is for bed occupancy, and not room occupancy. This may not have been obvious, as the two sets of figures can be confusing.

President of the Fiji Hotels Association, Mr. D. H. P. Ragg, says: "The occupancy figures quoted in PIM for the larger hotels are based on bed basis, and this figure is considerably lower than the room occupancy figure."

"Taking into consideration the hotels concerned, I should say the room occupancy was in excess of 66 per cent. Not a bad annual figure in anybody's language!"

"It is the opinion of most experienced folk that Fiji's visitor industry will continue to flourish. The figures and estimates quoted in past surveys have, in the main, all been exceeded."

"We all love PIM, but I think the tone of PIM's articles deserves a little measure on this occasion."

New figures

The Fiji Bureau of Statistics will in future publish, in addition to bed occupancy figures, room occupancy figures like practically every other tourist country.

Meanwhile, the Harris, Kerr, Porter report (they are a Californian, and a British firm) has been superseded by the march of tourist figures.

In 1967 there was a total of 52,021 flying visitors in Fiji, and the aver-

A new concept in service



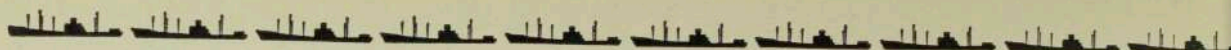
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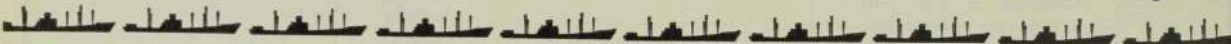
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travel

ge intended length of their stay was the same as for 1966—that is, 8.2 days. The number of beds sold to local and overseas visitors (i.e., bed nights) was 314,114 in 1967.

The overall figure for the year was 6 per cent., but it is obviously difficult to fix an average figure with the present building boom, because the number of beds available changes every month.

Look at these figures for 1967: At the beginning of the year there were 1,253 beds available and the bed occupancy rate for January (23,847 bed nights) was 61 per cent.

In August there were 1,485 beds and 33,239 bed nights for a bed occupancy rate of 72 per cent. (note that there were 232 more beds than in January).

By December there were 1,655 beds and 26,905 bed nights, for a rate of 53 per cent. But there were 70 more beds on the market in December than there were in August, and 402 more than in January.

What of this year?

What now of 1968? Fiji will have about 700 new beds on the market during this calendar year, that is, 361 new rooms.

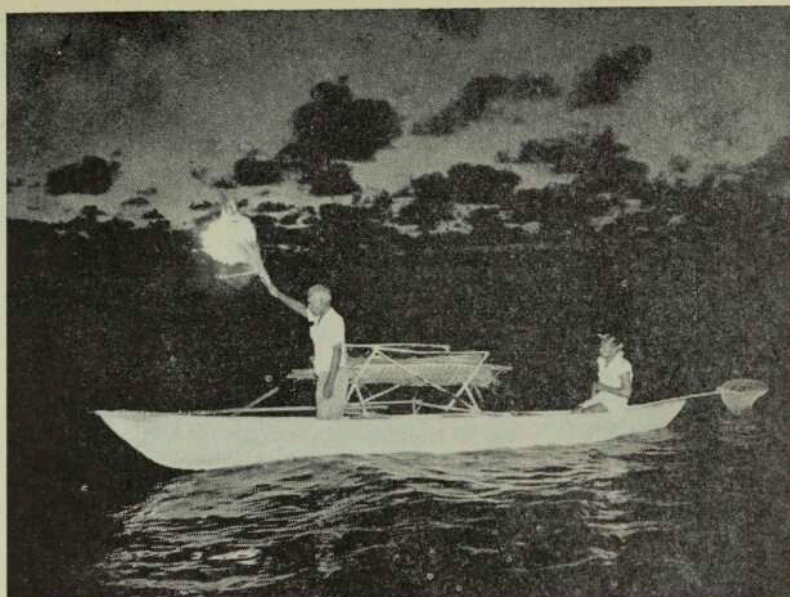
If every hotel got the same amount of business, and if visitors all stayed exactly eight days, Fiji would need an increase of about 19,150 visitors this year, to give the hotels a level bed occupancy of 60 per cent. for the year.

In fact, Fiji expects an increase of only 13,000 visitors, but again, this apparent short-fall of 5,850 visitors is misleading because not all 700 beds will be on the market from the beginning of the year.

Probably the 361 rooms due to become available this year will thus still not make any appreciable change in the bed occupancy rate, which probably will be between 53-57 per cent.

This is equivalent to a room occupancy rate of between 63-69 per cent., which is well above the minimum figure recommended by the Harris, Kerr, Forster report.

As PIM indicates, there can be no guarantee that the big yearly increase in visitors will continue at the present rate, especially if US tourism is cut back, as President Johnson plans. Nevertheless, most Fiji operators agree with Mr. Ragg that the industry will "continue to flourish".



These Nauruans are catching flying fish by night, with the aid of flares—a sight worth seeing. Now that the independent republic has an air service there will, no doubt, be the beginnings of tourism. At present there are no hotels or other tourist accommodation.

NAURU GETS A REGULAR AIR SERVICE

Fiji Airways Ltd. on April 21 extended its Fiji-GEIC run to Nauru, giving the newly-independent phosphate-rich island its first regular commercial air service.

The Nauru fortnightly air service is the first direct result of the March conference in Suva held to discuss regional and domestic air services of British associated territories in the South Pacific.

Other changes affecting Fiji Airways were made at the conference and are likely to come to light late this year. One will be the purchase of a second HS 748 turbo-prop jet.

In its Nauru service, the airline now flies from Nadi every alternate Sunday to Funafuti and Tarawa, arriving at Tarawa at 2.05 p.m. and leaving at 2.50 p.m. for Nauru.

The HS 748 covers the 420-odd miles in less than two hours and arrives at Nauru at 4.10 p.m.

It leaves Nauru the following Monday at 6.30 a.m. for Tarawa, Funafuti, Nadi and finally Suva at 6.10 p.m. International connections can be made at Nadi.

AIR MICRONESIA in April announced its schedules for the inauguration of the first jet services in Micronesia, to begin on May 16.

Air Micronesia, recently established, is owned 31 per cent. by the Los Angeles-based Continental Airlines, 20 per cent. by Aloha Airlines of Hawaii and 49 per cent. by the United Micronesia Development Association, which has local capital.

Continental Airlines will operate a Boeing 727 fan jet twice a week on a complete swing through the territory, from Saipan, to Guam, Truk, Kwajalein and Majuro, and one of these services each week will be extended to Honolulu.

In addition there will be a twice-weekly round trip to Palau via Yap, which will be operated by DC6B until jet fuel storage facilities are available in Yap. The 727 is expected to service Yap and Koror within two months.

A Saipan/Guam round trip shuttle service will be operated six days a week by 727 jet, with one service on Sunday operated by the DC6B.

Continental will operate the Trust Territory's SA16 flying-boats on three round trip flights to Truk and Ponape each week, timed to connect with jet service from Guam and Saipan.

The island of Rota will see the Air Micronesia red and gold jet twice a week, on Mondays and Thursdays.

Cruising at close to 600 mph, the new jet will reduce travelling time from Saipan to Majuro to six hours

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The three-engined 727 carries 71 passengers in international coach class configuration, in addition to carrying 20,000 lbs of cargo in the upper deck cargo hold.

The aircraft will have two hostesses (one Micronesian and one American). Six young Micronesian women were to begin training as hostesses at Continental Airlines' school in Los Angeles, in April.

General manager of Air Micronesia is Mr. Philip Yates, who arrived in Saipan on April 2 to set up offices. He will be stationed in Saipan and will be responsible for the overall direction of the new operation, reporting to Dominic P. Renda, president of Air Micronesia, and senior vice president-international of Continental Airlines. Mr. Yates was previously in charge of Continental's passenger services in Los Angeles.

TWO more hotels for Tahiti—the American-owned Taharaa and the French-owned Outu Maoro—will almost double the number of hotel rooms available in Tahiti.

When opened in December, this year, Taharaa will have 200 rooms, and Outu Maoro, scheduled to open in April, 1969, will have 232 rooms. They will be the largest hotels in Papeete.

Outu Maoro is being built on Point Venus, looking out to Moorea. UTA French Airlines have a major interest in the hotel, which is owned by private French interests.

Taharaa, under construction on Taharaa Hill, overlooking Matavai Bay, near Papeete, will be owned by Inter-continental Hotels, a wholly-owned Pan American Airways subsidiary. It is financed with private capital and a French Government loan.

At a recent seminar held by the Tahiti Tourist Development Board to discuss plans for the two major hotels, French Polynesia's Governor, Mr. Jean Sicurani, said he would request that visa requirements be suspended for tourists visiting Tahiti for periods of up to one month (instead of 15 days, as at present).

Governor Sicurani said he also hoped to streamline and simplify customs and entry requirements at Tahiti's Faaa International airport.

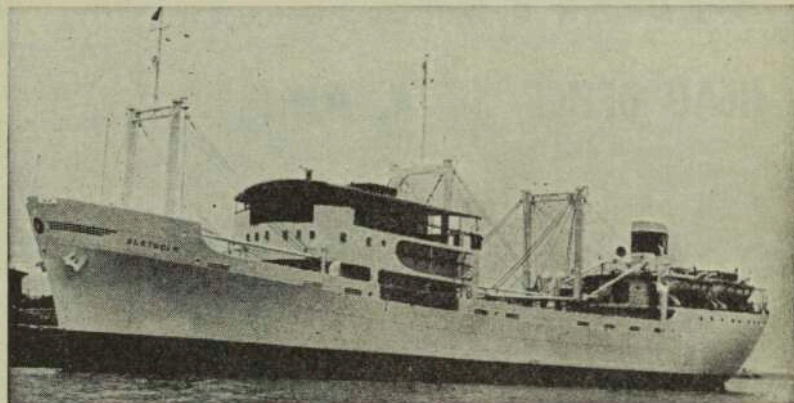
RECENTLY arrived in the New Hebrides is the MV *Havanah*, the first ship in the New Hebrides

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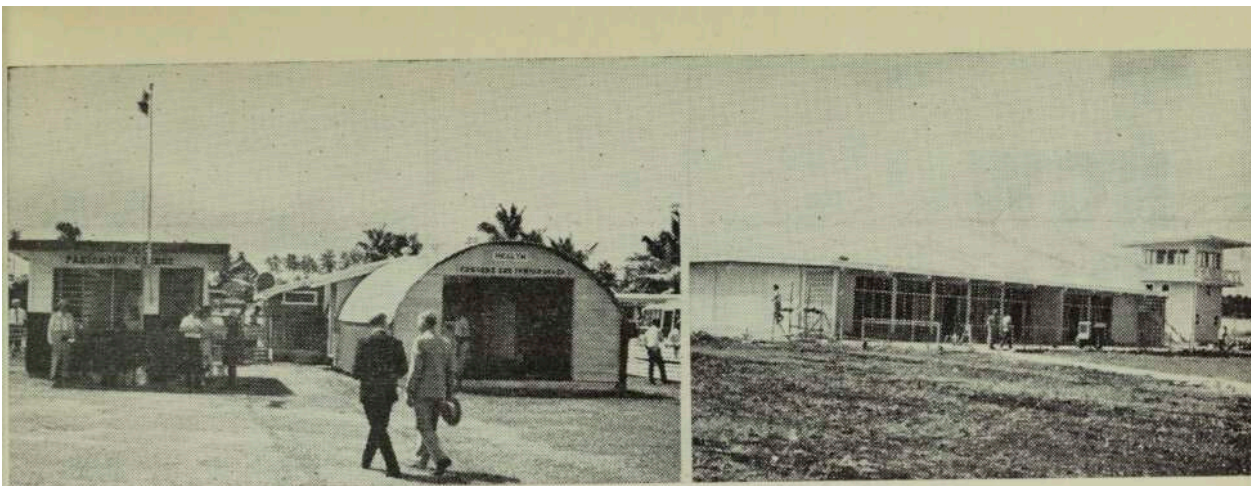
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inter-island trade with passenger accommodation for tourists—and she intends to take them. The *Havanah* is 104 ft long, with twin-screws. She will carry cargo and 16 passengers in double cabins.

The New Hebrides Chamber of Commerce, Vila, reported to *PIM* in April that it is planned the ship will do one seven-day trip each month with passengers only, Vila-Santo-Vila. The ship will be alongside the wharves in Vila and Santo each for at least one day during this trip so that passengers may stay on her while in port.

The stops on the seven-day trip have not been finally decided, but will be chosen so that tourists have a chance to visit the most picturesque of the many primitive leaf villages of the New Hebrides. Stops will probably be in Undine Bay, to see one of the immense leaf houses built before the arrival of the first white settlers and a plantation. Next stop possibly will be Matasso, which is rarely visited by ships. The islanders of Matasso make the finest leaf mats and baskets in the New Hebrides and also carve outrigger canoes.

The *Havanah* will then thread her way through the many tiny islands off the coast of Malekula, from where there is a chance to see the fiery peak of the active volcano on Ambrym.

A slightly different route on the return journey will be designed to ensure that passengers get a glimpse of nearly all the innumerable islands of the New Hebrides.

Trips will probably be from Friday to Friday to connect with flights by both Fiji Airways and UTA. There will also be the possibility of some passengers doing a shorter trip Vila-Santo, and to return from Santo by air. Travel agents can get more information about this trip from the Chamber of Commerce.

THE numbers of tourists to Western Samoa from North America, which last year jumped 67 per cent. to 2,668, have shown even more spectacular increases this year.

In the first three months of this year visitors from US alone totalled 1,101, with monthly figures showing increases over last year of January 84 per cent., February 81 per cent. and March 131 per cent.

Although Aggie Grey's Hotel has undergone considerable expansion, there is no doubt that present facilities will before very long find it impossible to cope with the inevitable flood of visitors, *PIM's* Apia correspondent reported in April. He added:

"There have been rumours for years about luxury hotels being erected by overseas investors but nothing has so far eventuated. This time the rumours seem likely to bear fruit.

"With the usual reticence of Samoan politicians and officials, nobody in the know will give out any information beyond the fact that the Samoan Cabinet has before it plans for a big hotel to be built by American investors at Taumeasina—a site on the lagoon about two miles out of Apia where the old quarantine station was once situated.

"The site was mentioned last year by the former Director of Economic Development, Mr. A. Gerakas, who said following his visit to a PATA conference in North America that a group of investors in Seattle was interested and would put plans before Cabinet for a \$1,000,000 tourist hotel to be built at Taumeasina.

"One thing seems sure—if somebody doesn't build a new hotel soon, tourists will be joining the roadside peddlars and sleeping in the street."

travel

The old Nissen type facilities at Nukualofa's airport at Fau'amotu (left) and the newly-opened air terminal (seen here having the finishing touches put to it).
Photos are by A. G. Shearer.

TONGA READY (AND WAITING) FOR THE AIR AGE

Tonga—the land with no locally-based planes—will have four airfields by the middle of the year. Airfield No. 1 is the original one at Fua'amotu. Airfield No. 2, just completed, is at Vavau. Airfields Nos. 3 and 4, at Ha'apai and 'Eua, will be operating by the middle of the year.

With an eye to keeping the tourists comfortable, as well as flowing, a new \$68,000 air terminal was opened at Fua'amotu in April by King Taufa'ahau Tupou IV. The building is described as a replica of the one at Nausori, Fiji—with improvements.

Measuring 100 ft by 44 ft, this single storey, reinforced concrete terminal is a plush place—almost a palace by comparison with the Nissen-type building that had served for so long.

Soon after the opening of the new terminal, the Tonga cabinet approved an offer by Air Pacific to operate an internal service in Tonga.

It will run from Fua'amotu, to Vavau, Ha'apai and 'Eua. No time has been announced for the start of the new service.

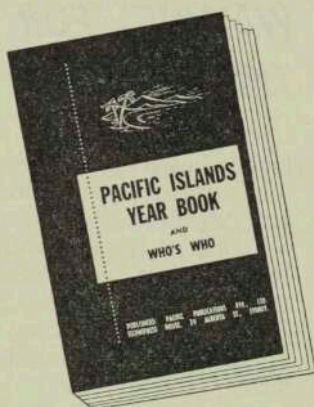
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Well-known features, including the directory of Christian missions and missionaries, the brief history of the Pacific war, etc., have been retained.

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ternal service is the two-engine 10-seater Beechcraft Queenair A65, distributed by Hawker De Havilland. Air Pacific is De Havilland's dealer in Fiji.

In Sydney, De Havilland was unable to say whether the Queenair had been chosen. The company was awaiting the return from Tonga of Mr. John Benson, marketing manager of Beechcraft Australia Division of De Havilland, with a full report on the matter. The Queenair was demonstrated in Tonga in November last year.

Captain G. U. Allan, chairman of Fiji Airways, who was in Tonga in February, advised that Tonga use a two-engine, nine-seater Britten-Norman Islander aircraft.

In late April Fiji Airways was reported to be making a counter offer to Tonga for the service.

The man chiefly responsible for the building of the terminal is Mr. Joe Furniss, who was sent to Tonga by the British Ministry for Overseas Development to advise on both internal aviation and on communication between Tonga and her neighbours.

He said that because of limited capital, the runways on the airfields are not constructed in permanent materials. However, with four planes weekly, two by Fijian and two by Polynesian Airways, bringing more and more traffic into the kingdom it might soon be possible to make runways in permanent materials.

King Taufa'ahau thanked the British Government for contributing 90 per cent. of the total cost of the project and for sending Mr. Furniss to Tonga.

Much praise

The king praised the builders and the Fiji Government which had donated plans for the building and the services of an air control officer. The officer would remain in Tonga until Tongan trainees were ready to take over.

In a droll moment, the king said he was prepared "to put the cart before the horse" by creating new air-strips without possessing a single plane, and added: "Though some may doubt the wisdom of this policy, a start has been made and I am proud of the confidence of my government in proceeding with the four runways. All that remains now is to find aircraft to utilise them!"

The king mentioned, presumably hopefully, that there was a rumour about that an unknown philanthropist was about to reward the optimism of his government with a gift of a small aircraft for internal use!

Nukualofa's busy day is a sign of things to come

From a Nukualofa correspondent

On a recent Saturday, four overseas ships were anchored at Nukualofa and the waterfront was a bustling hive of activity. Visitors from the ships laughed and bargained their way around town, and the International Dateline Hotel did good international business.

White and majestic, the huge P and O flagship, *Canberra*, was anchored some 50 yards off the Vuna Wharf. Small craft bobbed over the waves ferrying the ship's 2,000 passengers to the shore. Things could not have seemed more serene.

But on board the *Canberra* there was drama. Two divers, Mr. Jack Riechelmann and a Tongan assistant, had been sent overboard with aqualungs to locate the cause of unusual noises and vibrations that had been noticed by members of the ship's crew as the *Canberra* had sailed towards Tonga.

The trouble was finally located in the starboard propeller unit.

In four dives, extending over three hours, the two divers repaired several loose bolts on the rope guard and the outer bearing seal, forward of the propeller, and another two bolts that had sheared off on the housing over the shaft.

"Vityaz" visit

When the unsuspecting, sunburned passengers rejoined the *Canberra* after a day's sightseeing, all was well, and when Tonga's Harbourmaster piloted the liner through the reefs in the late afternoon, he reported that the noise and vibrations had completely disappeared.

Further out in the stream was the Russian research vessel *Vityaz* with its complement of 65 scientists, both men and women. It was the first time on record that a Russian vessel had called at Tonga, and cabinet approval had been sought and granted before the visit.

A long, low, sleek vessel of 5,700 tons, the *Vityaz*, under command of Captain M. Sobolevsky, is on its 43rd oceanographic expedition into the Indian and South Pacific Oceans. The scientific team is under the leadership of Professor Beerskov, head geologist at the Moscow Institute of Oceanology.

They set out with three main tasks in view: the study of the magnesium and iron ore content of ocean floor nodules, the study of marine biology, and the sedimentation of ocean particles.

The new Tongan island on the Metis Shoal (*PIM*, April, p. 103) was described by the Russians as a rock outcrop measuring approximately 10-ft high and 100-ft across.

Their trip to the South Pacific, said one of the party, was made pleasurable by good food and good company.

Afloat at the Yellow Pier was the 75-ft, all steel, refrigerated crayfisher *Ata*, owned and skippered by well-known yachtsman and Sydney industrialist, Mr. Peter Warner. It was Warner who rescued the Tongan castaways on the island of *Ata* in September, 1966.

Crayfishing

At present fishing crayfish for the American market, Mr. Warner has as his crew the very castaways he rescued. They make a good crew, although two of them jumped ship at Auckland on the way north. Such is his faith in these lads, however, that he placed \$600 with the Customs authorities for their fines and fares to Tonga.

Like the Russian vessel, the *Ata* called at Tonga's new island on the Metis Shoal. Mr. Warner reported that all signs of activity had ceased.

Earlier, the King of Tonga had flown over the Metis Shoal only to find the island submerged. However, he ordered a diver to collect samples of volcanic rock from the Shoal. The diver found warm water in some places which suggests that activity still exists in the area.

The other ship in port on that memorable Saturday was the Norwegian vessel *Thorsgaard* which carries Canadian timber to the ports of Suva, Tahiti, Pago Pago, Apia, and sometimes Tonga and the New Hebrides. So popular is the trip that the 12 berths each trip are booked years ahead.

For Tonga it was a unique day — a miniature, maritime parade of things to come and proof that she has to prepare herself to meet the demands of the tourist industry already growing rapidly with regular and increasing flights from America.

travel

- American journalist Julia Edwards, on assignment in New Guinea, agrees with James Anderson (*PIM*, Feb. p. 50), that New Guinea's tourists are in greatest danger from white savages, not black. Here she dashes off a few paragraphs to *PIM* on her terrifying experiences in the Port Moresby jungle.

BEWARE THESE STRANGE TRIBAL CUSTOMS

The news from the Port Moresby jungle is that the "cannibals" in the hotel business may yet be pushed into the Highlands by the competition of the new Outrigger Motel, properly managed by Mrs. Lillian Barclay-Millar.

But the white "savages" remain in control of banks, airlines and even beauty parlours, and slow torture is the fate of visitors seeking to civilise the island.

The Australian taxpayer is being bled by tribal customs ranging from inefficiency to highway robbery. But he never sees the knife that cuts him.

Adventurous businessmen see the flashing spears and depart in droves for American Samoa. But the tourists are stuck.

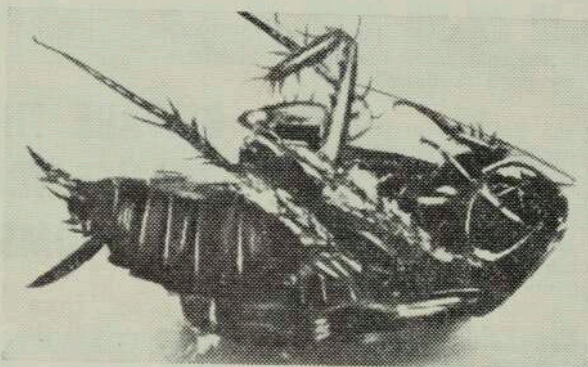
Stone-age inhabitants

The original inhabitants of New Guinea are so sweet and wear such pretty headdresses that visitors will continue to defy the stone-age inhabitants of Port Moresby to reach the Highlands. What is needed is a non-stop jet from Sydney to Mount Hagen, but meanwhile, tourists need protection.

For instance, the ANZ Bank, Port Moresby, short-changed me by \$US20. When I objected, the man took out a pencil and figured that the bank was giving me more than I deserved. I had to point out that he had made an error in division. At this, he went back into a corner with his figures. Fifteen minutes later he consulted the accountant.

(Over)

End the Problem of Cockroaches



The cockroach is undoubtedly one of the most detestable of household insect pests, and an acknowledged carrier of the germs of typhoid, cholera, gastro-enteritis and pathogens of polio. He frequently hides near sinks, boilers and hot-water pipes, inside the motor compartments of refrigerators or in radio cabinets, because he favours any nook or cranny that is warm or damp. He runs with a swiftness that sometimes defeats the human eye, can safely submerge in water and emerge unscathed from fire.

Today, as always, the roach is disconcertingly at home in the habitations of man. He thrives on a bewilderingly varied diet—paint, soap, toothpaste, newspapers, old shoes, wood, ink, book-covers—and even the skin he casts off from time to time. He has a fetid odour that is unmistakable and he invariably taints any food that he finds in his wanderings around the home.

If there is no food at all available, roaches can still exist for months on end without visible ill-effect, a fact that is not really so surprising when you consider that they were in reality among the first of the earth's inhabitants and have been cleverly learning the art of survival for three hundred and fifty million years.

You can't possibly escape them—they are found from the middle stretches of the Sahara to the icy wastes of Siberia. Archaeologists, delving into the conditions pre-

valent a mere two million years back, have found the fossilised remains of cockroaches in coal veins which establish that these amazing insects actually reached a length of twelve inches in the dim and distant ages.

Although in past milleniums the world has found it impossible to be finally rid of these insect pests with their amazing ability to dodge annihilation, it is a proven fact that today cockroaches cannot withstand the death-dealing properties of Pea-Beu aerosol spray. They fall easy pray to the quick, powerful killing action of this deep-penetrating insecticide and cannot build up any sort of immunity to it.

In the world-wide laboratories of A.N.I. Chemical Research, safe, fine-mist Pea-Beu spray was found to be capable of ridding homes of every type of insect pest on a pattern analogous to fumigation. Its wide "umbrella-spreading" action is particularly invaluable and it has the ability to permeate into cracks and crevices to seek out and destroy even invisible and often unsuspected infestations. Economically advantageous because of its high concentration and fine-mist distribution, Pea-Beu aerosol spray may be easily and safely used to keep kitchen, pantry, living-room, bedroom, nursery and cellar pest-free. Pea-Beu in aerosol and powder form is safe to use in the presence of children, food and pets, and is available from chemists and leading stores.

Together, after another 15 minutes, they told me how they managed it.

I had cabled my bank in New York for \$US2,000, paying as usual for cables and traveller's cheques. The money came, and they took their proper 1 per cent. for the transaction. Then they took a piece of scrap paper and converted US dollars into Australian dollars at the buying rate. Next, they converted Australian dollars into US dollars at the selling rate and took another 1 per cent. — for scrap paper arithmetic.

No such bank transaction ever took place. I did not buy or sell Australian dollars.

Around the corner, Trans-Australia Airlines refused to relinquish a suitcase I sent air cargo from Sydney until I paid them three times as much as the rate quoted by Qantas in Sydney.

Qantas, Port Moresby, quoted the same rate as Sydney. So I asked Qantas to get me a refund. But after consultation between Qantas and TAA, the airlines agreed there are no cargo rates to Port Moresby and I owed excess baggage rates. It was just my hard luck that Qantas Sydney had given me the wrong information.

This bag could have been shipped easily and cheaply from Sydney to my next stop, Manila, by-passing Port Moresby. Not only did I pay an outrageous fee to bring a bag I did not need into Port Moresby, I face an outrageous fee to get it out.

There is no point in tearing your hair over such treatment. The beauty parlour does that for you. It happened when I asked for an ash blonde rinse to tone down my sunbleached hair and received instead a honey blonde rinse calculated to make it brassier than before. As the operator washed it out, she snapped:

"There's always someone who thinks they know better."

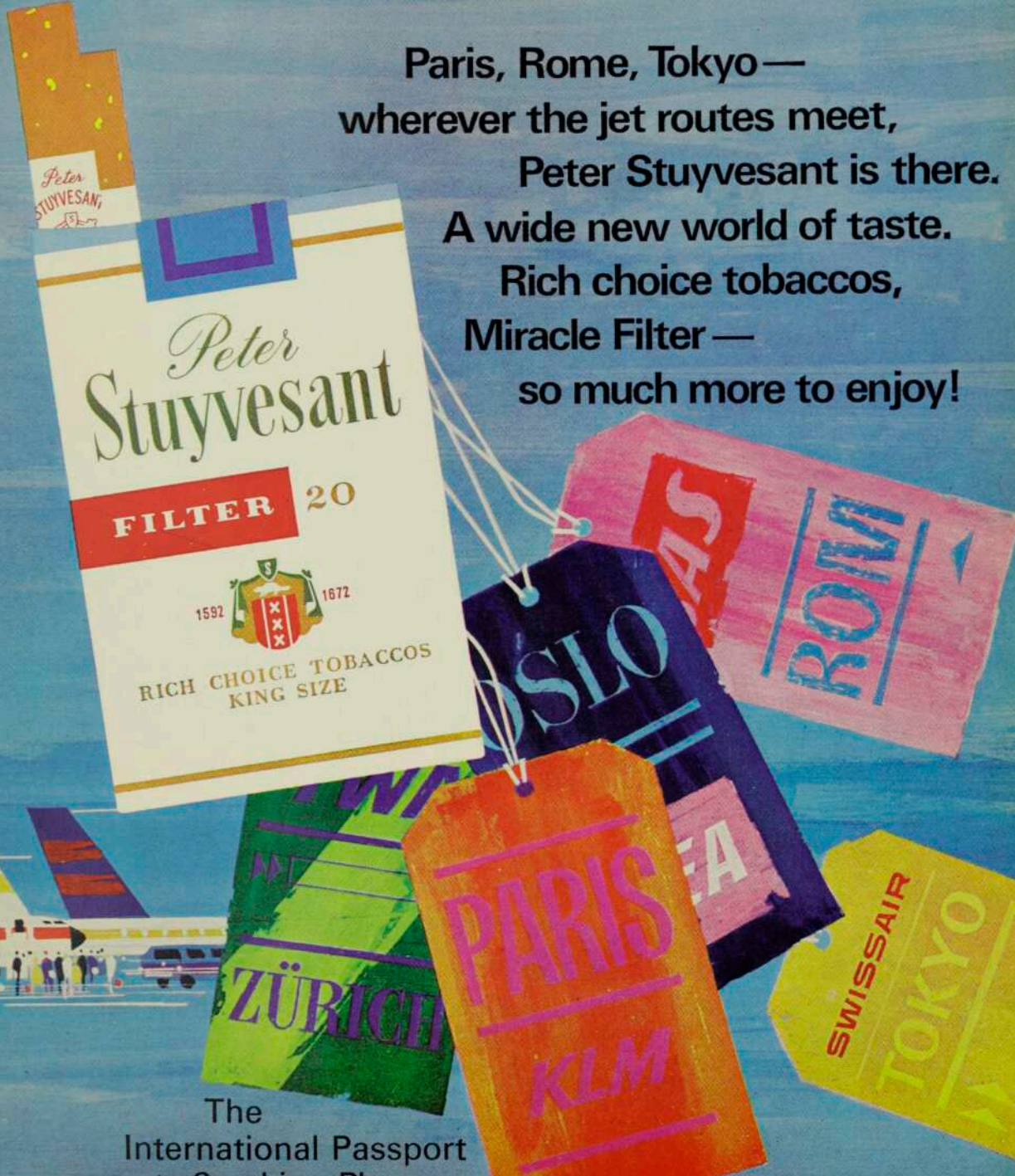
Even the native grammar is peculiar. And in Port Moresby the customer is always wrong, even about the natural colour of her hair.

THE 43 ft tourist charter launch *Yanina* has been sold to two Lae businessmen — Messrs. T. Hayes and S. Noble — and will be used for charter work out of Lae.

Previously, *Yanina* was used out of Kavieng, and was known as one of New Ireland's best charter vessels.

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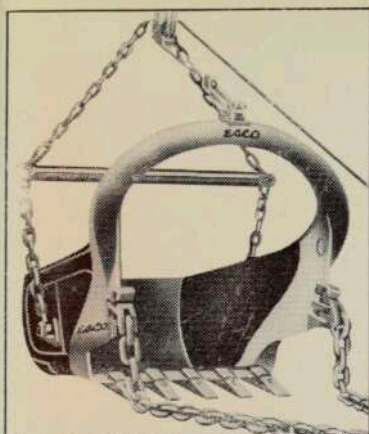
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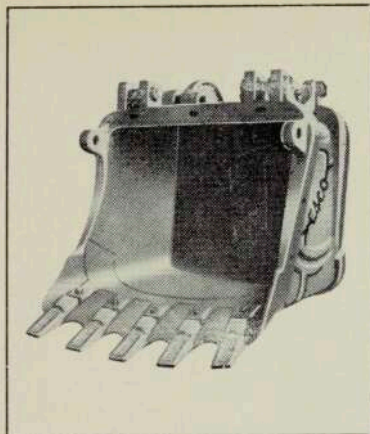
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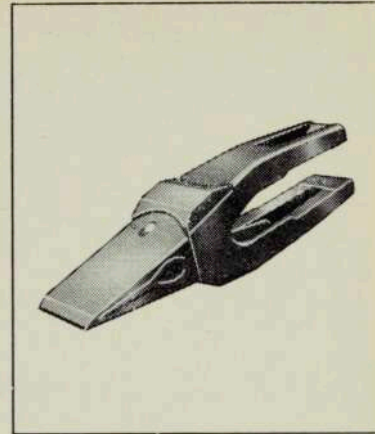
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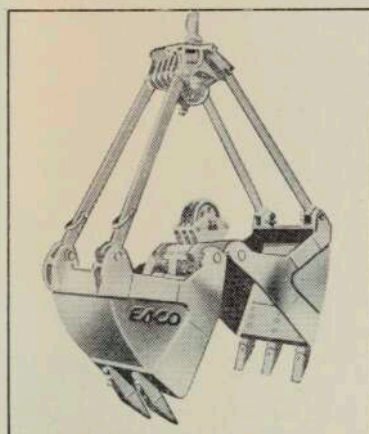
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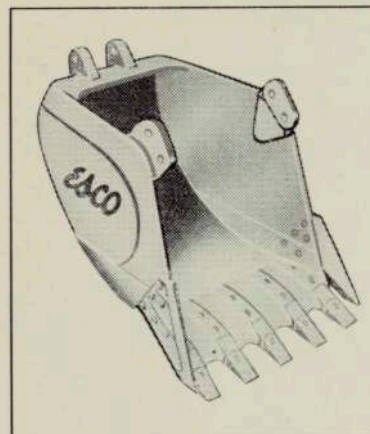
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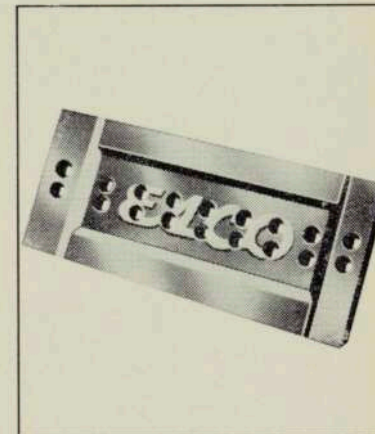
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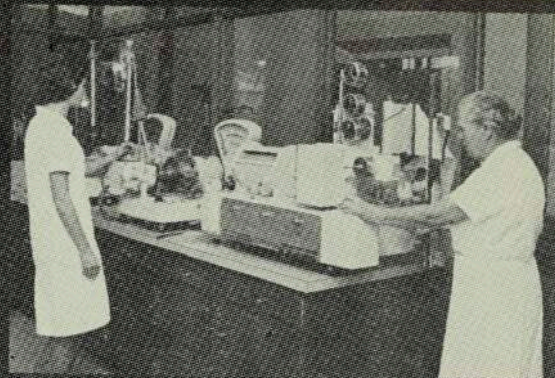
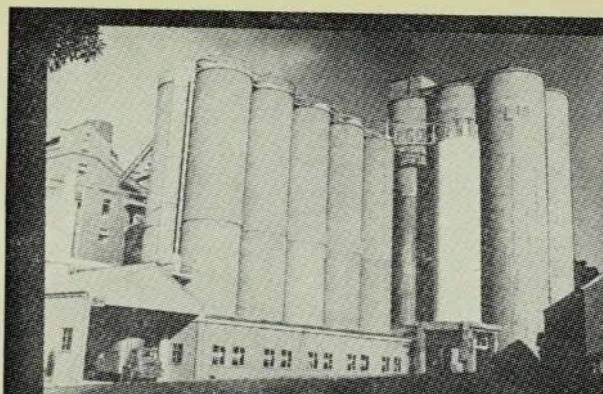
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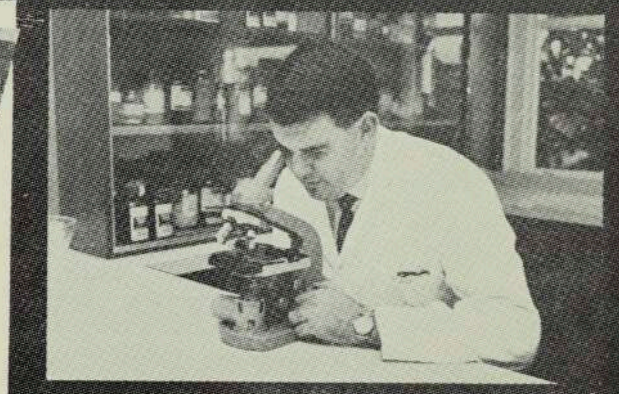
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The king is dead, but long live who?

From a correspondent in Mount Hagen

Any recent visitor to the New Guinea Highlands town of Mount Hagen would have been intrigued by the large number of native people with faces and bodies painted a brilliant chrome yellow. The uninitiated visitor might have been forgiven for thinking that this was just one more manifestation of the Highlander's love for colourful display, and probably indicative of some local festival.



In New Guinea's Western Highlands, to daub one's face and body with yellow clay, far from signifying any festive mood, is a symbol of deep mourning. And the mourners take their job very seriously indeed, being as some people have discovered to their cost) extremely intolerant of any sign of levity from onlookers.

The recent mourning at Mount Hagen for Jiga clan leader, Waak, upon, was attended by most of the clanspeople. Waak, of the Maipengil-lakemb line, leader of 20 tribal groups in the Mount Hagen area, died on March 1 at the Mount Hagen General Hospital. Aged about 50, he had been receiving treatment for cancer for some time. His last admission to the Hagen Hospital was on the day before his death.

Waak's death was a big blow to his people, as shown by their grief at his funeral on March 3. About 1000 mourners, bedaubed with the traditional yellow clay, wailed and tore out their hair at the burial ceremony at Waak's home village of Kokglamp, about two miles from Mount Hagen, and some 10,000 people visited Kokglamp at different times to pay their respects.

Mourners represented many dif-

ferent clans and sub-clans, which some observers claim is an indication of a decline in the traditional enmity between these groups.

Whether this claim is justified or not, the importance of inter-group harmony was hardly exemplified by the actions of certain Christian mission adherents engaged in an unseemly battle for Waak's remains. In the end, it was the infidel who had the final word, and Waak's body was buried, according to native tradition, at Kokglamp village.

Still, the dispute left a nasty taste, and there was a distinct undercurrent of feeling among the mourners at the funeral.

Wamp protests!

Ominous rumblings were heard when one local mission adherent got up and publicly proclaimed that, while his church may have missed out on Waak's mortal remains, it was not going to miss out on Wamp's! Wamp, the still hale and hearty president of the Mount Hagen Local Government Council, obviously regarded this as highly indecent anticipation, and brought this zealous oration to a rather abrupt end.

What sort of an impression these

After lowering the coffin of their tribal leader, Waak, into the grave, elders of the Jiga tribe place layers of stones on top of the coffin. Stones prevent bush pigs from digging it up.

goings-on made on the visiting United Nations mission, whose members attended the funeral, is not known.

The Administration was well represented at the funeral. A police guard of honour was there, Waak's coffin was draped with the Australian flag, and Acting Western Highlands District Commissioner, Mr. Bob Bell, spoke at the graveside. Other speakers included the presidents of three Local Government Councils; and president Wamp, paying tribute to Waak's former position as first president of the old Kui Council, placed a councillor's badge on the coffin.

Seeing that a local funeral of such magnitude has not occurred since 1963, when the Mogeï clan mourned the death of their headman, Ninje, Waak's people could hardly have desired more honour for their dead leader. Yet it soon became apparent that the Jigas felt that some individuals and groups were not show-

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Levity not welcome

ing sufficient grief over Waak's passing.

Retribution was swift. One Southern Highlands man, who was foolish enough to ridicule a group of mourners, was lucky to escape with his life after being chased by an incensed mob of Jigas. He was later charged at the Mount Hagen District Court with offensive behaviour, fined \$40 and sent back to the Southern Highlands—no doubt thanking his stars for the Administration's intervention. A woman who showed some amusement at the yellow-painted faces of the mourners was later manhandled by a group of Jigas, and has no doubt learned to curb her sense of humour.

If that is not enough to prove that Western Highlanders take their mourning seriously, there is the case of the young man from the Jiga Andapoints sub-clan, who was in fear of his life for some days after Waak's funeral, even though he was not personally guilty of any disrespect towards the dead leader. However, as youngest male member of his sub-clan, he was responsible for the actions of another, older member of the sub-clan who, according to the rival Jiga Maipgin sub-clan, had some connection with Waak's death, and, furthermore, had failed to attend the funeral in spite of being the recipient of many gifts from Waak. Therefore, said the vengeful Jiga Maipgins, his young kinsman must die.

They let him live

The claim that the older man had some connection with Waak's death had no foundation in fact. It appears that Waak had, before his death, been actively campaigning for a certain House of Assembly candidate. His driver during these campaign trips was the Jiga Andapoints man who had later failed to attend the funeral. So, to the primitive mind, it seemed quite logical to connect him in some way with the death of their leader.

However, the story has a happy ending. The young man from the Jiga Andapoints sub-clan was allowed to remain alive. This, he explained, was due to the fact that his wife is a member of the sub-clan which was after his blood!

But the fact that this young man, a well-educated Administration employee, was for some days clearly terrified of tribal retribution, indicates that the Jigas are in deadly earnest about their mourning ritual. It also indicates that, contrary to some

views, old clan enmities die hard. Furthermore, it indicates the extent of Jiga misunderstanding as to the real cause of their leader's death.

One wonders what might have happened if the Jigas had decided to put the blame on the European House of Assembly candidate for whom Waak was campaigning before his death! This gentleman, however, was not foolish enough to stay away from the funeral.

The hunt for a scapegoat now seems to have been called off. Yet many Jigas are still resentful over what they consider the indecent haste with which some groups concluded their period of mourning.

Full week's mourning

Large-scale mourning for Waak lasted a full week, during which period Radio Mount Hagen, the local Administration radio station, was usually full of yellow-painted mourners, anxious to broadcast their grief. Many broadcast appeals to their clansmen for gifts of money, pigs and food—partly, it appears in order to sustain the mourners, but also in order to fulfil Waak's last wishes.

Shortly before his death, Waak had started a project to collect gifts for



his mother's clan, and his followers are continuing this project. Which makes mourning an expensive business.

The week of large-scale mourning culminated in a big ceremony in Mount Hagen township. On the Saturday following the funeral, many hundreds of mourners moved into town, holding up traffic while they stopped to weep and wail and pull out handfuls of their own hair. These mourners, from the Jiga and Mogeis clans, gathered outside Radio Mount Hagen, a location obviously chosen so that the proceedings could be recorded.

And what proceedings! Radio Mount Hagen staff returning to work on Monday were horrified to find the station's one claim to beauty, its gardens, trampled into the ground, with hardly a sign that its tall flowering shrubs had ever existed. Which makes mourning also a destructive business. One Radio Mount Hagen announcer, who, armed with a stick, attempted to drive the mob off the station gardens, is to be highly commended for bravery!

Had nine wives

While Saturday's ceremony marked the end of mourning on a grand scale, Waak's own family, including his nine wives and numerous children, will mourn for several more months, possibly even years. And some of these long-term mourners have apparently expressed their disapproval of the fact that others are disinclined to follow their example.

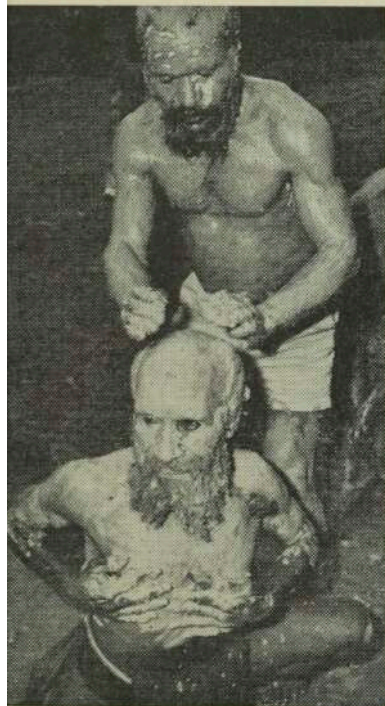
But perhaps all hard feelings will dwindle into insignificance beside the

● A time for wailing and tearing of hair . . . Waak is dead. Carrying fighting spears, smeared with mud (in respect for the dead man) and dressed in bark belts and vine-string aprons, these men move slowly around the village ceremonial area. Yellow mud is the traditional mourning colour. The grave was dug in the place where the day before Waak's grass house stood. Overnight the villagers pulled down his house, cleared the area and dug the grave. Waak lived at a village about two miles from Mt. Hagen, in New Guinea's Western Highlands. The photographs on these pages were taken by the P-NG Department of Information.

anticipation of the great feast which Waak's sub-clan must hold to pay back other groups for food supplied during the mourning period. This would appear to pose quite a problem. One Administration officer pointed out that the Mogeis still haven't managed to raise what they consider a sufficient number of pigs to hold Ninje's "pay-back" feast. And Ninje died in 1963.

However, the Jiga clan has a more pressing problem—choosing a new leader. This is causing some concern, since most Jigas feel their clan contains no one with sufficient strength to hold the various sub-clans together. Which would appear to be yet another fact to confound those idealists who claim that the Hagen people are just one big, happy family.

But still, do people *anywhere* really love one another?



the helping hand. One Kokglamp villager helps his friend to smear himself with mud before attending the mourning ceremonies.

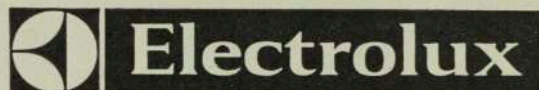


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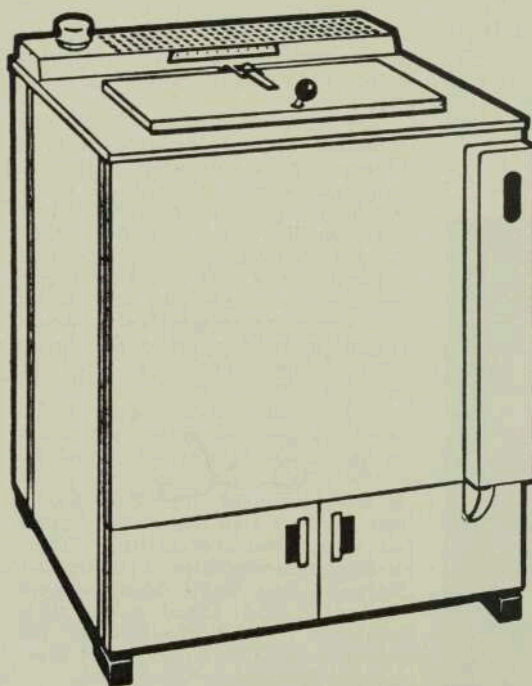
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Fiji's political party battle 'just a sham'

Controversial Fiji-born James Anthony is not particularly impressed by the Opposition's walkout from Fiji's Legislative Council, which will now lead to bi-elections. He says the walkout has been an embarrassment only to the ruling Alliance Party and to Fiji's top civil servants.

Mr. Anthony, 32, a former militant union leader in Fiji who still keeps a hand on Fiji industrial affairs, gave his views in an address to students at the Australian National University, Canberra, recently.

He was speaking before the April session of the Legislative Council, which was the third meeting the Opposition had not attended, thus forfeiting their seats.

He is a research scholar at the university, undertaking a PhD thesis, which was to have taken him to New Guinea for research. Because of restrictions placed on him in New Guinea (PIM, Mar., p. 23) he has refused to work there and for the next few months will continue his work in Canberra.

Mr. Anthony is co-author, with Professor Norman Meller, of a book shortly to be published by the East-West Center Press, Honolulu, *Fiji goes to the Polls: The Crucial Legislative Council elections of 1963*.

Following are verbatim extracts from his Canberra address:

What he said

The Federation Party walk-out is merely a "flank eruption"—and a weak one at that. That it has tended to throw things off balance a little there is no doubt.

But despite the walk-out, life in Fiji goes on pretty much as usual, only to be interrupted by the occasional Federation Party meeting at which the champions of the walk-out harangue their audience in a rhetoric which belongs to another generation . . .

The "opposition" walk-out has embarrassed Ratu Mara and his Alliance Party colleagues—their little game of "colonial democracy" is difficult to play without their "official opposition".

In short, it is the Alliance government leaders and top civil servants who are disturbed about the walk-out. If the walk-out can be used as

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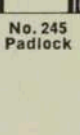
No. 225B Padlock



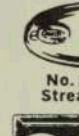
No. 234 Padlock



No. 211 Streamlatch



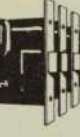
No. 245 Padlock



No. 201 Nightlatch



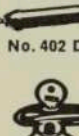
No. 203 Deadbolt



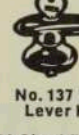
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Leaders 'out of touch'

a device to electrify a disgruntled populace and thus precipitate a constitutional crisis then Patel and his colleagues have not yet found a way to do this. . . .

Status quo

The Alliance, made up as it is of the Fijian establishment, representatives of the hard core of Australian big business interests and a section of the Indian business establishment, clings steadfastly to the status quo.

Patel and his colleagues of the Federation Party claim to represent Indian interests in Fiji and would like the world to believe that they represent the forces of progress.

But it would require little investigation to realise that both the Alliance and Federation parties are in fact narrowly based and revolve mainly about aging politicians who, when they do talk of issues, address themselves to problems which are either no more, or issues which are so broad as to be meaningless.

Fiji's substantive problems remain unresolved while, quite ironically, its two major parties seem locked in 'deadly combat'. The "battle" I would suggest is really a sham.

Neither party has a grasp of Fiji-wide problems nor the ability or the will to do anything about them. Both parties remain hopelessly incapable of delivering the political goods which Fiji's peoples expect.

In all of this Fiji is rapidly going to the dogs—it is tragic to see a whole country being castrated by so many mediocre people including both expatriates (mainly from Australia, New Zealand and the United Kingdom) and local administrators who are fundamentally timid, unimaginative and out of touch with grassroots sentiments and expectations. . . .

Ratu Mara

Ratu Mara, I think, is essentially a good man ("good" in an ethical sense) but he has allowed himself, perhaps through a combination of bad advice, miscalculation and political naivete, to have become tied to the apron strings of most Australian and some Indian big business men.

As a consequence of this he is now "boxed" into a corner from which he is completely incapable of the kind of flexibility which might give him enough "elbow-room" in which he might be able to face and do something about some of Fiji's substantive problems. So the present



Tonga's chatter, chatter football is on again

From BETTY SANFT
in Nukualofa

FOOTBALL started early in Tonga this season with a visit from New Zealand's Kahukura Club, of which the Tongan All Black lock forward, Arthur Jennings, is a member. In three matches against local club teams this youthful side, only recently promoted to A-grade, was defeated—but not disgraced.

The visitors were a popular and enterprising group of both Maoris and Europeans who played hard, clean Rugby, and set a standard of behaviour off and on the field that would be hard to beat.

Next year Tonga is to send its first Rugby side to New Zealand, and, according to the visiting coach, the fast and heavy Tongan players should do well. He said they have to do more packing and rucking, but their clean open back play will be much appreciated.

The visiting referee was amazed at the constant chatter on the field since in New Zealand only the captain and vice-captain are permitted to speak. In Tonga all the players issue instructions and call for the ball, or for this or that movement. Naturally, they often contradict one another, and this slows the game. When both sides follow this practice it reaches alarming and ludicrous propor-

A Tongan team presents itself from a different angle when it gets in for some scrum practise. Rob Wright took the picture in Suva.

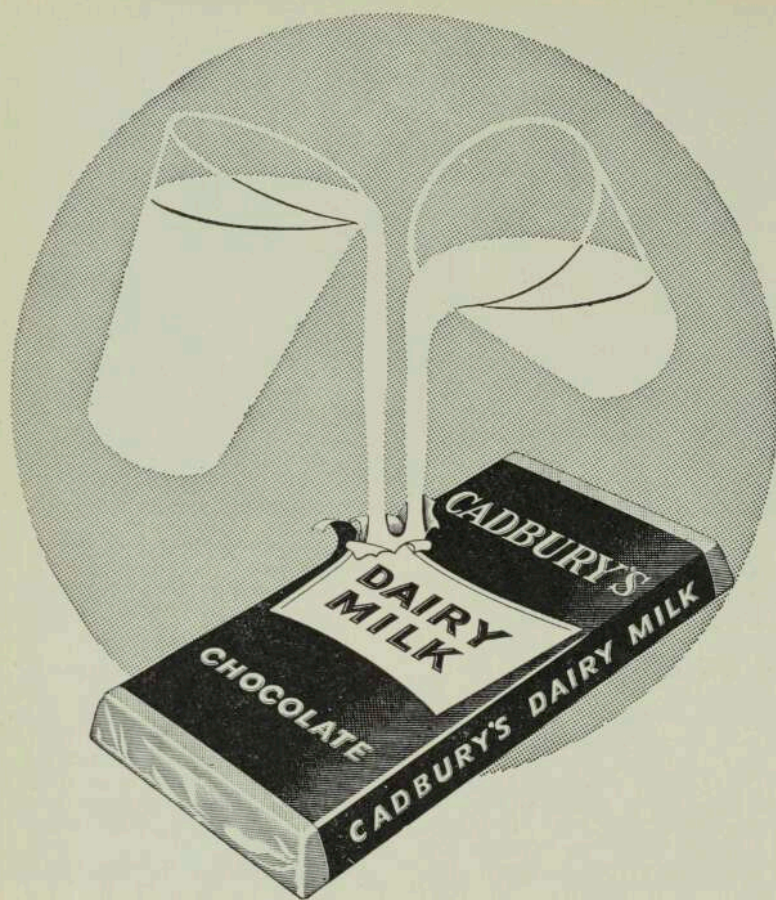
tions, especially when the spectators join in!

Tongan footballers are, of course, well known in New Zealand, where such fine players as the Batty brothers and Dave Solomon, as well as Arthur Jennings, have worn All Black jerseys.

Arthur Jennings, incidentally, is claimed by Fiji as its Rugby hero—but only by accident of birth. The fact is that the Jennings family has always lived in Tonga, where Jennings senior is a foreman in the timber milling industry and a respected member of the community. But it was during a family visit to Fiji that young Arthur was born. Tongans are justly proud of Arthur's achievements and regard him as their own.

In years to come the claim to Arthur Jennings could be classed as a controversy similar to that of the origin of Fiji's farewell song, *Isa Lei*. The same melody, with Tongan words, has been sung here since the turn of the century, and there is documentary evidence to show that its composer is the now elderly noble of Nukunuku, Tu'ivakano (see *PIM*, Apr., p. 85).

The last full-throated rendition of the famous song was heard here when the victorious Fiji touring team left with the coveted Rugby trophies, the *tanoa* (kava mixing bowl) and *lali* (wooden drum).



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Wanted: A man for all seasons

Alliance government stagnates and drifts aimlessly.

Patel, a brilliant criminal lawyer, aged and ill, a stranger to Fiji, a man who does not speak Fijian nor understand the Fijian political ethos, continues to make emotional public statements which lead only to a widening of the gap between himself, the Fijian establishment and a large section of the Fijian community—all of this further polarises both groups.

The Australian politicians in Fiji, as of old, know of no other interest and cater to none other than their own narrow commercial ones—they have invested in neither political nor social goodwill in Fiji.

As a community, the whites have lived apart, away and above the main stream of life in the islands—as a consequence most of them are strangers in a land where they have large investments.

Europeans' days numbered

Represented in the current legislature out of all proportion to their numbers in the polity, the Europeans' days of political domination are numbered—they know this and their reaction has been expressed in the language of absolute intransigence which can only make their eventual demise a lot more painful and humiliating.

The Fijian establishment is caught in a pincer movement—that of the revolution of rising expectations of their own community (expectations which have largely remained unfulfilled) and a desire to preserve itself as a modernising autocracy.

Its future is shaky—it may already have missed its last chance—its fate will probably be decided by a new Fijian leadership educated abroad, impatient for Fijian commoner progress and capable and willing to make some bold decision.

Failing this and facing the situation squarely, it might neither be unkind nor untrue to say that the Fijians, already out-numbered and economically dominated by the Indians, will increasingly find themselves at the bottom of the totem pole—the end result of this could be tragic. Though the hour is late, something might yet be done.

Perhaps one of Fiji's main problems is what might euphemistically be described as a "crisis of leadership". There are no leaders in Fiji who

command respect across ethnic lines.

There are Fijian leaders who lead and are accepted by the native Fijian section of the population—but even here none of these leaders have a Fiji-wide Fijian following.

The present set of Indian representatives in Legislative Council—mainly full-time lawyers and part-time politicians—simply represent Indians.

1966 voting

If one examines the 1966 voting returns one is able to see that while the Federation Party has some justifiable claim to representing a majority of the Indians, the Indian minority which did not support the Federation is not small. The 1966 returns show clearly that the Federation has very little cross-ethnic support.

The "Europeans" (and Chinese) who comprise the smallest section of the electorate occupy an increasingly lonely niche in the contemporary Fiji political scene. There are no Europeans, part-Europeans or Chinese who can or do claim any independent organised mass following either in their own groups or among Indians or Fijians.

There is a wide open opportunity for someone with a grasp of the all-Fiji situation to step into the breach, but the political qualifications required of such a leader are high.

He must be of Fiji—a local man; he must be tri-lingual in English, Fijian and Hindi; he must be able to be at home equally among Indians as he must be among Fijians; he must understand the present plight of the Fijians who are now a neglected minority in their own country; he must see and understand the Indian point of view on some of their crucial problems; he must also be able to command the respect of Europeans in Fiji and make them feel that their investments in the country are secure but he must, at the same time, make it clear that the old days of white domination are over.

Facts for Indians

Such a leader must also have a deep understanding of Fijian tradition, Indian religion and the role of the Christian Church—he must command their respect and make them feel that they have an important role to play in making the Fiji of the future.

Indians must recognise certain facts of political life in the islands. They must recognise that they are considered by the Fijian to be *vulagi* (visitors).

Now, from a legal point of view,

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How to be a Perennial Beauty

The scientific discovery of a tropical moist oil with a consummate influence on skin cells and an ability to revive and sustain the youthful splendour of the skin now makes it possible for every woman to enjoy a complexion of youthful beauty throughout the years ahead.

The remarkable properties of this revitalising moist oil provide nature with the vital supplementary action necessary when natural oil supplies dwindle and moisture decreases. It is an isotonically balanced fluid oil that merges readily with the skin's own fluids and its rich values are immediately utilised to ensure that the complexion withstands any inclination to atrophy and wrinkle.

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Known as oil of Ulay in England and as oil of Olay in other parts this beautifying moist oil is available at chemists in the Pacific Islands as oil of Ulan, a priceless gift indeed to those women who long to be the perennial beauties of this modern world.

Beauty Skin-care Consultants Recommend

Beauty-care consultants are now recommending that, to take full advantage of the benefits of this moist Ulan oil, it should be smoothed over the face and neck daily before applying make-up. In this way it helps the plasma colloids to check lines and gives the skin a youthful bloom.

Keep your complexion constantly beautiful by anointing the skin every day with a film of tropical moist oil. This unique beauty fluid is important to every type of complexion because it assists nature in the maintenance of a natural oil and moisture balance on the skin surface. Stroke the moist oil of Ulan in an upward direction from the neck until the entire complexion is covered with a lovely, dew-like film. Used as a powder-base, you will find that oil of Ulan not only beautifies and protects the skin against drying, wrinkle-making effects of the weather but ensures that your make-up smooths on evenly and has a remarkably finer finish.

For a beautiful smooth neck, toning is of immense value for it prevents the neck and throat from becoming slack and tired. Soak a cotton pad in lemon Delph freshener, and briskly pat both neck and throat in an upward and outward direction. This whips up the circulation so that sluggish skin cells are reactivated and any tendency to sallowness is corrected.



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second and third generation Indians born in Fiji and who know no other home but Fiji may consider it an insult to be so classified. But the fact of the matter is that Fijians have had it drummed into them that Indians are *vulagi* and it is what the Fijians believe that determines their attitudes and political behaviour towards the Indians.

So the Indians must be taught and they must learn to respect Fijian views, for only by so doing can they reasonably expect to gain the confidence of the Fijians—and gaining of Fijian confidence is a major part of any strategy of Fijian/Indian political co-operation in the future.

Patel and his colleagues, it seems to me, cannot and will not accept their being *vulagi*—consequently any hope of their allaying the fears of the Fijians is very doubtful—perhaps impossible. . . .

Investments 'secure'

I would like to suggest very strongly that there is neither any threat now—nor is there likely to be any threat in the future—to Australian investments in Fiji. Australian investments in Fiji are as secure as Australian investments in Australia.

But Australian businessmen in Fiji must realise that their days of political domination and economic dictation in the islands are over—local political leaders having the interests of the people of Fiji at heart will take steps to see that Australian investors in Fiji recognise that they have responsibilities to our people—we will educate them to these grave responsibilities and we will help them to meet them.

We have no intention of "killing the goose that lays the golden eggs"—we just want a few of the golden eggs for the people of our islands. All we want, in short, is a "fair go"—and that is eminently Australian.

There is just beginning in Fiji the stirrings of a new political movement, a movement which recognises the role Fiji must play in the modern Western world, yet retains a respect for the ancient traditions of the people; a movement which sees that the way to achieve racial harmony and a stable government in a plural society is through the politics of moderation, remembering that different sections of the population have conflicting views on important controversial issues, and that narrow sectional interests must sometimes be sacrificed to the common good, always, bearing in mind that political might does not make right, and that the Fijian, though outnumbered must never be outdone.

RAROTONGA NOW HOPEFUL OF PURE WATER AT LOW COST

From W. H. PERCIVAL, in Rarotonga

The Cook Islands are a lot closer to solving their water supply problems as a result of a new visit by the South Pacific Commission's public health engineer, Mr. George L. Chan.

It was Mr. Chan's third visit to Rarotonga and Mauke to investigate local water supplies. His first arrival was in April, 1966, when he submitted a report at the Government's request. He made his second visit in June last year when he recommended that a 30 ft long test infiltration gallery be built near the water intake in the Avana Valley.

This was done, and his recent visit, in late January and February, was to carry out tests at the Avana gallery.

Rarotonga's water is untreated. During his first visit Mr. Chan found some bacteria in the water used in Avarua, the Cook's most densely populated area.

Mr. Chan's task was to find a cheaper method of obtaining pure water than by treating it at the six intakes in the hills that supply an extensive system of ring and loop mains on the island.

Water gallery method

In January Mr. Chan explained the principles of the infiltration gallery to a gathering of prominent people, including the High Commissioner, Mr. L. J. Davis, the Premier, Mr. A. R. Henry and cabinet ministers.

The principles are simple. Ground water is naturally filtered when it seeps through sand, gravel, earth and rocks. This raw water is retained in a trench and is drawn off through pipes as a main supply.

Water galleries are cheap and easy to construct. The only imported material required is cement for the collection chamber and the pipes. The galleries can be deepened or lengthened to suit the needs of expanding populations.

Although new to Rarotonga, water galleries date back to old Mediterranean civilisations which used them 1,000 years ago. Once built, they

need no attention, and running and maintenance costs are nil.

Mr. Chan found that the test gallery at Avana was producing between 125 and 150 gallons of raw water per hour per foot run. Taking the lower figure, he calculated that a gallery 335 ft long would be required to yield 1,000,000 gallons of water daily.

General supply

The water in the test gallery was ground water, and stream water from the Avana stream, which is 35 ft away. The tests took place after two months of unseasonably dry weather and when the stream level was very low.

Mr. Chan explained that even if the stream dried up, thus making the water intake useless, water could still be obtained from the gallery, which is 10 ft lower than the river bed.

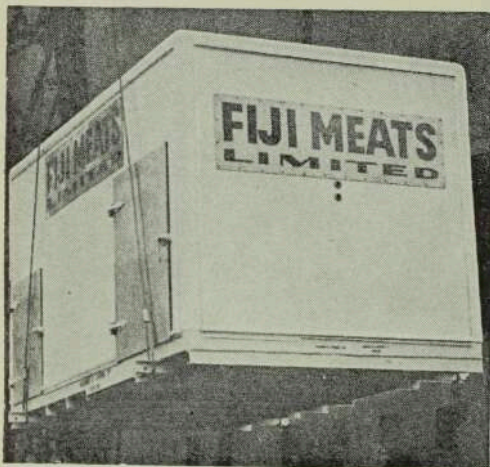
Mr. Chan talked in an interview about the island's present water supply. About half of Rarotonga's 9,900 people live in houses scattered all over the island, and this causes technical difficulties such as "resistance losses" in the miles of water pipes.

Mr. Chan said that the ring main could be balanced by dividing it into sections in such a way that the more heavily populated areas receive the greatest concentration of water. It would also be safer water, because full water pipes present less danger to health than those only partly filled. Sewage can be drawn into partly filled pipes.

He said owing to the scattered population of the island more than one water gallery might be required, but this was no real problem. Raw water is water that has not been treated in any way, but if an additional safeguard was required for that obtained from the Avana gallery it could be achieved by chlorination at small cost, Mr. Chan said.

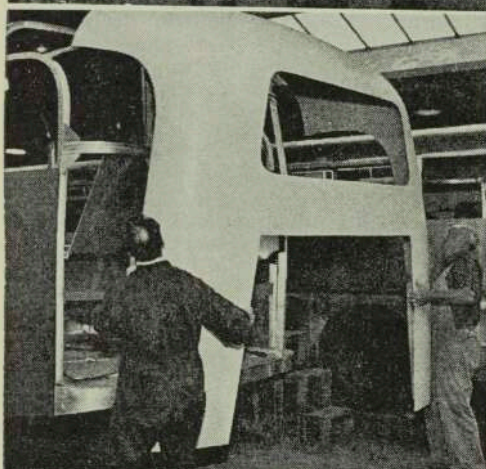
When he visited Mauke in February Mr. Chan deepened the existing well there to 50 ft.

A Cook Islander, a foreman plumber, will now drill for water on Atiu Island and send reports to Mr. Chan.

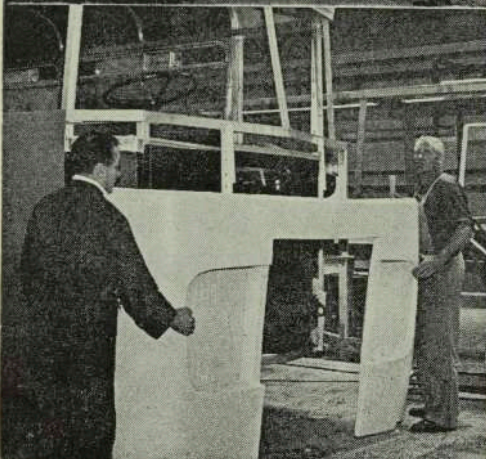


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P-NG MAY START ANTI-VD CAMPAIGN

From a Port Moresby correspondent

A territory-wide campaign to stop the spread of venereal disease may be started soon as a result of a move made by the Anglican Church in March.

The standing committee of the Diocesan Conference, meeting in Lae, asked the Bishop of New Guinea, the Rt. Rev. David Hand, to approach the Administration, with representatives of other churches, to see if such a campaign could be run.

Bishop Hand, who raised the subject at the standing committee, told the meeting that until fairly recently VD had not been much of a problem. But with the onset of urbanisation VD and prostitution were increasing.

A few days later, however, a Port Moresby doctor, Ian Maddocks, in a letter to the *South Pacific Post*, maintained that VD had always been a big problem in Papua, at any rate since the coming of the white man.

But the pattern of the disease was changing, he said. Whereas it used to be a disease of the villages it was now increasingly a disease of towns and of settlements along major roads, spread mostly by prostitutes trying to supplement low family incomes.

More men in towns

Another point, brought out at the standing committee meeting, was that due to acute accommodation shortages in the towns many men had to leave their womenfolk behind in the villages. Many of them then turned to prostitutes or other women who were not particularly discriminating in their sexual partners.

Whether the actual percentage of people contracting VD has risen, or whether the figures are simply keeping pace with the growing population, one thing seems certain: there are more cases of VD now.

Some measures to counteract this are already being taken. There are more clinics, for example, and it is understood that the Army is starting its own anti-VD campaign.

What the church is after, of course, is a campaign aimed at encouraging moral attitudes which

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MAY, 1968 — PACIFIC ISLANDS MONTHLY

Dramatic drop in South Pacific yaws cases

would in themselves remove any possibility of contracting the disease—"a constructive and educational campaign designed to produce purity of heart and body", as the standing committee puts it.

But the Anglicans believe that they ought not to "go it alone" in such a campaign. They believe that if it is to be fully effective it must be jointly organised by the Administration, the churches and any other interested social service bodies.

Increase in Samoa

Meanwhile, the World Health Organisation reports an increase in venereal diseases generally. In some countries the problem is as acute as it was immediately after World War II. And this after 20 years of hard campaigning by WHO.

Ironically, penicillin, so effective for so long in fighting VD, has given people a false sense of security.

PIM's Apia correspondent reports that along with Western Samoa's spectacular increase in tourism there has been a startling increase in the number of cases of gonorrhoea. However, nobody has yet related the two.

Cases of gonorrhoea treated at Apia Hospital have risen as follows: 1961, 7; 1962, 35; 1963, 37; 1964, 137; 1965, 148; 1966, 195; and 1967, 206.

Officials say that the increase in VD results mainly from the large number of beerhalls now in existence and the easy access to liquor, especially by young people. Lack of parental control is also blamed.

A report issued by the South Pacific Commission shows that there has been a distressing rise in the number of cases of gonorrhoea in Fiji—from 455 cases in 1964 to 714 cases in 1965 (then the highest proportion ever known in Fiji).

In Tonga until 1963 there was an increase in the number of cases of gonorrhoea (35 cases in 1957, 14 cases in 1962, and 47 cases in 1963). However, the figure had dropped to 42 in 1964.

In the Cooks Islands, gonorrhoea is still a problem, although the SPC's report shows an impressive decrease in the number of cases—from 132 cases in 1961 to 78 cases in 1964. However, in 1963 there had been only 68 cases.

Yaws treatment success

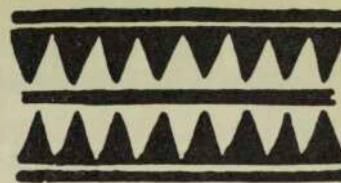
There is a success story with the penicillin treatment of yaws however.

The World Health Organisation reports that since 1955 there has been a dramatic drop in yaws in the South Pacific. The drop is a result of "initial treatment surveys"—conducted by WHO—in which people exposed to yaws are examined, and all positive cases, as well as contacts, are treated with a single shot of penicillin. These initial surveys are followed up by further surveys and, in some cases, by treatment from local doctors and nurses.

WHO conducted "initial treatment surveys" in five groups—Western Samoa, the Solomon Islands, Tonga, GEIC, and Fiji. Here is what the surveys found:

- Western Samoa. Among 5,084 people examined in 1955, a rate of 15.3 per cent. of active yaws was found. Two years later, in another survey of 2,169 people from the same area, it was found that the rate of active cases had dropped to 0.5 per cent. During a sample survey undertaken in 1964-1966 in two areas covering a population of 7,839, no case of active yaws was found.

- Solomon Islands. Surveys of two areas were conducted. Area One covered 35 islands and an estimated population of 115,000. Of 112,711



people examined in this area between 1956 and 1958, 14.7 per cent. were active cases. A second survey, carried out in the same area in 1959-1960, showed that the incidence of yaws had dropped to 0.29 per cent. Area Two covered 22 islands and an estimated population of 60,000. The overall incidence of active cases, which was 14.8 per cent. in 1958-59, was reduced to 1.7 per cent. in 1959-1960.

- Tonga. A survey of 55,601 Tongans in 1962-1963 showed a very low rate of active yaws—2.2 per cent. A re-survey has not been made.

- Gilbert and Ellice Islands. In 1957, out of a population of 2,339, 138 were found with active yaws and treated.

- Fiji. In 1955 an examination of 4,821 people showed that 42.6 per cent. had active yaws. This was the highest rate observed by WHO in the South Pacific. After 27 months, the rate of active yaws was sharply reduced to 0.12 per cent.

NEW GUINEA CHURCH SCHOOLS END "SOMETHING FOR NOTHING"

From a Port Moresby correspondent

There is an important principle behind the introduction of school fees by the Anglican church in Papua-New Guinea. The fees are being charged this year for the first time.

The money raised—probably between \$5,000 and \$6,000 for this year—will go towards the cost of pay increases for the church's native staff, and one of the reasons for their introduction is the church's chronic shortage of funds with which to finance its educational system in the territory.

But it has also been caused by a growing feeling, especially among native churchmen, that the policy of "something-for-nothing" should end and that people should be encouraged to contribute towards the cost of the services they receive.

However, the new policy will be administered in a humane fashion; there will be provision for exemption from the fees on grounds such as hardship. Each mission area will have a special committee to hear claims for exemption, and the committee's recommendations will be sent for decision to the assistant bishop of the area.

The charges are \$6 a year for each family with children at secondary schools and \$3 a year for each family with children in primary schools. These fees are payable in addition to the equipment levy of \$3 for primary school families which are imposed by the Administration and which caused such a row when they were introduced last year.

The actual amount of the new fees was fixed only shortly before school began in January, but the decision to introduce the charges was agreed in principle by the first Diocesan conference at Dogura last year.

From the Islands Press

WHEN three Nukualofa youths, 'Ilaisa Taumalolo, Tevita Latu Langi and Tavita Mila, were apprehended by police after safely stowing away in the *Waimate* March 4 for two days, they were not too surprised. Such were their chances, their friends had told them, in stowing away to New Zealand.

What their friends didn't tell them, however, was that the *Waimate* was headed for Samoa. — *News item in "The Chronicle", Nukualofa.*

A PIG with eight legs and two tails is being looked after at Tari Hospital in the Southern Highlands. The pig also has two backbones, says Kop Yengis, a worker at the hospital. He said it belonged to a man called Mulungu from Kopari Village.

Mulungu had found the pig so unusual he decided to take it to the hospital. — *News Item in "South Pacific Post", Port Moresby.*

I HAVE collected stamps for 30 years and am sure that I am not alone in mourning the sorry end to which the postal authorities are bringing the long and distinguished philatelic history of these territories (P-NG).

With the impending Ghana-type, jam-label frog issue we reach rock bottom, and it is surprising that the Director of Posts and Telegraphs did not have the courage of his convictions and release them on April 1.

Many countries have found out too late that you can kill the goose that lays the golden eggs.

Will P-NG follow Paraguay, Sierra Leone, Cook Islands and scores of other places into philatelic oblivion, or can the flow of unnecessary stamps be halted?

We haven't had a "Famous Paintings" set yet, so perhaps it is not too late to stop the rot. — *Letter from "Sad Philatelist" in "Times Courier", Lae.*

DOCTOR VERRIER got the biggest laugh there's been in

the Legislative Council Chamber for many a day. Speaking yesterday in reply to the debate on the Governor's speech the doctor pleaded for merchants to push sales of Fiji-made products.

At one stage he produced a toilet roll and said: "Without fear of offending our friends of the Opposition side I will refer to this as a common roll." — *Columnist in "The Fiji Times", Suva.*

IF the roads provide any indication, this country is fast going to rack and ruin. They are in an appalling condition with potholes dotting Beach Road and getting worse the further one goes out of Apia. They are far worse now than at any time over the past 20 years. One can only hope that the visiting Asian Bank officials were shaken up enough for some money to fall out of their capacious pockets.

The roads give a fine example of penny-pinching unimaginative financing by which attempts to save a few thousand dollars have, with accelerated deterioration from the exceptionally wet weather, now resulted in the loss of hundreds of thousands of dollars. The same pedestrian financial thinking threatens the progress made in education and agriculture over the past few years and without radical attention very soon the same fate will overtake them as has happened with the roads. — *Columnist in the "Apia Advertiser", Apia.*

I HAVE read the various suggestions of what the people of Fiji should be called.

Fijeon sounds all right, so does Fijianese, so does Fijistanis and Fijians.

But I like Pacificians as we are in the Pacific.

The accent is on the CI, pronounced SHE, so we get Pacificsheans.

This includes everybody, Samoans, Tahitians, Hawaiians, Tongans, Chinese, Japanese, Indians, and Fijians and Europeans and the Englishmen. — *Letter from D. A. Vandenberg in "The Fiji Times", Suva.*

A KINGFISH, 15-ft. long and big enough to provide food for three villages, was found in shallow water near the village of Bira on Malaita recently.

A letter to the Information Service from Johnson Mauru said that the fish was found by a man called Harry Fifunikeri, who tried to drag it up onto the beach.

But the fish was too heavy and another man came to help him. Finally, there were eight people all pulling on the fish, but it would not move.

It was decided to cut the fish up with an axe and bush knives, into three pieces. When it was all cut up, it took four men to carry the head alone.

"Three villages now they kai-kai. Me fella happy too much," Johnson concluded. — *News Item in the "BSIP News Sheet", Honiara.*

OUR police force makes little attempt to investigate accidents, they merely report that they happened: "Collision with fixed object", or "Truck hit motor scooter".

They leave unanswered the question that is crucial to any effective prevention programme — What are the main causes of accidents in Yap — mechanical failure, speed, drunkenness, poor driver training, bad road design?

We must remember that accidents are caused by one or a combination of the above faults. Accidents never just happen — they are caused. If drivers knew policemen were directing traffic at busy intersections during rush hours, would they drive as carelessly at they do now?

Still, police should handle traffic violations in a manner that will not embarrass them. They should bear in mind that it is not part of their job to penalise, irritate, lecture or scold the violator. Courtesy is prescribed for a policeman in handling violators. Policemen should remember that their primary purpose is to prevent violations, not to arrest people. — *Extract from the Opinion Page of the "Mogethin", Yap.*

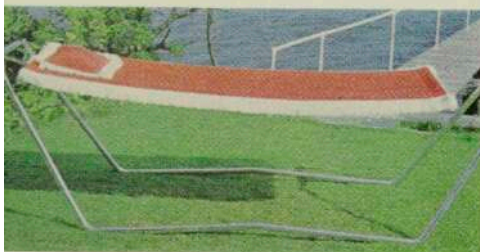


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When Eric Feldt was boss of New Guinea's wild and rugged Morobe

By MALCOLM WRIGHT, author of "If I Die" and "The Gentle Savage".

Eric Feldt, who died in March at the age of 69, was more than the commanding officer of the Coastwatchers, and the author of their written history. He was a native affairs officer of great energy who never asked others to do what he was not prepared to do himself.

It was his experience as a New Guinea patrol officer in the early days that helped develop his bent for strategy that won him high war-time reputation with the Australian and American high commands. As he used to say, "Once you have been a patrol officer you can do anything!"

Certainly it was true of Eric Feldt.

Born in 1899 at Ingham, in North Queensland, Eric Feldt grew up in a district where kanakas recruited from the Islands still worked on the sugar-cane farms and here he heard his first Pidgin English.

When he was only 13 he was selected as a cadet to become one of the inaugural class in the first Royal Australian Naval College at Geelong.

He served as a midshipman with the RN in the Atlantic in 1917-18, but the navy did not provide what he wanted, and in 1922 he elected to take his discharge, as a lieutenant.

The tang of the sea was still strong in his nostrils and he bought a yawl in Tasmania to begin crayfishing at Welshpool in Victoria. After crossing Bass Strait the ship was wrecked, and down with it went Feldt's hopes of making a fortune, or even a livelihood, from the sea.

Gold fever

The following year he went to New Guinea as a clerk. Here he quickly saw where his future lay and transferred to District Services as an assistant district officer. Almost immediately he was assigned with G. W. L. Townsend to John Walstab's patrol up the almost unknown Sepik River in the *Aloha*. It was the first extensive exploratory patrol undertaken by the Australian Administration.

Then in 1928, when he was the youngest Acting DO in the service (his position was confirmed in 1932), he was given charge of the Morobe District with its headquarters at Salamaua.

Morobe was in the throes of a mighty gold-fever, and Salamaua was the hottest point. Prospectors, old hard-heads and greenhorns, came in hundreds to the tiny fort which was no more than a few saksak buildings dumped on the narrow isthmus.

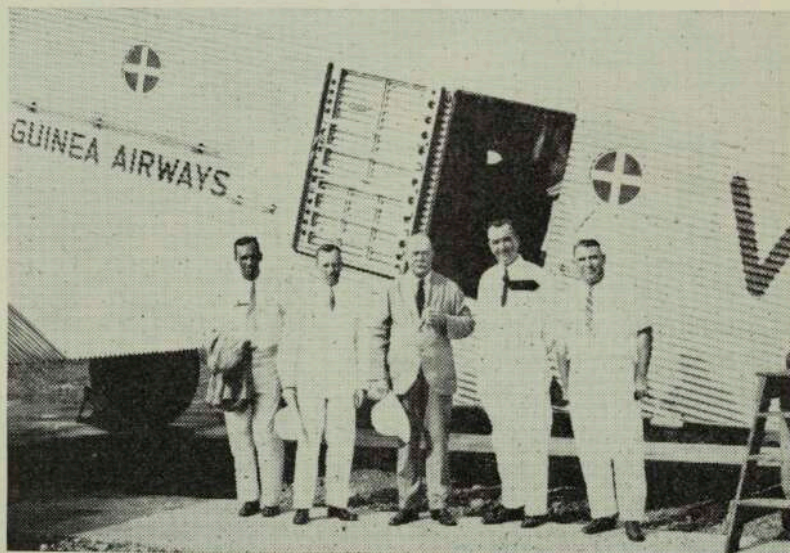
It was a busy time. Prospectors were employing native carriers in large numbers and native labour laws had to be enforced. Customs dues had to be collected on the great mass of cargo that was piled up on the beach with the arrival of every ship, and the normal business of government was carried on by a clerical staff of three. (One of the clerks made himself an official cap with four peaks, each with an official designation, and as he carried out

the duties of postmaster, native labour officer, Customs officer or storeman, he brought the proper peak to the fore). There was a pub at Salamaua and there were drinking bouts and fights day and night, and any law-breakers that the one policeman brought before the court made his plea to Eric Feldt.

Huge responsibility

It was a huge district extending from the Rai Coast to Morobe on the coast and inland to Mount Hagen. He divided the district into three parts, and made a patrol officer responsible for the native administration of each section.

It was a mighty task for these



District Officer Eric Feldt is on the left of this picture taken at Lae in 1932 during a visit of the New Guinea Administrator, General Wisdom, to the Morobe District. The official party flew to Wau in the big Junkers aircraft in the background. Others in the picture, from left, are the chairman of Guinea Airways, Mr. C. T. V. Wells, General Wisdom, Mr. A. S. Cross, who was managing director of Guinea Airways, and Mr. Pat Holmes, then New Guinea's Secretary for Land (now living in Sydney).

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Into the unknown Kukukuku country

Three young men—Alan Roberts, Nick Penglase and Bill Kyle—but Eric Feldt was asking no more from them than he demanded from himself.

It was in Salamaua that Feldt learned how to get the most out of staff, a knowledge that was most useful to him in the early days of the war.

In spite of his crowded life at Salamaua he was first into the Kukukuku country when Baum was murdered. It was wild, unknown region but Eric accurately fixed the position and established that the scene of the murder was on the New Guinea side of the border (by only three miles) and so came under his jurisdiction.

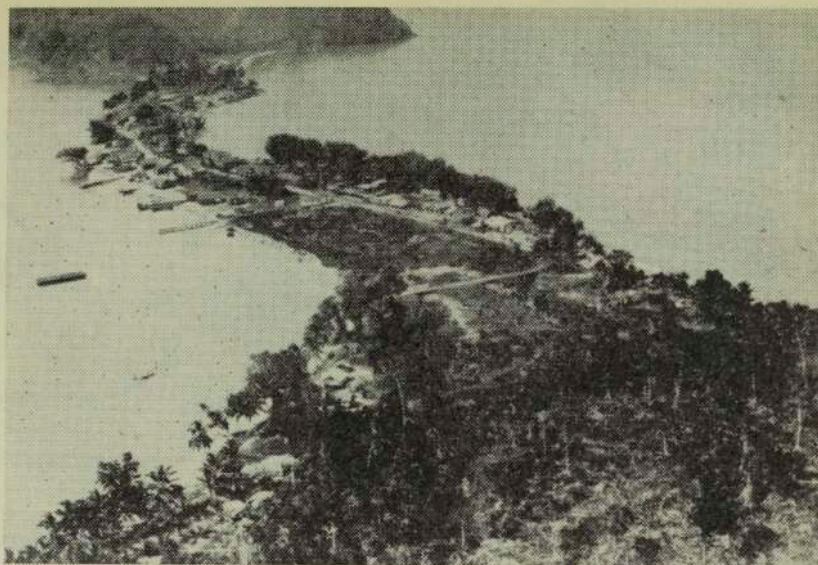
Head-hunting

When a report was received that a recruiter had been murdered in the Leron, he set off for the scene to find, after many day's walk, that the Lerons had never seen a white man before, let alone been able to murder one.

After Salamaua came a term in the Sepik District where he again made the acquaintance of the river people. Only a year or two before,



District Officer Eric Feldt photographed in Salamaua in 1931, just after he had returned from Surprise Creek with the Kukukukus he had arrested for the murder of Helmut Baum. When he took over the Morobe District Feldt was the youngest DO in the service.



This is the Salamaua of Eric Feldt's day. The township on the isthmus was the headquarters for the huge Morobe District, which included the wildest areas of the time. This excellent photograph, by the now defunct Holden Airways was made available to PIM by Mr. T. G. Wright.

the Administration had waged a campaign against head-hunting and a number of convicted killers had been publicly hanged in their villages.

It was, I think, "Kassa" Townsend who brought the murderers to book, and when Eric Feldt went to the Sepik there was a tense situation on the river. By showing the people that by-gones were by-gones and by good administration, the Sepiks were converted into useful citizens.

After this came a relatively easy stint in Madang, where with his wife, Nan, a former Brisbane journalist, he was able to enjoy for the first time the amenities and social life of a good station.

At this time the position of warden of the Wau goldfields became vacant and Feldt was appointed to it. But after a couple of years in Wau the comparative inactivity of the job made him restless and he had thoughts of returning to District Services.

Hitler made up his mind for him, and in 1940 he was recalled to the Navy with the rank of lieutenant-commander.

The "Feldt Method"

Posted to Port Moresby, Feldt's job was to organise a coastwatching system in Papua, New Guinea and the Solomons. It was a good plan, but the Navy provided little or no money to set it up.

He proposed the use of teleradios that were already installed in the Islands—on government stations, missions, and plantations—and he

set out to link up these places to a single communication centre in Port Moresby.

Travelling by plane, schooner, truck and on foot he visited scores of people and taught them coastwatching. He decided against involving them in the use of complicated codes. Instead he taught every one in the network how to use the commercial Playfair code with a simple modification. This became known as the Feldt Method.

His friends killed

It was used by coastwatchers for more than a year after the Japanese entered the war. So far as is known, it was never cracked by the enemy. When the Japanese invaded New Guinea the coastwatching network was working effectively—but the rest of that story is well known.

The Coastwatchers provided excellent intelligence, but the cost was great. Many were captured and killed by the Japanese, and each loss affected Eric Feldt deeply. He had known most of them personally; many of them were his close friends, who had served under him, who had drunk with him as his guests and his hosts.

He felt a personal responsibility for every man who had died, although every man knew of the danger and had volunteered for the job. It was worse in those instances when he could, from his position, see the end coming; one day the station would

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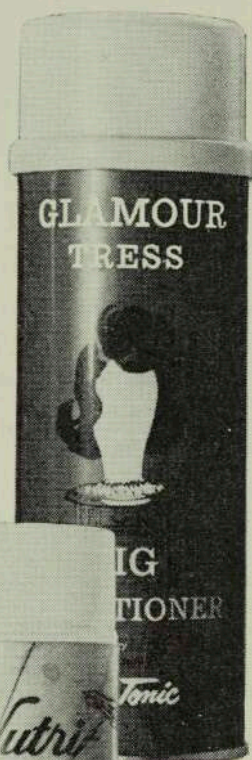
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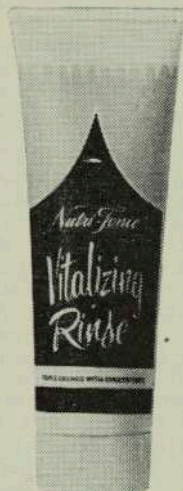
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Coastwatcher death a 'personal cross'

not answer the call and there was silence.

He said that sometimes he wished he had the outlook of a hard-headed general who could push his divisions into battle and forget about the consequences; but deep-down he was glad he hadn't, and so were his friends.

With the later operations of inserting parties of Coastwatchers into enemy territory, the strain was no less. To each one he said, "If it smells, don't go in," and each one knew that this was not just advice, it was an order.

At this time he began to feel that he should do more himself. He was fit and active and could well take command of a party, but GHQ vetoed the idea.

Instead, it was agreed that he could go to the Solomons to visit the radio bases attached to the US Marines.

A few days after he left he suffered a coronary thrombosis. So great was the Americans' regard for him that they provided a special plane to fly him to Brisbane where their top surgeon, one of the greatest in the States, assisted in the operation that saved his life.

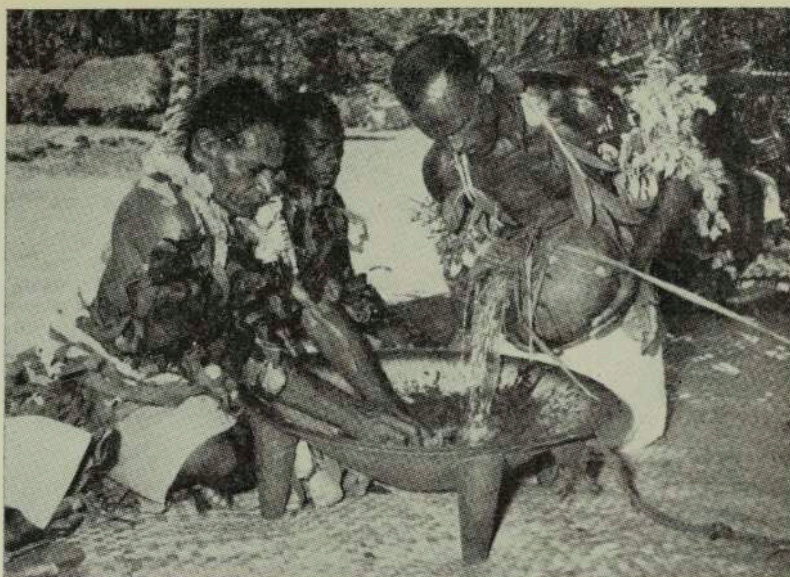
Ashes for NG

While he was recovering he was told that he had been awarded the DBE. "Other b—r's efforts," he said characteristically.

After his discharge, Eric suffered a great set-back when he realised that he was unfit to return to New Guinea. For a time he acted as secretary of the United Services' Club but he found that his health would not stand the work. Now he accepted the fact that he had to take life quietly, and after a long absence, the crinkle of good humour returned to his eyes.

In his quiet retirement in the pleasant atmosphere of his home in Brisbane, he began to take a new interest in people. Through his authorship of *The Coast Watchers*, which had also been translated into French, he had a great number of correspondents in many parts of the world, and he became a letter writer of great note. With his death went a link with an era of adventure and human endeavour.

● See also the photograph on p. 85.



The Fiji yaqona (kava) ceremony can be formal, like this one, or informal like the ceremony Jane Gregor describes. Most Fijian yaqona is drunk informally. The photo is by Rob Wright.

TO THE RESCUE

By JANE GREGOR

Yaqona (or *kava* as it is known to most travellers) is a vital part of any Fijian ceremony. I've seen it served in a variety of containers, but never in one more appropriate than that used in a farewell at Nausori airport.

I had arrived at the airport early to meet a friend. As I waited I noticed that a group of people were giving a departing government official a big farewell.

He was wearing a dark suit, which was making him sweat, and he appeared to be a little cowed by the heartiness of the farewell.

His staff — Fijians, Indians, Europeans — were gathered about a shallow wooden *yaqona* bowl. Coconut shells of *yaqona* were continually being circulated.

I was so absorbed in these colourful people that I failed to notice that the sky outside the waiting room had turned black.

Then the PA system crackled. A girl announced that the departure for Nadi and overseas connections had been delayed due to bad weather.

A squall raced across the airfield. The far palms bent like bows about to launch a flight of arrows and the rain drummed on the roof of the waiting room, drowning the happy

sound of the guitar being played by one of the departing official's younger henchmen.

Minutes went by and the *bilo* of *yaqona* kept going the rounds.

Then another announcement told us that the delay would be prolonged. And then . . . horrors. The unthinkable was about to happen . . . the *yaqona* was about to run out!

Without delay the guitarist was dispatched to seek new supplies. To allay anxieties a statuesque Fijian girl flung yet another frangipani *yalu-salu* around her boss's neck. The group waited, dry and brooding.

Suddenly a cheer went up. The guitarist had returned. The situation was saved.

The guitarist was carrying a bright red bucket, its brim aslop with creamy *yaqona*. Across the side of the bucket was emblazoned the one, appropriate word . . . "Fire".

I doubt that Fiji's national fire-water has ever been served in a more fitting vessel than in the fire bucket at that airport farewell.



Men of tomorrow need Weet-Bix today

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LIFE ON THE BIG POND

One of a series, by BILL DAME

THE DAY THEY FOUND THE GOLDEN RIVET

Mechanics send their apprentices to the tool shed for left-handed screwdrivers, aircraft maintenance men send their apprentices for buckets of prop-wash and at sea we barnacle-encrusted oldsters send our newcomers down into the bilges to see the golden rivet. But do we pull this on the passengers? Only in emergencies!

Children love our big trans-Pacific ship. There's a playroom and special programmes designed just for them. With a stewardess supervisor to keep them out of the way of their elders, there's usually no problem. But every once in a while the little darlings tire of their minor status and in devious ways become the exasperation of everyone connected with keeping them entertained or busy. When this happens, no one can predict what the outcome will be.

Some time ago we had around 24 fidgety angels aged from five to 10, and after two weeks at sea they were tired of the playroom, the cartoon movies, the swimming pool and the deck picnics. One day, almost as if answering a secret signal known only to them, they spread out over the ship in small groups and defied any authority to corral them again.

'Why don't you . . .?'

Five of them appeared in the Gift Shop at the very busiest hour, 11 o'clock a.m. "How much is this? How much is that? Can I—*may* I look at the comics? Don't you like little kids, mister?"

"Sure I like little kids," I replied. "And I think I know how you can have some fun. Why don't you go look for the golden rivet. You can't miss it because it's big and gold. It's the very first rivet put into the ship."

"Gee! Where do we look, mister?" Five little eager, freckled faces were suddenly interested in a common goal.

"It's somewhere on the ship; you'll have to find it. And I'll give a chocolate bar to the first one who does. Now skedaddle!"

They practically stumbled over

each other to get out and disappeared running down the passageway. And I continued business with the adults in relative peace.

We closed at 11.30 and had lunch, after which I snuggled into my pillow for a brief siesta. In a few minutes I was half-awakened by the telephone and sleepily answered. As I listened I awoke completely and a feeling of imminent disaster swept over me. I weakly said, "I'll be there right away."

On my way to the Purser's Counter a few minutes later, six small-fry ran past me, each clutching a white sheet of paper. At the same time I heard excited little voices drifting down the staircase from the deck above, followed by the sounds of running feet. At the Purser's Counter I was greeted with an angry stare from the rapidly-typing duty purser. I waited and watched as he ripped his original and five copies from the machine and handed each of the anxiously waiting six kiddies one of the papers.

"There's your passes, now go find your golden rivet!" He smiled at them through clenched teeth as they scampered away in different directions.

When they were gone he turned to me, glared and hissed. "You've really started something, Buster! They all converged on me at 11 o'clock asking where's the golden rivet you told them about. I had to get rid of them somehow, so I typed out one pass for the lot of them and sent them on their way. BUT . . .! They cornered the captain as he left the dining room and complained that they each wanted a pass and he's on their side!"

"Do you know what I've been

doing for the past half-hour? Do you? I've been typing passes to see the golden rivet, and it doesn't even exist! And what will their parents do? They'll complain, that's what. And you know what that means, so why don't you start packing now!"

He turned away brusquely. I returned to my room expecting a summons to the Bridge and a stern lecture.

For three days, groups of intent children searched the passenger areas of the ship thoroughly. They looked behind doors, behind drapes and in closets. It was an exciting search and their spirit was contagious. Word of their quest gradually reached the adults, who participated by giving clues or suggestions. It's back aft. It's up forward. It's in the theatre. Maybe it's been painted. There were as many directions as there were directors.

Found!

On the fourth day, a triumphant six-year-old lad, followed by about 10 of his generation, came breathlessly into the shop with a glistening gold rivet in his hand.

"I found it in a power flot. . . I mean a flower pot! Upstairs near where the drummer sits. Can I . . . *may* I have my candy?"

I looked at the rivet and tried not to betray my astonishment as I handed the winner his prize and watched the little gang leave to divide and consume.

The poker-faced Chief Steward appeared from nowhere and deadpanned, "I think I deserve a prize, too. I saw it first." I handed him a chocolate.

A high ranking engineer leaned across the counter and asked out of the corner of his mouth. "How much is it worth to you not to have any more golden rivets found?" He opened a small box and I saw at least a dozen more golden rivets. There was gold paint on his fingers.

"Help yourself to a chocolate, BUDDY!" I said sternly, reaching for the box.

He kept it. "These were ordered by the entertainment staff for future emergencies," he replied, winking.

The pass-typing purser didn't speak to me for a long time.



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Four walls / On and on and on / The race is on / Gathering flowers for the Master's bouquet / How much can a lonely heart stand, etc. Mono CAL-959, Stereo CAS-959, \$2.95.

"MY CATHEDRAL" Jim Reeves
Where do I go from here / Mary's little Boy Child / Beyond the clouds / Teach me how to pray / May the good Lord bless and keep you / He will, etc. Mono LPM-3903, LSP-3903, \$5.50.

"NO LETTER TODAY" Montana Slim
Waiting for the maple leaves to fall / It's cowboy's night to bowl / Strawberry roan / Great speckled bird / Cowboy heaven / Old Chisholm Trail, etc. Mono CAL-2171, Stereo CAS-2171, \$2.95.

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The South Pacific Commission, set up in 1947 by Britain, France, Holland, New Zealand, Australia and the United States to co-ordinate administrative policy in their South Pacific territories, held its first meeting in Sydney just 20 years ago this month. Delegates from the six member nations heard a powerful address by the Rt. Hon. H. V. Evatt, PC, MP, the originator of the plan for the Commission, in which he said: "Here, in this new Commission, is one practical expression of international co-operation and goodwill, to function in a world that is literally crying out for co-operation and goodwill."

THIS was one news item in *PIM* for May, 1948. Other items in that issue were:—

THE New Zealand Prime Minister, Mr. Frazer, formally opened the first session of the Legislative Assembly of Western Samoa. The Assembly, which took the place of the Legislative Council, was described in New Zealand as "a new step forward in the gradual process of conferring self-government on the Samoans."

"AUSTRALIAN Insult To Polynesians," declared *PIM* in a headline—and the Australian Minister for Immigration, Mr. Calwell, was under fire. Mr. Calwell had said in Parliament that a Maori soldier married to an Australian girl would not be allowed to settle in Australia. He was immediately attacked both in Australia and New Zealand. Some people suggested that he was abusing the White Australia Policy. The furore caused by Mr. Calwell's statement was so great that Australia's ban on the Maori in question was lifted.

A "gold discovery" in Central New Guinea, near Wabag, was reported to be a wash-out. The Leahy Brothers were said to have gone into the area from Mount Hagen in March or April, and to have returned with the news that the gold-bearing area was small and not rich. However, some people in Port Moresby were sceptical about this report. They pointed out that prospectors who have made a rich discovery will sometimes circulate stories of a failure in order to discourage a rush—which, as it turned out, was an undeserved slur on the prospectors in question.

Yesterday

A SMILING and fit Queen Salote returned to Tonga after a five-month health visit to New Zealand. Among the many people who welcomed the Queen were Crown Prince Tupooto'a-Tungi, and Prince Tu'i Pelehake.

ONE of Fiji's most memorable cricket seasons ended with a one-day match between Fiji (just back from a New Zealand tour) and the Rest of Fiji. Fiji thrashed the Rest, despite the fact that the star of the New Zealand tour, Ilekenu Bula, as well as other top-line Fiji players, had returned home to outlying parts of the group.

This old photograph, taken in the late 1920s in front of the original bar and billiard room of the Salamaua Hotel, then being built, was used in *PIM*'s issue of March, 1948. Most of the pioneer miners in the photo are now dead. The corrugated iron shelter represented the only "bright lights" for miners scattered over the Morobe goldfields.





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ft. even in the wet season when cloud build-up is at its worst. Papuan Airlines ordered the commuter version of the Navajo. Piper also have executive models with or without refreshment bar and cabinet, making it virtually a 'flying' boardroom.

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BOOK REVIEWS



Leisurely flying-boat helped build airline's reputation

During the early days of the Pacific war, two Qantas pilots flew out-of-date DH86 biplanes behind the Japanese lines in New Guinea to rescue 78 people stranded on the Mount Hagen Plateau.

The details of this exploit are given in one of many similar stories in *Qantas at War*, a book which traces the history of the airline from 1934-1945. Written by Sir Hudson Fysh, who directed Qantas during the period, it is the second volume in a three-volume history of Qantas. The first was *Qantas Rising*.

Qantas at War is divided into three main sections: Australia's First International Air Service — The DH86 Era; Enter the Flying-boat Era; and The War Era.

The title of the book is apt, for Qantas was always involved in some fight or other during those hectic years, and Sir Hudson, who knew exactly what was going on in the air, on the ground and behind the scenes at the time, records them all.

Flying-boat era

The combining of Qantas and Imperial Airways in 1934 was Australia's first step into the field of international air transport where today Qantas is one of the world's leaders. It also ushered in the flying-boat era.

It is obvious that Sir Hudson has a deep affection for these spacious and leisurely aircraft which not only afforded the passengers every luxury, but also the room to move around and even to play games such as clock golf.

But no sooner were these great aircraft in regular service than World War II broke out and the RAAF, by taking over most of these planes, all but put Qantas out of business as flying-boat operators. Qantas played an active and important part during the war years; in fact 14 employees lost their lives in the company service during this time, as against 10 in the armed services.

One of the more spectacular

Qantas incidents of the early days of the war was that rescue of 78 people from the Mt. Hagen Plateau.

Among the 78 was a group of 18 Rabaul survivors who had walked the length of New Britain, taken a small launch to the New Guinea mainland and had then come up through the Ramu and Wahgi Valleys to Mount Hagen.

Two DH86 aircraft were allotted to the rescue, one piloted by Captain Orm Denny, later Qantas NG manager, who knew the country well, the other was piloted by Captain E. C. Sims.

Denny found upon arrival at the Mt. Hagen airstrip that the ground was so soft the wheels of his aircraft sank. He doubted that he and Sims would be able to get off empty — let alone with a full load of passengers on board.

While discussing this problem with Sims, Denny noticed that a

New Guinea Journal

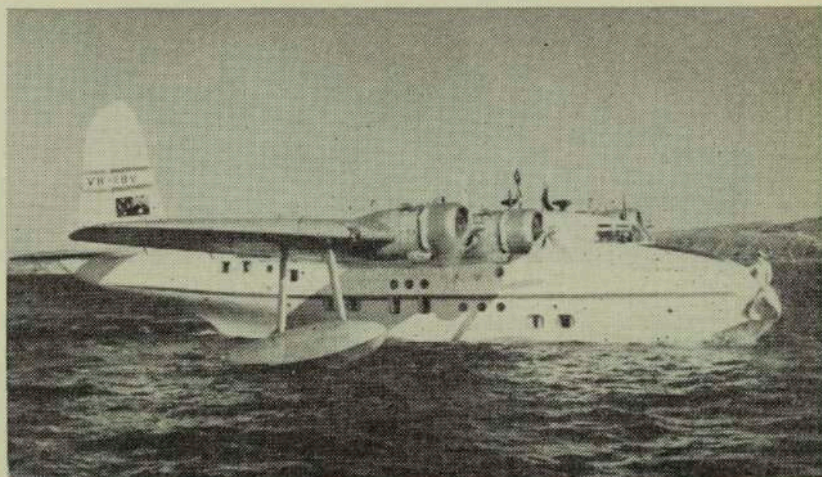
The second issue of the annual *Journal of the Papua and New Guinea Society*, published in association with the University of P-NG, contains 136 pages of readable, useful material on subjects ranging from problems of Australian settlers in the territory, through Orokaiva leadership to comments on the New Guinea elite. Illustrations are well chosen and the journal is a credit to its editors. Single copies are available from P.O. Box 172, Port Moresby, at \$1.00.

large number of local natives had gathered to stare at them, and, remembering how much these people enjoyed a "sing-sing", in which they stamp and shout for hours on end, hit upon a solution. He would organise a "sing-sing". He reasoned that if he could persuade enough natives to jump around the airstrip, the ground would be made sufficiently hard for the planes to take off fully loaded.

Mysterious crashes

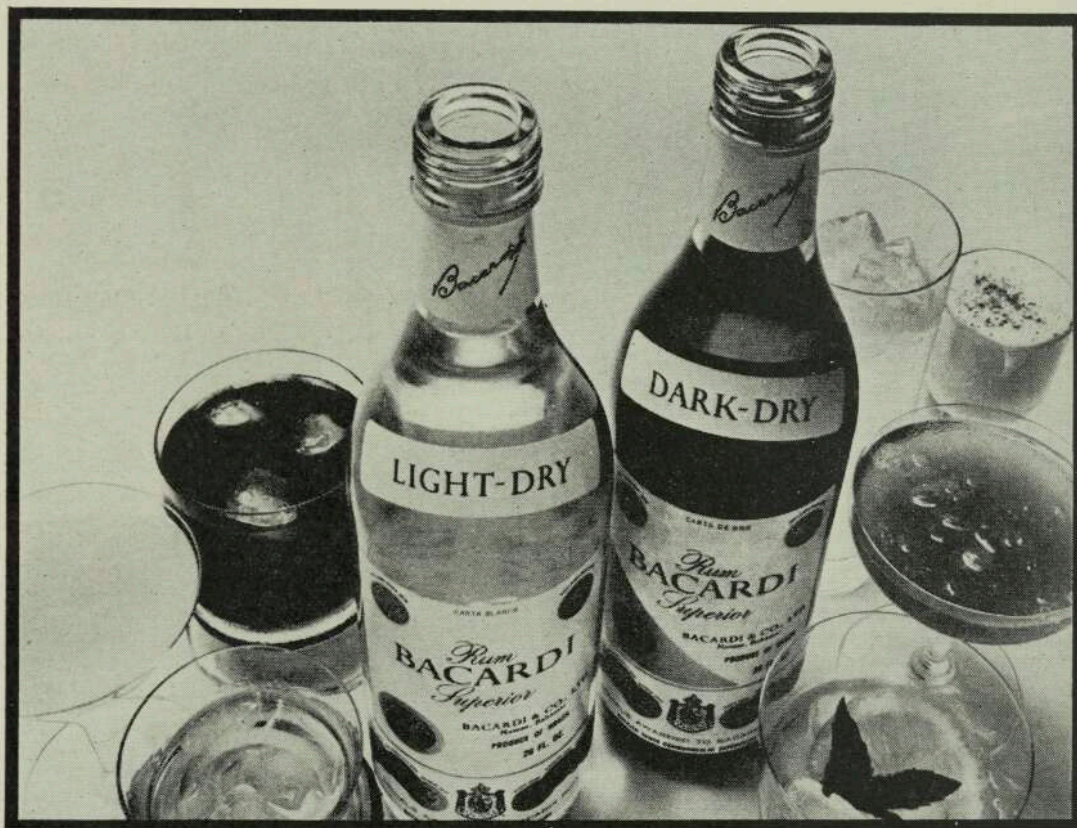
For a day and a night 2,000 natives "sang-sang", and the airstrip was made planeworthy. On May 13 the first airlift took place. By May 24, 18 flights had been completed and the 78 people had been evacuated to Horn Island.

In *Qantas at War* there are other stories of the Pacific — of the "Bully Beef Bombers" of Papua, of



Sir Hudson Fysh had a deep affection for the leisurely flying-boat which gave passengers plenty of room to move around. Island residents, particularly in New Guinea, knew them well after the war. This photograph was taken in New Caledonia by Fred Dunn on the last flight of the Qantas Sydney-New Hebrides service.

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evacuating the wounded and flying in supplies to the island battle fronts.

However, the major part of the book does not deal with Pacific affairs.

The mysterious crashes involving several of the DH86 aircraft are covered early in the book.

Another interesting story is the selection of the aircraft for the England-Australia air-link, and the survey flights that were necessary before it could become a regular passenger and mail route. (Do you remember those days when an Air Letter could be sent *anywhere* in the British Commonwealth for a 1½d?)

The book ends with Qantas facing, and overcoming, the vast problems of re-organisation after the war, and it is a tribute to Sir Hudson Fysh and the men who worked with him that they succeeded so admirably.

It was at this time that the Catalina, Lancastrian and the C47, forerunner to the immortal DC3, were introduced into the Qantas service.—*WT*

(QANTAS AT WAR. Angus and Robertson, Sydney. \$6.75.)

FASCINATING ACCOUNTS OF THE GOLDFIELDS

THE Australian gold rush era of last century was as colourful as the rushes on the Klondike, or California, and some of the adventure of it rubs off in *Gold Fever*, a collection of accounts, some only a few words long, written by men and women who worked or observed the Australian goldfields between 1851 and the 1890s.

Together, the stories give an insight into the comic, heroic or villainous human stories of the diggings. The scope is wide, from Bendigo, in Victoria, to Cooktown, in northern Queensland. Many of the stories have not been published before and thus we have some genuine Australiana.

Edited by Nancy Keesing, the book contains many contemporary drawings of the goldfields, and, of the miners themselves. Fascinating, valuable.—*K McG.*

(GOLD FEVER. Angus and Robertson. \$6.75.)

Best of the Paperbacks

Question: Who are those men drinking over there by the beer keg, eating pie with sauce, avoiding the girls, and talking about horses? Answer: Average Australians.

Heard it before? Of course you have.

The image of Australians as uncultured provincials has been popular since Mayfair ladies learnt to say: "Good on yer, clobber."

The fact that it is insulting matters not at all. What does matter is that it is boring, for there is now nothing older than an old slouch hat.

Sad to say the old image appears a lot in Cyril Pearl's *So, You Want To Be An Australian?* (Ure Smith, 90 cents). Pearl gives us the same surly barmaids, the same brutal taxidrivers, the same beer-swilling men.

Thankfully, towards the end of this 96-page paperback, he does give us some good, new fun.

"Paddo"

His description of a "dry sherry conversation", for instance, is first rate; and his advice on how to use a public phone merits a long laugh — and a quote:

"When you have finished your conversation, tear the telephone book into small pieces, cut the receiver from the instrument with a sharp knife, and jump on it . . . Then eat an orange and scatter the skin on the floor, plug the mouthpiece with chewing gum, and write PIG-IRON BOB on the wall of the booth."

That's good and new. It's a pity there isn't more of it in his book.

Two other new Australian paperbacks worth reporting on are *Paddo* (by Arthur Staples, Humorbooks, 70 cents) and *Age of Consent* (by Norman Lindsay, Humorbooks, 80 cents).

Staples grew up in Paddington in the 1930's. It was not then the "Montmartre of the South Seas", nor was it a place to visit for shrill little dinner parties. In those days Paddington was home to a lot of good and ordinary people.

Home to Staples was a terrace house, an out-of-work dad, a hard-working mum, an Uncle Charlie (who had to be persuaded to take a bath) and two lodgers. Life was good and generous, even though money was short.

Staples' descriptions of the trams, the Saturday-night excursions to the flicks and his visits to the City Markets (where you could buy a meat pie with peas, potatoes, coffee and sweets for ninepence) are excellent.

And his description of the death, from TB, of his 12-year-old girlfriend (she had to ask him to be her fellow because he was too shy to ask her to be his girl) is heartrending in its brevity, simplicity and compassion.

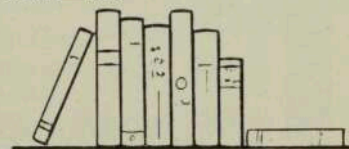
"Age of Consent"

Age of Consent, banned in Australia until 1962, is now being filmed in Queensland with James Mason. It's not an appropriate setting because *Consent* is set on the south coast of NSW. However, Queensland is probably better box office.

As many people will know (*Consent* was first published, in New York, in 1938), the book is about an artist, Bradly, who rents a shanty on a deserted beach. He meets a young girl — under the age of consent — and persuades her to pose for him. This causes considerable local outrage.

There is tenderness, intolerance and hilarity in this book. Lindsay has a droll, and rather cruel, sense of humour, as when he describes Bradly knocking on a bar to awaken a landlord: "Bradly's knocking roused him (the landlord) from complete to partial imbecility."

As well as being very funny, this book paints a fascinating, and seemingly accurate, picture of an Australian coastal village in the 1930's.—*SR.*



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The author writes in a pleasantly relaxed style . . . and has captured the essence and feel of the island.—*Times Literary Supplement*.

Vivid and often politically complex history . . . expertly documented.—George Farwell, *The Advertiser*, Adelaide.

Strangely enough the varied and colourful story of Tahiti has never been brought together before in a single book. Robert Langdon is certainly to be congratulated on the way he has assembled the known facts.—*Sphere*, London.

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CLEAR AND PRACTICAL GUIDE FOR THE BOAT OWNER

The scudding upsurge of interest in boating, both power and sail, during the past couple of years in Australia, NZ and the Islands, has produced a crop of keen but often inexperienced weekend boatmen. *Small Boats* by J. H. Prince (Angus & Robertson Ltd.; \$2.50) is designed to assist them in boat handling, maintenance and navigation.

An American professor now living in Sydney, Mr. Prince, has drawn heavily on how-to-do-it books and magazines, and has come up with a compact guide for boat-owners that has few frills but is long on commonsense and practical knowledge.

The advice given impartially to those two daggers-drawn fraternities—sailing and hot-water boats—cannot, of course, take the place of personal experience out in the bay or offshore. But his counsel, particularly on safety at sea and the sailing of boats in bad weather, could with profit be learned by rote: After all, you usually don't have time to turn to page x of a textbook when your "donk" won't kick over as the seas are rising and a cumulonimbus storm builds up; or as a slip on spray-wet varnished decks brings a shout of "man overboard"; or as carelessness starts fire in the galley on refuelling.

Everything you want

If you are new to the game, the author will lead you on from choosing a small boat, to equipping it, then getting it smoothly away from the jetty and heading for the line where sea and sky meet. He deals also with towing and handling boat-trailers (for these days not every boatowner has a waterfront), general navigation, position calculation, and throws in a bit of "met".

The numerous line drawings are clear and instructive. There are plates, too, of typical cloud formations and of cruisers and sailboats, though some of these appear too crammed with smallish illustrations. —SH.

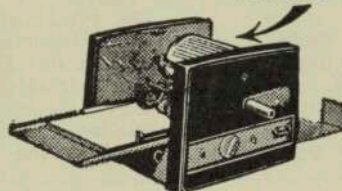
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Full subscription details on page 10.

Of New Guinea fishes and fowl

"The Fishes of New Guinea" (published by the Department of Agriculture, Stock and Fisheries, Port Moresby), is described as the first complete handbook on the fishes to be found in New Guinea and adjacent waters. And some handbook it is, too!

With 78 half-tone plates, six plates in full colour and 23 line drawings, describing 1,100 species, the book runs to more than 700 pages. Its selling price, \$14.50, is good value.

A brief technical diagnosis is given for every species of New Guinean fish. Basic body proportions, fin counts, scale counts, the number of teeth and colouration are recorded in detail.

The book is aimed both at the marine specialist and the enthusiastic amateur fisherman (the kind who must know the name of every monster he pulls from the deep).

For the non-specialist there is a "how-to-use-this-book" section which describes how to identify a fish by using the technically-orientated text.

The Fishes of New Guinea is a handsome book. It would look good

on the shelves of any keen territorialist who has a yen for the things in the sea.

The author, Ian S. R. Munro, is principal research officer with the Division of Fisheries and Oceanography, CSIRO, Cronulla, NSW.

Mr. Munro's first step in preparing the book was to establish a check-list of fish in the New Guinea region. This was published in the *New Guinea Agricultural Journal* in 1956. In 1964 he added a further paper, giving details of new species of fish found in the region.

The Fishes of New Guinea will no doubt become a standard textbook on the marine life of the area and also a valuable reference for fish found off the northern and north-east Australian coast. It is being distributed by the Agriculture Depart-



ment, Port Moresby, and also through the Sydney office of the Department of External Territories.

ANOTHER New Guinea technical work available is *Annotated List of Birds of the Adelbert Mountains, New Guinea*. It sells for \$US2.50, and is published by the American Museum of Natural History, New York.

Prepared by the late E. Thomas Gilliard and Mary Lecroy, the bulletin is the result of a journey made by Gilliard and his wife to the southern, and highest, peak of the Adelberts in 1959.

During that trek 385 specimens of birds were obtained, of some 130 species. The species are listed and described.

The bulletin runs to 81 pages and contains six handsome plates.—SR.



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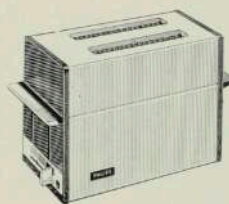
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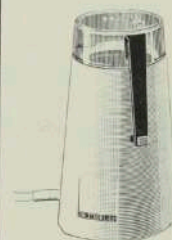
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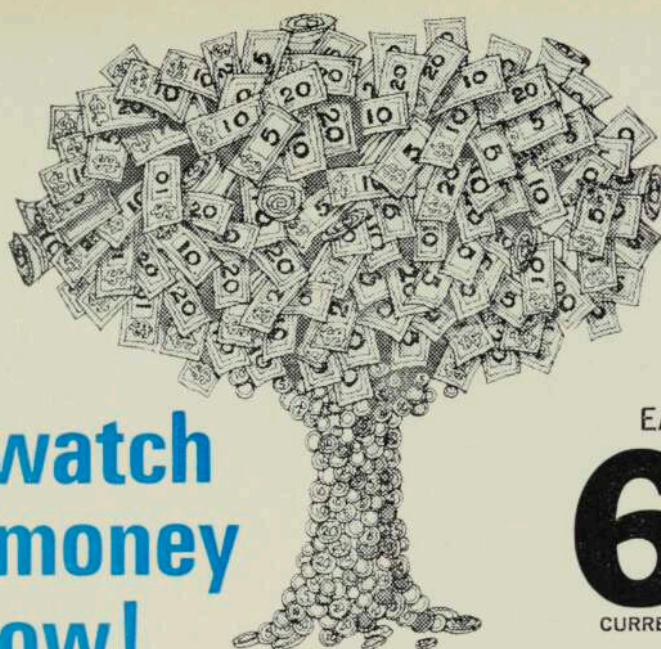
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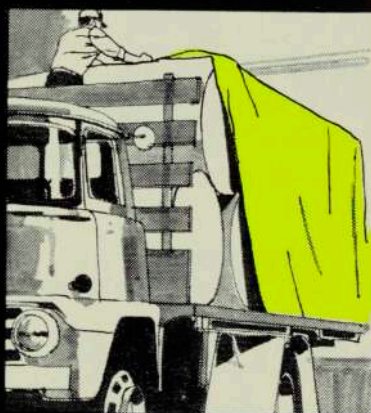
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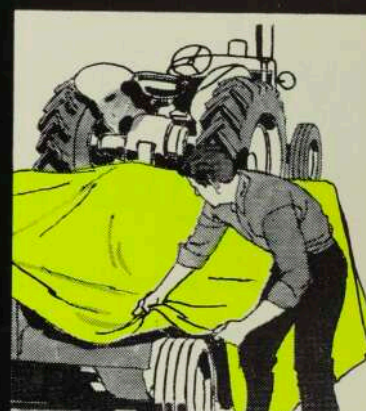
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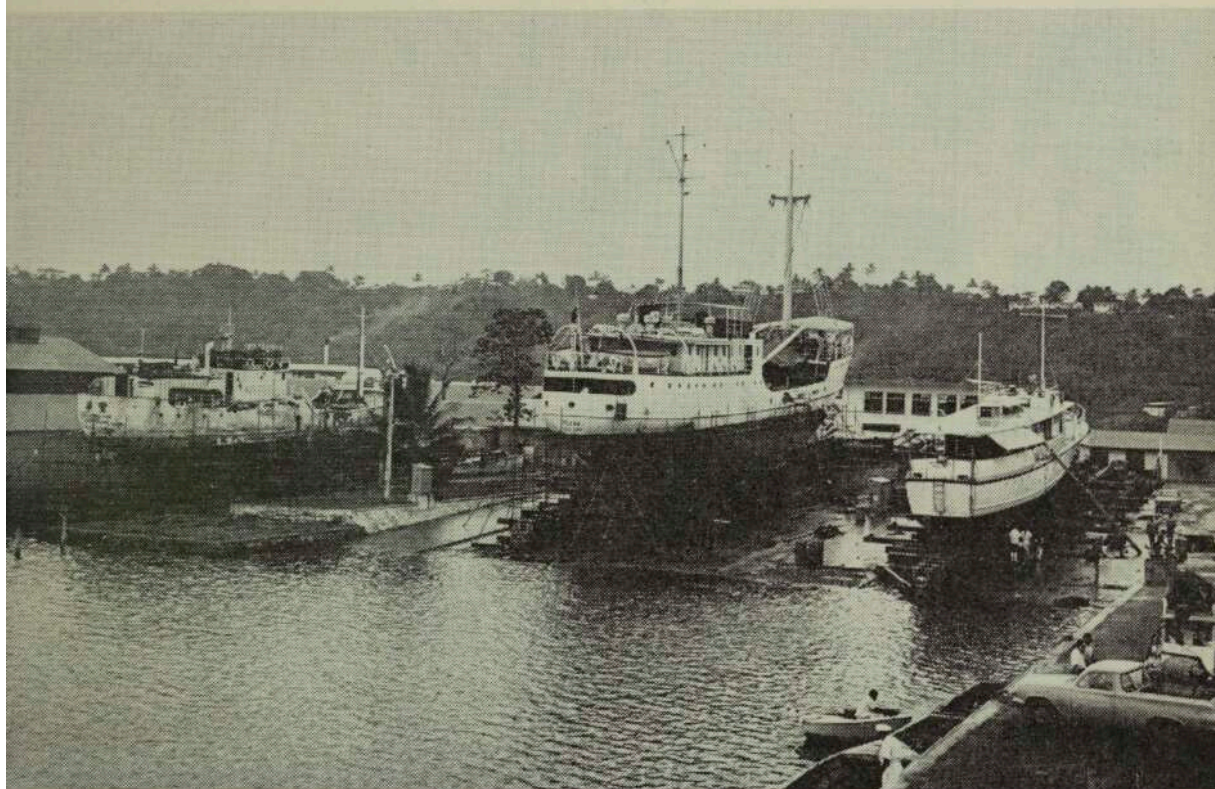
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Pacific Shipping And Cruising Yachts



It's boom-time in Fiji's shipyards

From MATT WILSON, in Suva

It is night-time but the shipyard is still humming with activity. Spotlights reveal in stark detail a Korean fishing ship high on the slip and the men working on her.

Suva is now the most important repair and building centre in the South Pacific Islands.

"We have so much work that we work nights and weekends, too", says Arthur Bennett, manager of Bish Engineering Works, a Suva engineering works.

Word is getting around that the standard of work is high and the facilities are here." At the moment the repair boom is centred around Korean, Japanese and Chinese fishing boats.

Bish services and overhauls more than 130 vessels operating from Pago Pago and Levuka, Fiji's former capital, on the island of Ovalau.

Work growing

And the firm has just gained a new contract to service another 90 ships, owned by Taiwan companies, which also operate from Pago Pago.

Mr. Bennett is reluctant to reveal financial details of the repair and

servicing work, but it is understood that this new contract will be worth more than \$F100,000 annually.

In nine months last year, Bish dealt with 90 ships. This year the company will probably handle more than 150 ships.

"So far this year 30 ships have been slipped for docking survey and another 30 have been serviced," Mr. Bennett says.

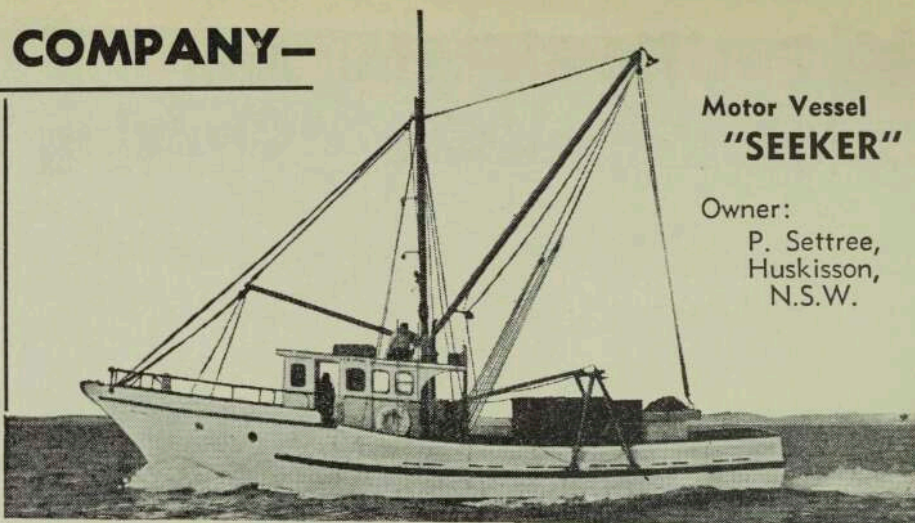
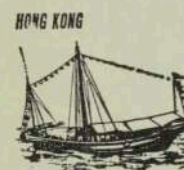
"I reckon we can turn out as good, if not better, a job more cheaply and quickly than firms in Australia and New Zealand".

To cope with the increasing flood of work, the firm is planning to introduce more machinery and to extend its premises.

But one headache facing the company is a lack of skilled tradesmen.

Says Mr. Bennett: "The problem

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5LW	×	5	426	6.974	70	1,300	78	1,500	89	1,700
6LW	152.4mm.	6	511	8.369	84	1,300	94	1,500	107	1,700
6LX	4½" × 6" or 120.65 mm. × 152.4 mm.	6	638	10.450	110	1,300	127	1,500	144	1,700
6L3B	5½" × 7½" or 139.7 mm. × 196.85 mm.	6	1,105	18.103	150	1,000	172	1,150	195	1,300
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In The News This Month

okula	Matauru
ape	Matua
gee	Myonie
entinean Reefer	Narhval
a	Polynesie
chus	Procax
na Dea	Rangitane
edonien	Rangitoto
abodge	Rebel
aira	Renée Tigh
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Maru No. 28	Sea Wanderer
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to get hold of marine engineers and marine fitters, although we do have a nucleus of first-class men who operate the various gangs."

The firm has a work-force of 250 men at the moment but within the next three months this will be increased to 300.

Down the road at the engineering works of Millers Ltd., chief engineer Keith Dobson describes his firm's repair and building facilities. "We can build ships of up to 200 tons deadweight and have built a launch-way to facilitate ship building," he says.

As he speaks his men are tackling a major re-plating job on a massive Oil Company barge, used for transporting fuel.

Last year the firm constructed two barges for the Carpenter group in Fiji, and built another one for the Albert and Ellice Islands Government.

French warships

Millers also carry out repair work on the Carpenter group's *Komaiwai*, *okula* and *Tovata*, and other ships operating around Fiji.

The Fiji Government is also taking a bite of the ship repair cake. French warships from French Pacific territories arrive at the Government yard about four times a year for repairs.

Here also ships for the Fiji Marine Department fleet, which totals 35 vessels, are designed, built and maintained. Four ships are being built at the moment.

The Fiji Government has a policy

of encouraging ship repair work in the colony. When a vessel comes for repairs it pays wharfage, port and lighterage dues at half rate.

There is also a subsidy element in the running of the Government's three major slipways, which are hired out.

This year the Government has allocated £8,600 for improvements to wharfage facilities. There is also a plan to provide more berthage for ships arriving for repairs.

It is difficult to estimate what the ship repair and building industry is worth annually to Fiji, but one marine official felt it could be nearing the £500,000 mark.

To this could be added the increased trade in paint, provisions and other commodities, which comes with the ships—not forgetting the money crewmen spend in Fiji while their ships are being repaired.

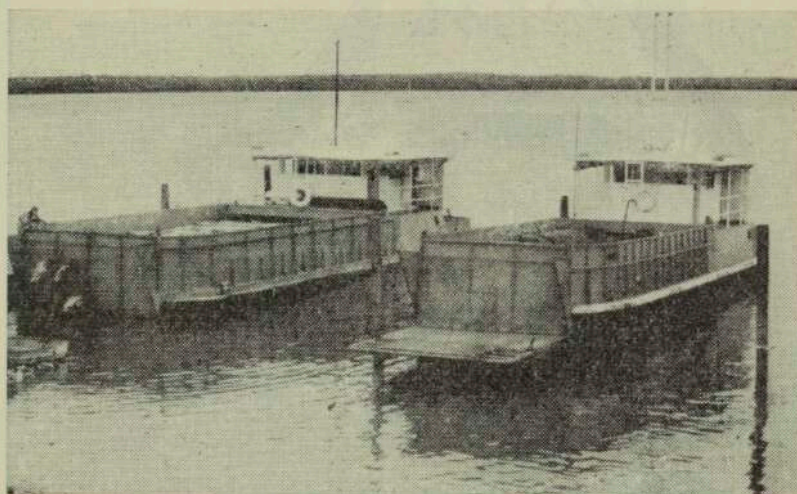
One problem at the moment is that the industry is too dependent on fishing ships. If the ships move away from this area of the Pacific, then so might the work. So there is a need to diversify by attracting other ship work.

Fiji shipyards believe there is no reason why the industry should not be able to get a share of the New Zealand and Australian markets.

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COLUMBUS AGENCY GOES ELSEWHERE

The W. R. Carpenter subsidiary American Trading and Shipping has lost its main shipping agency the German shipping company Columbus Line.

Columbus Line operates monthly cargo-passenger services from West Coast USA ports to Australia and New Zealand with regular calls at Tarawa, GEIC, and occasional calls at Papeete and Pago Pago.

The change was announced in early April when the managing director of American Trading, Mr. Rex Morris, said he had resigned and formed a new agency company called Sea Transport Services Pty. Ltd.

Sea Transport would represent the Columbus Line in Australia, Mr. Morris said. He added that his brother, Neil S. Morris, who was his assistant at American Trading, will join him in the new company.

The decision by the Morris brothers to leave American Trading ends a long-standing connection with the W. R. Carpenter Group. American Trading was started by their father, Mr. Neil Morris, with Carpenters holding a major interest.

American Trading will continue its other broking and shipping businesses and a Sydney travel agency.

W. R. Carpenter announced a reorganisation of American Trading following the loss of the Columbus Line agency. Mr. J. F. Beer, 45, who has had 17 years experience in shipping, was appointed manager of American Trading's shipping department and also shipping manager of W. R. Carpenter Ltd.

Carpenters plan to work in close co-operation with American Trading in shipping matters and also to expand the activities of their Sydney new travel agency, Amtraco Travel Centre.

NEW SHIPS BY YEAR'S END

The two new refrigerated ships under construction for the P and I subsidiary, New Zealand Shipping Company — *Matauru* and *Manapouri* — will both be operating on the company's NZ-UK run via Papeete late this year.

They will replace NZ Shipping Company's three vessels, *Ruahine*, *Rangitoto* and *Rangitane*.

Matuara, of 11,500 tons, will be delivered in NZ in mid-May from its builders, Tamano Works.

Mitsui Shipbuilding and Engineering Company, of Japan, and the *Tanapouri* will be delivered in August.

Both ships will be equipped to carry cargoes preslung in units, cargoes conventionally and cargoes on pallets. Space will be allowed for several containers in hatch squares.

RATES UP ON M VESSELS

Passenger and cargo rates were raised 10 per cent. on the three Messageries Maritimes passenger-cargo vessels — *Caledonien*, *Tahitien* and *Polynésie*—from April 1.

The price rises only apply to South Pacific routes, not to the company's Marseilles-Sydney run.

The most-affected routes are Sydney-Noumea, Sydney-Tahiti and Noumea-Tahiti. A Messageries Maritimes spokesman in Sydney said that increased general costs in the Pacific Islands, including stevedoring charges, had caused the increase.

The company last raised charges in early 1964, he said.

He denied a Noumea report that the *Caledonien* and *Tahitien*, both 15 years old, were to be sold and replaced by the *Cambodge* and *Amos*, two other Messageries Maritimes ships on the Far East run.

Caledonien and *Tahitien* operate regular Marseilles-Sydney schedules, calling at Papeete, Taiohae (Marquesas Group), Vila and Noumea in the Pacific Islands.

SHIPOWNERS' ASSOCIATION TO BE FORMED

A Territory Coastal Shipowners' Association, to represent most local shipowners in New Guinea, will be formed in late May or early June. This follows an initial meeting recently in Rabaul of shipowners from Rabaul, Lae and Madang. About 10 different companies were represented.

Main object of the association will be to protect shipowners' interests in NG and, if possible, regulate freight charges. Three members of a preliminary committee who will draw up a constitution for the association are Messrs. M. W. Fishwick and Alan Tong, and Mrs. Brian Connelly.

SECOND PATROL BOAT FOR NEW GUINEA

A second Royal Australian Navy patrol boat to be based at Manus Island, NG, left Sydney for Manus, Port Moresby and Samarai, on April 9.

Aboard the boat—HMAS *Samarai*—were five New Guinea sailors. HMAS *Samarai* will join HMAS *Aitape* at Manus (PIM, Mar., p. 106). The RAN has plans for three more patrol boats to join these two at Manus.

INTER-TERRITORY SERVICE BEGINS

A new, regular shipping service to New Guinea's main ports, with a 965-ton deadweight motor vessel *Lemana*, started in mid-April.

Lemana left Port Moresby on her first 17-day run to Rabaul, Lae and back to Port Moresby. On her return to Port Moresby in early

May she was scheduled to make a 24-day trip to Rabaul, Lae, Madang, Lae and Port Moresby.

The service is operated by Southern Cross Shipping Pty. Ltd., a newly-formed wholly-owned subsidiary of Messrs. Hetherington Kingsbury Pty. Ltd., a Sydney-based shipping agency with more than 15 years' experience in shipping.

Southern Cross has chartered the *Lemana*, built 12 years ago for Bass Strait conditions, from a Hetherington Kingsbury associate firm, Hethking Steamships Pty. Ltd., for an initial period of four years.

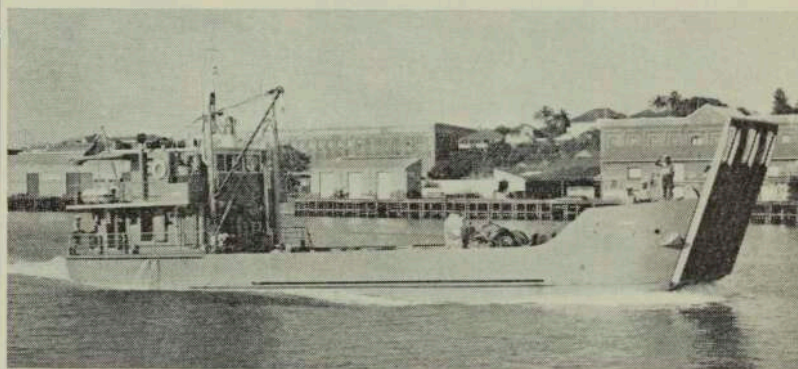
Her master is NG skipper, Captain J. Hague, and her complement

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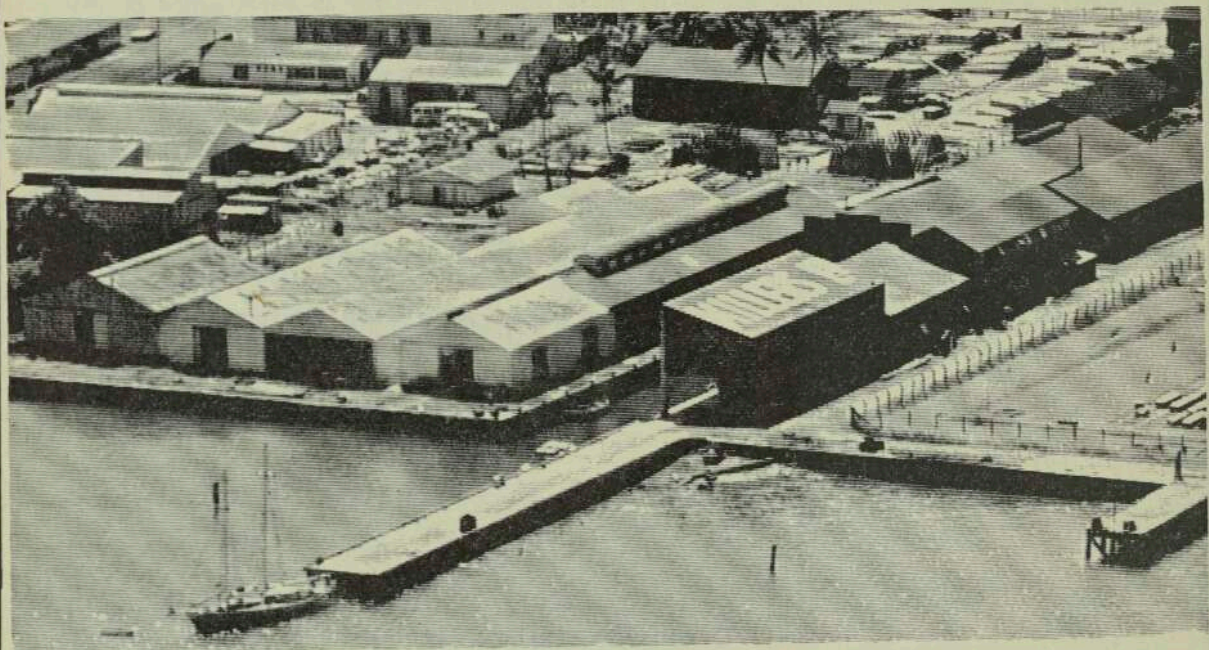
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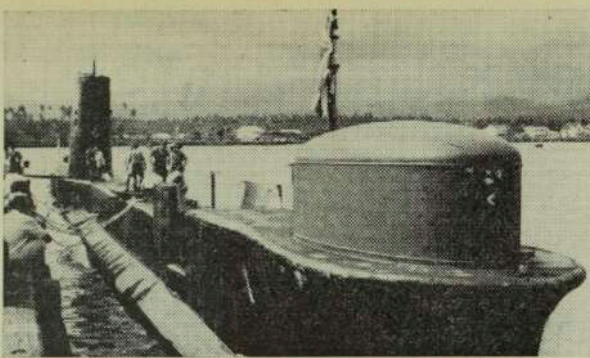
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The 294 ft, 66-man crew submarine HMS "Tabard" aroused much interest during its three-day visit to Apia in April. The submarine took the Prime Minister, Mata'afa, most of his Cabinet, the NZ High Commissioner, Mr. O. P. Gabites, and the UN regional representative, Mr. L. Hixon, on a two-hour trial run and dive.



includes four European officers and 2 New Guinean crew.

Lemana is 212 ft long and has two 42 ft by 20 ft hatchways, with one hold, and her equipment includes three lifts of five tons and one lift of 10 tons.

In the company's first direct venture into NG shipping, Hetherington-Kingsbury aims to build up a reliable frequency of service with the *Lemana*. However, other major NG ports could see the *Lemana* after her first few months of service.

TOURIST LINERS TO GET BETTER DEAL IN NG

Tourist liners to Papua-New Guinea will be able to reserve berths in territory ports in future—providing they let the NG Harbours Board know six months ahead.

This move should eliminate liners having to anchor in ports, particularly Port Moresby and Rabaul, which the liners' owners certainly don't like, and also encourage more stops by liners in NG—giving a boost to NG's underdeveloped tourist industry.

MORE CONTAINER VESSELS FOR PACIFIC

Farrell Lines, which makes monthly calls with passenger-cargo vessels at Papeete on southbound voyages from Panama to Australia, will have five 19,750-ton container vessels built for its east coast USA-Australia and NZ trade.

Tenders for the construction of the container ships will close in June, and the first ship is expected to be operating by December, 1970.

A spokesman for the line's Sydney agents, Wilhelmsen Agency Pty. Ltd., said Papeete was not on the scheduled stops for container ships, "at this stage". Cargo from Tahiti to Australia or from the US to Tahiti did not warrant a call.

He said it was not impossible the ships would include Tahiti, because in two or three years' time trade might have built up sufficiently to warrant calls. Southern ports for container ships will initially be Sydney, Melbourne and Auckland, he said.

INQUIRY INTO "WALLISIEN"

A formal marine inquiry into the stranding of the 527-ton cargo ship *Wallisien* on Nukutolo Reef, Fiji, last year (*PIM*, June, 1967, p. 41) was opened in Suva on April 16.

The start of the inquiry was adjourned from an earlier date to

We can arrange

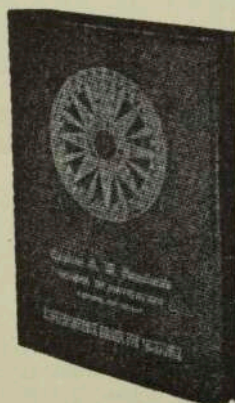
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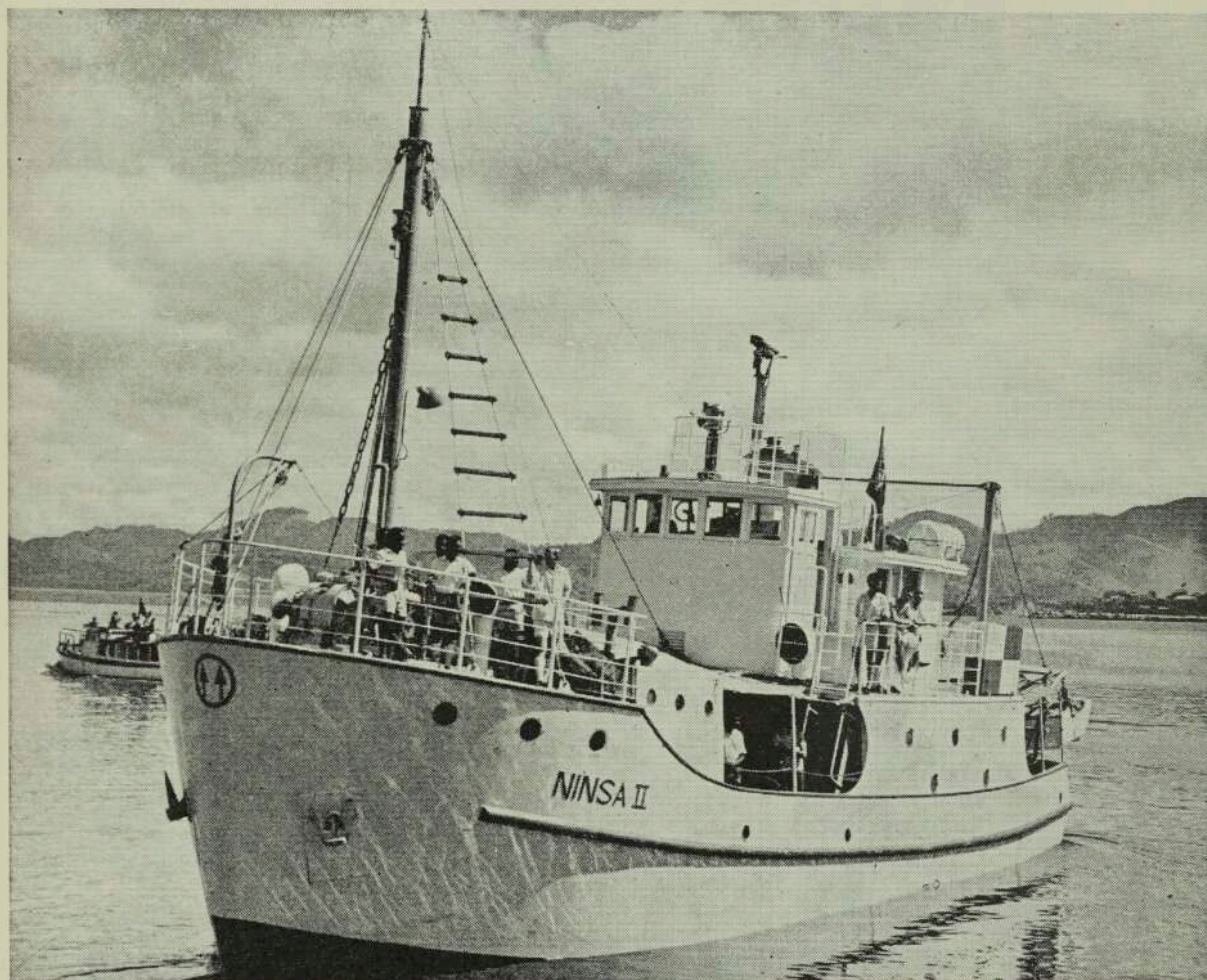
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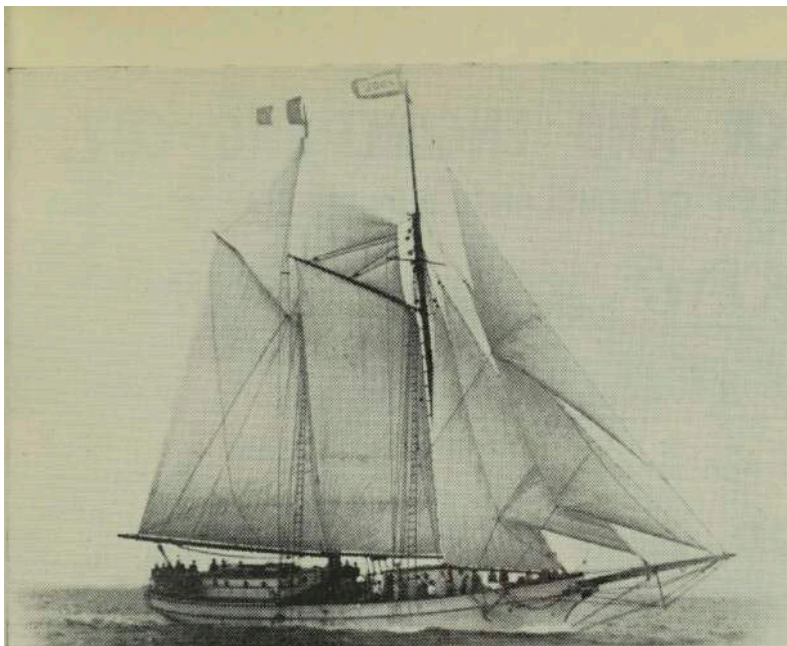
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"Tiare Taporo", which has now ended her days on a reef, taken when she was built.

able additional evidence to be collected.

Meanwhile the freighter, which has remained on Nukutolo Reef, will not be salvaged. Her owners, McNicholl Industries (Fiji) Ltd. will strip deck equipment but not make any attempts to refloat the ship.

WRECK OF "TIARE TAPORO" ENDS AN ERA

Tiare Taporo, the best-known time schooner in the South Seas, became a complete loss after she was driven onto a reef off Aneitum, New Hebrides, in early March by strong winds from Hurricane Florence.

On the night the hurricane hit the southern half of the New Hebrides, *Tiare Taporo* snapped her anchor chain and was driven straight onto the Aneitum reef.

Huge breakers finished the job and within a short time the proud old mariner was completely wrecked.

Tiare Taporo — meaning Lime blossom in Tahitian—was built in Auckland, NZ, in 1913 for A. B. Donald Ltd., NZ shippers and traders to the Cook Islands and French Polynesia.

A beautiful schooner, she was 107 ft long and weighed 173 tons gross with a 23 ft beam.

A. B. Donald first used her based in Papeete, to serve the outer Society Islands.

After World War I she entered the Cook Islands trade and also operated a regular NZ-Cook Islands-Papeete run, sometimes in conjunc-

tion with the old motor vessel *Tagua*.

For more than 32 years she was a familiar sight to people of the major and minor Cook Islands and French Polynesia, carrying vital supplies and picking up all types of Islands produce.

Two of the South Seas famous skippers — Captains Viggo Rasmussen and Andy Thomson—commanded her for many years and

her name cropped up in many books about Polynesia.

When Captain Rasmussen was taken from Rarotonga in late 1946 to die peacefully on Penrhyn Island a few weeks later, he was carried on the *Tiare Taporo* and said he would not regret it if he died on board the ship he had commanded for so many years.

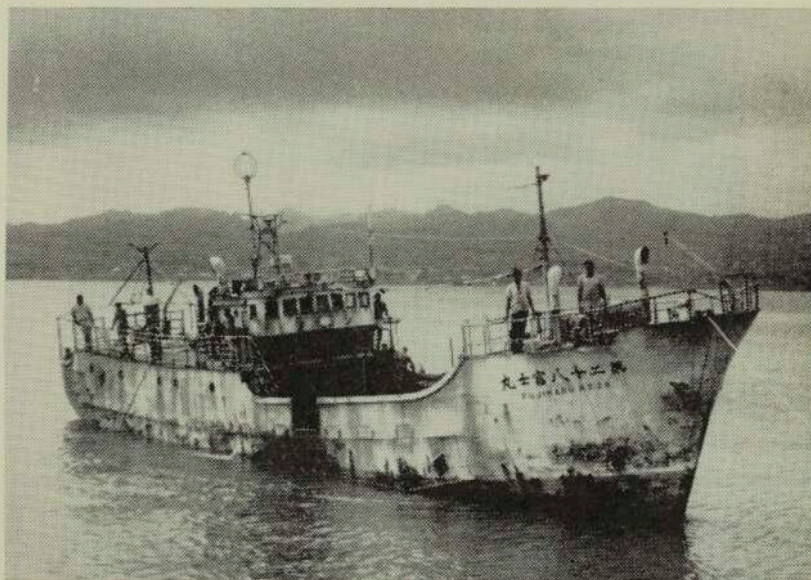
Tiare Taporo survived many hurricanes and rough seas in the tens of thousands of miles she travelled in the South Seas, although at times she received severe damage.

To the people of islands like Aitutaki, Mangaia, Manuae, Palmerston, Pukapuka and Rakahanga, she was the only link with the outside world for much of the 1930's and 1940's.

In recent years a big copra fire on her decks caused most of her decks to be rebuilt, with new cabins and cargo equipment installed.

In June, 1964, she was sold to Mr. W. B. Christophers, of Rotorua, NZ, who resold her a few months later to Mr. Tom Low, of Vila, New Hebrides.

Mr. Low used her for the internal trade in the New Hebrides and it is a paradox that after so many escapes in Polynesia *Tiare Taporo* ended her days on a jagged Melanesian reef.



RICH PRIZE. The "Fiji Maru No. 28", which ran aground not far from Suva last year, was salvaged in March by McNicholl Industries (Fiji) Ltd., which had bought her as a long shot. The company will use her for refrigerated cargo between Suva and the outer islands.

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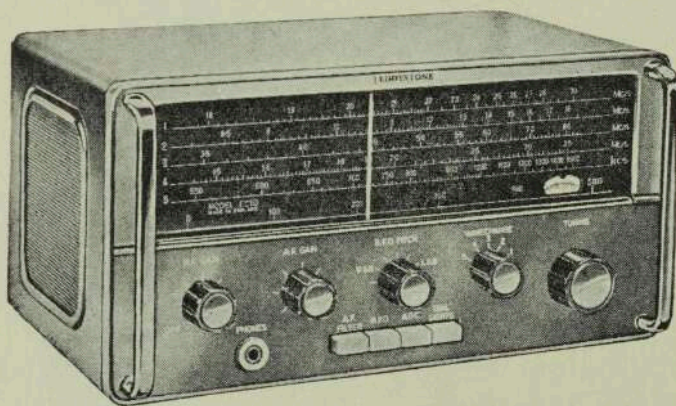
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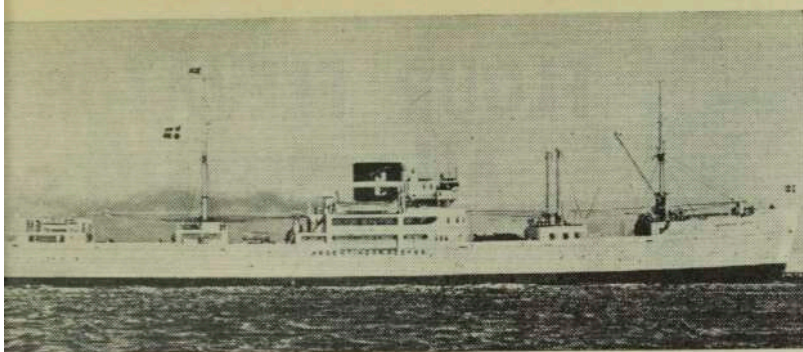
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"TAVEUNI" IS NAME FOR NEW USS FREIGHTER

The Union Steam Ship Company's replacement for the old *Tatua*—the recently-bought *Argentinean Reefer* (PIM, Apr., p. 101)—will be called *Taveuni*, after Fiji's third biggest island. She is pictured above.

The 3,355-ton deadweight ship *Taveuni* will be handed over to USS at a European port about late May and undergo modifications to suit island requirements.

Her delivery voyage to NZ is expected to start in late June or early July and her first run to Fiji, Tonga and Western Samoa is scheduled in August. No passenger accommodation will be available.

NEW PORT FOR APUA—BUT WHERE?

Work is going on to determine which of three spots—Oro Bay, Buna or Sanananda—will be the best site for a new port to serve the needs of Northern District of Apua.

The Australian Commonwealth Department of Works is currently carrying out feasibility surveys of these sites for the NG Co-ordinator of Transport, Mr. G. J. McDonnell.

Results of these surveys should be available by June, and if a favourable site is chosen, work on the new port will start in early 1969.

Buna and Sanananda have the right edge over Oro Bay because they are both closer to Popondetta and thus road freight costs would be reduced at these two sites.

NEW SERVICE VIA FIJI

Suva and Lautoka will be regular calls on a new, monthly Australia-West Coast USA and Canada cargo service to start in May with the freighter *Hong Kong Surety*, one of four vessels to be used on the service.

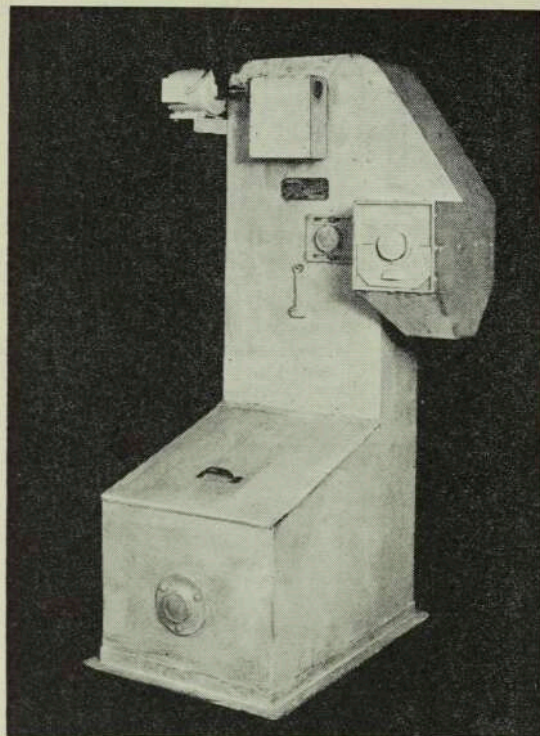
Orient Overseas Line, a Hong Kong-based company, will be using three other ships—*Hong Kong*

Truth, *Hong Kong Observer* and *Hong Kong Beauty*—by late this year on the run.

Initial ports of call will be Adelaide, Melbourne, Sydney, Brisbane, Suva, Lautoka, San Francisco, Puget Sound and Vancouver. Australia agents are H. C. Sleight Ltd.

WHARF ANNOUNCEMENT SOON

An announcement is expected any day now detailing plans for the construction of the long-awaited, deep-water concrete wharf for Vila, New Hebrides. Shipping operations, particularly loading and off-loading cargo, have for many years been hampered in the main port of the New Hebrides because Vila has never boasted a wharf capable of handling even medium-sized freighters.



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NO "LAKEMBA" INQUIRY LIKELY

There is not likely to be any public inquiry into the loss of the 7,500-ton *Lakemba*, off Vatu-lele, Fiji, last October.

Full settlement of insurance has been made by the underwriters, Lloyds, and *PIM* understands that neither the underwriters nor the owners, W. R. Carpenter and Co., have been told there is to be an inquiry and neither will ask for one.

An insurance payout does not necessarily mean that an inquiry will not be held into a sinking, but in view of the passage of time since the *Lakemba's* loss and the absence of any move to hold an inquiry, it is not likely now that an inquiry will be held.

STEEL SHIPS TO BEGIN BUILDING IN RABAU

Work will start in June near Rabaul on the first all-steel ship to be built in New Guinea. The 100 ft ship, to cost about \$100,000, will be built for Steamships Trading Company by a newly-formed New Guinea and Japanese company, New Guinea Shipbuilding Company Pty. Ltd., at its own shipyards on the Rabaul harbour foreshore.

Chairman of New Guinea Shipbuilding, well-known businessman Henry Chow, said in April that the ship would be 120 tons deadweight and capable of carrying 60 tons of cargo and have 200 cubic ft of freezer room.

Hydraulic lifting gear for cargo handling in Papuan waters would be fitted, he said.

New Guinea Shipbuilding is a joint enterprise between Rabaul businessmen and Tsuneishui Shipbuilding Company of Tokyo. Its formation follows the decision by the NG Administration last year to allow Japanese technicians to work in NG for limited periods.

Four Japanese technicians arrived in Rabaul in March to supervise work on the company's shipyard, which will be the biggest in the 3 Islands.

Its workshop will be 2,000 feet long, 50 feet wide and 30 feet

high; and it will include a head gantry, capable of lifting ships' sections of up to 10 tons.

Initially the workshop will employ about 50 men—including 10 Japanese, five Chinese and 33 New Guineans.

KARLANDER ADDS ANOTHER VESSEL

Karlander New Guinea Line, which operates regular cargo services from Australia to NG and

the Solomons, has bought a fifth cargo vessel — *MV Slidre* — for these routes.

MV Slidre, capable of carrying over 2,000 tons of cargo, arrived at Lae from Europe on April 19 and loaded for Brisbane and Sydney.

With her master, Captain J. Olsen, she will make her first trip from Sydney on May 7 to Brisbane, Port Moresby, Lae and return.

The other Karlander vessels are *Sletholm*, *Sletfjord*, *Sarang* and *Saidor*.

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Cruising Yachts

● **JELLCIE II**, 25 ft sloop which reached Russell, NZ, last December (*PIM*, Feb., p. 114), looks like staying in NZ waters for some time, says her single-handed skipper Mike Bayles.

Mike sailed his original *Jellicie* out from England to NZ in 1955, but was recalled for naval service in England after a week's stay. He then sold *Jellicie* in Auckland. Last November he made a brief call at Rarotonga.

● **SEA WANDERER**, 36 ft ketch, has been in NZ since last December but her skipper, author Edward Allcard made a recent flight home to England following the death of his father. *Sea Wanderer* remained on a NZ slipway at Westhaven.

Mr. Allcard expects to continue his leisurely cruise around the world later this year. Pacific Islands stops have included the Tuamotus, Tahiti, Aitutaki and Nukualofa.

● **DISCOVERY**, 33 ft ketch, was to leave Papeete in early April for the Tuamotus, Marquesas and then Hawaii. Before leaving, the Hogan family—Ben, 35, his wife Carol, Robbie, 12, and Starri, 12—

Sudden death of yachtsman

"Chuck" Kenahan, of the 32 ft NZ cutter *Vaquero*, has died in Sydney. Mr. M. A. Madder, of the motor yacht *Seabee*, who knew Chuck up north, writes to say he made a social call on Chuck aboard the cutter in Sydney on January 28, and was shocked to find him dead in the cabin.

Mr. Madder arranged for his cremation. His ashes were scattered at sea from the 41 ft sloop *Robert Hartley*, owned by Cecil Auty, who is a member of the Seven Seas Cruising Association of California, as Chuck was.

Vaquero had recently sailed from Port Moresby and Chuck had been looking forward to another Islands cruise.

all hoped to spend about two weeks on Moorea.

● **RENEE TIGH**, 30 ft ketch, left Papeete on March 14 for the lower Society Islands with Earl Koepe and Kevin Hann. After stops in several of these islands *Renee Tigh* will head south for Rarotonga and then west for Fiji and Australia.

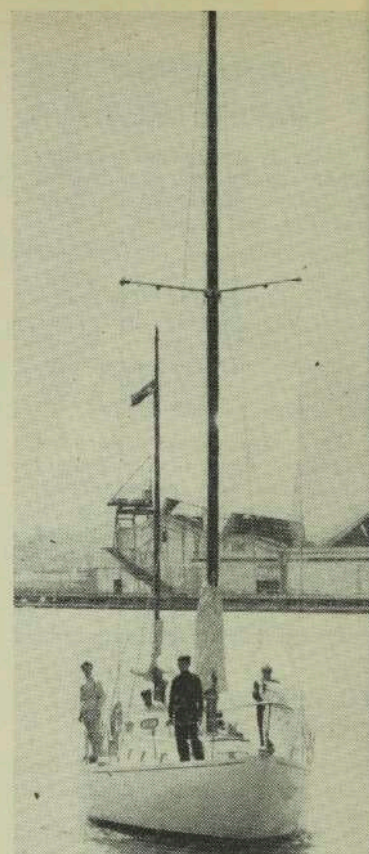
● **APOGEE**, 30 ft American yacht, left Durban in late March for the West Indies with single-hander Alan Eddy and his pet cat Christine. Alan began sailing around the world in 1963 and passed through the Pacific Islands in 1966-67. He picked up Christine at Christmas Island, Indian Ocean. See also item under *Bona Dea*, p. 111.

● **DOVE**, Lee Graham's 24 ft fibreglass sloop, left Durban on March 8 for the West Indies. Graham, now 19, left San Pedro, California, in July, 1965 to attempt to be the youngest yachtsman to sail round the world. He crossed the South Pacific in 1965-66. Our last paragraph on Lee appeared when he was stranded in Mauritius with a broken mast (*PIM*, Dec., 1967, p. 115).

● **NARHVAL**, 35 ft gaff-rigged American cutter, left Durban on March 1 for the West Indies. *Narhval* reached Thursday Island last July with skipper David Erlenkotter, of Honolulu, Peter Serine and Eric Williamson, both of Queensland. Pacific Islands stops before Thursday Island included Gizo, Shortland Islands, Vella Lavella, Bougainville, Rabaul, Samarai and Port Moresby.

● **ATEA**, 30 ft American fibreglass ketch, left Durban in late January for the West Indies with the Symons family. The family—Gordon, his wife Cookie and Carol, 17—left Los Angeles in June, 1964, and made stops at Tahiti, Cook Islands, Samoa, Fiji, and Port Moresby in the Pacific Islands before reaching Durban via Darwin, Christmas Island, Cocos, Mauritius and Reunion. See also p. 111.

● **DRIVER**, 62 ft luxury yacht from Vancouver, left Papeete on March 13 for the outer Society Islands, and then Rarotonga. *Driver* is sailed by skipper Phil Graham, a Vancouver businessman, with his wife Joan and his four sons, Phil, 16, Chris, 15, Bruce, 11, and Laurence, seven. In Papeete Mr. Graham signed on a new cook and engineer, Roger Grey.



The "Camira" on Sydney Cove. In the background is the Opera House. See item below.

● **CAMIRA**, 41 ft yawl, with four Italian migrants to Australia—Bruno Vata, Nino Yugovaz, Lucia de Gastani and Luigi Romolo—left Sydney on April 7 for Noumea. After Noumea, *Camira* will stop Suva, Pago Pago, Papeete and the Marquesas before heading for Trieste, Italy. The four men bought the yawl in a Sydney backyard three years ago (*PIM*, Apr., 1966).

● **JESSIE W**, 35 ft trimaran with an 80-year-old Australian clergyman, the Rev. Fredrick Watts, left Suva in early April for the outer islands of Fiji.

With the support of the Bishop in Polynesia, Bishop J. C. Vockler, Mr. Watts will carry out missionary work in the outer islands and also work for the American Peace Corps workers in Fiji who are presently short of a boat.

He left Sydney for the islands last July (*PIM*, Aug., 1967, p. 112).

● **SARABANDE**, 36 ft NZ ketch, was to leave NZ in April for a cruise through the Pacific Islands to Hawaii, and then around the world. Her skipper is Basil Dietrich, who previously did some cruising on the big American ketch *Dante Deo* (wrecked off Vietnam in 1967), and her crew will include an Australian girl and a Scot.

● **DAUNTLESS**, 28 ft trimaran from Seattle, which reached Russell, NZ, late last year after crossing the South Pacific (*PIM*, Mar., 1967, 109), will leave NZ in May on her travels. Her crew, students of Preston and Curt Huffman, have been fruit picking to earn extra funds.

● **PROCAX**, 34 ft Norwegian ketch, with Guy Cappelliez and wife Vivienne, was to leave Auckland in April for Tonga, Fiji, New Guinea, Indonesia, Mauritius, Durban, Capetown, St. Helena, Ascension Island and the Azores before reaching Belgium about April, 1968.

The young Belgian couple left Belgium in *Procax* in October, 1966, and called at most major ports in Polynesia before reaching New Zealand. *Procax* arrived at Rarotonga in September (*PIM*, Nov., 1967, 109).

● **MATATUA**, 36 ft NZ cutter, which appeared in these columns several times in 1966 and early 1967, was up for sale in NZ recently for \$NZ6,000. Her yachting partners were Mr. and Mrs. George Fletcher, of Auckland, and their son David, who made many stops in French Polynesia aboard *Mata-*

● **LEI LEI LASSEN**, 26 ft regatta yacht, with singlehander Hann Trauner, of Kalgenfurt, Austria, was to leave Papeete in April for the Samoas. The yacht reached Papeete on January 2 after a trip from Balboa, Panama, with stops in the Marquesas.

● **KYRENIA**, five-ton yacht, was to leave Papeete on March 20 for the lower Society Islands, the Cook Islands and then NZ. Aboard were skipper Alastair Robertson and his brothers, Yves and Jack Rioud.

● **REBEL**, 35 ft US trimaran, with Marvin and Ann Glenn, was still in Sydney in April, contemplating a winter voyage via the Barrier

Reef to New Guinea, and then on to South Africa. If this contemplation comes to nothing, then they will head for New Zealand, which really should confuse their friends. In the last few months they have completed a car and ferry trip to Tasmania.

● **BONA DEA**, 41 ft cruising ketch has won the first Port Moresby to Durban cruising yacht race, covering the 6,959 miles sailed at an average of 138 miles a day.

Bona Dea, skippered by Mr. Andrew Price, won a \$100 cash prize, donated by Mr. Noel Maloney, of Port Moresby. She left Port Moresby

on July 23, 1967, and reached Durban on October 18, after eight stops en route.

Two other well-known cruising yachts—Alan Eddy's *Apogee* and Mr. G. Symons' *Atea*—filled second and third places in the race, with daily averages of 132 and 120 miles respectively.

The race was judged and arranged by the Papua Yacht Club and the Point Yacht Club, Durban.

During 1967 six cruising yachts took log sheets on their departure from Port Moresby to compete in the race but by December 31, only three of the six had completed forms.

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● **KITTIWAKE**, Ed Boden's yacht, reached Sydney on March 28 from Russell, N.Z. So far Ed has made stops at Tahiti, Moorea, Aitutaki, Rarotonga and Tonga (*PIM*, Mar., p. 112).

● **VICTORIA**, 36 ft double-ended, gaff-rigged cutter, left Sydney on April 3 for NZ, Fiji, New Caledonia, Tonga, the New Hebrides and then Port Moresby.

Aboard were a Canadian draughtsman, Mr. Harry Gilbert, and his fiancée, Adrienne Matzenik, the former nurse of the late Australian poetess, Dorothea Mackellar.

Mr. Gilbert reached Sydney last October after a solo trans-Pacific crossing from San Diego, via Nukuhiva, Rangiroa, Tahiti, Huahine, Raiatea, Bora Bora, NZ and Port Stephens, NSW.

He plans to reach Port Moresby in November and wait out the hurricane season until April, 1969, and then set out across the Indian Ocean to South Africa and then the West Indies.

Miss Matzenik, who formerly lived in a flat opposite where *Victoria* was moored in Sydney, told *PIM* she "fell in love with the cutter first, and Harry second".

She added that they would probably get married in Mexico.

● **SOLO**, 57 ft Sydney yawl, with Swiss-born skipper Vic Meyer, 60, and crew Mary Peitsch, 30, and Alison Holster, 33, was to leave Suva in late April for Honolulu, San Francisco, Acapulco and the Galapagos Islands.

Solo reached Suva in early April after leaving Sydney on March 2 (*PIM*, Apr., p. 114).

● **ROSELLE LA DOUCE**, 37 ft cutter, was to leave Suva in late April or May for Australia with retired sea captain, Jack Elsdon, of Northumberland, UK, and his wife.

Captain Elsdon recently mastered the island trader *Vuniwai* on a trip from Suva to Cikobia Island, north of Vanua Levu, to pick up a seriously-ill woman.

● **FAST LADY**, 31 ft sloop, which was wrecked on Aitutaki, Cook Islands, last December, reached Rarotonga in late January after a slow, five-day sail from Aitutaki.

At Aitutaki her Japanese owner sold her to an expatriate Cook Islands public servant, Mr. John Wort (*PIM*, Mar., p. 109). With a Cook Islands crew of four he navigated the sloop to Rarotonga by beaming a transistor off Aitutaki and Rarotonga.

● **ESCAPEE**, 41 ft cutter with owner-skipper Mr. Ralph Sykes and his wife Vivienne, both Canadians, was to leave Whangarei, NZ, for further cruising in the South Pacific.

In a note to *PIM*, Mr. Sykes said *Escapee* recently beat the American 40 ft ketch *Bacchus* in a race from Tonga to Russell, N.Z. by a few hours.

"On checking our charts we found we were close to each other the whole trip, but didn't see a sign of each other," Mr. Sykes said.

● **MYONIE**, 36 ft American ketch, on her third circumnavigation, was to leave Auckland in March for a visit to Suvarov Island, in the Cooks, and a short stay with NZ-er Tom Neale.

Myonie's crew, husband and wife Al and Helen Gehrman, intend sailing around the north of Australia after Suvarov, and into the Indian Ocean, working their way slowly home to Miami, via South Africa.

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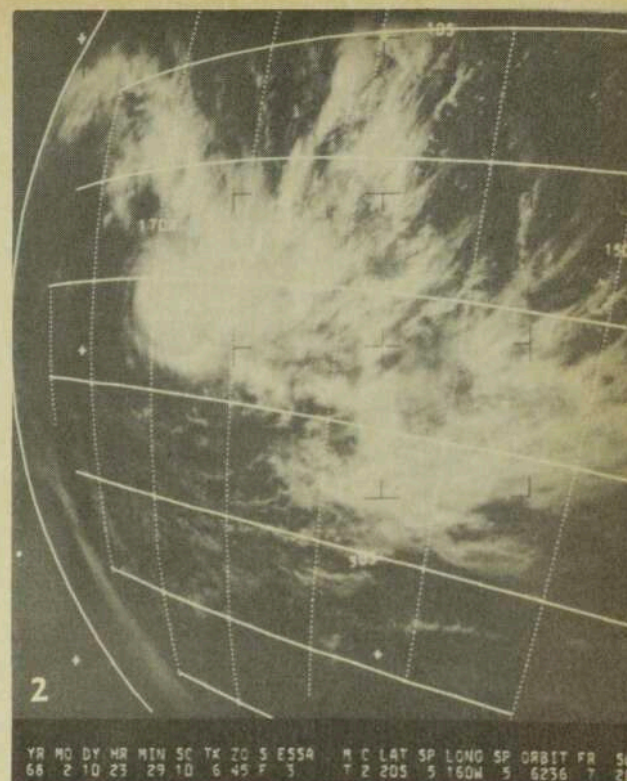
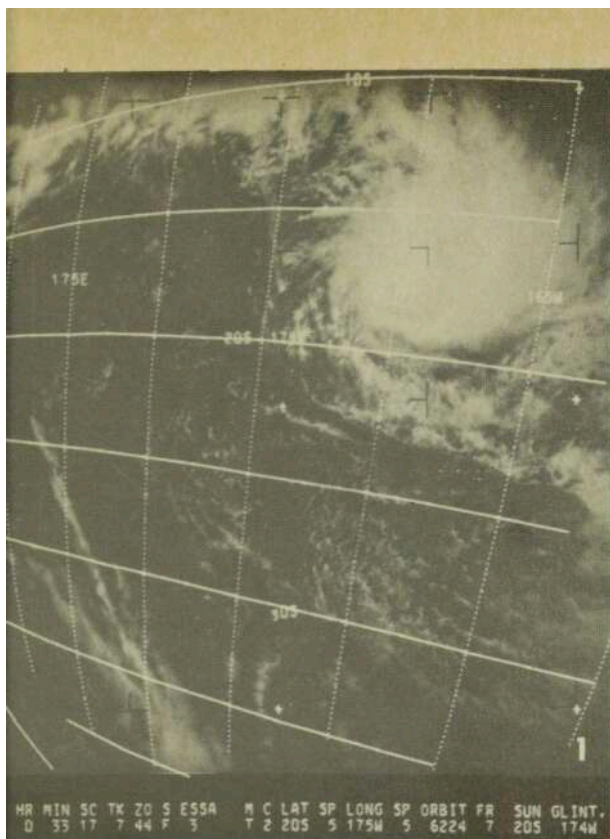
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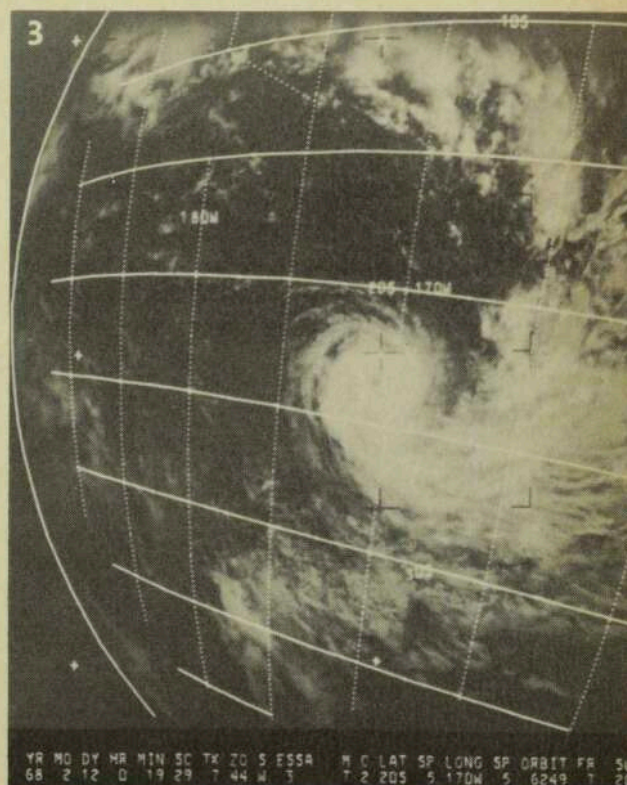
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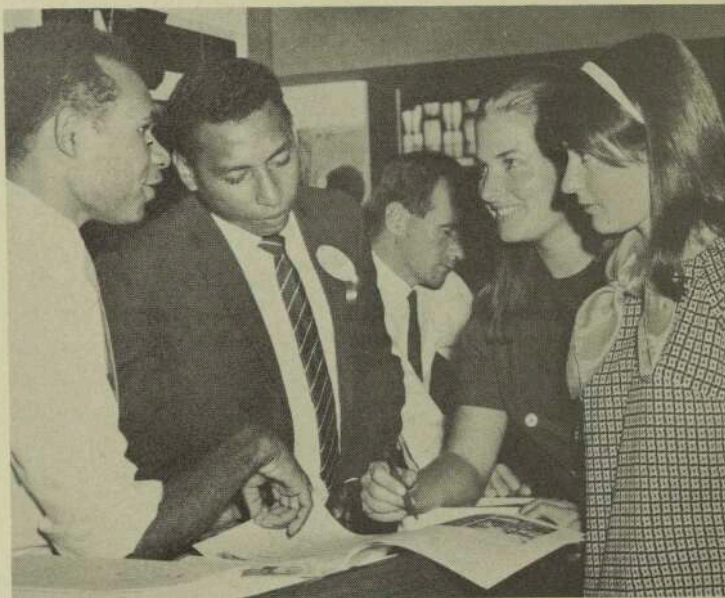
THE PATH OF A HURRICANE

THESE pictures, taken from the US satellite ESSA-3, show the path of the hurricane which caused such havoc in Western Samoa recently (*PIM*, April, p. 117). The pictures, relayed to Nadi Airport via Washington, D.C., from the satellite, allowed the airport's chief meteorological officer, Mr. A. Anfinson, to give Niue a warning of the storm's approach 12 hours earlier than would have been possible normally. Picture 1, taken on February 10, shows the "eye" of the storm which was moving north-south along longitude 170W, located about 270 miles SSE of Apia and about 100 miles north of Niue. Picture 2, taken on February 11, shows the "eye" about 90 miles south of Niue. Picture 3, taken on February 12, shows the "eye" about 500 miles SSW of Niue.



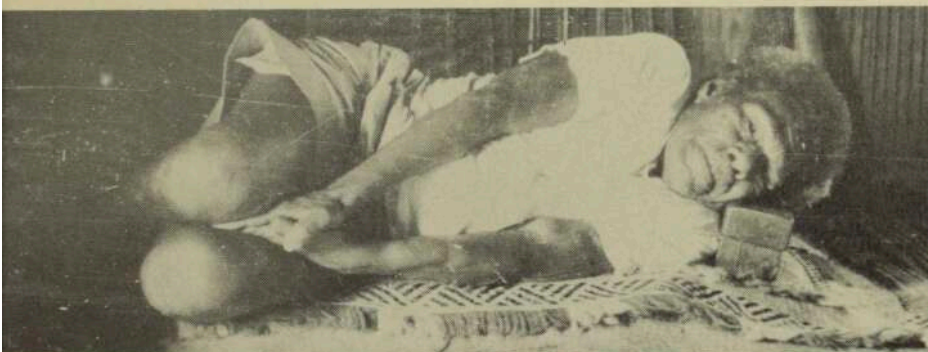


Pacific People in Pictures



Above, during a recent visit to P-NG, the Minister for the Army, Mr. Malcolm Fraser (who has since been replaced by Mr. P. R. Lynch), pinned new badges of rank to the uniform of Warrant Officer Osi Ivalaoa, to make him the first New Guinean to become a Warrant Officer Class 1. Above right, Harold Ara'a, trainee information officer with the P-NG Department of Information, listens as Bernard Narracobi, a law student at Sydney University, discusses territory life with these attractive visitors to the exhibit of the Department of External Territories at Sydney's Easter Show. Right, the Roman Catholic Bishop-elect of Apia, the Right Rev. Pio Taofinu'u, SM, arrives at Mulivai Cathedral, flanked by Father L. Ross (left) and Father M. Mulipola. He will be consecrated in May. This photo by Andy Forsgren.





Top, after the ball! In March, the rugby season started in Apia and this picture by Andy Forsgren shows a tense moment in the Morris Hedstrom Shield match (senior A competition) between St. Joseph's and Saleimoa. St. Joseph's won 6-0. Above, Josefa Naguana, at 104 one of the oldest Fijians, says that he has slept like this—with a kali (wooden headrest)—for more than 100 years. Josefa is a villager of Votua in Nadroga (photo: Stan Whippy). Right, a recent wedding in Apia, when New Zealander Paul Ley was married to Lina Mackenzie, daughter of Mr. Vernon Mackenzie, Apia merchant, and Mrs. M. Mackenzie. Best man was Alex Brunt and bridesmaid was Britta Forsgren (photo: A. Forsgren).





People

AFTER several postponements, Prime Minister Fiaame Mata'afa of Western Samoa will visit Japan, from June 17-22.

The visit, at the invitation of the Japanese Government, is officially a goodwill trip, but unofficially there are hopes that it might result in some badly-needed development aid—particularly in the form of heavy equipment for roadmaking.

The Prime Minister will be accompanied by his wife, Masiofo Fetaui, his private secretary, Sua Ropati, and a secretary to the Government, Tuaofo Meti. While in Japan, Mata'afa will meet Prime Minister Ito, and Cabinet Ministers.

Commenting on the visit, Mata'afa said: "Trade between Western Samoa and Japan has been increasing over recent years and the healthy interest at Japanese investors have been making in the country encourages me to say that this relationship will become stronger in time."

● Harry Apted and Elenoa Phillips have been named Fiji Sportsman and Sportswoman of the Year. Mr. Apted was vice-captain of the Fiji representative cricket team which recently toured NZ. He is also a hockey and boxing administrator. Miss Phillips is an all-round athlete, excelling in hockey and basketball as well as track and field events. The awards were sponsored by Carreras. Fiji and the two were selected by a committee from a list of names which included Josateki Nasova and Pat Raddock (Rugby), Premandra (golf), Jese Ligairi and Pisi Naivalauvou (table tennis), Liame Liga (athletics), Aporosa Atadigo (boxing), Talica Marama (netball), Jiko Cavu (softball), Melanie Samuels (indoor basketball) and Judy Hawksley (yachting).

Mrs. Julie Bruce, who hails from Apia, Western Samoa, danced the "siva" at The Islanders Association of Sydney's first social night in March. Julie is known in Australia as the girl who appears in the TV commercial for a brand of ice cream.

● Mrs. Louisa Miller, a great-grand niece of the famous Queen Emma and a resident of New Britain for the past 72 years, is still going strong, living quietly at her home at Vuvu, near Rabaul. She arrived in the New Britain area in 1895, when the German Administration was at Kokopo, 20 miles south of Rabaul.

● Four years ago Silati and Metia Tealofi, of the Gilbert and Ellice Islands, gave birth to a daughter. She had no legs and they called her Fakaalofa, which means "Pity".

In August, 1967, little Fakaalofa, escorted by Talisa Salesa, set off for Melbourne's Royal Children's hospital to be fitted with a pair of artificial legs. Their fares were paid by the government, and Fakaalofa's treatment was paid for by the Red Cross.

Today Fakaalofa is back home—walking. At present she has to use sticks, but specialists predict that very soon she will be able to walk unaided.

● Inspector Mote Teraoi, of the Gilbert and Ellice Islands Police Constabulary, is in England on a six-month police course at Bramshill, Hampshire.

This is Mote's second trip to England. His first was in 1958 when he attended a six-month police course at Hendon College.

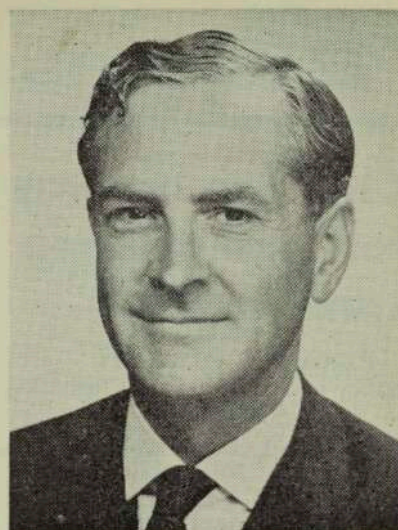
● Mr. D. J. Gilberd, well-known on Niue for supervising the construction of the island's new fleet of steel lighters, arrived at Asau, Savaii, in Western Samoa, recently to start a three-month contract to provide a water supply system for Asau.

● Sydney journalist Miss Sue Jordan will marry Alex Wendt, of Suva, in Sydney on May 30. The couple will live in Suva, where Mr. Wendt is with Hunt's Travel Service. They met in Fiji last October, when Miss Jordan was covering an annual tourist convention for her newspaper, *The Australian*.

● A shell collector, Mr. Fred Lewala, had a recent escape from death when he was stung on a finger by the deadly cone shell, *Conus geographus*. He was wading at Malapoa Point, Efate, New Hebrides, when he picked up the shell.

Friends took him to hospital where he was treated for shock, paralysis of the lower limbs, swelling of the throat and severe pain in the finger.

There have been several deaths



New NZ High Commissioner in Western Samoa is Mr. R. B. Taylor, seen here with his wife. Mr. Taylor, born in 1920, has been NZ Consul-General in New York since 1965 and succeeds Mr. O. P. Gabites in Samoa.

from *Conus* stings in recent years in the Western Pacific. Scientists have yet to develop an antidote for the venom of the cone shell.

● Brigadier L. D. King, the last Administrator of Nauru—before the island's independence on January 31—has been appointed Administrator of Christmas Island.

Christmas Island is an Australian territory, administered by the Australian Department of External Territories, lying south of Sumatra in the Indian Ocean.

Business and Development

Changes on way for New Guinea tariff policy

Papua-New Guinea's tariff policy is currently being reshaped to further encourage secondary industry in the territory. Recently, the Australian Minister for External Territories, Mr. C. E. Barnes, hinted that the policy was being reviewed and many NG businessmen see this as a definite sign that changes are on the way for the territory's 1965 Pioneer Industries Ordinance.

Some Australian exporters to NG take a different view and feel Mr. Barnes was talking about increasing revenues in NG by raising existing tariffs and so increasing the territory's indirect taxation system.

Speaking at the April 19 opening of NG's tallest building, 12-storey ANG House, in Port Moresby, Mr. Barnes said that taxation, land acquisition for industrial purposes and tariffs must be "shaped" to stimulate the setting-up and expansion of industries.

"For instance, a reshaping of tariff policy and the development of more effective tariff machinery is important for the growth of secondary industry," he said.

Mr. Barnes didn't mention the Pioneer Industries Ordinance in his prepared text.

The ordinance provides for a "tax holiday" of five years for any manufacturer setting up a new secondary industry in NG. Shareholders' dividends from the new industry are tax-free for the same period.

In its first 18 months of operation, eight pioneer certificates were issued to producers of a range of products in which the total capital investment was about \$1½ million.

Businessmen feel that the Administrator's Council, which decides if an industry is eligible for the concession, may be given wider powers to allocate applications in a freer and quicker manner.

Earlier in his speech, Mr. Barnes had referred to three gaps in the

territory's economy—a revenue gap, an import gap and an investment gap.

He said of NG's 1967-68 budget of about \$140 million, only about 40 per cent., or \$63 million, came from locally-raised revenue including loan funds.

Mr. Barnes said that over the past 12 months NG's export earnings were only sufficient to pay for about 40 per cent of the cost of imports. When development projects matured, in a few years, this trade gap would be narrowed.

Dealing with the investment gap, Mr. Barnes said private enterprise was needed. Efforts to attract overseas funds would be intensified.

A comment in Mr. Barnes' speech that the P-NG Development Bank has lent "more than half a million dollars" was puzzling in the light of a release in his own department's P-NG Newsletter nearly a month earlier that the bank had loaned \$2,439,439. Who can't count?

Placer encouraged by NG copper

Initial work by Placer Development Limited in New Guinea has yielded "encouraging" copper anomalies, directors reveal in the company's 1967 report to shareholders.

The Canadian-based NG gold-miner, timber-supplier, shipper and beef-cattle producer, has about 2,000-square miles of prospecting leases in the NG Islands and the NG mainland.

Regions where the copper anomalies have been located, by stream testing, are south New Ireland, three spots in central New Britain and the Ioma area of north Papua.

The company is currently concentrating on the Ioma anomalies, reportedly similar to anomalies Cultus Pacific NL has located on Misima Island.

Placer will soon extend its prospecting operations into Fiji, following the granting in April by the Fiji Government of a 238-square mile prospecting area near Wainimala village, north of Suva, on Viti Levu.

Directors reported that operations of the two Placer timber companies—South Pacific Timbers, of Lae, and Commonwealth-New Guinea Timbers

WHAT OFFERS FOR A SHIPPING ROUTE?

One of the largest shipping routes on earth is now up for offers. The US Trust Territory of Micronesia is seeking takers for a 10-year contract to provide a direct shipping service from the US west coast, and to service the Trust Territory's six scattered districts: the Mariana Islands, the Marshalls, and Yap, Palau, Truk and Ponape in the Caroline Islands.

Micronesia recently handed out air rights on the same basis (see p. 45) and the administration says it hopes to "elicit comparable imaginative and dynamic proposals for sea transportation"

Limited (a 49.9 per cent. interest)—increased during 1967.

Plywood and veneer demands increased and Placer received \$C270,000 dividend from Commonwealth-New Guinea Timbers.

Placer's cattle herd on the Lero Plains, in the Morobe District, further increased to 6,150 head—a suitable carrying capacity for the grazing area—and directors said the beef production market could be met by the cattle in the "present and immediate future".

Esso-Oil Search drilling soon

The first well to be drilled by the Esso Exploration-Oil Search Ltd. Papuan partnership will start in late July or early August on Ini Island in Deception Bay, Gulf of Papua. Esso will have to spend about two months piling a structure for the rig to drill on, because Ini Island is sometimes submerged by very high tides.

The selected site is a mere 13 miles from where Phillips Australia Oil Company recorded a huge gas flow of 22.4 million cubic feet per day, 6,169 ft from its oil rig *Glom Conception*, in early February (*PIM* Mar., p. 22).

Under its agreement with Oil Search, Esso can earn a 50 per cent

interest in 3,900-square miles of Oil Search's Papuan concession areas by carrying out an exploration programme and drilling four wells. This programme could cost Esso \$6 million (*PIM*, Aug., 1967, p. 136).

Anticipation of the announcement of the pair's first well and the actual announcement in late April sent Oil Search 50 cent shares on Australian stock exchanges jumping from 68 cents to 85 cents.

Big turnovers were reported, and some buyers predicted that the shares would be worth over \$1 when drilling starts.

No clear trend in copra market

Chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, gave the following report on the world copra market, in Port Moresby on April 22:

"Since the beginning of the month, Philippine copra prices have been falling steadily, and were down about \$A9 per ton to \$A238 at mid-month—not a great deal percentage-wise, but enough to make one wonder when and where the market will level out.

"Supply prospects are still uncertain, but only in the short term, as there are indications of a settlement of the political situation in Nigeria and seasonal conditions have improved in the Philippines. This means that additional supplies of both copra and palm kernels should become available over the next few months.

"However, consumers in both Europe and the US, having had to pay high prices for lauric oils for the last six months or so, are increasing their endeavours to find and use substitute oils. Although this is not easy as far as coconut oil and palm kernel oil are concerned, their efforts will no doubt continue. It is therefore possible that the present price decline will continue, although much will depend on the supply situation, which at the moment is not very clear."

PIM correspondents reported price fluctuations for copra in three Pacific Islands territories—the Solomons, Cook Islands and Tonga—in April.

Official prices to producers in the Solomons, which have remained steady at rates up to \$120 a ton for copra since October, 1966, despite significant advances during this period on Philippine copra prices, went up by \$20 a ton for each grade.

Now, Solomons copra fetches \$140 a ton first grade, \$136 a ton second grade and \$126 a ton third grade. The higher prices will particularly

help producers on the territory's biggest island, Malaita, still recovering from a crop-ravaging hurricane of about 18 months ago.

Abels Ltd. of New Zealand, who buy most Cook Islands copra for process at the company's Auckland crushing mill, announced higher rates for this territory's copra for April, May and June.

Tonnage rates leapt \$NZ50: to \$NZ218.28 for first grade, to \$NZ216.19 for second grade and to \$NZ214.63 for third grade. These prices are the best in the Cooks for many years and the highest single pay-out on copra for any Pacific Islands territory at present.

However, the Cooks will not be able to take full advantage of these good markets, because most major plantations are still suffering after-effects from last December's devastating hurricane.

In an unexpected adjustment in April the Tonga Copra Board cut \$T16.20 and \$T8.20 off prices for first and second grade copra. This took prices to \$136.80 and \$T112.80 respectively.

This board does not base its prices on current world ruling rates for copra to the same extent as other Pacific Islands territories, and Sydney producers suggested the board may be trying to build up revenues.

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New Guinea Containers Pty. Ltd. can help you solve it. We have the facilities and experience to advise you how to acquire the right pack at the most attractive price.

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Lower plantation profits

Two New Britain-based copra and cocoa-growing companies — Makurapau Estates Ltd. and Plantation Holdings Ltd.—have reported steady or slightly lower profits for the half-year ended December 31, 1967.

Directors of Plantation Holdings said higher costs for fertilisation increased costs and they added that liquidity would be "temporarily affected" by fertilisation and "expensive" development programmes.

No interim dividend was announced because the company usually pays a final dividend. Last year, this was eight per cent.

Directors of Makurapau Estates said the company made lower profits because of lower copra prices. No figures were given, although interim dividend was maintained at four per cent.

Prices currently being received by the Copra Marketing Board were "most satisfactory", directors said. (NG's prices for its three grades of copra were recently raised by \$20 a ton each, to top prices of \$156.)

Steamships' shares move upwards

The early April announcement that a \$3 million, 12-storey hotel and office block would be built in Champion Parade, Port Moresby, for Steamships Trading Company Ltd.

sent the company's shares on Australian stock exchanges moving firmly upwards after months of stagnation at little above par rates.

From a low of 52 cents earlier this year, Steamies 50 cent shares climbed to a year-high of 70 cents, levelling off in late April at 69 cents.

Steamies' directors announced an "appreciable increase" in pre-tax profits for the December half-year a day before the hotel news and many shareholders at first asked: "OK, but where is the money for the hotel coming from?"

Fears that another drain on the company's acute liquidity position was on hand were quickly quelled with the statement that finance for the hotel would come from "funds raised in Europe".

Just who is backing Steamies more than 15,000 miles away was not disclosed. But the fact that someone was behind the company at a time when the company's share prices could be tabbed unencouraging was good enough.

Steamies will have its hotel built on a prime position on Moresby's foreshore, on land already owned or leased by the company in front of its main retail store.

It will include at least two floors of prestige offices, 150 beds and several dining rooms.

Steamies already own one of the territory's two international-standard hotels — The Melanesian — at Lae. The other—The Gateway—is alongside Port Moresby's international airport.

Fiji copper trial mining begins

Trial operations at the \$2 million Udu copper mine at Vanua Levu, Fiji, began recently. From April to June planned production is an estimated 446 tons of dry copper concentrate a month—with an estimated copper content of 25 per cent.

From July, this figure is expected to rise to about 770 tons a month, with an estimated copper content of 22 per cent. Nearly 100 local miners and nine Japanese staff are employed at the mine, owned by Banno Mining Company Ltd. Copper will be shipped to Japan to a leading copper smelting firm, Daiwa Mining Company Ltd.

Oysters for Fiji?

Fiji Agricultural Department officers are closely watching about 5,000 oyster seeds which have been placed in experimental bamboo rafts between Naqumu and the Fiji Industries Ltd. wharf in the Bay of Islands.

If successful, the Japan seeds could be the start of a table oyster industry in Fiji to supply, initially, the hotel trade.

Business Roundup

SINCE its inception in July last year, the Papua and New Guinea Development Bank, up to February 28 this year, has approved loans totalling \$2,439,439 to 118 applicants.

A typical loan was one of \$3,300 to two New Guineans to set up 25 acres of tea in the Western Highlands.

● International Nickel Company of Canada's role in a third consortium to exploit low-grade untapped nickel ore deposits on New Caledonia (*PIM* Nov., 1967, p. 135) was an "initial step toward significant increases" in the world's supply of nickel.

Mr. Henry S. Wingate, chairman and chief officer of the company, said this at International Nickel's annual meeting at Toronto, Canada, on April 17. He didn't say any more about the company's New Caledonian interests.

● The Kalena Timber Company which began exporting timber from the New Georgia Group of the Solomons in April, 1967, will build a new sawmill at Viru Harbour, New Georgia, capable of producing 20,000 super feet of sawn timber a day in full operation.

Eight Filipino technicians, who arrived in the Western Solomons in early March, have already started erecting the mill. They will later erect a mill outside Honiara to handle timber produced from Viru.

FOR SALE

Pair of Ruston V.C.B. Alternating Sets

ONE 5 CYLINDER 143 K.V.A.

ONE 6 CYLINDER 175 K.V.A.

Low time units, coupled to Laurence Scott Alternators, complete with three panel switch board and two distribution panels and synchroscope. Two automatic voltage regulators will be supplied also air bottle but less compressor.

Price delivered to wharf, at Brisbane: \$8,000.

Also pair of Ruston V.C.R.; one of 63 K.V.A. four cylinder and one of 120 K.V.A. five cylinder. The latter mounted on heavy RSJ bed.

Also one Heavy Duty Gibson Twin Rig in A1 condition. Price: \$2,000.

DON RUMING & CO.

Brodies Plains, INVERELL, N.S.W., 2360, Australia.

Produce Prices

Unless otherwise stated, quotations are 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 April were hot-dried, \$156 per ton; FMS \$153 per ton; smoke-dried, \$151 per ton.

FIJI:—The Fiji Coconut Industry Board sets the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Veuni. Prices in Suva to May 19 were: 1st grade, £F96/2/6; 2nd grade, £F91/5/-; CAS, £F80/10/-. 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 d., NZ. Prices in April were \$WS122 for grade one, \$WS117 for grade one dried, and \$WS109 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. April prices to buyers were \$T136.80 first grade and \$T12.80 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 Apr. 11 were: 1st grade, \$140; 2nd grade, \$136; 3rd grade, \$126 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 Apr. 11 was \$110 (11,000 Pac. Francs). French price was 1,240 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for April, May and June, have been fixed, subject to freight adjustment, at \$NZ218.28 first grade, hot air dried; \$NZ216.19 first grade, sun dried, and \$NZ214.63 standard grade, all per ton packed f.o.b.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quoted 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 Apr. 18 they were £Stg.270 per ton, c.i.f., UK (Apr.-June).

On Apr. 23, Quote No. 1: In store Rabaul, export quality \$490 per ton, ex-wharf Sydney, \$555, and steady. Quote No. 2: Best quality, ex-wharf Sydney, \$550, in store NG ports \$484 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on Apr. 23, were: Grade 1, £Stg.287/10/-; grade 2, £Stg.260 per ton, f.o.b., Apia (May-June shipments).

COFFEE. — P-NG: Apr. 23, 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 Apr. 23 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 to \$2.10 per in.; Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—A Sydney buyer quoted: Apr. 23, 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 Apr. 23, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL. — Torres Strait Pearl-shell's Assn. recently quoted these prices for MOP: AA grade, \$1,250 per ton; A \$1,450; B, \$1,800; C, \$1,900; D, \$1,220; E, \$800 and EE, \$600.

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, 1969, are—P-N.G.: Dried brown rice, 112 lb bags, \$136 per ton, f.o.w. Sydney or 56 lb bags, \$153 per ton, f.o.w. Brown, Melbourne. Vitamin enriched white rice,

Stock Market

LAST SALES SYDNEY

	Mar. 25	Apr. 22
A. Lemon .50	.73	.73
ANG Hold. 1.00	.90	.90
Bali Plantations .50	.52	.52
Burns Philp 1.00	3.30	3.77
Burns Philp (SS) 2.05	3.20	3.30
Camelec .50	.54	.55
Carpenter .50	1.96	2.00
Choiseul Plntn. 1.00	2.70	2.90
C.S.R. 1.00	4.43	4.71
Dylup Plntn. .50	.68	.68
Fiji Industries 1.02	2.32	2.34
Hackshalls .50	1.75	1.85
Kerema Rubber .50	.15	.18
Koitaki Rubber .50	.52	.58
Lolorua Rubber .50	.33	.32
Makurapau Plntn. .50	.50	.51
Maribol Rubber .50	.27	.27
Plantation Hldgs. .50	.35	.38
Queensland Ins. 1.00	5.25	6.00
Rubberlands .50	.20	.18
Sogerl Rubber .50	.56	.55
Sth. Pac. Ins. .50	1.98	1.50
Steamships Tdg. .50	.58	.69
Watkins Cons. .50	.72	.73

OIL AND MINING SHARES

C.R.A. .50	12.00	14.70
Emperor .10	1.90	1.65
NG Gold Ltd. .35	.80	.71
Oil Search .50	.73	.84
Pacific I. Mines .25	.55	.45
Papuan Apin. .50	.40	.39
Placer Dev.*	29.50	32.00

* No par value

Sydney stock exchange share price index for ordinaries on Apr. 23 was 515.68. On Mar. 25 it was 464.10.

40 lb bags \$146 per ton. Other Pacific Islands: Polished white (56 lb bags) or dried brown rice (112 lb bags), \$161 per ton, f.o.w.

RUBBER. — P-NG price is based on Singapore rates, which on Apr. 19 were: Prompt nominal shipment 50 Malayan cents per lb; May, M49½ cents per lb and June M48¾ cents per lb (all about 14½ Aust. cents per lb).

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb, ex-store Sydney, according to quality.

TROCHUS.—A Sydney buyer indicated the following quotations to Islands producers: Apr. 23 — 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 Apr. 20 were: white and yellow label processed, standard packs, \$5.30, green label, \$5.20, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, Apr. 19, Philippines, in bulk, \$US277 per long ton, c.i.f. UK/Nth. European ports. US Pacific Coast, Philippines, \$US240 per short ton.

COCONUT OIL: LONDON, Apr. 19, Ceylon, 1% in bulk, £Stg.173 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Apr. 19, Spot 17d Stg. lb; May 17½d Stg. lb; July 17½d 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 Islands and Fr. Polynesia. French Bank, Sydney, on Mar. 26, quoted: Selling, New Caledonia, 98 Pac. francs to US \$; New Hebrides, 90 Pac. francs to US \$; New Caledonia, 90 Pac. francs to 1 French franc conversion rate: 1 Pac. franc equals 55 French franc. Paris-London: Buy—11.84 francs to £Stg. Also, £Stg. equals 214.53 Pac. francs.

THE BANK LINE

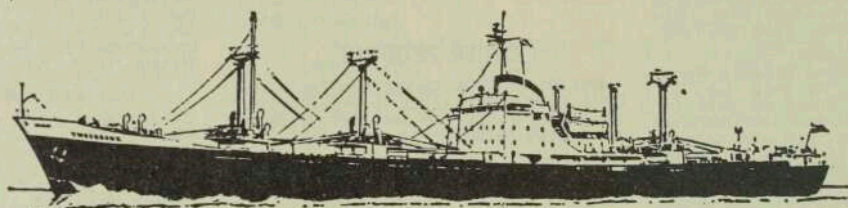
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For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.

Tahiti. Messageries Maritimes, Papeete.

Cable Address: Messagerie Papeete.

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S.S. "Northern Star"
(24,733 TONS)



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 via Lautoka and Suva en route to West Coast, USA, and Canada.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

Orient Overseas Line, with four cargo vessels, operates a monthly service from Adelaide, Melbourne, Sydney and Brisbane to Suva, Lautoka, San Francisco, Puget Sound and Vancouver.

Details from H. C. Sleigh Ltd., 115 York St., Sydney (2-0253).

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 Waimate from Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Tauranga (NZ) for timber.

Details from Union Steam Ship Co. of NZ, 247 George St., Sydney (2-0528).

SYDNEY - NZ - 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).

Sitmar Line, with four liners, operates a monthly passenger service from

Sydney, Melbourne or Brisbane to Balboa, Panama, via NZ, Fiji or Papeete. Details from Sitmar Line, 22 Bridge St., Sydney (27-4521).

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 P. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitien and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taohae (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 Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Wewak, Madang, Lae, Port Moresby, Sydney, Melbourne.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Lae, Manus, Kavieng, Rabaul, Bougainville ports and return.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and 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 Yuill Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line's five cargo vessels leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Gizo, Honiara, Buka and Vanimo.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG Lines, with the freighter Jette Bue, operates a three-weekly service from Sydney to Lae, Rabaul and Fulleborn, and return.

Details from Auscan Shipping Pty. Ltd., 68 Pitt St., Sydney (28-0721).

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 Wihl. Wilhelmsen Agency, 13 Bridge St., Sydney (27-4301).

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 - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. 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 Houtman 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 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 Niuvalak operates a seven-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedair 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).

● PIM's shipping and airways timetables are correct to time of publication.

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, Nuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Lautoka, Vila and return.

Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

Thurs.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900, arr. Honolulu 0755, dep. 0900, arr. San Francisco 1645.

Thurs.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Bris. 0525, dep. 0610, arr. Syd. 0725.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Tues., Fri., Sat., Sun.: Dep. Syd. 1700, arr. Nadi 2245, dep. 2330, arr. Honolulu 0735, dep. 0900, arr. San Francisco 1645.

Mon., Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0045, dep. 0130, arr. Honolulu 0935, dep. 1100, arr. San Francisco 1845.

Mon., Wed., Fri., Sun.: Dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300, arr. Nadi 0315, dep. 0400, arr. Syd. 0615.

Mon., Tues., Fri., Sat.: Dep. San Francisco 2100, arr. Honolulu 2255, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0715.

BOAC (with 707's)

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0045, dep. 0130 Wed., Fri., Mon. (cross Dateline), arr. San Francisco 1845.

Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2155, dep. 2300 (cross Dateline), arr. Nadi Thurs., Sat., Mon. 0315, dep. 0400, arr. Sydney 0615.

SYDNEY - FIJI - TAHITI - MEXICO

QANTAS (with 707's)

Wed.: Dep. Syd. 2000, arr. Nadi 0145 Thurs., dep. 0230, arr. Papeete 0845 Wed., dep. 2230, arr. Acapulco 1230 Thurs., dep. 1130, arr. Mexico City 1220 (to London).

Sat.: Dep. Mexico City 2200, arr. Acapulco 2255, dep. 2355, arr. Papeete 0400 Sun., dep. 0500, arr. Nadi 0745 Mon., dep. 0830, arr. Syd. 1045.

● *PIM's shipping and airways schedules are correct to time of publication.*



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "TOKAI MARU" V-6

Dep. JAPAN June 30.

GUAM July 5.

PAGO PAGO July 15.

APIA July 15-16.

SUVA July 18-19.

*LABASA July 19-20.

LAUTOKA July 21-22.

NOUMEA July 25-26.

VILA August 4.

SANTO August 5-6.

* Subject to cargo inducement.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Fiji Maru" V-19, end July.

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.

**SYDNEY - HAWAII (via N. CAL.,
FIJI, NZ OR AM. SAMOA) - USA**

PANAM (with 707's)

Tues., Wed., Fri., Sun.: Dep. Sydney 1730
(arr. Nadi 2315, dep. 2359), Honolulu
arr. Tues., Wed., Fri., Sun. 0805, dep.
1000 for Los Angeles, arr. 1755.

Mon.: Dep. Syd. 1600 for Noumea (arr.
1930, dep. 2030), Pago Pago (arr. Mon.
0145, dep. 0225), Honolulu (arr. Mon.
0830, dep. 1000), Los Angeles, arr.
1755.

Thurs.: Dep. Sydney 1600 for Auckland
(arr. 2045, dep. 2145) for Honolulu,
arr. Thurs. 0800, dep. 1000 for Los
Angeles, arr. 1755.

Sat.: Dep. Syd. 1600 for Auckland (arr.

2045, dep. 2140), Pago Pago (arr. Sat.
0210, dep. 0250), Honolulu (arr. Sat.
0855, dep. 1000), Los Angeles, arr.
1755.

Sun., Mon., Wed., Fri.: Dep. Los Angeles
2145 for Honolulu, Nadi, arr. Tues.
Wed., Fri., Sun. 0515, dep. 0615, and
Sydney, arr. 0830.

Sat.: Dep. Los Angeles 2145 for Honolulu,
Pago Pago, arr. Sun. 0510, dep. 0610,
Noumea, arr. Mon. 0755, dep. 0845,
Sydney, arr. Mon. 1035.

Tues.: Dep. Los Angeles 2145 for Hono-
lulu, Auckland, arr. Thurs. 0745, dep.
0825 for Sydney, arr. 0930.

Thurs.: Dep. Los Angeles 2145 for Hono-
lulu, Pago Pago, arr. Fri. 0510, dep.
0610, and Auckland, arr. Sat. 0855,
dep. 0945 for Sydney, arr. 1050.

**SYDNEY/NOUMEA - NEW
CALEDONIA - FIJI - NZ -
TAHITI - USA**

UTA AIRLINES (with DC8's)

Mon.: Dep. Noumea 1120, arr. Nadi 1400,
dep. 1445, arr. Papeete 2050 Sun., dep.
0900 Mon., arr. Los Angeles 1955.

Thurs.: Dep. Noumea 1020, arr. Auckland
1340, dep. 2345, arr. Papeete 0630
Thurs., dep. 0900, arr. Los Angeles
1955.

Fri.: Dep. Sydney 2050, arr. Papeete 0730
Fri., dep. 0900, arr. Los Angeles 1955.
Mon.: Dep. Los Angeles 2345, arr. Papeete
0500 Tues., dep. 0645, arr. Auckland
1030 Wed., dep. 1230, arr. Noumea
1415.

Thurs.: Dep. Los Angeles 2345, arr.
Papeete 0500 Fri., dep. 0645, arr.
Sydney 1055.

Fri.: Dep. Los Angeles 2345, arr. Papeete
0500 Sun., dep. 0745, arr. Nadi 1030
Mon., dep. 1115, arr. Noumea 1215.

**SYDNEY/NEW ZEALAND - FIJI -
HAWAII - CANADA**

CANADIAN PACIFIC (with DC8's)

Alt. Sun. (May 12, 26): Dep. Sydney 1900,
arr. Nadi 0055 Mon., dep. 0140, arr.
Honolulu 0950 Sun., dep. 1130, arr.
Vancouver 1950 Sun.

Alt. Fri.: Dep. Vancouver 1800, arr. Hono-
lulu 2040, dep. 2245, arr. Nadi 0305
Sun., dep. 0345, arr. Sydney 0600 Sun.

Alt. Sun. (May 19, June 2): the DC8's
end and start at Auckland, leaving at
2105 and arriving at 0640.

**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. Auck-
land 0715 Fri., Tues., dep. 0900, arr.
Syd. 1005.

Fri.: Dep. Los Angeles 2000, arr. Papeete
0215 Sat., dep. 0330, arr. Auckland
0715 Sun., dep. 0900, arr. Syd. 1005.

**NZ - AM. SAMOA, TAHITI or
HAWAII - USA**

PANAM (with 707's)

Mon.: Dep. Auck. 2355, arr. Papeete 0645
Mon., dep. 0745, arr. Los Angeles 1830
Thurs.: Dep. Auck. 2145, arr. Honolulu
0800 Thurs., dep. 1000, arr. Lo-
Angeles 1755.

Sat.: Dep. Los Angeles 2359, arr. Papeete
0510 Sun., dep. 0610, arr. Auck. 0950
Sat.: Dep. Auck. 2140, arr. Pago Pago
0210, dep. 0250, arr. Honolulu 0855
dep. 1000, arr. Los Angeles 1755.

Tues.: Dep. Los Angeles 2145, arr. Hono-
lulu 2355, dep. Wed. 0100, arr. Auck-
land 0745 Thurs.

Thurs.: Dep. Los Angeles 2015, arr.
Honolulu 2355, dep. 0100 Fri., arr.
Pago Pago 0510, dep. 0610, arr. Auck-
land 0855 Sat.

**INDONESIA - DARWIN - NOUMEA -
NZ - TAHITI - USA**

UTA AIRLINES (with DC8's)

Wed.: Dep. Djakarta 2020, arr. Darwin
0225 Thurs., dep. 0305, arr. Noumea
0905, dep. 1020, arr. Auckland 1340
dep. 2345, arr. Papeete 0630, dep. 0900
arr. Los Angeles 1955.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific
Coast Ports of U.S.A. and Canada
and

**TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES**

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company,
Ltd.

PAPEETE — Agence Maritime Inter-
nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—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.

**UNION STEAMSHIP CO. OF N.Z.
LIMITED**

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments
for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia,
Niue, Vavau, Nukualofa and from New Zealand to Port
Moresby direct.

**Ship your cargo by a Union Company
Vessel.**

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

on.: Dep. Los Angeles 2345, arr. Papeete 0500 Tues., dep. 0645, arr. Auckland 1030, dep. 1230, arr. Noumea 1415, dep. 0820 Thurs., arr. Djakarta 1240.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

QANTAS (with 707's)

urs.: Dep. Syd. 1130, arr. Pt. Moresby 1525, dep. 1625, arr. Manila 1920, dep. 2005, arr. Hong Kong 2250.
i.: Dep. Hong Kong 0900, arr. Manila 0940, dep. 1025, arr. Pt. Moresby 1725, dep. 1825, arr. Syd. 2155.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Three times weekly, both ways.

BRISBANE - WELLINGTON

QANTAS/AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - WELLINGTON

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)

ies.: Dep. Sydney 1045, arr. Nadi 1630.
ed.: Dep. Nadi 0800, arr. Sydney 1025.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Flying-boats)
bout 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)

on., Fri.: Dep. Sydney 1100, arr. Noumea 1440, dep. 1600 for Sydney, arr. 1755.

Tues., Sat.: Dep. Noumea 0930, arr. Syd. 1150, dep. 1310, arr. Noumea 1715.

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)

Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI

Wed., Sat. only (See "NZ-Pacific Islands").
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.

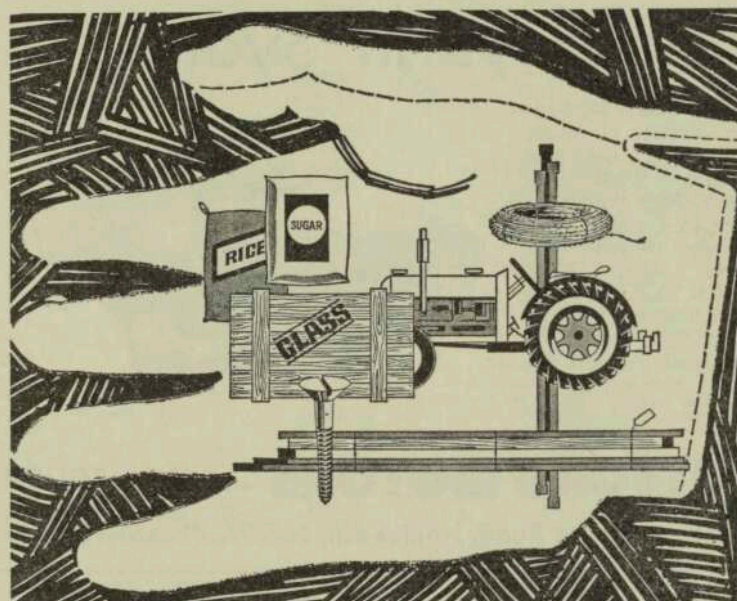
NORTHBOUND

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.

AUSTRALIA-WEST PACIFIC LINE



KID GLOVE SERVICE

Exporters/Importers. Your cargo to and from Papua/New Guinea is assured "Kid Glove Service" when entrusted to Australia-West Pacific Line.

By advanced, modern techniques in cargo handling, the proven service of A.W.P.L. is still second to none in the Papua/New Guinea Trade.

Your cargo is treated V.I.P. when shipped A.W.P.

For further enquiries, please contact A.W.P.L. Agents:—



Sydney, Melbourne and Brisbane—Wilh. Wilhelmsen Agency Pty. Ltd.
Adelaide—Dalgety and New Zealand Loan Ltd.
Lae, Rabaul, Madang—New Guinea Company Limited.
Port Moresby—Island Products Limited.

AUSTRALIA WEST PACIFIC LINE



Sat.: Dep. Melb. 0700, arr. Syd. 0805, 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. 1500, arr. Syd. 1610, dep. Syd. 1800, arr. Melb. 1910.

TAA: Tues., Thurs., Sat.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

Fri.: Dep. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.
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. 2320, arr. Pt. Moresby 0610.
Sat.: Dep. Pt. Moresby 0800, arr. Bris. 1440, dep. 1735, arr. Syd. 2015.

TAA: Sat., Dep. Syd. 2000, arr. Bris. 2240, dep. 2310, arr. Pt. Moresby 1610 Sun. dep. 0735, arr. Lae 0900.
Mon.: Dep. Lae 0630, arr. Pt. Moresby 0755, dep. 0845, arr. Bris. 1545, dep. 2015, arr. Syd. 2305, dep. 0005, arr. Melb. 0250 Tues.

QUEENSLAND - PAPUA

TAA (with Friendships)

Mon.: Dep. Townsville 1230, arr. Cairns 1325, dep. 1430, arr. Pt. Moresby 1650.
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DEATHS OF ISLANDS PEOPLE

Mr. Otto G. Sanft

The death occurred on March 24 of Otto G. Sanft, of Neiafu, Vavau, Tonga. He was the head of the firm of O. G. Sanft and Sons, well-known island traders, which was founded by his father, A. G. Sanft, in 1890. In 1952 he extended his trading and theatre business to Nukualofa. He was a keen seaman and acted as pilot to shipping in Vavau. He is survived by his wife and two sons.

Mr. James Clyde Grahame

Mr. James Clyde Grahame, popular as a leading community worker and airport foreman on Norfolk Island for nearly 20 years, died in Sydney in early April. He was 56. Born in New Zealand, Mr. Grahame served in the RNZAF in World War II, serving in evacuation operations in the Solomons.

He made his home on Norfolk in 1945, and from behind scenes played an active part in island activities, particularly as a supporter for the central school. Mr. Grahame is survived by his wife, Betty, and three young children.

Mrs. Gladys Lewis

Mrs. Gladys Lewis, a descendant of a pioneer European family in Fiji, died in Auckland recently, aged 72. Her husband, Mr. Arthur Lewis, was in the stevedoring industry for many years.

Mrs. Lewis was the second daughter of Captain and Mrs. Frank Williams. She leaves three daughters.

Adi Seini Vakaoca

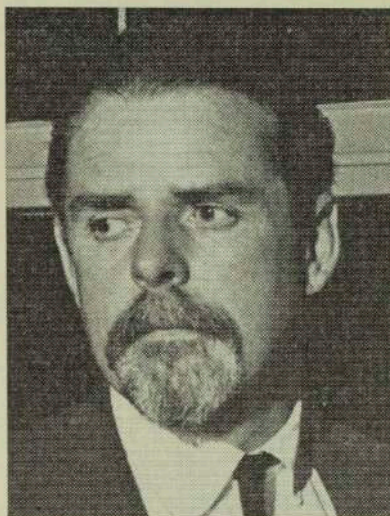
Adi Seini Vakaoca, a granddaughter of Ratu Cakobau, who ceded Fiji to Great Britain in 1874, died in April, aged 90.

She was born at Bau, the daughter of Ratu Timoci Tavanavanua, a son of Ratu Seru Cakobu, and was educated at Levuka Public School. Her husband, Ratu Ilaijia Toroca, who was Buli Nausori for about 20 years, died in 1930.

She leaves four daughters and a son.

Mr. William Kennedy

Mr. William M. C. Kennedy, known everywhere as Bill, who was for many years a P-NG patrol officer and in recent years a Sydney journalist, collapsed and died on April 25 after



The late Bill Kennedy

taking part in the Sydney Anzac Day march. He was 43. Born in NSW, Mr. Kennedy fought in the closing stages of the Owen Stanley Campaign with the AIF, before transferring to ANGASU, where he was a S/Sgt. He joined the P-NG Administration in 1947 as a patrol officer. He was conspicuous for his relief work following the Mt. Lamington eruption in 1951.

Ill-health forced him to "go finish" from P-NG in 1958, and in Sydney he worked on several magazines and with the *Daily Telegraph*, but he still kept in close touch with old NG mates, and occasionally reported for the P-NG newspapers and for *PIM*.

He is survived by his wife Gwen, and two children, aged 8 and 5.

Mr. Teupoo Wichman

Mr. Teupoo Wichman, well known as an energetic planter in the Cook Islands and also as the manager of one of the old island bakeries, died recently at Rarotonga. He was about 86.

Mr. Wichman is survived by his wife and several children—the best known of whom is Constable George Wichman, of the Cook Islands Police.

Gen. Hanford MacNider

General Hanford MacNider, an American soldier who will be remembered by many who served in New Guinea during World War II, died recently in Florida. He was 78.

New Guinea elections

(Continued from p. 21)

first House—Ron Neville, Roy Ashton, Percy Chatterton and Tony Voutas—might be considered as a possible. Among indigenous members, the names of John Guise, whose experience also dates back to Legco days, Matthias Toliman and Tei Abal have been giving an airing. A third possibility would be, Canberra permitting, the appointment of an official member as Speaker.

In the absence of a gentlemen's agreement, such as that obtaining in Great Britain, under which the Speaker is unopposed at election time, an elected member of the House whether New Guinean or European, with long-term political ambitions could hardly be blamed for thinking twice before consenting to having conferred on him an honour which might well jeopardise his chances of re-election.

Another post which may be difficult to fill is that of Chairman of the Public Accounts Committee, a job which in the last House Don Barrett performed with tremendous energy and great ability. However, it may well be found that among the new members there is someone with a flair for this kind of work.

What will be the attitude of the new House, bereft as it is of its staunchest traditionalists, to the complexities of Westminster procedures?

Within a few days of the final election results being known, the House's translation staff announced with some pride that they had completed translations of Standing Orders into Pidgin and Motu.

As a feat of intellectual endurance and linguistic skill this is certainly something to be proud of. But it may be questioned whether it will really help members very much.

The plain fact is that complicated language is complicated language, in whatever tongue it is expressed. English which is hard to understand will translate into Pidgin (or Motu) which is equally hard to understand, and some members may feel that there is need to simplify not only the language but also the procedures which the language describes.

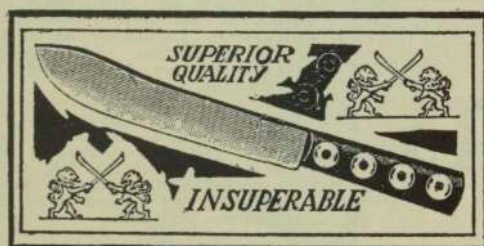
Anyway, whether the decision is to adhere to Westminster's time-honoured procedures or to modify them in the interests of simplicity and better understanding, there is good hope that the new House will tackle its job competently, even without the advice which is currently being showered on it so lavishly by its Old Boys.

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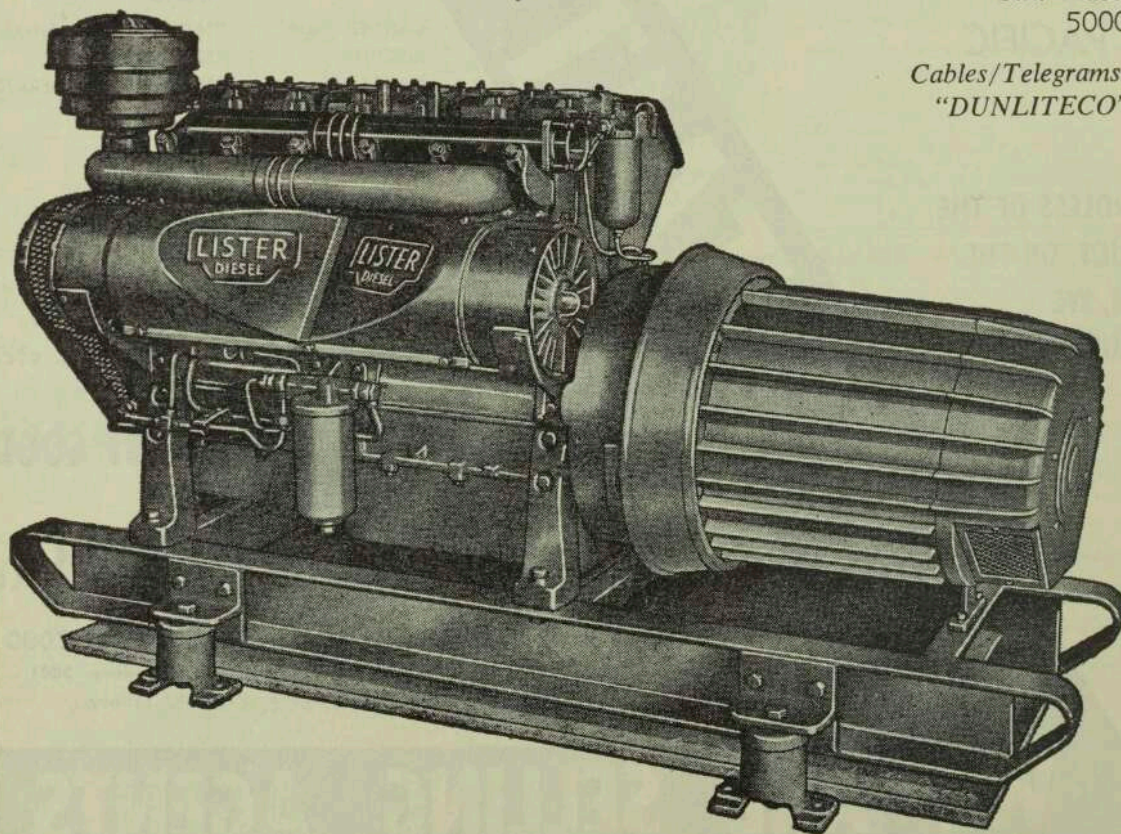
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THE PRACTICAL PLANTER



HOW TO GROW AND MARKET PEPPER

■ This is the first of a series of articles on spices—on how to grow them, where to grow them and how to market them. Other spices to be covered in the series include chilli, cinnamon, casia, vanilla, ginger and cardamon.

By E. Brown, B.Sc., and Miss D. E. Reader, Colonial Products Advisory Bureau (Plant and Animal), London.

Pepper is produced from the fruits of the perennial climbing vine *Piper nigrum* L. This vine is indigenous to the moist lowland forests of Ceylon and South India, but it is now widely grown in many tropical regions, the chief sources of supply being Indonesia, Thailand, Sarawak and Malaya.

The pepper vine requires a hot, humid climate with an average rainfall of at least 70-100 inches per annum, fairly evenly distributed, so that the plant cannot withstand periods of prolonged drought. The vine can be grown successfully at altitudes up to 3,500 ft but it is reported to do best at elevations not exceeding 1,700 ft, although some authorities are of the opinion that

land below 300 ft gives the best results.

Level ground is most suitable, particularly along river banks, provided such land is not susceptible to flooding. Hill slopes may be used if precautions are taken to prevent erosion. Good drainage, however, is essential, especially in regions of very heavy rainfall, where the soils tend to become sodden and waterlogged, unless deep and well-laid drainage channels are provided.

Under cultivation, pepper will grow on a variety of soils although a loam is preferable, but where humus is absent, heavy manuring is essential. In Malaya, the plant has been grown successfully on stiff yellow clay soils, poor in potash, but the fertility has been maintained in the past by the heavy use of burnt earth and wood ash. In Indonesia, a sandy clay is favoured, and on the island of Bangka the Chinese planters are reported to choose light yellow soils that are not too sandy. In West Borneo, a humus-rich top soil is considered necessary with a yellow sub-soil, hard red clay sub-soils being regarded as unsatisfactory. Heavy

clay soils, or soils of a peaty or boggy nature, are quite unsuitable as the pepper roots are very susceptible to rot where soil drainage is poor.

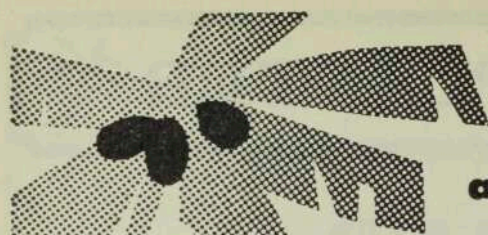
Pepper may be grown from seed, although cuttings are usually used.

From Seed. Propagation from seed is simple, and vigorous plants are usually produced. Unfortunately, plants raised from seed do not usually begin fruiting until at least the sixth or seventh year. Moreover, owing to cross fertilisation, the resulting plants are very variable and there is also a danger of the vines reverting to the unproductive unisexual male type. However, the pepper growers in Malabar are reported to have favoured propagation from seed. This method has also been used for establishing pepper in new areas remote from existing gardens when it has not been possible to transport cuttings easily and quickly.

When seed is used for propagation, the following points should be observed:

- Choose healthy, ripe fruit.

acknowledgement is made to the British Government's Tropical Products Institute which provided PIM with this article.



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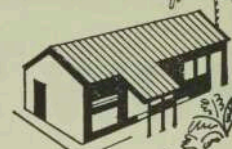
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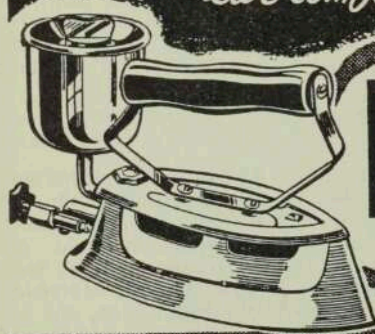
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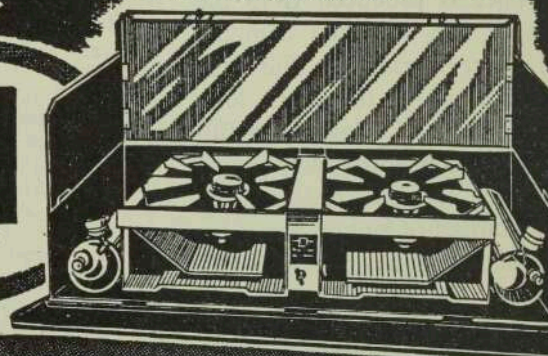
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Remove the pulp before drying the seeds.

Store in a cool dry place immediately after drying.

Soak the seeds in water for at least 24 hours before sowing. Some authorities recommend a period of at least three days.

The seed should be sown in well-prepared seed beds with adequate drainage. Reports indicate that under favourable conditions about a 90 per cent germination is obtained in from two to six weeks. When two or three months old, the seedlings may be transplanted into nursery beds, 1 ft apart.

Generally speaking the seedlings are not ready for planting out in the field until about 18 months after sowing, although seedlings raised at the Malayan Experimental Plantation, Kuala Lumpur were successfully transplanted out when only three months old, having then attained a height of 1 ft.

From Cuttings. When propagated vegetatively, selection of the parent from which to take the cuttings is of great importance, since the pepper takes about four years to come into bearing, and it is only after a long period that any clear indication of the quality of the new plants can be obtained. Pepper is dioecio-polygamous which means that male flowers and female flowers can be borne on different plants and yet the plants can be hermaphrodite (carry both pistils and stamens on the same spike). Obviously, from a propagating point of view, hermaphrodite plants are the most desirable and every effort should be made to take a cutting from these.

Long cuttings from 1 to 2 ft are usually selected, although in Mysore, India, longer cuttings are said to be favoured. There they are usually taken from the branches coming from the base of the vine. In Ceylon, cuttings with lateral branches taken from the upper part of the vine are said to be used, but these cuttings require greater care than basal cuttings, although plants raised from them are reported to fruit earlier.

In Bangka, only cuttings from the lower part of young plants that still show signs of vegetative growth are used.

The upper part of a branch, the stem, and the tip, all side branches and all the leaves, except the top, are cut off.

A newly-made pepper garden. Note that it is free of weeds and grass.



The most satisfactory method for raising the cuttings is in the nursery beds. These should be on good, well-drained soil in a sheltered position. In Malaya, the nursery beds are sometimes placed under fruit trees, and, after planting out, the cuttings are kept shaded with palm trees until they are well established.

Frequent watering

In dry weather frequent watering is often necessary. If basal cuttings are used they have the advantage of already possessing roots and so take more easily. It was found at Serdang, Malaya, that nursery beds of fine sand give the best results, provided they were kept well watered and shaded. The use of cuttings having at least five nodes, with three nodes placed below the soil surface, has also been recommended.

Nevertheless, it seems that pepper cuttings are somewhat difficult to establish—one Ceylonese expert even put the percentage that take as low as 5 per cent. In the nursery, growth usually commences after three or four months, after which the plants are ready to be transplanted into the field.

Under favourable soil conditions, cuttings can be planted direct in the field at the beginning of the rainy season. It appears that this is widely done by growers in Mysore, where pepper is often grown in conjunction with betel nuts. As would be expected, the percentage of cuttings that fail to root is very high indeed, and this method is considered very wasteful.

As pepper is a climbing vine, provision must be made for supports. These may be either living trees, or

concrete or hardwood posts. The use of living trees is more economical provided care is taken not to over-shade the vines too much or exhaust the soil. Trees selected should be quick-growing, able to withstand heavy pruning, and preferably leguminous.

The jak tree (*Artocarpus integer*), the betel nut, the mango, kapok, dadaps (*Erythrina indica* and *E. lithosperma*) and *Morinda tinctoria* have been widely used in India and Ceylon. In Malaya and Indonesia hardwood or concrete posts have been more favoured, although their provision entails a heavy initial expense when establishing a pepper garden.

Trials carried out in Malaya with a view to comparing the yield of pepper vines grown on living supports with those of hardwood posts indicated that when grown on living supports, the vines were slower in establishing themselves and took longer to commence fruiting. The yield per vine was also reduced, no doubt owing to the competition between the pepper plant and its living support.

Trees, however, have the advantage of giving shade to the vines, especially during the first two or three years. The question of shade depends very much on local conditions. Although pepper is naturally a shade plant, too much shade can reduce the yield considerably.

Some authorities, however, have recommended the provision of moderate shade by planting *Leucaena glauca* and *Deguelia microphylla*, but according to one authority, the Chinese in Indonesia have plantations with no shade at all, at very low altitudes. In Sarawak, shade is

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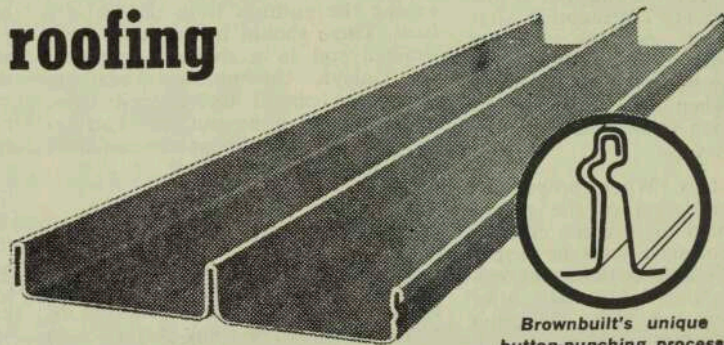
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ften dispensed with — the high humidity tends to make it unnecessary.

Spacing

Cuttings or seedlings are transplanted to the field during the wet season. Malayan planters recommend at three or four rooted cuttings be planted a few inches from each post, the posts being 6 to 7 ft apart each way. The Chinese are reported to use a closer spacing of 4 ft x 4 ft. When living supports are used for the vines, planting distances appear to vary according to the tree used. Betel nut or dadap planted 8 ft x 8 ft usually carry only one vine per tree. Kapok planted 18 ft x 18 ft can carry two vines, and in the case of mango or jak trees planted 25 to 30 ft apart, each tree may carry three or four vines.

Once established in the field, the vines should receive applications of manure frequently. Most growers recommend keeping the surrounding soil well cultivated and free from weeds, at least for the first year. After this initial period, clean weeding is often recommended, although recent work in Sarawak indicates that it is unnecessary and may be undesirable. In some areas, irrigation may be necessary during the dry season, especially when establishing a pepper garden. Chinese growers often protect the roots of the vines with cut grass or leaves, and in Sarawak mulching with gambier refuse used to be widely practised with beneficial results, particularly in helping to maintain growth during a dry spell.

Adequate manuring is essential for the successful cultivation of pepper. In the past, burnt earth was considered essential, particularly in Sarawak where it was estimated that one five or six acres of land were required to maintain one acre of pepper.

However, since the war, the pepper gardens there have had to be re-established, and the work of the Department of Agriculture has shown that bean meal, fish and prawn waste, and, whenever obtainable, guano and artificial fertilisers, are most satisfactory. Although burnt earth is still employed by many of the Chinese in Sarawak, its use is believed to be on a much reduced scale compared with before the war. In Sarawak, it has also been found that digging in cover crops of *Crotalaria* and *Calopogonium* and thick mulching with lalang have been

beneficial, together with the use of potassium muriate and rock phosphate in addition to guano.

In Thailand, however, it has been reported that the use of commercial fertilisers has been harmful in many instances, and growers there now recommend their judicious use in combination with burnt earth and such organic manures as dung.

In Malabar, fish manure is reported to be applied at the rate of about $\frac{1}{2}$ lb per vine at regular intervals. In addition, cattle manure is often used.

Manurial experiments carried out by the Madras Department of Agriculture over a nine-year period have been recorded. The following information has been compiled from the experiments:

Treatment	Yield in Madras Measures* of green pepper, per vine
Leaf mould	4.91
Leaf mould plus lime	4.32
Oil cake	5.22
Cattle manure ..	6.06
Ashes	4.57
Fish manure	6.38
Leaf mulch	8.76

* A Madras measure = 100 cu. in.

In Bangka, the vines are usually manured twice a year. For a long time the chief fertiliser was burnt earth, next came groundnut cake, fish waste and dung. In recent years,

however, manuring with artificial fertilisers has largely replaced burnt earth, though, it appears, not always with very good results.

Periodic pruning is necessary as the plant grows to prevent its becoming bushy at the top. In Malaya, the vine is heavily pruned when a year old to induce lateral branching, the object being to cover the post with a mass of growth from the ground to the top. In Sarawak, it used to be customary for the plants first to be trained round the base of the support to form a ring, thus ensuring a strong vigorous rooting system.

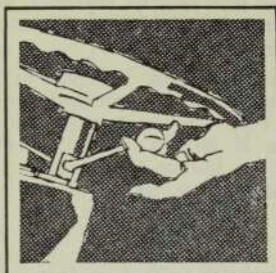
Nowadays, two cuttings are planted on either side of the stakes and allowed to climb. This system, known as "two fighting bulls", makes it possible to obtain the first crop of pepper after three years instead of possibly six to 12 months later, as with the older system. The more experienced growers, however, attribute the decline in vigour of the pepper plant that has occurred in recent years to the adoption of this system.

Pests and diseases

Pepper is subject to a number of diseases and pests, and reports on research on this subject date back to about 1880. One of the most important diseases, which at one time almost wiped out the pepper industry of Sarawak, is the "black berry", caused by a brown alga, *Cephaleuros*

Pepper berries nearly ready for harvesting.





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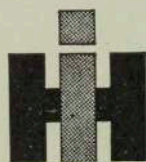


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The harvest.

pycoidea. This attacks the skin of berries, which become spotted, and seriously attacked berries turn black and drop prematurely. It is generally considered that "black berry" disease attacks vines already on the decline and that efficient cultivation methods, with adequate fertilising, could do much to prevent this.

Most growers recommend the removal of all flower spikes to prevent the vines bearing a crop before the third year. The plants may bear a commercial crop in their third or fourth year, and are considered to be in full bearing from about seven

10 years. After this their productivity begins to decline. The life of the vine varies according to the soil condition and the attention they receive as regards manuring, etc., but most authors consider it to be from 12 to 20 years. However, according to one authority, vines have been economically productive for as long as 25 to 30 years.

In Malaya and India there are usually two crops per annum, though fruiting often continues to a limited extent throughout the whole year. In Malaya the two crops are usually in August/September and March/April. In India the principal crop is in December.

According to Dutch literature, in Indonesia there is one principal harvest in the year, the time of which varies according to weather conditions. This harvest is followed a few months later by a much smaller crop yielding smaller fruits of lower quality.

The pepper fruits are borne on spikes and are at first green; they then become yellowish and finally, when ripe, bright red. Many growers pick the berries as they begin to turn red, gathering the whole spike off the vines. The Chinese, however, recommend that fruit for black pepper should be picked when the green berries begin to turn yellow, and for white pepper the berries should not be picked until they are completely ripe (i.e. bright red), otherwise the husk is very difficult to remove and the grains shrivel on drying. If picking is delayed, the ripe berries fall off and are lost, and the Chinese have found it necessary for white pepper production to harvest the berries at three-weekly intervals.

The yield from pepper vines is generally stated as being in the region of 1 lb of dry pepper for the first year of cropping, rising to 3 or 4 lb per vine by about the seventh year. Heavier yields have been reported in Indonesia, where yields as high as 20 lb of dry pepper per vine have been known.

Black pepper consists of the whole dried berries, and white pepper consists of fully ripe decorticated fruit. In the past, white pepper was mainly prepared by the Chinese, although some planters produced both kinds according to circumstances, chiefly price and local conditions.

For instance, in Indonesia, Sumatra specialised in the production of black pepper and Bangka in white. The

Practical Planter

yield from 100 lb of berries of black pepper is of the order of 36 lb, while that of white pepper only 24 lb.

Black pepper is produced simply by drying the clusters of berries. Usually, after picking, the clusters are piled into heaps and left in the sun for several days, when fermentation sets in and the berries turn black. Sometimes the berries are first plunged into boiling water for 10 minutes before drying. Boiling results in the skin turning black rapidly and accelerates the drying process.

It is also reported to improve the quality of the pepper. After either process the bunches of berries are separated and left to dry thoroughly in the sun. Artificial drying appears to be rather the exception unless weather conditions are extremely unfavourable. When dried, berries are detached from the spikes by beating with sticks or rubbing off by hand. Finally, the black or red berries are passed through a wide-mesh sieve to free them from impurities.

White pepper is usually prepared by putting the ripe fruit into bags and placing these in running water for one or two weeks. This treatment softens the skins which are then easily removed by hand or by treading on the berries with the feet. After the skins have been removed, the smooth white kernels are carefully washed and then dried as quickly as possible by spreading them out on mats in the sun.

Watch for mould

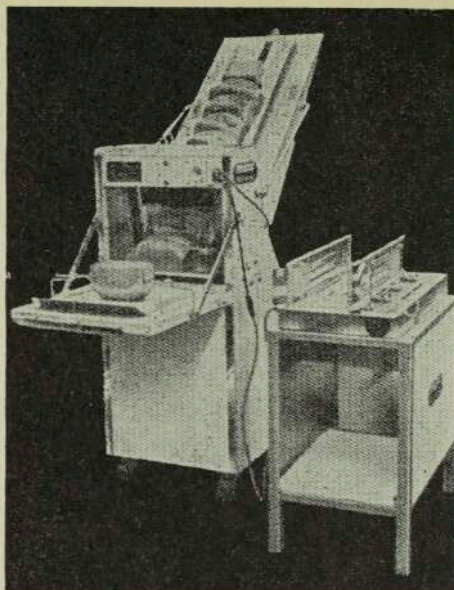
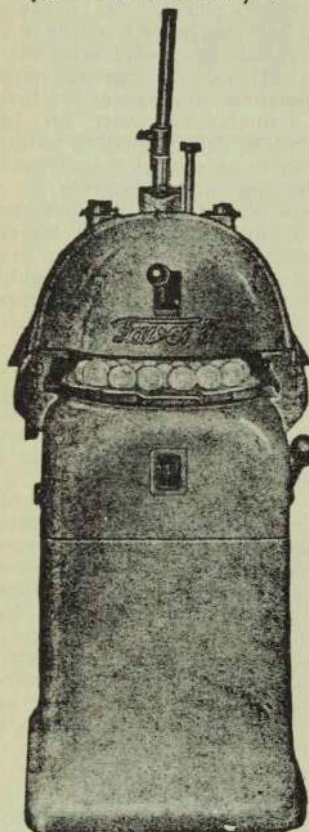
Sometimes artificial dryers are used and in Java small smoke houses, built from palm trees, are used. Very damp wood is burnt in these houses, producing a thick smoke which is led through a pipe and released under the floor on which the berries are spread out to dry.

Pepper is highly susceptible to mould and rapid drying is therefore essential to produce a first-class commercial product. Should the drying have to be delayed, it is recommended that the decorticated berries be kept under water to prevent discolouration developing. Whether dried by sun or artificial heat the berries must be raked over frequently to prevent mildew.

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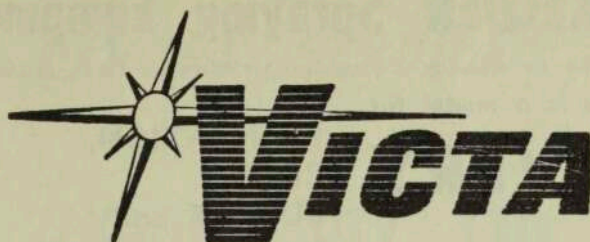
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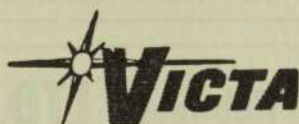
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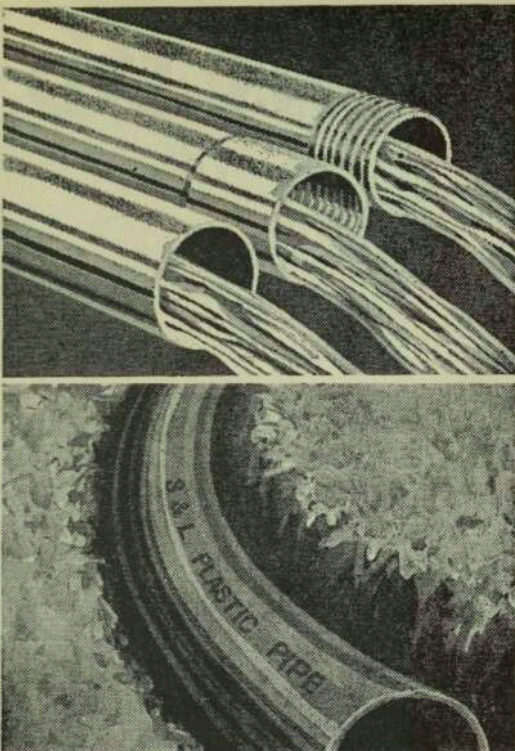
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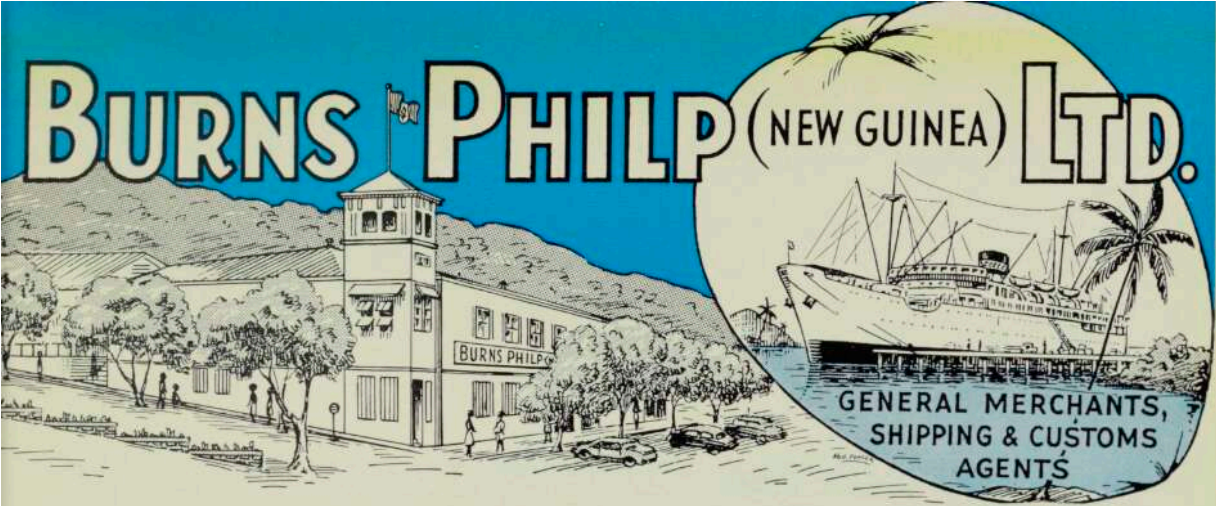
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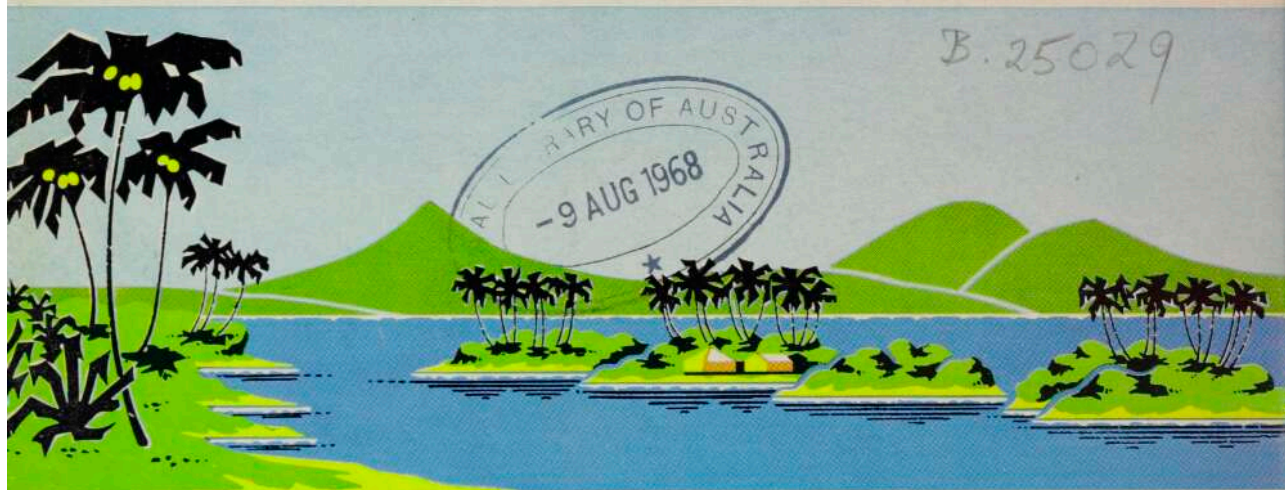
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