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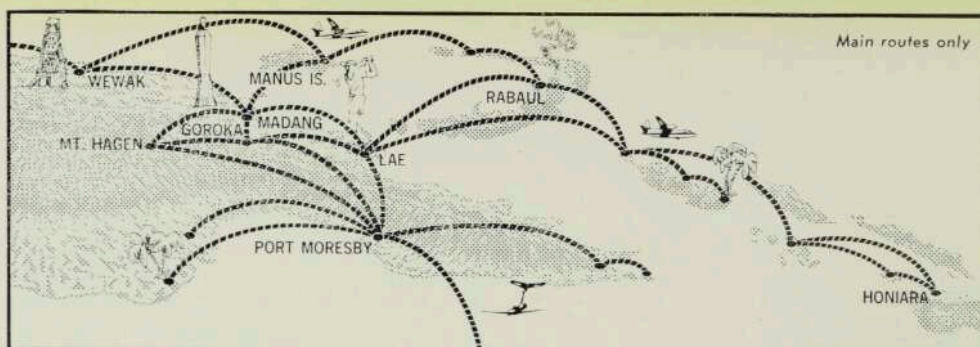
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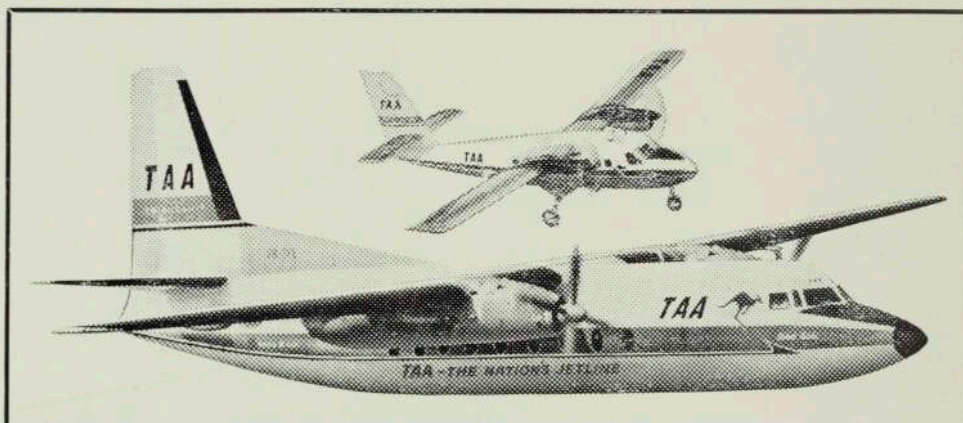
JUNE, 1968

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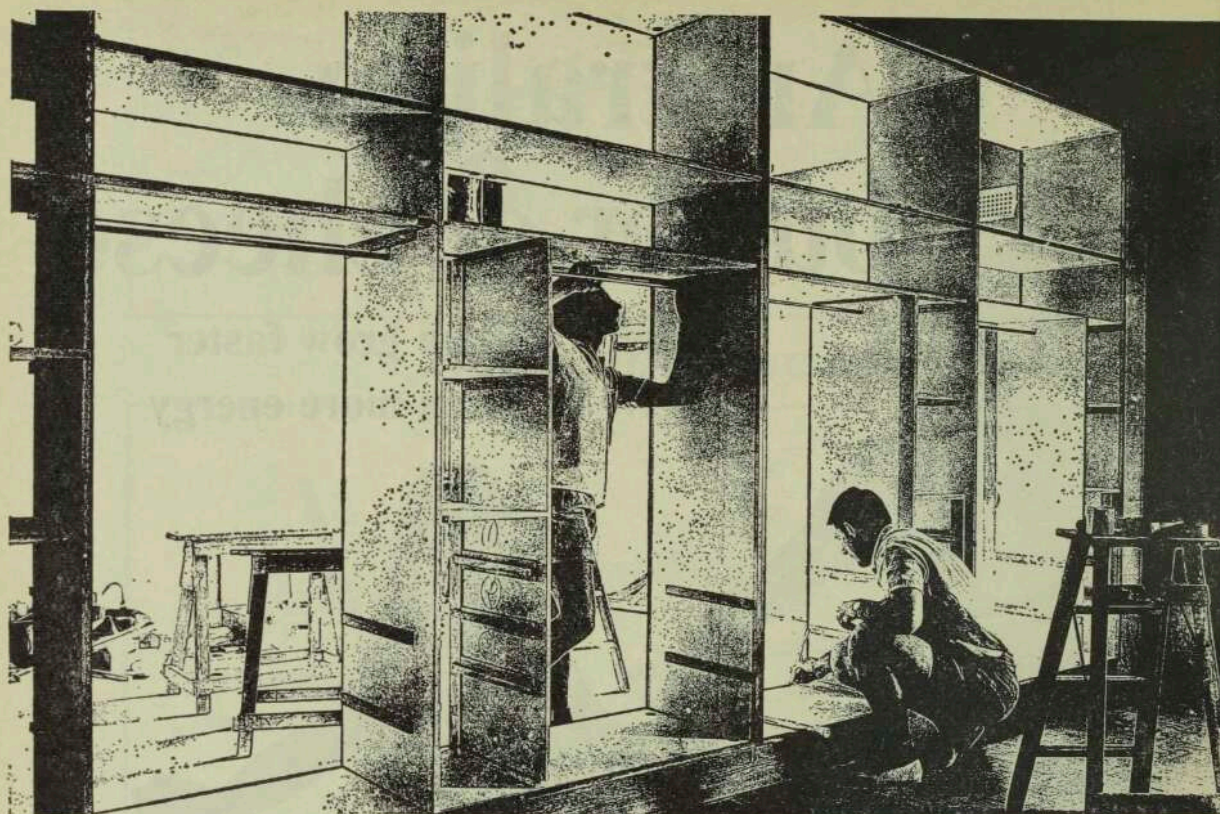
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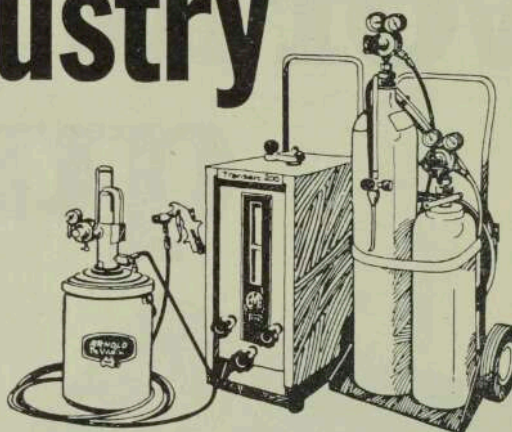
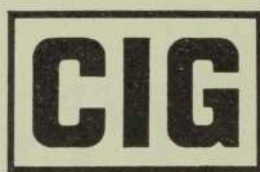
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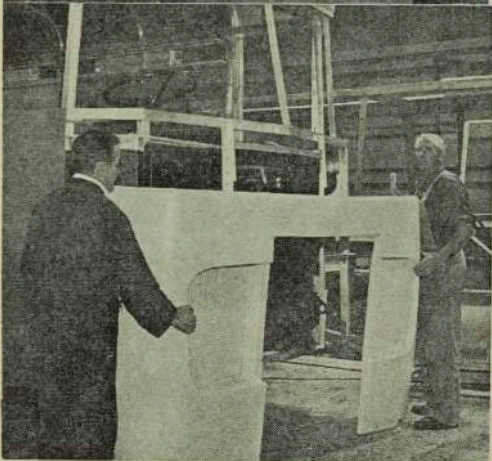
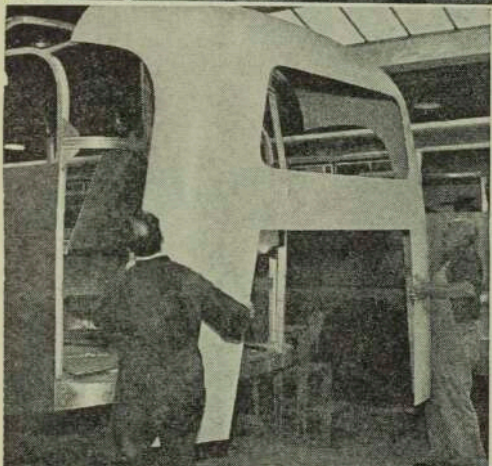
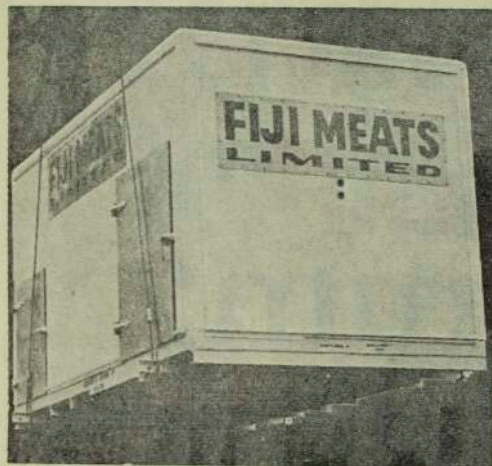
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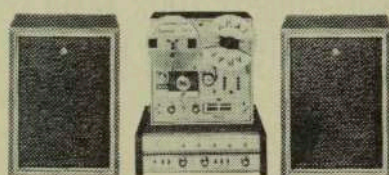
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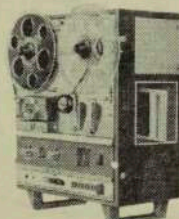
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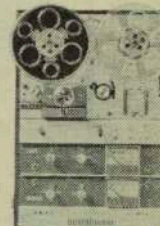
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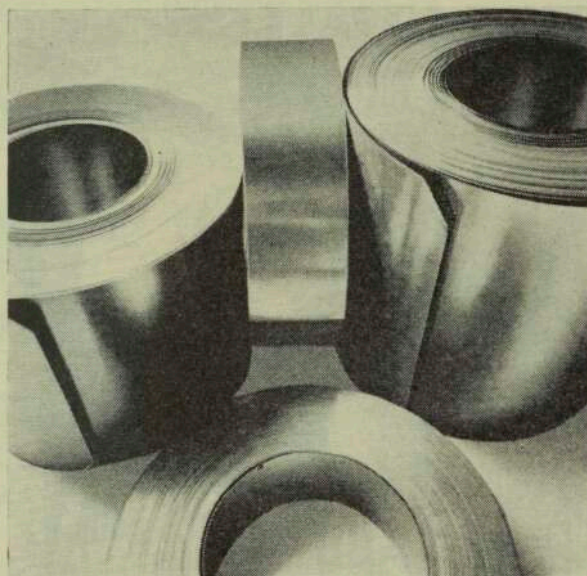


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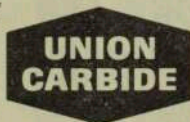
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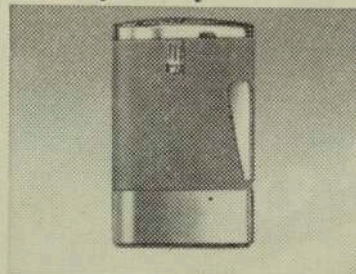
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small enough to fit it.
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with first. Him or it.
I've got eighty-three books of matches.
But I like to keep them as souvenirs.

Somebody please give me a Ronson

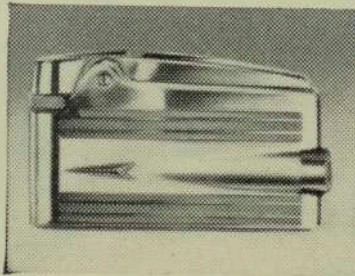
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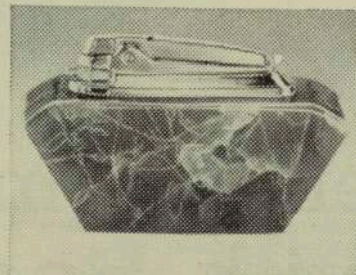
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UP FRONT

with the editor

Green shoots from a seed planted last October by Australian businessman Richard Gall are about to push themselves far enough above ground level to be seen. The seed is that of the South Pacific Business Co-operation Committee, which should help the South Pacific Islands get a greater share of Australian and New Zealand markets, and which should help Australia and New Zealand understand better the problems of the Islands.

RICHARD GALL is the managing director of an Adelaide electrical manufacturing firm which has minor interests in Suva. He is a past president of the Electrical Manufacturers' Association of Australia.

His idea got its start in Sydney last year following a casual conversation with a couple of us on *PIM*. He had looked us up to chat about matters of common interest in the Islands, and over a drink the talk ranged far and wide. It got round to Islands trade difficulties with Australia. One of the big problems, we all agreed, was that the Islands grow the same tropical products that Australia produces.

The "have nots"

Gall felt that as the Islanders were the "have nots", it was up to the "haves" to help them build up their economies, and he thought one of the needs was for a forum where the Islands could put their points of view.

As an example of what could be done with organised co-operation, he talked of some of his experiences with the Australia-Japan Business Co-operation Committee, of which he is a member. This committee was started in 1963 and annual meetings are held alternatively in Japan and Australia. (The sixth meeting was held in May in Canberra.)

It was formed to allow businessmen of both countries to bring to the attention of the two governments those matters which needed official help for solution. Matters which could be adjusted between

the businessmen themselves could be discussed and settled round the table.

The meetings have been remarkably successful, and the scheme has since been copied in some other countries. They have turned out to be an exchange mart of ideas and principles; an opportunity for a closer examination of the other bloke's problems. Not surprisingly they have also led to such developments as student and technician exchange schemes, cultural exchanges, and joint ventures of all kinds.

The value of such a committee depends on the calibre and the standing of its members, and thus the support they get from their countries. Members of the Australia-Japan Committee include, for instance, leading bankers, agriculturists and industrialists. There are government members on the committee too, but because the committee is not a government body, discussions are never on a formal government level, and thus solutions come more easily.

Pacific plan

To get back to Richard Gall. At my invitation he outlined the work of the Australia-Japan committee in a special article for *PIM* and in it he put forward the first tentative proposal for a South Pacific organisation of the same kind, embracing all interested territories. We published it last October.

Having then talked about it in business circles to get something going he produced a provisional covenant, which lists as the Pacific committee's objectives "the expansion

If you're interested in the history of the Pacific Islands, then you won't be able to do without the . . .

CUMULATIVE INDEX
to the
PACIFIC ISLANDS
MONTHLY
(Volumes 1-15)

The index covers the 15 vital years from August, 1930, to July, 1945, when many of the events which shaped the Pacific of today took place. But *PIM* in those years (as is the case today) did not only concern itself with current affairs. It abounded also in articles on every aspect of Islands life both past and present—from agriculture, anthropology and aviation to shipping, tourism, vulcanology and the weather. Islands history was (as it still is) a *PIM* specialty.

Now, with the aid of the new cumulative index, you can find in a few seconds everything *PIM* ever published from 1930 to 1945 on any subject, whether it was a two-line snippet or a major article.

The index is one of the most detailed productions of its kind ever published. It is divided into nine sections—aircraft, authors of articles, biographical entries, book reviews, companies, letters to the editor, poems and short stories, ships, and territories. Nearly 10,000 people are listed in the biographical section, and there are some 200,000 entries relating to them. The territories section, which deals with Islands groups such as the Cook Islands, Fiji, French Oceania, Papua, etc., is equally minutely indexed and cross-indexed under a wide range of headings.

The index contains 228 closely-printed, but easy-to-read pages measuring 11 by 8½ inches. It is cloth-bound and printed on tough, long-lasting paper. At \$25 Aust. per copy (plus 60c packed and posted to anywhere), the index is one of the best bargains in Pacific books for many years. Get your copy from the publishers now, while the limited edition lasts!

(And if you're not currently subscribing to *PIM*, why not take out a subscription at the same time?)



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THE COVER

Who is she? She is a Melanesian cricketer, that's who. She is a member of one of the many women's cricket teams in New Caledonia, where there are keen competitive matches every Saturday. Bruce Adams took the picture one weekend. As this issue of PIM is an export/import issue it's worth pointing out that cricket was imported into that French territory by the early missionaries. Who knows, but one day they may export a team to play Australia.

of trade on a multi-lateral basis, the development of new industries, the rationalisation of industry, the exchange of industrial technologies, the promotion of tourism and the promotion of educational, cultural and scientific exchange."

The covenant suggests that each member country should have a regional committee from whom the committee representatives should be appointed. The preamble of this provisional covenant says, "We, the representatives of the various industrial and commercial organisations, associations and institutions of Australia, New Zealand, Fiji, Western Samoa, etc., etc., realising the need for co-operation between private and government interests in the South Pacific for the advancement of the peoples' livelihood therein, have organised a South Pacific Co-operation Committee to facilitate and strengthen their economic ties to their individual and mutual advantage.

In my own travels around the Pacific in recent months I have talked at every opportunity about Mr. Gall's idea and found that it has been received with warm interest. Prime Minister Mata'afa, of Western Samoa, and Ratu Mara, Fiji's Chief Minister, have offered, enthusiastically, to nominate members to the committee from their territories.

Fiji, for one, has been doing this kind of pioneer liaison work on its own through its own representative in Sydney, and even in a short time the colony has made real headway in getting its point of view across in Australia.

Prime Minister John Gorton, of Australia, has now shown interest and there should soon emerge the shape of an organisation which will enable Richard Gall's carefully nurtured plant to grow towards the sun.

—Stuart Inder



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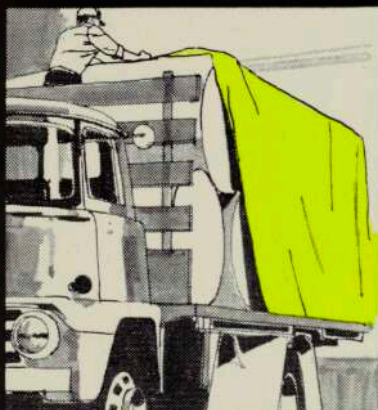
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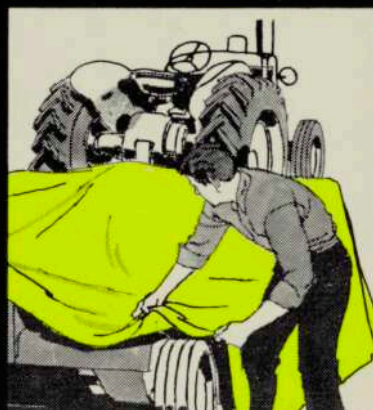
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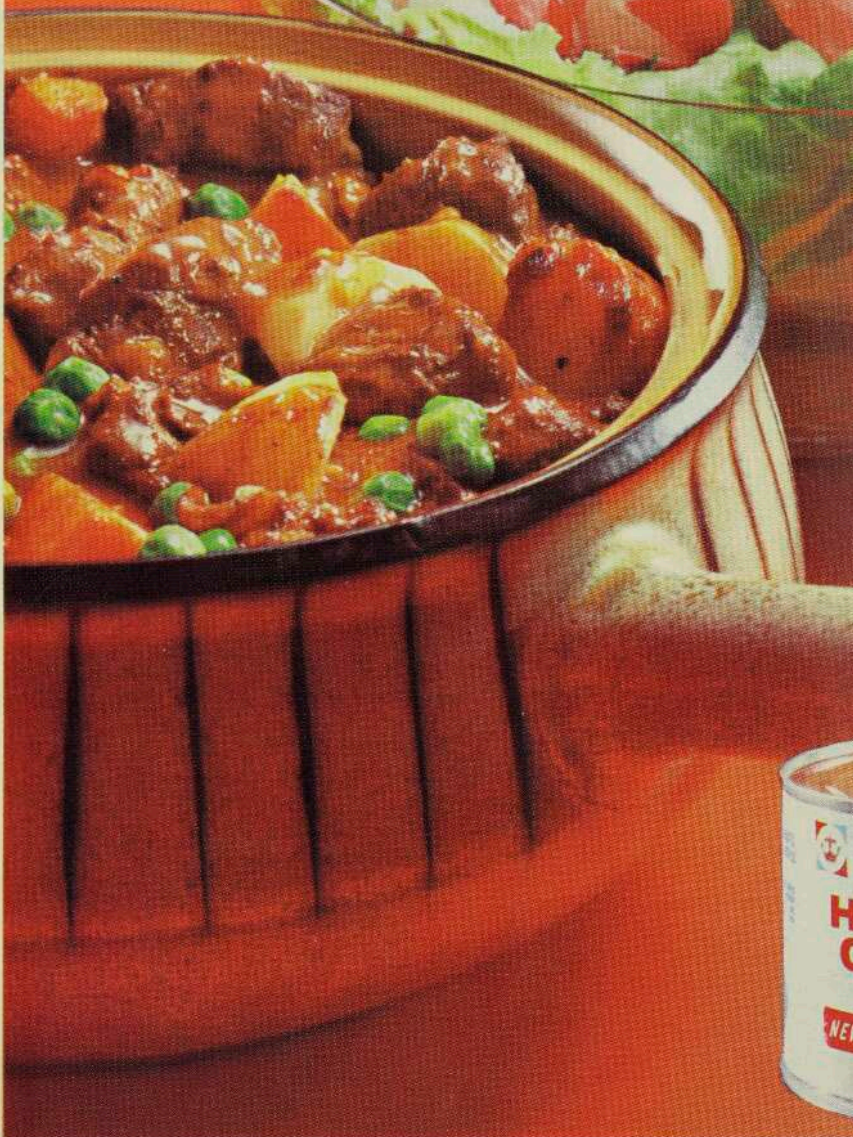
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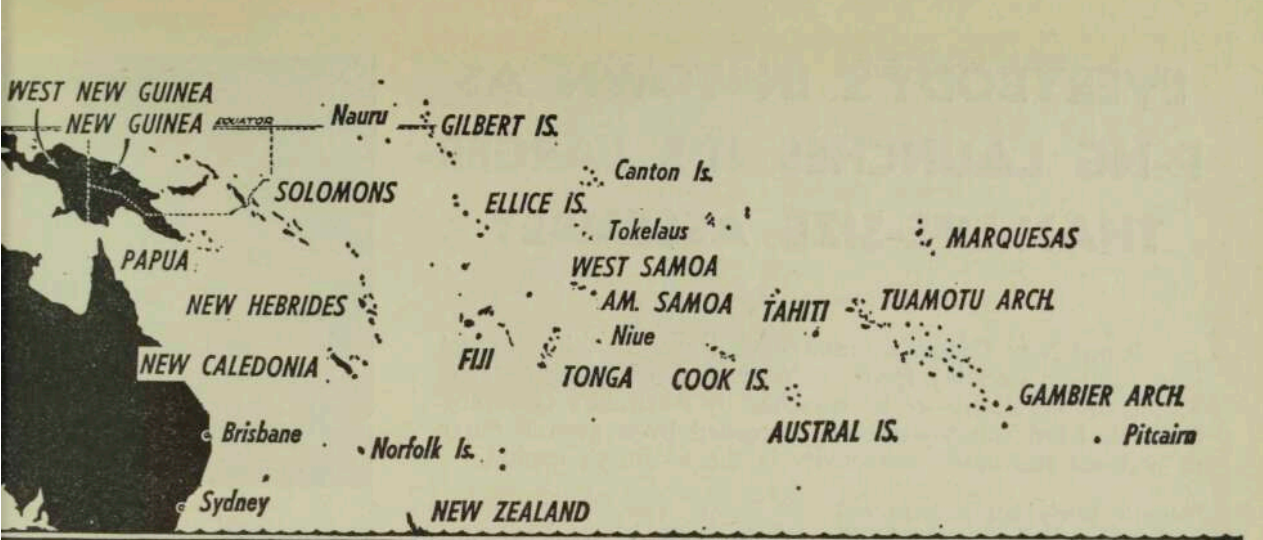
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EVERYBODY'S IN TOWN AS P-NG LAUNCHES IT'S LARGER- THAN-LIFE-SIZE ASSEMBLY

From a Port Moresby correspondent

Papua-New Guinea's brand new, larger-than-life-size, 94 man (and no women) House of Assembly gets going on June 4, and the big event—to be launched by Australia's Governor-General, Lord Casey—is being preceded by a general flurry of political and academic activity in the territory's capital.

There is surely not a spare bed to be found in Port Moresby as the 22 old hands and 62 "new boys" in the House assemble the week previous to the opening session for something which has been ominously described as a "briefing".

Overlapping the "briefing", as well as the first meeting of the House, there is a big seminar—the Second Waigani Seminar—on the history of Melanesia. This seminar, organised by the P-NG University, the Australian National University, the P-NG Administrative College and the Council on New Guinea Affairs, has assembled a galaxy of talent.

Distinguished

Two former Administrators, as well as academics, missionaries, public servants and politicians, will be among the 36 speakers and presenters of papers.

One might have hoped that such a distinguished consortium of learned bodies would have been able to avoid choosing a time when so many of those who would have liked to learn more about the history of their country will be engaged in making it. But so be it.

As far as the pre-Assembly "briefing" is concerned, some of the old hands are wondering if "briefing" is a polite term for brain-washing, and would have preferred something more on the lines of the pre-session seminar of 1964, which was conducted by the head of the New Guinea Research Unit of the Australian National University.

In 1968, with our own university in being, it should have been even easier than it was in 1964 to arrange a seminar run by a well-clued outsider with no axes to grind. However, members will now have to make the most they can of the fare provided.

The "briefings" will take place in

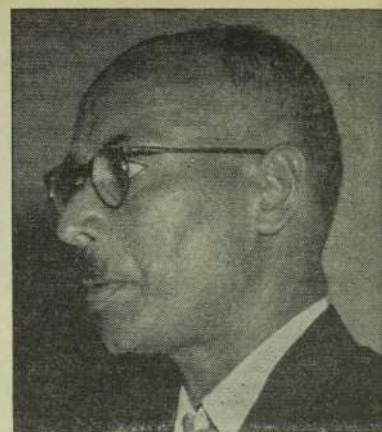
the House itself, but the members will be housed at the Administrative College, and perhaps the informal discussions which take place there in the evenings will be more fruitful than the formal sessions during the day. It will be there, almost certainly, that the vexed question of the Speakership will be thrashed out.

Rehearsed

Four years ago it was at the pre-Assembly briefings that the Speakership was decided. But now the obvious choices are not available. Until the new members begin to swap opinions there is no tipping how the cat will jump. Mr. Noel Casey is reported to be very interested. Roy Ashton and Percy Chatterton might be reluctant starters if they were pressed hard enough.

The "brief" will reach its climax on June 3, when the members will be rehearsed in the required rituals for the formal opening by the Governor-General, Lord Casey, which will take place on the following day. On the morning of that day the House will meet for the election of the Speaker (whose actual selection should have been accomplished during the previous week), and at 2.30 in the afternoon Lord Casey will formally open the First Session of the Second House of Assembly.

As in 1964, authority has not



John Guise.

considered this a sufficiently important day in the life of the territory to be declared a public holiday. And perhaps authority is right, since to some observers here the recently enacted amendments to the Papua and New Guinea Act take a hesitating step forward towards self government followed by two smart paces backward.

The step forward is the provision for the appointment of "ministerial members", who will also be members of the Administrator's Executive Council, and "assistant ministerial members", who will not be noticeably different from the last House' under-secretaries. And it may fairly be described as hesitating, since the functions and powers of these gentlemen are not, as one would have hoped, spelled out in the Act. They are to be as determined from time to time by the Minister, who will thus be able to bring the occupant of these offices to heel if they show too much initiative.

The two paces backward are the vesting in the Governor-General of the power of partial as well as total veto of ordinances enacted by the House, and the vesting in the Administrator of the power to tell the Speaker of the House what the order of priorities is to be in the transaction of its business.

These two retrograde steps suggest that even the establishment of a phony ministry has caused Canberra to panic.

The Minister explained to the House of Representatives that the first of these two provisions "simplifies the situation". Experienced members of the House of Assembly are already asking, "Simplifies it for whom?"

NEW SPEAKER. On May 30 members of P-NG's House of Assembly agreed to support John Guise as Speaker.

TONGA TREATY SIGNING

A revised Treaty of Friendship between Britain and Tonga is expected to be signed in Nukualofa on May 30. Under it, Tonga—at a date to be decided on—will become fully independent. She will seek to join the Commonwealth and the UN ("PIM", Mar., p. 18).

NAURU HAS A PRESIDENT

From a special correspondent

Hammer DeRoburt is first president of the Republic of Nauru. He was elected at a special sitting of the island's legislature on May 17.

President DeRoburt, who was Nauru's Head Chief when Nauru was a Trust territory administered by Australia, has been chairman of the Executive Council of State since the day that Nauru became independent on January 31.

Both the Council of State and Nauru's Constitutional Convention have now been dissolved.

The convention met for its second series of talks on April 23 and continued until May 17. Structure of the executive was the chief matter discussed. The convention agreed basically with the draft constitution which proposed a President and cabinet system to replace the Council of State and voted to alter the constitution (which had been promulgated on January 31) to bring this out.

Parliament of Nauru

As the convention dissolved on May 17 there was a meeting of the Nauruan Assembly, which will henceforth be known as the Parliament of the Republic of Nauru. Nominations were called for the position of President of Nauru.

Hammer DeRoburt was immediately proposed, but, surprisingly, nominations were also received by Speaker on behalf of Buraro Detudamo and Austin Bernicke.

DeRoburt accepted nomination, Detudamo and Bernicke each in declining.

President DeRoburt, who also carries the responsibility, although the title, of Nauruan Chief Minister, then announced that the former members of the Council of State would take the cabinet posts. He said as the reorganisation of the Public Service was not yet complete he could not fully confirm the distribution of portfolios, but that it was only these would be: MINISTER FOR HEALTH AND EDUCATION, Austin Bernicke; MINISTER FOR



President DeRoburt.

FINANCE, Ategan Bop; MINISTER FOR WORKS, Buraro Detudamo; MINISTER FOR JUSTICE, Joseph Detsimea.

Cabinet ministers, and other members of parliament, all take the title of MP.

President DeRoburt and Mrs. DeRoburt have been occupying Government House since shortly after independence and they will remain there.

The final meeting of the constitutional convention was a busy one. There was considerable discussion on the new powers of the executive, with some straight talking. The fact that Hammer DeRoburt was not, in the end, the sole nomination for the Presidency was probably due to feeling among some Nauruans that it might not be a good thing to give wide powers to one man as both President and virtual Prime Minister. It was Nauru's way of warning the new President—whose election was never seriously in doubt—that Nauru is conscious of the great responsibility it has now given him.

Phosphate problem

Now that the main political problems have been settled it is to be hoped that Nauru will get on to the serious job of arranging future control of the phosphate industry. As PIM reported in March, "Nauruan independence without an efficient phosphate industry would be nothing but a sham".

The BPC have made it clear they will give the Nauruans every co-operation during the changeover and have offered most of the existing staff and organisation, but the Nauruans haven't progressed very far with the problem. Nauru will need to do something quickly if it is to safeguard its economy before there is a loss of confidence, and a loss of BPC personnel.

Banabans start a civil war!

From a Suva correspondent

Coveting the remarkable success of Nauru in achieving independence, the Banabans—the Nauruans' one time neighbours—now want *their* independence. Although they now live on Rabi Island, Fiji (see p. 37) they are willing to return to Ocean Island.

In May they asked the Committee of 24 to help support their case before the UN for an independent Ocean Island. The Banabans still own Ocean Island, which is being worked for phosphate.

The Banabans' naive request is hardly likely to be accepted. In the meantime they have won for themselves the violent opposition of their friends in the Gilbert and Ellice Islands Colony, of which Ocean Island is a part.

The GEIC people have never been noted for an interest in politics but the Banaban request has really got their political backs up. In a cable to UN Secretary-General U. Thant, the Chief Elected Member in the GEIC House of Representatives, Reuben Uatoia, said the GEIC did not recognise the right of anyone, "including absentee landlords" to claim independence for Ocean Island or any other part of the GEIC. The GEIC people would oppose any application by the Banabans, who wanted "to secure undue wealth to the detriment of the rest of the territory".

Path to independence

Uatoia's cable said the GEIC was "on the certain path to independence" and did not wish to be thwarted by being deprived, through fragmentation, of the economic resources of any part of the colony.

The Banabans' request to the UN was prepared by Mr. A. D. Patel, former leader of the Opposition in the Fiji Legislative Council until he and his colleagues boycotted the council last year. By-elections for their seats are yet to be held.

Albert Henry back in the Cooks with a bang

From PIM correspondents on Rarotonga

Decisive is the only way to describe Mr. Albert Henry's victory in the Cook Islands general elections on May 1. In spite of determined electioneering by the new opposition—the United Cook Islanders Party—Mr. Henry's Cook Islands Party won in no uncertain fashion. The CIP took 16 out of 22 seats in the Legislative Assembly, leaving only six seats to the UCI—all in the outer islands.

Not one UCI candidate in the key constituencies of Rarotonga, the main island of the Cooks, was elected. A feature of the election was the defeat of all the UCI leaders, including Mr. Mana Strickland and Dr. Manea Tamarua, who were both former cabinet ministers in the government of Mr. Henry, Premier and leader of the Cook Islands Party.

Dr. Tamarua had resigned in 1966 and Mr. Strickland, who was Minister of Education, resigned just before the elections after having delivered a stinging attack on Mr. Henry's policies (*PIM*, Apr., p. 57, May, p. 54).

No independent candidates were successful at this election. A leading independent, Mr. D. C. Brown, who was former Leader of Government Business, withdrew.

Rarotonga goes to CIP

The Cook Islands Party gained all nine seats in Rarotonga, three new seats in Aitutaki (which in the 1965 elections voted against them), won unopposed each a seat in Mauke and in Mitiaro, and returned the CIP candidate for the atoll of Manihiki. A new CIP member was elected for Pukapuka.

The UCI won over the two independent candidates for Mangaia, who were then returned by a large majority, and gained two seats in Atiu. Penrhyn and Rakahanga atolls returned their formerly independent candidates on the UCI ticket.

Rarotonga (10,000 pop.) voted 70 per cent. Cook Islands Party at the end of the preliminary count, 89 per cent. in Aitutaki, the second most populous island, and 65 per cent. of the total vote in the Cook Islands. Independent candidates in Aitutaki took a few votes, and the balance went to the UCI.

Mr. Albert Henry achieved the

highest number of votes with a total of 1,669. Next highest votes were received by CIP candidates T. Kamana, 1,554; T. Roi, 1,458; and K. Nangaiti 1, 411. All four candidates belonged to the most densely populated electorate of Rarotonga, Te-au-o-Tonga, which for voting purposes also includes the 134 voters of Palmerston Island.

The three seats in the Takitumu electorate on Rarotonga went to T. Numanga, S. Samuela, and A.P. Short; and the two seats in the Puaikura electorate were won by T. P. Maurangi and T. Moana.

In Aitutaki, CIP members W. Estall, Dr. J. Williams and N. Upu won easily with four times the number of votes obtained by their independent competitors.

In the constituency of Pukapuka-

INTEGRATED PUBLIC SERVICE FOR TAHITI

The last stage in a long struggle by French Polynesia's local *fonctionnaires* (public servants) to be placed on the same footing as those sent out from metropolitan France was announced in the *Journal Officiel de la Polynesie Francaise* on May 9.

The *Journal Officiel* (the equivalent of the *Government Gazette* in British countries) published a table from which the local public servants can see at a glance how they will be classified if they choose to join a proposed integrated public service for the territory.

The public servants have four months from May 9 to choose whether they will join the integrated service or remain in the local service.



Albert Henry—who triumphed.

Nassau, the single seat was won by CIP member I. Akaruru, and Manihiki's single vacancy went to CIP man N. Temu.

UCI victories

The UCI victories were, Mangaia two seats to P. Aberahama and N. Matepi; Atiu, where V. R. T. Poti and T. Simiona beat their CIP rivals; Penrhyn, where T. Tangarou was returned again, and Rakahanga where Dr. P. Robati was voted in.

The seat at Mauke went to Tepu A. Henry, CIP, and that at Mitiaro to R. Pokoati, CIP. Both these seats were unopposed.

Campaigning by both parties during April was vigorous. Meetings at which the leaders brought out points of policy—and not infrequently attacked personalities in the rival party—were held almost every night of the week, and fund-raising campaign dances drew large crowds.

The Premier, Mr. Henry, acting as CIP leader, organised a well directed campaign with the assistance of his son and Minister for Internal Affairs, Mr. T. A. Henry, and various other key CIP personalities.

Soon after the outset of the campaigning it was clear that the majority of the public sympathised with the CIP. Meetings drew crowds initially in the hundreds—later on in the campaign over the 1,300 mark in Rarotonga.

The best attended UCI meeting was estimated to have drawn a crowd of some 500—but many listeners were CIP. Their average meeting attendances were less than 100.

The Cook Islands Party's victory was relatively simple to explain: The

Interest in opposition

CIP had, in its three years as government, done enough for the average Cook Islander to win his loyalty and support. Housing, electric power, water systems, roads, agricultural machinery, improved shipping services—these are the things in which the CIP Government was able to assist the majority over the past three years. The average voter was apparently enough satisfied with things accomplished in the islands to re-elect the government which had led the islands into self-government.

Albert Henry, minutes after the CIP victory was announced over the radio, made a short speech of thanks to the crowd outside the allyroom and a huge crowd spilled over to his home, where he and his candidates were deluged with flower leis, handshakes, and messages of goodwill.

Orderly poll

As during the previous general elections in April, 1965, the evening of polling day on Rarotonga was a wet one, and a crowd gathered in the rain to watch the results chalked up on the big result boards placed before the old Administration buildings in Avarua. At every CIP victory women shrieked and danced with glee. The polling had been orderly and there were no fights or other incidents.

Mr. Henry in his address to the crowd, thanked them "for giving the party another chance".

He said the CIP honestly believed could do what it promised it would do during the campaign—if not quickly then eventually. To the people standing in pouring rain he added, "I think if I keep on speaking you may cry. The feelings are too strong in me".

The crowd gave him three cheers.

Immediately after the elections the main interest was in which of the six members of the Opposition could be elected leader now that the leading UCI candidates have been defeated.

The Opposition consists of Apuke Robati, Vaine Rere, Tangata Miona, Tangaroa Tangaroa, Ngapuna Matepi and Pokino Aberama.

Murder charge dismissed

A charge against Leonard Staples, 45, Lord Howe Island guesthouse proprietor, of having murdered his 13-weeks-old daughter, Teremoana Tehani Staples, on March 5, was dismissed in Sydney's Central Court on May 14.

This followed evidence by Dr. Edward La'Brooy, NSW Government Medical Officer, that the child had died of acute pneumonitis, a lung infection which the baby had probably caught only a day or so before she died.

The doctor said there was nothing to indicate that the child died of suffocation.

Det.-Sgt. C. R. Edwards, told the court that Staples, in interviews with police shortly after the baby's death on the island, said that he had an argument with his wife shortly before the baby's death.

"Staples said that the baby was crying. He picked her up and hugged her tightly to his chest to try to stop her crying," Sgt. Edwards said.

"Staples said he then tried to stop the crying by 'pacifying her', 'Polynesian fashion'."

Sgt. Edwards said Staples explained that 'Polynesian fashion' meant pressing and patting his three fingers together over the baby's mouth and nose.

Following Dr. La'Brooy's medical evidence, Mr. A. J. Bellanto QC (for Staples) submitted there was no case to answer.

Upholding this, the magistrate, Mr. I. Forest, said: "It is a necessary ingredient of the charge of murder or the alternative charge of manslaughter that the death of the deceased must be attributable to some act or omission on the part of the defendant.

"It is conceded by Mr. Bellanto, who appears for the defendant, that the defendant was arrested in circumstances reasonably causing his arrest, but not only does it appear from the evidence before me—I am referring now in particular to the oral and documentary evidence of Dr. La'Brooy—that the death of the child is not attributable to the defendant; 'it emerges plainly that the baby died from acute pneumonitis and the death was not attributable to any act of his.'"



Autonomists have clean sweep in Tahiti election

Five members of French Polynesia's two strongest political parties had a clean sweep in a by-election for the Papeete Municipal Council on May 12.

Their victory is seen as an endorsement of the policies of Messrs. Francis Sanford and John Teariki, whose parties, with the support of one independent, control 17 of the 30 seats in French Polynesia's Territorial Assembly (parliament).

In the Assembly on May 17 the parties made it quite clear that this was their interpretation, by pushing through the Assembly, 16 to 4, a resolution asking for internal self-government for Tahiti. Mr. Sanford said the bi-election showed the capital was unequivocally in favour of self-government.

The Sanford-Teariki parties have campaigned vigorously in recent months for internal self-government for French Polynesia (*PIM*, May, p. 18).

They have also been vehemently critical of the French nuclear testing programme at Mururoa Atoll, and have sought the release of the radical political leader, Pouvanea a Oopa, who is serving a term of exile in France (see p. 81).

Normally, there would have been little interest in the by-election. But feeling has been running high in Tahiti's political circles since last September when the Sanford-Teariki alliance gained control of the Territorial Assembly (*PIM*, Oct., 1967, p. 25), and the by-election was regarded as a referendum on their policies.

The five successful candidates in the by-election were Messrs. Jean Juventin, Yen Howan, Tetuaura Oputu, Robert Salvanayagam and Raymond Pietri. They stood in a "list" representing the Sanford-Teariki alliance, and gained 60 per cent. of the valid votes cast.

Tropicalities

If Fiji doesn't end up with an international-sized tourist industry it won't be for want of trying. In 1968 over 360 additional first-class hotel rooms will be available, which is more than is currently necessary. But plans are also in hand for getting people to Fiji to fill these—and more.

It is proposed to add another 4,000 feet to the main runway at Nadi International Airport bringing it up to 14,000 feet. This length is considered adequate for the largest jumbo-jet now due in less than three years, even taking into consideration the fact that Nadi is in the tropics and has some mountains in the background. The added length can be achieved with little trouble, having been provided for by good planning when Nadi was reconstructed for jets in 1958-59.

Large-scale modifications to the existing passenger terminal are also proposed. These will provide for aircraft parking stands into which planes come nose-first and passengers board from first-floor level directly through the front entrance of the aircraft.

This is already standard practice in many new overseas terminals and does away with passengers having to trudge across the tarmac in all sorts of weather, or having to be herded into buses to be taken out to waiting aircraft.

Standard practice

The new design for Nadi is, however, reasonably compact although planned to service several giant jets at once, so it shouldn't be necessary, in the foreseeable future, for passengers to have to walk literally half a mile or more along tiled corridors to get to the loading zone for their particular plane.

The worst examples of this sort of thing overseas are at Los Angeles and Orly in Paris where the loading bays are strung out across such vast distances that the use of motorised bath-chairs, roller-skates or moving footpaths seem logical if customers are not to drop dead from exhaustion while trying to get to their aircraft.

The new set-up at Nadi will provide for quicker and increased passenger handling and as the planes will be loaded direct from first floor level, will get over the ridiculous

FIJI PREPARES FOR THE JUMBO JETS

architectural mistake made with the present terminal, where all arriving passengers have to climb to first level for health and migration and then climb down again for Customs inspection.

The cost of the new modifications at Nadi will cost approximately £F4 million, which is the sum that was spent in 1958-59 in building the existing terminal and facilities and bringing the main runway to jet standard. The cost will be borne by the South Pacific Air Transport Council (United Kingdom, Australia, New Zealand and Fiji), which has the job of promoting civil aviation in the South Pacific.

It is expected that the modified Nadi will be ready when the jumbo jets start flying the Pacific around September-October, 1971.

More operators

By then, of course, not only will the aircraft have about three times the capacity of present international jets, but it is likely that there will be many more operators. Most American visitors to Fiji today come from Pacific Coast airports. The allocation of Pacific routes to additional United States operators earlier this year provides new reservoirs of possible customers because these services will originate in inland cities of the United States. Eastern Airlines, for example, has been given several services from inland States which include either Papeete or Nadi (see p. 47).

Most aviation predictions sound like science-fiction, at the time they are made. But at the rate develop-



Aviation has come a long way since 1928 when Sir Charles Kingsford Smith's "Southern Cross" put down at Albert Park, Suva, during the first Pacific air crossing. This commemorative stone cairn and plaque is in one corner of Albert Park, seen in the background. The new jumbo jets will need 14,000 ft to land on!

ments are taking place in this field, the three years that SPATC has allowed for making-over Nadi is going to be none too long.

The air battle for Tonga

THERE is another important development in Pacific aviation in the offing. Much to the chagrin of the British Government, Tonga looks like starting its first internal air service on July 4, using the small, Fiji-based air service, Air Pacific Ltd.

In late May, it was an odds-on bet that Air Pacific would get the final go-ahead from the Tongan Government to make the first scheduled flight from Tongatapu to Vavau, probably with a Beechcraft.

Running Tonga's internal air services could in the long term be a fat prize for the young Fiji firm, because King Taufa'ahau may insist on overseas air rights for the kingdom's airline after Tonga becomes fully independent soon. Thus overnight a new international airline could be created.

Britain, of course, can see the danger to the already-established Government airlines in the area. Despite a decision in April by Tonga's

Cabinet to accept in principle Air Pacific's proposal to run its internal air services, Britain, acting through Fiji Airways, and Qantas made tough, behind-the-scenes moves in May to have the decision revoked. Britain wants Fiji Airways to run the service and so keep a hand on Tongan aviation and prevent anyone else moving in. But the British moves appear to have annoyed the Tongans, who covet their independence.

It's an interesting battle. Leading light behind Air Pacific is Fiji planter J. L. P. (for Pat) Macassey, who has the support of a number of leading Fiji businessmen, including Sir Maurice Scott. There was a change in the shareholding in May, and in came Hawker de Havilland (Aust.) Pty Ltd., with a minority shareholding. They are distributors of Beechcraft light aircraft. De Havilland can see the commercial opportunities for them of Pacific airline development, and already have a minority shareholding in Macair Charters Pty. Ltd., of New Guinea. This company has just bought Megapode Airways, in the Solomon Islands, and renamed it British Solomon Airways Ltd.

Barefoot on the NG trail

PAPUA-NEW GUINEA has a barefoot patrol officer. At least, that was the position at last report. He is Cadet Patrol Officer Barry Arnold, 20, one of the six young Australian Government officers running the Kiunga Sub-district—8,000 square miles containing 20,000 native people—in the Western District of Papua.

CPO Arnold, the son of a Qantas pilot, says he discovered in his first few weeks in the territory that boots and socks are a refuge for leeches, so he got rid of his footwear.

He says he finds it easier now to lay upright on greasy jungle paths, and on the treacherous single-log bridges in the Kiunga area.

However, Arnold went home to Brisbane on leave recently and Western District Commissioner Allen Bensted has since said he has ordered him to wear boots or shoes at all times in future.

Government attitude is that Arnold should protect his feet with boots, and for the sake of the prestige of the service, must NOT appear on duty at the Kiunga Subdistrict office, without shoes or boots.

It seems that DC Bensted sent out his order to CPO Arnold on the second day of the annual District Commissioner's conference in Port Moresby. The report is that the

At the clifftop overlooking Cascade Bay, members of Norfolk Island's Flora and Fauna Society strike an informal pose—considering that they are in the presence of a real royal Duke. Prince Philip listens attentively to Mrs. Ted Ralston, president of the society. Many Norfolk Islanders will treasure memories of Prince Philip's visit. The fact that he wore red shoelaces, for instance, will linger long in many minds.



other District Commissioners gave Mr. Bensted a hard time, with unmerciful "ragging", so the order went out.

There's been no comment from Arnold, who is no doubt enjoying his leave.

Duke notes the bad and the beautiful

NORFOLK Island's Cascade Bay clifftop road and the island's shopping centre both were the subject of the Duke of Edinburgh's notorious wit during his two brief stopovers on Norfolk in May, en route between Australia and New Zealand.

Despite the sudden torrential rain the night before—which many Islanders feared might cancel the call altogether—Prince Philip landed an Andover of the Queen's flight on Norfolk's airstrip in sparkling, sunny weather on May 20 (he likes to take the controls as often as he can).

After being personally greeted by a dozen or so Islanders, the Duke, accompanied by the Administrator, Mr. Reg Marsh, was whisked by car to Red Road, on a site right at the cliff edge overlooking Cascade Bay.

There, the Duke was asked to unveil a solid stone structure. Pointing to it, he said:

"I don't know what's under here, but I know it will serve a useful purpose. If someone comes around

the corner too fast it will save him going into the sea. Perhaps we will have to increase the wall around here a little bit to stop them going over."

The Duke then pulled away a flag to expose a large plaque inscribed "Prince Philip Drive", which is now part of an area of the island controlled by Norfolk's Flora and Fauna Society.

Later, at a reception elsewhere on the island Prince Philip said: "And what have you done since I was here last?"

Then, gesturing at Burnt Pine's ever-growing numbers of gaudily-coloured shops and stores just up the road, he added: "This sort of thing!"

Diplomatically, the Duke didn't elucidate. His point, which has been continually made over the past 18 months by Islanders and visitors, who complain of the growing ugliness of the island's commercial centre, had surely gone home.

A first for Tonga

TONGA is in the process of establishing its first botanical garden. It is of six acres not far from the Dateline Hotel on the Nukualofa waterfront. Mr. J. Clarke, a retired parks supervisor and horticulturist from New Zealand, has been engaged by the government to carry out the project, and already he has transformed this once vacant area.

REMARKABLE INDIFFERENCE SHOWN BY AUSTRALIAN BUSINESSMEN TO ISLANDS

By W. R. CARNEY, Australian Trade Commissioner for
the Pacific Islands.

Although Australian trade with the Pacific Islands is growing at a phenomenal rate, there is a remarkable indifference in Australia towards the Islands.

Most Australians are totally unaware of Islands' problems and they tend to get confused over the ownership and political status of a political group even when they succeed in actually identifying it on the map.

Australian businessmen cannot afford the luxury of this ignorance. Plenty of information on the Islands is available, and now that air transport has made them accessible, the sensible thing is for businessmen to visit them, and make on-the-spot studies. The Commonwealth Government, through tax concessions, positively encourages these visits. Fares are "doubly deductible".

And yet, despite this indifference, Australian trade with the Pacific Islands is growing at a phenomenal rate. In 1966-67, Australia sold \$126 million worth of goods to the Islands—more than twice as much as she sold to Canada. And tiny Nauru now buys more from Australia than does Ireland, Austria or Switzerland.

The buyers

Who are the buyers in the South Pacific? What are the obstacles to trade with the Islands. And what are the regulations governing trade?

The buyers: Firms which buy through their Australian head offices are Burns Philp, with stores in P-NG, New Hebrides, Fiji, Tonga, Western Samoa, American Samoa and Norfolk Island, and W. R. Carpenter & Co. whose group includes the New Guinea Co., Morris Hedstrom, Coral Island Traders and Millers Ltd., Fiji. Carpenters is in P-NG, Fiji, Tonga and Western Samoa. The Steamships Trading Co., a purely Papua-New Guinea concern, buys in Australia through Nelson & Robertson, Sydney.

Firms which buy through Australian island agents are the British

Solomon Islands Trading Co., Honiara, the Gilbert and Ellice Islands Wholesale Society, Tarawa, Chinese and other traders in Papua-New Guinea, British Solomons, Fiji and American Samoa, and French merchant houses in New Caledonia and Tahiti.

Resident commission agents in the Islands sell Australian goods mostly to the smaller stores, the larger buyers dealing either through their Australian offices or through the island agents. However, in P-NG locally-based manufacturers' representatives promote sales to the principal stores.

Problems

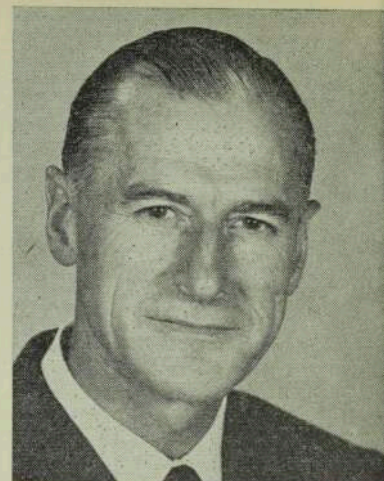
Some merchant stores have their own indenting subsidiaries which do agency work for other merchants. Thus in Papua-New Guinea Burns Philp control BNG Traders; Steamships Trading control S. O. Svensson & Co. The agency concern Corrie & Co., Suva, is a Burns Philp subsidiary.

Problems: Because of the distances involved, the shipping services are always expensive and generally too infrequent from the importer's viewpoint. However, P-NG, New Caledonia and Fiji are well served.

Australia has less than 3 per cent. of the trade in French Polynesia, mainly because of the infrequent shipping service.

Refrigerated goods for Tarawa must go by deck locker because the US quarantine authorities will not allow Australian meat ships to discharge in the US if the holds have been opened in Tarawa.

Flour, dried fruits and cake mixes sent to Honiara must be turned over quickly because of the rapid insect attack, but the shipping intervals have



W. R. Carney . . . "businessmen can't afford the luxury of ignorance".

made it necessary to hold stocks beyond the optimum period. Soft fruit and vegetables destined for New Caledonia sometimes get a bad time if there is any hitch in handling at the port or airport.

The shipping companies have their problems, too. Some at least have been losing money on Islands traffic. The solution doubtless lies in specially designed ships with side-loading facilities, palletised cargo and improved port facilities in Sydney.

Another problem is packaging. Strong external packaging is always necessary in export trade but far too often Australian exporters send goods to the Islands in the same lightweight cartons that are used in the local Australian trade. This causes unnecessary waste. I have seen our goods in a sad state at Islands ports, and have received vociferous complaints.

For textiles, cosmetics, etc., use wood (not used cases, please, with marks such as "made in U.S.A." on them for tariff preference); for fresh fruit, cartons—not bulge cases; for biscuits and cakes, double cartons; for bottled goods, corrugated separators. In the case of heavy machinery the slinging instructions must be plainly shown.

Too many forms

Documentation is a problem, too. The main problem here is to get documents to the importer on time. Almost as important is careful preparation of Customs invoices. The invoice is the key document and there is still a lot of confusion about it.

Almost every Collector of Customs

What with the Japanese on the commercial hard-sell, determined to make a co-prosperity sphere out of the South Seas, and with the Islanders themselves determined to cut down on their imports and produce what they can for themselves, the South Pacific is a growing challenge, and perhaps a growing headache, for Australian businessmen. Well, serve them right, say a number of PIM correspondents whom we asked to comment on Australia's export image in the Islands. There are, they say, a number of things Australian exporters ought to fix if they want to hold their own in what is a most competitive market. We publish their reports in a constructive mood—together with the comments on this page by a couple of Australians who seem to agree that Australian businessmen really should pull up their socks in some matters.

the Islands has complained to me about Australian invoicing. I discovered that one source of the trouble lay in the variety of invoices being printed. I have no less than nine separate Customs invoices in my file, all printed by the same commercial stationer, which purport to be invoices for the Pacific Islands.

Now this is nonsense. Prescribed Customs invoices were originally designed for British tariff preference and only apply in certain areas.

French and American territories and New Hebrides do not require them; for these areas you use an ordinary commercial invoice. Fiji and Tonga use one form showing c.i.f. value—as that is the way they value Customs purposes—and the rest of the islands (P-NG, British Solomon, Gilbert and Ellice Islands and Western Samoa) use another. Thus, at the most, only two forms are required for the Islands, one for Fiji and Tonga (Smith and Lane Form 8), and one for the rest (Smith and Lane Form 27).

Import Licensing: Import licensing applies principally in the French territories, New Caledonia and Polynesia, but exchange control, which is a form of import licensing, applies in Tonga, Western Samoa and the Cook Islands. In the French territories the quantitative control of imports serves a protective purpose, steering the tariff which already gives preference to Common Market goods. Manufactured goods are hit hardest, but certain foodstuffs—for example, flour, rice, wine, corned beef—are also affected. There is not any discrimination in favour of France and the Common Market but only in favour of the US, Canada, Singapore and Hong Kong (for motor cars, textiles, etc.).

The French meet Australian protests about the validity of their licensing restrictions by pointing to the favourable balance of trade Australia enjoys in France, New Caledonia and Polynesia. In Australia it is that has nothing to do with principle involved.

- Last year, Australian exports to the Pacific Islands rose. Good news for Australia? Not especially. In this article, Alan Harper, editor of "Australia International", says that it is likely that Australia's share of the market has diminished. Trouble could be that . . .

...They don't know a good thing when they see it

"Yes, well we sell a bit of stuff in the Pacific Islands and New Guinea you know, but we aren't really in the export business."

A startling statement, but one that is frequently repeated in more or less the same words in the offices of Australian manufacturing companies as I move around the traps in the business of export promotion.

For better or for worse, the simple fact is that a number of Australian companies simply do not consider the Pacific Islands a real export market, but rather as an extension of their Australian trade.

In a lot of cases, the sales are made by the Australian sales manager who makes a periodic trip to the Islands, or depend upon the orders which come in from the trading companies who are, in fact, Australian customers of the companies concerned.

Share down

There is no doubt that the Pacific Islands is an important market for Australia—we sold \$A126 million worth there in the last financial year.

However, although this represented a rise in sales, it is very likely that when the figures are taken out it will be seen that our percentage share of the market has diminished. There is no room for complacency.

Unfortunately a lot of Australian goods which are sold in the Pacific Islands, and in Papua-New Guinea

specifically, are not otherwise offered on the export market, and so the basic rules followed by keen export companies are unknown and unheeded by the suppliers.

Fill the gap

Often, the export sales depend upon the search of the Islands trading company for a suitable product to fill the gap in supply for its local stores or customers. The initiative is left to the trading company, which buys in Australia, and does the entire export job. Thus the so-called "export" sale is simply a local sale.

Documentation, shipping, delivery, and most importantly, promotion at the point of sale, are left to the trading company.

The Australian Department of Trade and Industry is naturally concerned at the inroads which Japan is making into Australia's traditional markets in the Pacific Islands.

Japan's progress

Residents of the Islands are fully aware of the advertising space taken in consumer publications by the Japanese, probably through the export agency, JETRO.

This promotion is having its effect, and the Japanese products are making steady progress. This is probably not at the expense of established sales of Australian goods, but rather, more subtly, at the expense of expan-

sion of Australian sales in tune with the expansion of the Pacific Basin's economy.

The point at which the Australian attitude falls down most is that of promotion. The trading company will market the goods only, it will not create the market, and this is where a further effort by the manufacturer is necessary.

Export managers of established international trading companies in Australia have said that their job on a Pacific Islands tour differs from that in other parts of the world. In other areas they contact their agents, offer new products, clear up misunderstandings and perhaps make new agency arrangements. In the Pacific their distribution is established through one of the few main lanes, and their task is to create customer demand for the new product.

Above all, service

Advertising plays an important part in this, as instanced by the Japanese successes, but of great importance also are personal visits by the manufacturer's representative and, above all, service.

Once the trading company has an inquiry for an Australian product, there is no doubt that it will try it out, and the way to a successful sales record is established.

There are two categories of Australian companies, then, which trade with the Pacific Islands; those who look at them as part of an overall export market and those who do no other international trading but see the opportunities of extended markets via the export merchants.

A quickening of interest in the Islands as a market is evident among the serious exporters. The area's active Trade Commissioner, W. R. Carney, is quick to hammer home the importance of the market to exporters at every opportunity, and there is a definite sign of response to his enthusiasm.

Lamentably, in the South Pacific the markets are so diverse and scattered, and the individual volumes so small, that concerted effort towards better shipping services is difficult to organise.

Although many Australian businessmen are aware of the importance of the Islands as a market, many of them could do more, much more, in the Pacific than they are doing, and overall Australia could bring her sales in line with the pace of the total growth of the market.

The present situation is no cause for satisfaction among Australian exporters.

SLOW CARGO TO TONGA — AND NO VARIETY

Quality at the right price—that's what Tonga importers demand. Goods from Japan, Hong Kong, Australia, New Zealand and from all parts of Europe can be found in the kingdom. And yet, because the importers concentrate on the basic requirements of the people, there is a grave lack of variety. BETTY SANFT, in Nukualofa, writes:

Like other Pacific Islands, Tonga imports everything from pins to bulldozers, from flour to caviar. But here there are import restrictions on motor vehicles (including cycles), textiles, beer and spirits, fresh vegetables (potatoes and onions) and tinned fish.

Vegetables and fish can be supplied locally, though the big firms of Burns Philp and Morris Hedstrom would like to import more fish, which they could sell easily. Their chief grouch is the restriction on textiles, which is not apparent to the consumer, except perhaps in the limited variety. Inquiries brought the explanation that restrictions were imposed to safeguard a prospective manufacturer whose business did not eventuate, but this part of the code has remained.

Low prices

Individual traders rely on the services of overseas agents—firms and individuals who over a number of years have accumulated a specialised knowledge of the requirements and purchasing power of Islands people.

These agents play an important part in a trader's imports and frequently will secure a line without consulting him. I have seen cotton prints from Russia and curry from Hong Kong, selling at ridiculously low prices, at one store, and, in another, a line of quality coffee sets from East Germany.

The small traders cater mainly for the indigenous population, wisely leaving the supply of luxury lines to their larger competitors.

This policy of concentrating mainly on importing the basic requirements of the people results in a grave lack of variety, so that the comparatively few people who desire the little extras in foodstuffs pounce on them when they are available.

Quality at the right price being the main consideration, goods from all parts of Europe, Japan, Hong Kong and (because of the con-

venience of shipping) Australia and NZ are found in Tonga. NZ supplies Tonga with primary produce, butter and fresh meat because she is the only country to run refrigerated ships to Tonga.

Canned beef from NZ, which has become almost a legend, is being ousted by the cheaper, inferior product from Australia. Should refrigerated cargo from Australia be available, traders would welcome competition and added variety.

Interviews with Tongan importers reveal that:

- Small traders find transshipping charges in Fiji excessive and out of proportion to labour supply.

- The Australian approach to business is more aggressive and goes ahead than the NZ approach. NZ would lose trade were it not for the regular shipping service between NZ and Tonga.

- Both Australia and NZ fail to let Tongan importers know when they cannot supply goods.

- Dispatch from Australia and NZ is slow, probably due to poor office routine.

THEY DON'T SPEAK THE SAME LANGUAGE

A Western Samoan businessman wrote to a machinery manufacturer in Italy seeking a machine for making buttons out of coconut shell.

"We regret we do not make machines for coconut buttons. We do not think you can make buttons from coconuts," said the reply.

Nothing daunted, the businessman wrote to another firm in Italy. He received in the return mail complete specifications for a veneer slicing mill.

He is still looking for a machine to make coconut buttons!



SLOW CARGO TO NOUMEA. A new trade link between NZ and New Caledonia has been set back following the grounding of the island trader "Matipo" in New Caledonia (for details, see p. 97). This picture of her high and almost dry was taken in May by Mercier, "Journal Caledonien".

Bad documentation annoys Fiji

Poor documentation, the effects of devaluation, the prospects of Fiji-based food industries, the method of tariff assessment . . . these were among the points raised by Fijian importers who spoke to PIM's man in Suva, JOHN CARTER. He writes:

To a country like Fiji which exported nearly £7,000,000 worth of goods in the first quarter of this year—about £14 a head of the population—ships and cargo-carrying aircraft are the country's life-blood, and if anything produces a thrombosis in the arteries there's hardship for the people.

Of course, Fiji importers, like importers everywhere have their troubles, and their main grumble is poor documentation on the part of inland exporters.

"The average manufacturer in New Zealand has no knowledge whatever of documentation," said one Fiji importer. "Documentation is one of the major problems in Fiji.

"The Fiji Government is particularly strict on documentation and time and again we find ourselves hamstrung through bad documentation.

"Most Australian companies are fairly well-skilled in this, and a lot of their companies tend to use export

houses that are fully experienced in documentation. The New Zealand manufacturers have a habit of dealing direct with importers."

A spokesman for Morris Hedstrom's was less kind to Australia. "There are a lot of firms overseas whose documentation leaves nothing to be desired," he said, "but there are an awful lot whose documentation is shocking, and that applies to both Australia and New Zealand.

"One fault with Australian exporters is that, in many cases, the goods arrive and the papers don't. There's absolutely no excuse for this. It holds up delivery . . . and the result is a lot of inconvenience and unnecessary expense."

Both spokesmen thought exporters dealt with orders fairly promptly, but Morris Hedstrom's spokesman thought there was congestion on Australian wharves which was lengthening the delivery period.

"This means," he said, "that if you have to maintain continuity of stocks

(Continued on p. 132)

W. Samoa badly wants exports

R. F. RANKIN, in Apia, reports:

Like other developing countries, Western Samoa wants to cut down imports and increase exports.

A dozen or more enterprises have been established around Apia since the passing by Parliament of the Enterprises Incentives Act two years ago. New industries approved under the Act have a five-year taxation exemption and they are allowed duty-free imports of raw materials.

Some of these industries are actively seeking export outlets for their products. These include tropical canned food products, men's shirts, and ladies' dresses all of which can be supplied at very competitive prices and are quality products, often peculiar to the island.

Sales efforts to date on the whole have not got particularly good results.

"All I seem to do is provide overseas buyers with free samples and that's the last I hear of them," said one disgruntled garment manufacturer. "I could easily produce 10 times what I am producing at present but the local market is far too small. We have to find an export market somewhere."

However, our exports of native handicrafts are showing quite spectacular increases. With sales stimulated by the Handicrafts Corporation, Samoan basketware, table mats, and carvings are going to New Zealand, Australia and the US in ever increasing quantities. The Handicrafts Corporation last year exported more than \$30,000 of handicrafts.

World's worst

Apia business men have some harsh things to say about exporters in other countries—particularly New Zealand which they claim is the world's worst country for delays, non-confirmation, non-arrival of shipping papers and just general inefficiency.

Some English firms are said to be as bad; the US, importers claim, is not a paragon of efficiency, and Australia and Japan are generally satisfactory although shipping from Australia inhibits the expansion of trade with this country.

The Solomons object to high freight rates

From a Honiara correspondent

Australia can count herself lucky that she does such good business with the Solomon Islands. Because of the high freight rates between Australia and the Solomons—it costs more to freight goods from Australia than it does from Europe—many Solomons importers buy European whenever possible. The reason why Australia remains the Solomon's main supplier is that she is handy, and on a regular shipping route.

Solomons importers tend to blame the high freight rates on Australian unions who will not allow ships trading with the Islands to be manned wholly by Islands crews.

The high freight rates are not the only grumble among Solomons importers. The quality of Australian meat has come in for some strong criticism. Importers warn that when the Solomons start buying NZ meat (which will arrive on Holm Line vessels), nobody will buy fresh meat from Australia — unless Australian exporters buck up and provide better quality meat.

However, most importers are quick to point out that they are quite satisfied with the quality of Australian goods other than meat.

Although Australia is the Solo-

mons' main supplier, she provides only a small percentage of motor vehicles. Reason: Japanese, English and Italian vehicles are cheaper and smaller — and they cost less to import.

Other countries which do trade with the Solomons are Japan, Singapore and the UK. Here is a breakdown of the current trading situation between those countries and the Solomons:

Captured by Japan

Japan comes into the import picture as far as motor vehicles and motor cycles are concerned. About half the market has been captured by Japan. Other items from Japan don't do as well in the Solomons. The reason is that Japanese firms require such large orders that importers in the Solomons cannot purchase the quantities required.

Singapore supplies most—if not all—the piece goods, ready-made clothing, etc. Until about a year ago a good deal of this stuff (manufactured in Japan) was being bought by the Chinese from Hong Kong. Service from Singapore is better than from any other source outside Australia.

The UK loses terrific opportunities in the Solomons because of the long delays in supplying orders. If it were not for this it is very probable that there would be a further swing away from Australia.

Exports

Copra remains the main export, but timber is now being sent out in increasing quantities. Logging companies are experiencing some difficulty in establishing Solomon Island timber in overseas markets because some of the species are new to overseas buyers and the

BUTTER BUSINESS IN DUTCH

On to Fiji wharves early in May thumped more than 13 tons of Dutch butter landed at a price lower than that quoted for the same butter on the London market 13,000 miles away.

It soon got into Fiji shop shelves at F5d a pound cheaper than the local product, cheaper even than the local producers, the Rewa Co-operative Dairy Company, claim they can produce it.

In Fiji there is some measure of protection for the local industry, a general tariff of 1d on a pound of butter from countries outside the preferential area. But even with this, and a five per cent. port and service tax and other odds and ends to swell freight charges, the landed cost of the Dutch commodity was still believed to be only 2/7 a pound.

The shipment has brought cries of dismay from the local producer, who has for some time found competition from Australian and New Zealand suppliers sufficient to keep the local plant below its full production capacity.

Dutch butter couldn't go unchallenged, of course. In a late move, Fiji banned the import of butter without licence from all countries except Australia and NZ to stop the dumping of Dutch butter.

quality (for work such as joinery) is not very good.

Hopes are held here that the Solomons will soon be more than self-supporting with rice, and that within the next year or two there will be a surplus available for export, possibly to the New Hebrides, but here again only time will show whether these hopes are justified.

Solomons businessmen are watching the rice scheme closely. The tonnage handled by the Ports Authority dropped last year, and if the rice scheme is successful there will be a further drop in the tonnage handled by the Authority.

Shell is still being exported but it fetches such poor prices that it hardly pays the natives to collect it. The cocoa scheme can only be regarded as a failure. The government will not accept this, and blames the Solomon Islanders for laziness. But many businessmen feel the government is culpable.

Mata'afa envisages closer Japan ties

Prime Minister of Western Samoa, Fiame Mata'afa, gave an indication of the growing trade links between Japan and the Pacific Islands when he spoke recently of his forthcoming visit to Japan (scheduled for June 17 to June 22). He said: "Trade between Western Samoa and Japan has been increasing over recent years and the healthy interest that Japanese investors have been taking in the country encourages me to think that the relationship will become stronger in time."

"The important part which Japan is playing in the world today and its realistic and generous approach to the problems of the developing countries make it equally important for us to get to know Japan better."

Unofficial reports in Apia suggest that the Prime Minister's visit to Japan might lead to aid—particularly in the field of heavy equipment

Guadalcanal may be rice bowl of South Pacific

By KEN MCGREGOR

The Guadalcanal plains of the Solomons may be the rice bowl of the South Pacific in the 1970's. Solomons businessman Ken Dalrymple-Hay firmly believes this—and in support he points to the facts and figures behind the harvesting of the first-ever large-scale commercial rice crop in the South Pacific, which is currently proceeding in the Solomons.

Mr. Hay is chairman of directors of Guadalcanal Plains Ltd., the Solomons firm which has now proved commercial rice growing can be successful.

He said that if future harvesting according to plans, the company would be able to supply all the rice required by the Solomons next year at a lower price to the islanders than current prices for imported Australian rice.

This would save the BSIP, which is importing about 3,600 tons of rice from Australia a year, an annual import bill of over \$A500,000.

Guadalcanal Plains also has plans to export its surplus rice to neighbouring territories, particularly the Hebrides, New Caledonia and

harvesting is currently being completed on some 2,300 acres of dry land at Tetere, east of Honiara, on Guadalcanal, one of the bigger Solomon Islands.

Directors of the company told the press in mid-May that they estimated the harvesting was finished in mid-May, about 2,200 tons of polished rice would be produced.

Mr. Hay said he had "no doubt" the islanders would buy the rice, which had a shorter grain and was easier to mix than previously grown.

10 tons a day

Mr. Hay said a rice mill, capable of processing 10 tons of polished rice a day, was expected to arrive in Honiara from Japan in late May. Foundations for the mill had already been laid.

He said that two 270 ft long sheds, capable of holding 1,000 tons of rice, were under completion at Tetere and when the sheds and the mill were in operation, the company hoped to cater for the Solo-

mons' rice supply at the rate of 300 tons a month.

Three young Australians, Mr. Geoffrey Mitchell, 26, and Mr. James McPherson, 26, both of NSW, and Mr. James Stirton, 21, of Queensland, supervised the rice seeding for the current harvest, which began last December.

The men, assisted by up to 50 Solomon Islanders, worked 24 hours a day for periods in December to get the rice sown in time. Other Solomon Islanders women have been employed to help harvest.

Attempts to grow rice in the Solomons began in 1937, when a government agricultural officer, Mr. Robert Johns, distributed hill rice seeds to village headmen on the island.

Few of the seeds grew and the project was a total failure.

In 1946-47, the BSIP Government

So that's where old Fords go

Cynics in Australia and New Zealand who think that Japanese cars and trucks have swamped the Islands can take heart.

On a recent call at Rarotonga, Cook Islands, the "Moana Roa" brought several spanking-new trucks, cars and tractors—and a 1929 Ford! After 40 years' use on New Zealand roads, the car was still good enough for one islander.

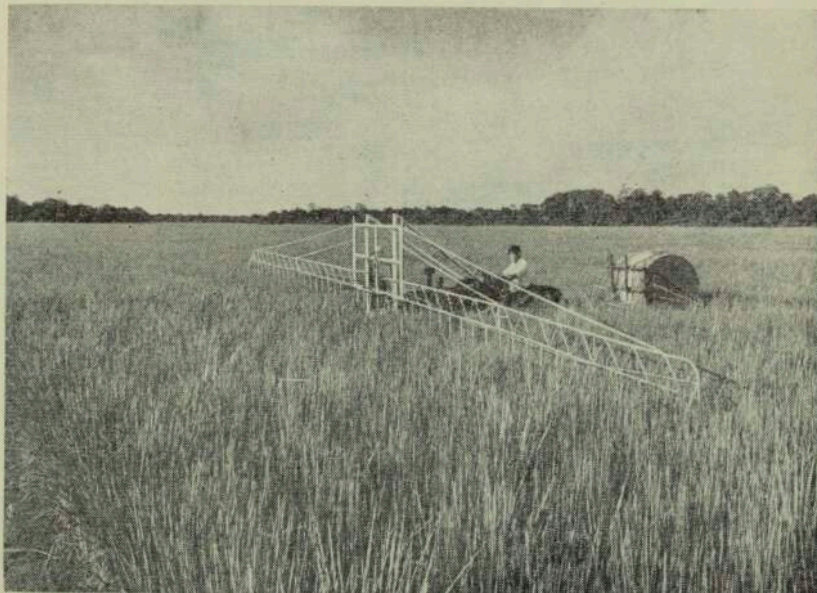
took over the American vegetable farm at Ilu, and experimented with rice. Machinery was imported from Australia, but the rice again failed on account of planting the wrong types for the tropics.

Three years later, Marist Brothers missionaries at Tenaru experimented with some rice seeds from the NG Sepik area. The rice grew, but insects destroyed most of the small crop.

Mr. Hay, who "sat out" much of the Pacific War in the hills overlooking Guadalcanal Plains as a coastwatcher, had always felt rice could be grown on the plains.

About 1953 he brought Mr. A. Poggendorf, a rice expert from the NSW Agriculture Department, in conjunction with Mr. Peter Farley of an Australian company, Associated Rural Industries, to Guadal-

(Continued on p. 129)



Rice grown by Guadalcanal Plains Ltd. being sprayed. Observers believe that the BSIP dry rice project is the largest of its kind in the world.

New Guinea bargain is a handy pack at a handy price

A discreet cough, that universal Papuan substitute for a door knock, distracted my attention from a tricky bit of translation, and I went out on to the verandah. At the foot of the steps stood a small boy with a scrawny village fowl tucked under his arm.

He was not, at the moment, my favourite pupil. Only the previous day he had failed to endear himself to me by replying "Okay baby" when I had told him to go get me some chalk. He had explained that he had heard an American soldier say this to his sister so had thought it must be polite.

I said, "What do you want?"

"I want to sell you this kokoroku," he replied.

"Is it yours?", I asked suspiciously. Gesturing skyward with his free hand he called on God to witness that it was. Irreverently perhaps, I said that I would like to have the evidence of his earthly father on the point.

He departed with a pained expression, and ten minutes later reappeared with dad, who said, "Yes, it's really his fowl. He can sell it if he wants to."

At this point the fowl made a determined effort to withdraw from



TO THE POINT

WITH
PERCY
CHATTERTON

the conference, and its youthful owner's laplap fell off. He grabbed the bird with both hands and deftly retrieved the laplap with the toes of one foot.

When decorum had been restored, I asked him what he wanted for his fowl. "Skwemit", he replied succinctly.

Seeing my puzzled expression, he repeated his answer with the air of one who suffers fools though not gladly. "Square meat", he articulated.

This I understood. In the old days, as now, canned meat came in

tins of two shapes—square (or, you want to be pedantic, tapered oblong) and round. And in the simpler days the shape of the tin gave a clue to the contents.

Square tins contained honest-to-goodness bully beef—Hellaby's, Fray Bentos maybe, while round tins harboured products variously known as luncheon beef, meat loaf, corned pie, or what have you.

My young Papuan friend did not want to be fobbed off with one of these; he wanted genuine corned beef.

"Why not eat the fowl yourself?" I asked.

"Don't want to," he replied, "want skwemit."

I fetched a tin of bully, and the bargain was concluded to our mutual satisfaction. I have tasted tender birds, but it was a welcome change from canned stuff.

Not that I despise bully beef; in fact, I have a very real affection for it. On one occasion during the war I set out on a patrol of the mission district of which I was then in charge. Its population had been about doubled by war-time evacuees from the Port Moresby area, and the trip took me a full month, with an overnight stop at each village and an evacuee camp I came to.

Nothing but chooks

Although I had my own tuckbox, the folk I was visiting took pleasure in providing me with at least one meal during my stop-over. Generally a chook provided the protein intake.

They came evening after evening—big fowls, small fowls, tough fowls, tender fowls, fat fowls, lean fowls, boiled fowls, roast fowls. And for twenty-nine evenings I doggedly consumed a sufficient portion



Percy Chatterton is unhappy about the changes in "square meat" styles. Corned beef comes in round tins, and square tins can contain many things besides corned beef. This corned beef (in round tins) is being produced by Continental Meats, Fiji, but the company says Fiji retailers aren't sufficiently supporting the product.

After 29 days of chicken came curried corned beef

poultry, tough or tender, to ensure that my kindly hosts' feelings would not be hurt.

On the 30th and last night of the trip, the pastor's wife came to me with an expression which suggested that she was the bearer of bad news. "Misi," she said, "we are very ashamed. The soldiers have bought our fowls, and we have nothing to cook for you but a tin of corned beef."

I assured her that I actually liked the stuff, and she went away looking rather more cheerful. It came at sunset—curried, and with lashings of coconut cream poured over it. A heavenly meal! And never since that day have I been known to say an unkind word about bully beef.

Gone, alas, are the days when the stomer could rely on the shape of the tin as a clue to the contents. When camp pie, that last unlovely sort of the indigent, comes to us asquarading in a square tin. Now only the price is a clue.

Innocent days

Genuine corned beef, which we were once able to buy for 1/- a tin, now costs us round about 50 cents. Anything at less than 40 cents will most certainly turn out to be a fabrication which has started out down the slippery slope that ends in camp pie.

I appeal to the canners of meat to let us get back to those innocent, peaceful days when square meat was square meat!

Most of our canned meat comes from Australia. I did recently see a tin of Chinese corned beef on the shelves of one of our self-service stores, but the price was not competitive. Nor is that of Fray Bentos, which I have always associated in my mind with South America, but which now comes to us from Argentina.

It is quite otherwise with fish. One wonders why we should need to get our fish from the far places of the earth anyway. There are fish galore in the seas around Papua and New Guinea, and one would have supposed that there might be potential for the establishment of a fish-canning industry here.

However, our economic developers seem to be too busy investigating the possibilities of pepper culture and the lip-stick plant to give it a thought. So we buy fish canned in

In P-NG there are a number of self-service stores such as the one in this picture—large, airy well laid out places. But many New Guineans still prefer the old-style "trade store" where they can shop without being disturbed by "hurrying pale faces".



Japan, Canada, America, Norway, West Germany and other distant places.

For New Guineans looking for a cheap buy the formerly ubiquitous herring has been displaced in popularity by a creature described as a "mackerel pike". I have often wondered whether such a fish really exists, or whether, together with the lively picture on the label, it is a piscatorial joke perpetrated by the ingenious Japanese who can it. But they must be making a lot of money out of it.

In 15 oz tins at 20 cents and 5 oz tins at 10 cents, it is cheap and by no means unpalatable, and is the principle source of protein for most town dwellers. Neither Australia, Europe nor America seem to be able to produce anything to challenge its supremacy.

On the shelves of our self-service stores there are abundant stocks of canned salmon, so presumably someone buys it. Few Papuans could afford to do so, and if they could they might not like it.

Salmon or snake?

On one occasion during the war, a Papuan woman brought me a tin of best quality red salmon. She explained that an American soldier had given them some tins. They had opened one and decided from the appearance of its contents that it must be snake, so had fed it to their pig.

I happened to have on hand at the time some Australian army-issue "salmon" (widely though perhaps quite unjustly suspected of

being shark). So I traded two tins of Aussie salmon for her one tin of American sockeye, and assured her that I would take any more that she could get on the same terms. She was pleased. So was I.

A recent newcomer to the shelves of our stores is canned cuttle-fish. Seeing that most Papuans do eat cuttle-fish, one would expect this line to be popular, but it doesn't seem to have taken on very much.

Food canners nowadays devote a lot of ingenuity to devising eye-catching labels for their products, and I am one of the mugs who fall for a pretty label.

Cunning little fish

Just a few days ago, scanning the shelves of a self-service store I frequent, I spotted a tin whose label depicted a lot of tiny white fish swimming round the tin against a gold and green background. My eye caught the word "whitebait", and the tin went into my basket.

Only when I got home did I notice that what the label actually said was "Whitebait style tiny white fish". Actually, made into fritters they were quite good; but it was those cunning little fish swimming round the tin that caught me.

I doubt whether many Papuans are influenced in this way. On the contrary, they are conservative shoppers, sticking in the main to the products, brands and labels they have grown up with. Any manufacturer hoping to boost his sales by putting an old product into a bright new pack may well find his ingenuity recoil on him. (Over)

Locals go for the small packs

"Hellaby" never became a common noun in Papua to quite the same extent as appears to have happened in Polynesia, but in the reverse direction "King Size" is widely used among Papuans for one particular brand of cigarette which happened to be first in the field in this class to go on sale here. And so faithful to it are some that I not infrequently have a Papuan caller politely decline my proffered packet and take out his own pack of "king-size".

The shopping habits of Papuans and New Guineans are largely determined by their living conditions, and these condition them to preferring small packs to large ones.

Hand to mouth

Most are on low rates of pay, and towards the end of a pay period are living pretty much from hand to mouth. Of those who live in the towns, the majority have no fridges and have only limited storage space for food or anything else.

Then again, many are unmarried or have left their families in their home villages, and live in barrack type quarters from which they are absent all day. They have trouble in ensuring the safety of any possessions and particularly of food, so



The old time trade store.

on their way home from work they buy just enough for an evening and a morning meal. This accounts for the popularity of "mackerel pike" in its handy 5 oz tins at an even 10 cents.

For people like these more small packs would be a boon—4, 5 or 6 oz tins of meat and fish and 1 lb (or thereabouts) packs of flour, sugar and rice, the latter preferable in cellulose bags, the necks of which can be secured by clips to keep out ants and other insects.

Cents, not pounds

I wrote "or thereabouts" because in fact Papuans are less interested in avoidupois than in price. They are more interested in a pack which costs an exact multiple of 10 cents than in one which holds an exact number of ounces or pounds. They like to be able to slap down their 10 cent and 20 cent pieces on the counter and not have to worry with odd amounts.

Last but not least, the inventor of a small and really moisture-proof pack for salt will call down on his head the blessings of all territorians, New Guinean and expatriate alike.

Another aspect of Papuan shopping habits is that of the kind of stores they like to shop in. In Port Moresby we now have a number of excellent self-service stores—large, airy, well laid out places. But as far as I have been able to observe they are not much patronised by indigenes, except by a few of the more highly sophisticated ones.

Hurrying pale-faces

Just as Papuans like the old, familiar brands, so they like the old style "trade stores", where they can rely on not being jostled by imperious pale-faces in a hurry, where they can find people they know on both sides of the counter, where they can spread out their money in front of them and make their purchases article by article, pondering over what they have left after each purchase in order that they may lay out their precious cents and dollars to the best advantage.

These stores, particularly the smaller ones, have all the charm and homeliness of the old-time English village shop. Long may they flourish.

Perhaps when I retire from politics and find time hanging heavy on my hands I'll open a trade store.



Lloyd Lloyd

PORT MORESBY PERSONALITY

Christine Kaputin tutors in English at the P-NG University and runs a current affairs programme on the ABC. Chris came to the territory 10 years ago from Perth, WA, where she had worked as a primary school teacher and had done some modelling. When she arrived in the territory she taught in a primary school at Keravat near Rabaul. After two years she settled in Port Moresby with her husband, John. At present John Kaputin is on a scholarship in Hawaii, studying for a degree in business administration. She is interested in ballet and studied it for about eight years. She enjoys sailing and is keen on basketball. Christine Kaputin has three children—a girl of six and two boys aged four and three—and often entertains them by playing on her guitar.



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FROM THE INSIDE

The dancers of Kioa and Rabi

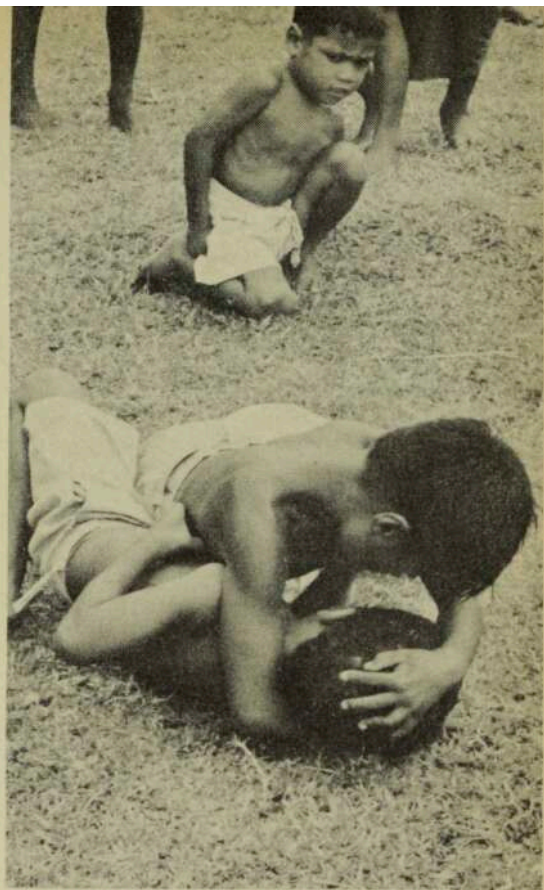
Geographically the islands of Kioa and Rabi are part of the Fiji Group—you'll find them on your map just off the east coast of Vanua Levu. But Fijian they are not. The islanders are from the Gilbert and Ellice Islands Colony, to Fiji's north, and they retain their distinctive customs and dances, such as those being performed by the attractive Kioa girls above. The Rabi and Kioa people are not simply blown-away islanders who found themselves somewhere else one day; their movement to their new island homes was quite deliberate and is fairly recent. They own their new islands, although politically they are part of the

PACIFIC ISLANDS MONTHLY—JUNE, 1968

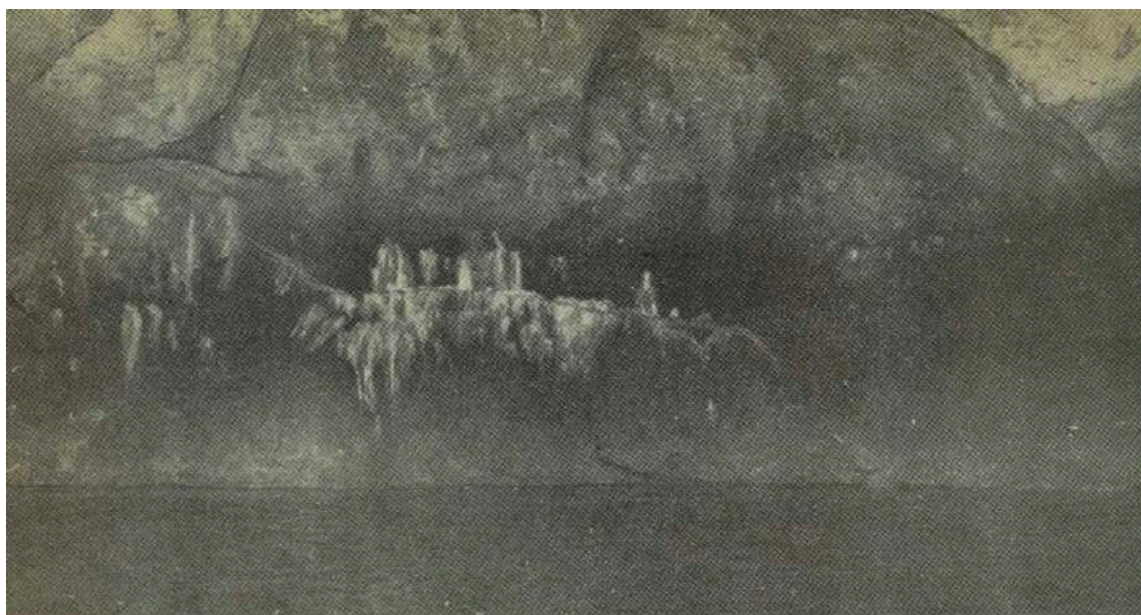


British Crown Colony of Fiji and the islanders accept Fiji's laws and pay Fiji's taxes. Rabi is the much bigger island of the two neighbours, and the Rabi islanders came from Ocean Island at the end of the war because their home island was being worked for phosphate. They are called Banabans, after the local name of Ocean Island. They had bought Rabi before the war, knowing that one day they would need a new home. The people of Kioa have a similar history. The islanders came from Vaitupu, in the Ellice Islands, just after the war because the people had outgrown the island's ability to support them. In many ways, of course, Fiji is having its own impact on the two island groups but GEIC cultures remain strong, and the people still retain their love of the sea (they have many outrigger canoes like the ones from Kioa below), with the paddlers, as likely as not, ready to sing a song of welcome to important visitors while beating a rhythm with their paddles. When it comes to chanting out the beat for traditional dances the Beatles would have nothing on these Banaban music makers, using as

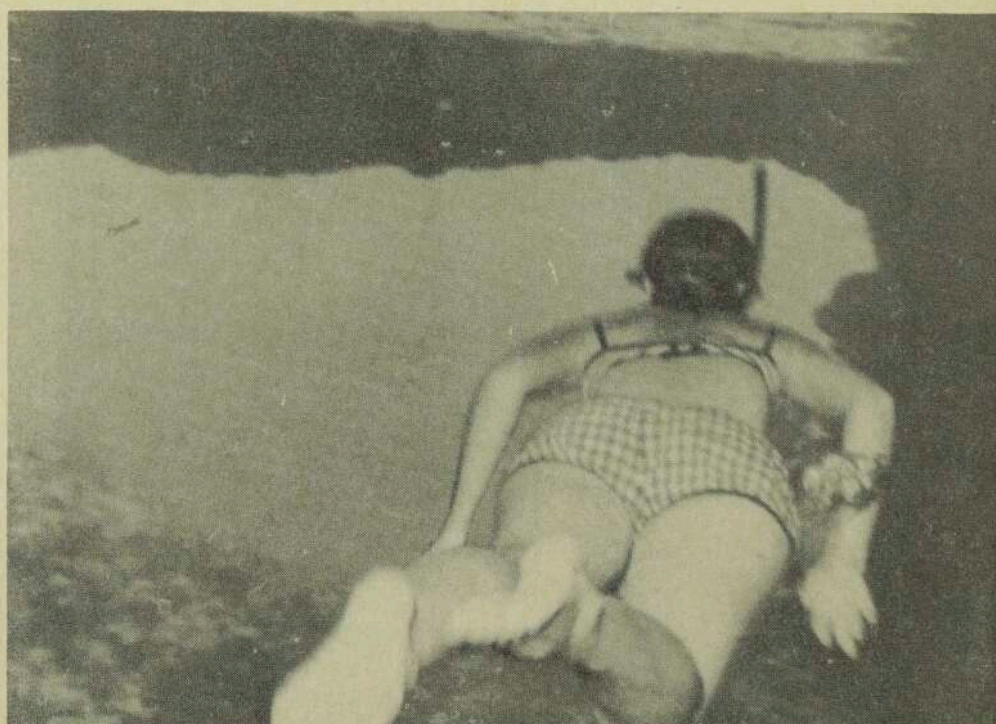




their "drum" a wooden box about eight feet long. The drum tempo will increase towards the end of the dance. The pretty Banaban girl on this page is performing a traditional Gilbert and Ellice dance, where the arm movements are everything. Dancing and concerts are popular. The Rabi group (left) is returning from a concert given for a visiting VIP. All the islanders will turn up for a big dance, and the festivities will often continue into the early hours of the morning, the young children drowsing on the floor as the dancing continues around them. During the day, outside of school, the young fry find plenty to do—such as "refereeing", with some apprehension, a little horseplay engaged in by big brother and his pal. All the pictures on these pages were taken by Rob Wright.



INSIDE MARINER'S CAVE



- Beautiful Vavau, Tonga, is shortly to get its first air service. Visitors with an adventurous spirit who fly there might like to emulate the Glenns and enter Mariner's Cave via its famous underwater tunnel.

MARINER'S CAVE: CHALLENGE TO THE ADVENTUROUS

By Ann Glenn, of the cruising trimaran "Rebel"

"Tell us about Mariner's Cave," we demanded of our guests, as we sat in *Rebel's* cabin at Vavau, talking in the soft lantern light. And their story led us to a fascinating experience.

There are many caves among the limestone islands of Vavau, Tonga. We had already had the delightful surprise of "discovering" Swallow's Cave as we entered Vavau's fiord-like harbour for the first time.

We were ghosting toward Nieafu—my husband Marvin and I—when a Tongan sailing vessel we were intent upon intercepting suddenly disappeared through the drizzle. One minute it was there, the next minute it was gone. As we sailed close along the cliff face, the towering gap appeared, and nestling inside the cavern, sails still set, was the 20-ft cutter we had seen "swallowed"; its occupants had merely ducked inside to get out of the rain.

But now we wanted to know more about Tonga's famous underwater cave—Mariner's. As we sipped our coffee, Lua Mataele and Samisoni ifita told us the legend of the cave. They told of the abduction of the chief's daughter and the secret cave that no one but the fisherman knew.

The story

The entrance to the cave was always underwater, even at the lowest tides, and everything that the girl needed the fisherman brought to the cave. Her father was wild with anger. He suspected the fisherman, but he could not find the girl to prove his case.

One day, however, the fisherman's dog stood on the cliff above the cave and barked and barked at the spot where his master had disappeared. The chief's men watched and waited until the man swam out of the cave. Then they caught him and took him to the chief.

"It is not a good story, though, because it does not have a happy ending," Samisoni concluded. "The chief was so angry that he had both the lovers killed as an example to the young people who would deceive their elders."*

* Mariner himself, when first reporting the world the existence of the cave, told a different, happier story. See next page.

travel

In answer to our eager questions, both men said that they had been into the cave. This was luck, for though there is no secret about it today, few people other than those who live on the island of Nuapapu know its exact location.

We were pleased when Lua said that he could guide us to the cave if we wanted to go. We set a day in the next week when the tide would be low in mid-afternoon.

Samisoni was disappointed that he couldn't go along because he had to teach that day, so he grumbled that he wasn't sure that Lua knew the way to the cave.

No confidence!

Finally, Lua convinced his friend, as he had convinced us, and Samisoni's good humour returned as he began to question us. "Are you both good swimmers? Will SHE go in?" indicating me with a nod of his head.

I tried to demonstrate a confidence that I did not entirely feel.

"You do not have tanks; how long

Right: The entrance to Swallow's Cave towers above "Dixie", the Glenn's small dinghy. Far larger craft can shelter inside the cave, as they had seen on their first glimpse of Swallow's Cave.

Opposite Page: Inside Mariner's Cave, "the altar" is mist-shrouded, due to the change in pressure. A few seconds later, the scene was crystal clear.

A plastic bag fitted with flash bulbs floating at her waist, Ann Glenn retreats from Mariner's Cave. Swimming out towards the sunlight was so much easier than venturing in!



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The legend of Mariner's cave

Young William Mariner, the cabin boy who was befriended by a Tongan chief after the British privateer *Port au Prince* was attacked and most of her crew murdered by the Tongans in 1806, first told the story of what became known as Mariner's Cave in his book *The Tonga Islands*, published in 1817. He tells in this exciting book how he was taken into the cave by Tongan friends, who drank kava, and there told the legend of the cave.

The legend was that a tyrannical governor of Vavau had condemned a chief and his entire family to death, but one of the beautiful daughters had been rescued by a young chief, who hid her in the cave, which the chief had discovered whilst turtle hunting. Eventually he got the chance to escape to the Fiji Islands with a party of friends and their wives in a large canoe.

The young chief announced that "he should probably find a wife for himself on the way", which was regarded as a good joke until the canoe approached the shores of the island with the secret cave and he dived into the water and disappeared.

Reports Mariner, in his book: "Everybody on board was exceedingly surprised at his strange conduct and began to think him insane: and after a little lapse of time, not seeing him come up, they were greatly alarmed for his safety, imagining a shark must have seized him. Whilst they were all in the utmost concern, debating what was best to be done . . . their wonder was increased beyond all power of expression on seeing him rise to the surface of the water, and come into the canoe with a beautiful female."

According to the legend told to Mariner, "They arrived safe at one of the Fiji Islands, and resided with a certain chief during two years; at the end of which time, hearing of the death of the tyrant of Vavau, the young chief returned with his wife and lived long in peace and happiness".

"Do you hold your breath?" he teased. Then he turned seriously to Lua. "What you must do is use a rope. Lua must go in first with a rope," he told us. "When he is inside, he will hold his end fast and you can climb along the rope until it is safe to come up." He laughed aloud.

"The best way is to make Lua use his feet. He must swim in first, then hang by his hands in the entrance with his feet sticking out. Then the light on the white soles of his feet will shine like two spotlights. You won't miss it then!"

With that pronouncement, our hosts said their goodnights and left, all laughing.

When the day for the excursion came, our party had swelled to six. The Reverend Justin Gooderham, head of the Free Wesleyan Church in Vavau, his wife Nance, and their youngest son Dion had been in Vavau for a number of months, but had not yet visited Mariner's Cave. They were just as eager to see it as we were.

Because of the poor anchorage at Nuapapu, we had no intention of using *Rebel*, but we were obviously too many for *Dixie*, our small dinghy. In the end, we piled all the gear and

ourselves into Lua's skiff, clamped *Rebel's* 18 hp outboard on the stern and set off at a good clip.

It took about an hour to cross the choppy lagoon and reach the lee of Nuapapu. Here we powered slowly along the base of the cliff until Lua suddenly said, "Okay. Stop here."

We arrive!

He threw out the anchor—a heavy iron ring about a foot in diameter—and we watched it settle neatly over a coral head on the reef below.

Looking around, it was easy to see why a guide was necessary. Even now, we didn't spot the entrance to the cave until Lua pointed out the dark spot about five feet below the surface of the water. I carefully noted what few landmarks I could find: "hum . . . the second pandanus from the dragon-headed rock . . . we might want to come back on our own one day."

Lua swam into the cave while the rest of us, except Nance, who would remain in the skiff with Dion,



Ann and Marvin Glenn.

adjusted our masks and admired the reefscape below us. Then Lua reappeared to guide Marvin and Justin in.

I elected to remain outside until Marv had had a chance to go in and scout for me. I was frankly nervous about swimming into that hole, not knowing just how far I had to go before I could surface for air. Marv knew my capabilities pretty well; he would tell me whether I could make it.

While they were gone, I made a practice dive down. "Not too far down . . . if only it isn't too long a tunnel."

Then Marvin was back. "It's not too hard," he said. "And it's beautiful inside!"

He explained that the distance underwater seemed to be only about 10 or 12 ft, certainly less than 20 ft. He suggested that I swim on my back, looking up at the rock tunnel; that way I could see the way up as soon as it was safe, and I wouldn't bump my head. I agreed to try.

First effort

We each took a deep breath, and dived, side by side. Down, into the entrance, then Marvin was ahead of me.

Unexpectedly, the surge of a wave pinned me against the rock tunnel, and I panicked. Without consciously thinking about it, I turned around and swam for the sunlight!

At the surface I felt both shaky and ashamed.

After what seemed a terribly long time, while I worried that perhaps he had been trapped, Marvin came out to find me. I explained what had happened.

If he had laughed at me then, perhaps I would never have seen the inside of Mariner's Cave, but he was solicitous.

"Are you sure you want to go in? Are you game to try once more?" I was. So, after a few minutes' rest

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on the surface, we both dived again. I was determined to make it this time.

As Marvin entered the blackness, his body took on a bluish tone from the water. I swam as hard as I possibly could. I had a frantic feeling that if I lost sight of those blue feet ahead of me, I would never find my way to air again.

The blue feet stopped kicking, and caught up with them. Then I could see Marvin pointing up at the silvery sheet of water. We broke the mirror surface together, gasping for the welcome air, treading water in the centre of a cavern the size and shape of an extraordinarily tall house.

At first it was too dark to see well inside Mariner's Cave, but our eyes soon adjusted to the soft blue light filtering through the clear water, and we could see the features of the walls, the lofty ceiling, and 30 or 40 ft submerged, the bottom.

We swam to the back and, timing our efforts to coincide with the quite considerable surge inside, we clambered out of the water and on to the steep wall. We climbed and explored, cataloguing a "frozen water" "needle" and a "gorge", and one stalagmite whiter than the rest, which we dubbed "the altar".

Natural phenomenon

Balanced on sharp ledges, we sat in relative comfort and discussed the natural phenomenon which we had read about in every account of Mariner's Cave and were now experiencing for ourselves.

Every three or four seconds, as a wave hit the entrance to the cave, the pressure inside would increase, our ears would pop, and the very clear air would appear to mist until the whole interior of the cave was shrouded in a San Francisco fog.

Then, three or four seconds later, the mist would vanish, leaving the air "clearer than clear" by contrast.

When we tired of this, we began to remember one of our chief goals in making this venture. We had a new underwater camera and flash unit, bought in American Samoa and still uninitiated.

I had never seen any photos of Mariner's Cave and was quite excited at the prospect of taking them. Still, I was grateful when Lua volunteered to go back for the camera. I had an uncomfortable feeling that once I was out in the comforting sunlight, I might not want to come back inside—even for pictures!

While Lua was away on his errand, we agreed privately that the cave certainly seemed to us no place to hide a bride. The poor girl would have to spend the entire time on one of the rocky ledges where we now perched, and sleeping must have presented a real challenge!

No batteries

We tried several pictures with the new camera, but were bitterly disappointed when the complicated flash unit didn't work. Puzzling over the problem, I figured out the embarrassing reason. It was a new unit, bought straight from the shelf; of course, it included no batteries... now was a fine time to think of that!

Everyone laughed at my chagrin, and we all swam out of the cave, feeling much braver than when we swam in.

Back in the skiff, Nance had a vacuum flask of hot tea waiting.

While we sipped the welcome warmth and told her our sad tale of the batteryless camera, she told us another, and funnier story.

Lua had taken the underwater camera from her, and, carefully holding it high above his head to keep it dry, he had swum with it to the mouth of the cave. "At that point," Nance related, "a funny look crossed his face. Then he gingerly lowered the camera into the water, took a deep breath and dived!"

Having once dared the unknown, it was far easier to swim again into Mariner's Cave when we did go back.

It was comforting to know from experience that there was a supply of pure fresh air inside, but there still was that moment of apprehension as we faced the inky void that is the entrance to Mariner's Cave. We entered and got our pictures this time.

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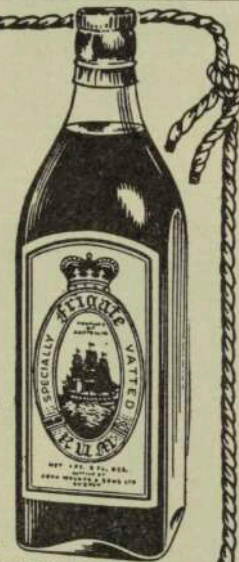


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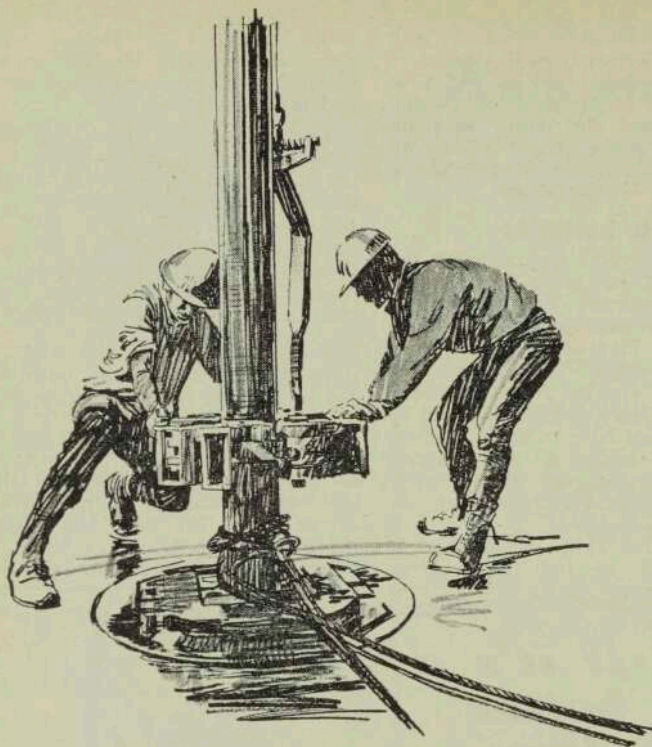
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LITTLE HOPE OF REDUCED PACIFIC AIR FARES

By a staff reporter

There is very little chance of standard trans-Pacific air fares being reduced when the International Air Transport Association reviews these fares at its annual meeting, to be held at Cannes, France, in mid-September.

Five of the six operators on trans-Pacific runs—Qantas, PanAm, UTA, Air New Zealand and BOAC—will easily overrule efforts by the sixth operator—Canadian Pacific—to cut fares by up to 25 per cent.

Canadian Pacific's vigorous efforts to cut standard air fares were quashed by the "big five" at the association's meeting at Honolulu in October, 1966 (*PIM*, Nov., 1966, p. 127).

The chances of big cuts in trans-Pacific air fares were much in the news in May, following statements by the probable second American airline on the South Pacific—Eastern Airlines (*PIM*, May, p. 41).

Statements reported to have been made by Eastern's Australian director, Mr. Howard Beale, that Eastern could start flying the South Pacific with fares at only 75 per cent. of the current charges, were later denied by the airline's Sydney manager, Mr. Peter Boxall.

'Misquoted'

Mr. Boxall told *PIM* Sir Howard had been "misquoted" by reporters at his arrival at Sydney airport after pending negotiations in the US between Eastern and the US Civil Aeronautics Board.

He said Sir Howard had stated that his company had submitted to the IATA board that it could reduce fares by 25 per cent. and provide a new level of service at two-thirds of the economy fare. It was understood at this would require IATA agreement.

Sir Howard had also emphasised that the board's recommendation for Eastern Airlines to fly the South Pacific had yet to be approved by President Johnson and the Australian Government. But Sir Howard was confident this would be done.

Whether or not Sir Howard was

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misquoted, there was certainly some sharp reaction to his statement. Qantas and UTA described it as purely propaganda", BOAC tabbed "premature" and Air New Zealand told PIM that if any fare reductions were on the way they would not be on standard fares, but an expansion of excursion fare rates at specified times.

All argued that general costs in the aviation industry were currently very high.

Another airline with similar thinking to Canadian Pacific on air fares will be welcome in the South Seas, nevertheless. There will be more pressure on the airlines to reduce fares and competition will be stepped up.

LORD HOWE AIRSTRIP NEARER

Engineers from the New South Wales Government and the Australian Department of Civil Aviation will survey Lord Howe Island for a site suitable for a 4,000 ft airstrip. But it may be another 12 months before the team actually arrives on the island, which is 436 miles north-east of Sydney.

The island lives on tourism, and the decision on whether or not to build an airstrip, and if so how big, has been a major issue for the islanders. At present travellers arrive by Lindbergh flying-boat, which puts down in the beautiful lagoon, but these aircraft will be phased out in 1970.

The decision to make the new survey follows a meeting in Sydney on May 9 attended by members of the Island Board, and officials of State and Federal Governments and Airlines of NSW, which runs the flying-boat service. The company is a subsidiary of Ansett-ANA.

Projected cost of the airstrip will be about \$1 million (compared with \$2 million for an earlier scheme) and when completed the strip would be able to take aircraft of the Fokker Friendship class.

This strip would be much shorter than one already proposed and it would jut only partly into the lagoon and thus not spoil it. The favoured site is between Blinky's Beach and Lady Point.

The islanders now appear to favour an airstrip.

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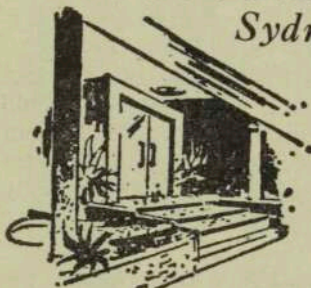
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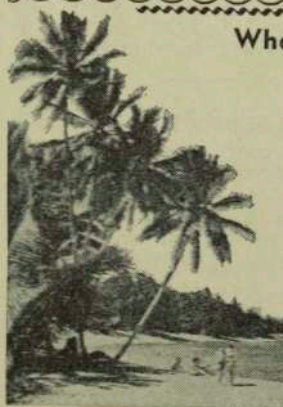
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Moorea, photographed from the closest point on Tahiti.

To the peaks of Moorea by undersea road

From a Papeete correspondent

A proposed tunnel under the sea to link two of the most famous islands in the South Seas—Tahiti and Moorea—would cut the time it takes to travel between the two islands from the present hour to about 15 minutes. Tahiti and Moorea at the nearest points are about 10 miles apart. *PIM* briefly reported on the plan in May (p. 23). Here are some more facts.

Le Journal de Tahiti reports that an American company, the Swinger Tunnel Co., of Austin, Texas, had begun drawing up preliminary plans for the tunnel about six months ago.

"For some time," the newspaper said, "the file on the tunnel was pigeonholed and the project appeared to be forgotten. But suddenly, at the same time that the Minister for Overseas Territories, General Billotte, assured French Polynesia about its future, the promoters regained confidence and began going on with the project."

According to the report, the tunnel will be open to traffic about Christmas, 1975, if everything goes according to plan.

Toll proposed

A toll will be payable on each vehicle using the tunnel. The amount of the toll will be fixed so that the cost of building the tunnel can be amortised in 60 years.

The plans drawn up by the Swinger Tunnel Co. provide for cars to enter the tunnel on the Tahiti side by a road descending spirally.

On the Moorea side, the cars would be taken to the surface by a

lift capable of carrying four vehicles at a time.

The idea of linking Tahiti and Moorea by submarine tunnel was first proposed by Governor Rene Petibon, who, as French Polynesia's chief executive from 1950 to 1954, was responsible for several major civil engineering projects in Tahiti.

In an era when copra and Makatea phosphate were still French Polynesia's chief money-earners, Governor Petibon foresaw that a tunnel between Tahiti and Moorea could be a valuable asset if Tahiti became an important centre for tourists.

STOL AIR SERVICES, one of NG's biggest charter airways, was advertised for sale in mid-May by its sole owner, Mr. Ron Firms, of Port Moresby, a former Department of Civil Aviation official in the territory.

Stol, started by Mr. Firms in 1960 with one single-engined Cessna, currently has nine aircraft, including five twin-engined aircraft. Mr. Firms said the annual turnover of the company was \$400,000.

IF YOU'RE THINKING OF NAURU

The Republic of Nauru in May announced landing requirements for visitors intending to take advantage of the island's new fortnightly air service with the outside world, which was inaugurated on April 21.

The main requirements are that applications to enter the republic must be made "well in advance" of arrival date, and visitors must be sponsored by a resident of Nauru, because there are no hotels.

The new air service is by Fiji Airways, operating from Fiji via the GEIC (see airways timetables, this issue). The only other way of entering Nauru is by BPC phosphate ship from Melbourne.

Must have a sponsor

Sponsors on Nauru will be entirely responsible for visitors' accommodation. The sponsor first has to apply to the Nauru Immigration Officer for permission to bring in a visitor and if approved a visa can be issued to the visitor at the Australian Government's office, Hong Kong; the Nauru Office, Melbourne; or directly by cable or letter from Nauru. Visas will be available in NZ when negotiations are completed.

Other requirements:

- Your passport must be valid for six months beyond the point of your departure date from Nauru.

- Visitors' visas are valid for three months, and can only be extended "in very exceptional circumstances".

- Children over 16 must have a visa; children under 16 do not require one unless they are travelling without their parents. If travelling with their parents their details must be shown on the visa application form.

- If you arrive by air you must have a smallpox vaccination certificate.

- You must have a return air ticket, or else deposit the amount of the return air fare with the Government of Nauru.

- Visas are 80 cents each.

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RAROTONGA WILL BE 'COMPLETELY OFF THE AIR' FOR TWO YEARS

From a Rarotonga correspondent

Initial work on the \$NZ 5 million-plus international airport for the Cook Islands will not begin until early next year, and when work does start, Rarotonga, the airstrip's site and also the group's administrative centre, will be without any direct air services for two years.

Visitors to the Cooks during the two years will fly to Aitutaki — the alternative site for an international airport favoured by the Cook Islands Government—and then travel to Rarotonga by sea.

These are two main points to come out of a meeting in Rarotonga in May following the April announcement that the NZ Government would build a 7,000 ft international standard airport on Rarotonga by 1971 (PIM, May, p. 37).

At the meeting were the NZ Minister for Works, Mr. P. B. Allen, the Premier of the Cooks, Mr. Albert Henry, other NZ Government officials and, significantly, several representatives of big NZ construction companies.

Importance of the airport to the Cooks was best emphasised by the day on which the meeting was held. It was a Sunday, a most unusual day for a meeting other than a religious one to be held in the Cooks.

Contractors interested

And the impact of the airport for the NZ industry was best emphasised by the presence of the construction company representatives, who had flown from NZ. With a fat \$NZ6 million contract on the cards, almost certain to go to a NZ company, all six big construction companies in NZ are expected to apply when the NZ Government calls for tenders within the next few months.

Other points to arise at the meeting, which discussed basic problems which will come up with the airport construction, included:

- Specifications and related matters regarding the rebuilding of the existing Rarotonga airstrip will not be available to the CI Government before November.

- Current CI Government policy favoured giving NZ business interests first priority to set up tourist facilities, particularly hotels, in the Cooks.

- Attempts will be made by NZ construction companies not to upset local wage structures. Cook Islands labour would be paid at current wage rates.

- Sufficient numbers of islanders, estimated at about 200, would be available to fulfil contractor's needs without disrupting the local labour force.

- A village of family-type houses would have to be built in Rarotonga to accommodate key personnel and their families from NZ.

Not discussed at the talks was the

question of an American airline flying through the Cooks, as well as Air New Zealand, which will use its DC8 jets on the strip on weekly service from NZ to North America.

Under air landing agreements between the NZ and US Governments, an American air carrier has rights to fly in and out of the Cooks, providing it only brings into Rarotonga its own passengers and takes only these passengers outwards.

PanAm and Eastern Airlines would both welcome the chance to put Boeing 707's or "stretch" DC8's into Rarotonga; it would give each an attractive new stopover.



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THE RESTLESS RIVER: WHERE HAS ALL THE BUSINESS GONE?

By a special correspondent in the Sepik

Whether it is the slums on the outskirts of Hohola, Port Moresby, or the waterlogged villages of the far Sepik River, economic depression breeds political unrest. It is almost as if the national planners want it that way, as they proceed with their plans for the territory to progress as quickly as possible only in those areas where a minimum capital expenditure is needed.

There was a time, not long ago, when the Sepik looked like escaping the main dangers of this policy because of its strategic geographical position during the West Irian crisis. The Australian military planners announced all kinds of ideas for air bases which would have meant an injection of capital and badly needed stimulation for the whole area.

But with the changes in Indonesia in the last year or two, and the possibilities of another communist coup becoming more remote, all these development plans have been shelved and the money which would have been spent in this depressed area is being directed towards status symbols and higher salaries in the main towns.

Dormant still

Thus the Sepik still lies dormant, with an expensive new string of uneconomic patrol posts along the West Irian border, a newly created army ghost town at Wewak, road and agriculture schemes held up for lack of money and equipment, its shipping anchored beyond the surf at Wewak for lack of berth and discharging facilities, the New Guinean and European inhabitants of the territory's largest river area condemned to a life of frustration.

The river, meandering for 700 miles, dominates the Sepik district.

As with most areas of New Guinea land is always a problem, whether there is a shortage or not, and some effective form of land rationalisation must be introduced for effective cash cropping to be carried out. Land shortages and a lack of planning plague the river areas of the Sepik, its land lying for six months of the year under water, its 60,000 or so inhabitants eking out a living trading their fish and basketware for sago, meat and vegetables from inland tribes.

The coming of the European affected little the villager's traditional way of life, except for his head-hunting practices, until after World War II, when the crocodile industry boomed.

From a \$500,000 industry a few years ago on the Sepik, a shortage of crocodile skins today has brought the industry to near collapse.

The present unhappy, unprofitable situation is leading many European middlemen in Angoram to move out with the capital they have accumulated in the "boom" years. Following them are the sawmillers.

Crocodiles finished

This state of affairs, brought about by a general shortage of quality skins and shortage of Administration timber purchase contracts, affects the European businessman little, as he can move at any time to more comfortable climes in Australia. But with this exodus goes the skills which operate the only effective means of transportation on the river—the outboard motor.

There are over a thousand motors on the river and its tributaries—most of these native-owned, individually and communally. The simplest out-

board motor to operate and repair is the 12 hp Archimedes motor of Swedish manufacture. Though most native operators can strip this motor down completely they are not usually able to comprehend enough of the delicate workings of the electrical system and relatively simple gearbox to enable repairs and re-assembly to be effective. Thus it falls on the European who has the workshop, skills and spare parts to repair these motors.

At the moment there are only two companies on the river able to repair Archimedes and these firms are usually only able to repair their own motor and motors of natives with whom they have favoured business dealings because the shortage of crocodile skins has meant that few natives can afford repairs.

Two years ago it was different. Credit then was quite acceptable, but now there is no credit, few skins and thus fewer powered canoes plying the rivers.



These fishermen on the Sepik have an outboard on their canoe, but often now there is neither money nor skill available to repair the motors when they break down.

Photo: James Anderson.

Almost a cargo cult

A glance at the Administration's workshop at Angoram will serve to indicate what poor maintenance does to transportation and the patrol officer's budget. A breakdown of communication between village and village, village and trader through lack of spare parts, money and skills will bring serious trouble. Already natives in some areas realise the fall-off in skins is causing a series shortage of money and "business mastas" are being offered all sorts of incentives to set up businesses within the village—schemes so impracticable that they are almost cargo cult.

With this growing state of recession, there will be a proportionate increase in dissatisfaction with the Administration, European business and the missions, all of which have the "cargo" and facilities, and will exchange them only for cash, skins or because there is a political emergency on the border.

This situation could be improved if the Administration realised that the European is not in the country to exploit. When, as so often happens at these times, the machinations of some Administration officers cause the Administration to pit the taxpayers' money against the efforts of struggling private enterprise, only harm results.

Feuding

There are, for instance, the activities of government-sponsored buyers' clubs which, originally created to give patrol personnel access to consumer goods, have in some areas threatened with total collapse private companies attempting to provide better services. Since Administration vessels carry eight free of charge and use prisoners to handle non-Administration cargo, then private enterprise may as well give up. The recent feuding over these clubs has already caused deep rifts.

It is too readily forgotten in bush areas where patrol officers believe they are still master that the Public Service is a community service, and, in most countries, is expected to provide services which cannot be provided effectively by other means.

The one star on the horizon is the potential of the tourist industry. But for the Sepik River tourism requires direction by those with an expert knowledge of local culture and people. There is management potential on the river, but dwindling



There is a continuous Sepik trade in native artifacts, which find a ready sale overseas. There are now artifact "factories" in the Sepik. The men in the picture, inspecting shields, are Graham Gilmore and Martin Kerr.—Photo by James Anderson.

profits have led to a lethargy which airlines and other outside tourist organisations are finding it difficult to combat.

Politics are busy!

Politically, it can hardly be said that there is a lack of development on the Sepik. Every area of the middle and lower Sepik has, or is about to have, a local government council. Three councils have been planning amalgamation at Angoram, which will enable better planning with greater finances. The most likely project of the new council would be construction of a road into the fertile Marienberg Hills, and on to Wewak if need be. This would enable new farming and resettlement areas to be opened up.

If we are to look at the practical solution of the economic problems of the Sepik River, first and foremost there must be efficient transportation—for the villagers and business.

Lately there has been much criticism by shipowners of the long haul to Ambunti, with little and usually only a one-way cargo, which makes this trip practical only every few months. Ambunti is therefore left crying for supplies.

The present transport problem of the Maprik area could largely be

(Continued on p. 55)

HE'LL TAKE THEM DOWN THE SEPIK IN A HOUSEBOAT

A 200-MILE houseboat tour down the Sepik River is Papua-New Guinea's latest tourist bait.

The tour is the idea of a 24-year-old Patrol Officer turned river trader, Wayne Heathcote.

He has converted a floating trade store, built on a double canoe, into a houseboat which will cover the 200 miles—from Ambunti to Angoram—in three days.

He held a trial run recently for representatives of tourist agencies.

The 200 miles trip includes some of the territory's more primitive regions.

The muddy Sepik, in places more than a mile wide, meanders through lake and channel-studded swamps.

Villages dot the drier portions of the route. Most of the village women smoke corn cob-style pipes.

At a few are the famous Sepik haus tambarans, or spirit houses.

The primitiveness of parts of the territory, such as the Sepik, is now being used by the P-NG Tourist Board as a selling point for visitors. Posters now appearing in overseas travel agencies urging visitors to come to New Guinea and "travel 10,000 years through time".



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solved by putting in an all-weather road to Pagwi on the river, thus avoiding the long road haul for locally produced rice and coffee to the inadequate port facilities at Wewak. With such roading facilities, and an easily constructed wharf at Pagwi, the movement of cargo to and from Madang could be greatly accelerated and so costly "backtracking" to Wewak would be avoided. Certainly it would be cheaper in the meantime to open up Pagwi than continue with the Wewak-Maprik Road.

In the House of Assembly last year criticism was levelled at the Administration for the lack of overall planning in land resettlement schemes. Nowhere could a better example of Administration confusion in land resettlement be seen than that at Gavien, four miles from Angoram.

Unless there is a more positive approach by the Administration in its efforts to assist and promote private investment and local services, and unless the Sepik is sitting on a mineral fortune or can attract tourists, there are no ready-made solutions to the Sepik problem while business continues to deteriorate.

If the snake is allowed to continue to coil and recoil over 700 muddy miles, there is bound to be a whip-lash effect somewhere.

Depressed Sepik too much for him

From a Wewak correspondent

John Pasquarelli, colourful Sepik trader and former Member of the House of Assembly (he did not nominate for the recent elections) is in Brisbane, gone finish from the territory.

"I have become disillusioned," said Mr. Pasquarelli, "with the continued depression and non-development of the Sepik."

Born the son of a medical practitioner in 1937, Mr. Pasquarelli was educated at Ballarat Grammar and studied law for three years at Brisbane University.

Crocodile shooter

After a year on the opal fields at Coober Pedy, he went to the territory in 1961 as a cadet patrol officer. A year later he resigned and set up business in Angoram as

a collector of artifacts and as a crocodile shooter. He entered politics in 1964 and became one of six European members to be elected in an Open Electorate to the House of Assembly.

Mr. Pasquarelli's fiery brand of politics berated the Administration for lack of action and criticised the missions for their "militancy" in the Sepik District. He firmly expounded the theory that the church should be taxed for its business operations.

An articulate and active debater in the House, an inveterate and often humorous interjector, he was also a rowdy drinker in the bar with his friends and parliamentary colleagues. Mr. Pasquarelli's life eventually became highlighted by constant pressures against him by missions and some officers of the Administration.

Conservative

A right wing conservative by inclination Mr. Pasquarelli is an acknowledged admirer of the Smith Regime in Rhodesia, but at the same time believes in the gradual development of majority rule in Papua-New Guinea. He believes that the territory has much to learn from Africa, but that up to now not much notice has been taken of such events.

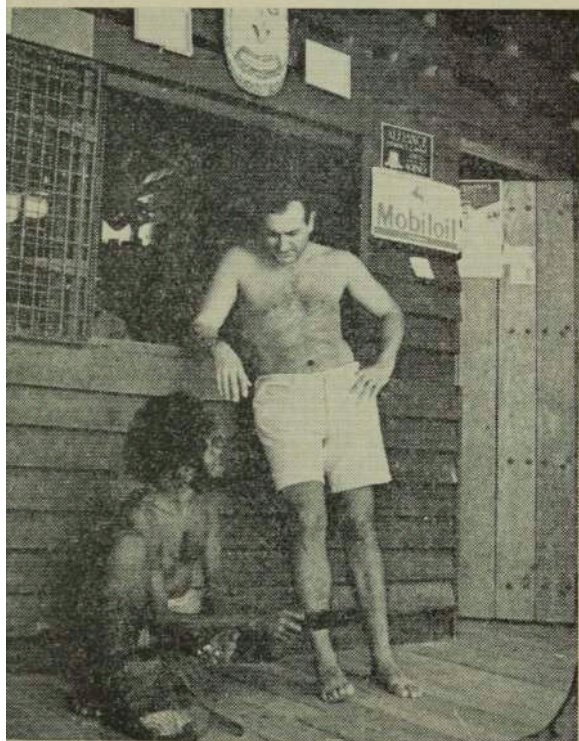
His views on political parties bears this point out and accounts for his general aloofness of them.

"Despite the pushing by academic groups, political parties are far too premature at this stage of the territory's development," Mr. Pasquarelli says. He therefore believes that political development should be directed along geographic lines, a federal form of government being the eventual outcome.

Extrovert

Despite Mr. Pasquarelli's often extrovert and aggressively conservative views he has a genuine sympathy for the New Guineans and regards the disappearance of traditional native art and culture as bad. A substantial donor of artifacts to the P-NG Museum, Mr. Pasquarelli was instrumental in introducing firmer regulations governing the export of territory artifacts, and the setting up of national monuments.

A gourmet cook and connoisseur of wines Mr. Pasquarelli may eventually set up a restaurant in Australia, and has been looking at possibilities in both Brisbane and Sydney. With his departure, P-NG is probably losing a controversial figure too soon.



John Pasquarelli chats with a customer at his Ambunti trade store. Sepik prospects are not so good and he has his eye on the mainland restaurant business. — Photo: James Anderson.

The Editors' Mailbag

A NAME FOR IT

Sir,—Outside at this moment it is blowing like a mad woman accusing her drunken husband of infidelity. The palms rock, the wind screams through all seams of the donga, the curtains flap in a devil's dance, and I remain calm reading the latest delivery of the *Pacific Islands Monthly*.

Percy Chatterton's column I always read avidly, as I like old Percy and his column contains mostly the element of truth. His discussion on the derivation of names (March issue) leads me to contribute one.

George Scarlett was a lay pastor or brother for the Methodist Mission in this area. His job was mostly keeping the small boats running. A maternity case on an outstation where few facilities existed was put on board George's twenty-five footer to be rushed to Samarai. A native nurse was aboard. The child was born on the way.

Things were a little grim as the nurse called for hot water, as no facilities existed aboard for this, but most resourcefully, George held a pannikin under the cooling system of the engine and obtained the hot water. A native had to hang on to George's feet as the act was performed and George was rather a spent man by the time the signal of "all's well" had been given. It was a boy.

I said to George, "What did they name it—George, after you?" He said, "No. His name is THORNY-CROFT, after the engine!" What better name?

LANCE H. WILKINSON.

Samarai,
Papua.

WORK OF DR. CHURCHWARD

Sir,—In *PIM*, April, there is an obituary for Dr. C. M. Churchward. At the time of his death in Suva Dr. Churchward was working on the translation of the Old Testament into Rotuman, not Tongan as stated.

Dr. Churchward was doing this task on behalf of the Methodist Church in the area. However, the British and Foreign Bible Society had a real interest in his work owing to the fact that the society had been subsidising the work since Dr. Churchward returned to Rotuma in

January, 1966. He continued to work on Rotuma until May, 1967, at which time he returned to Fiji and continued the work from there. During the two years he had translated the books of Genesis, Exodus, Ruth, Psalms, Isaiah, Daniel, Jonah and Proverbs.

You might also like to know the following additional information concerning translation work done by Dr. Churchward. In 1930 the British and Foreign Bible Society published a revision of the New Testament in Rotuman prepared by him. During 1959-61 he did a revision of the New Testament in Tongan. Work is at present being done on both the Tongan Old and New Testament, but other translators are engaged on this work.

(Mrs.) HELEN B. PARSONS,
For the Translation Department,
British and Foreign Bible Society.
Canberra

LAND TENURE CONVERSION

Sir,—Percy Chatterton ("To the Point", *PIM*, March) is peddling "palpable nonsense" himself in implicitly accusing the Administration of having "the obsession that you can't have economic development without first converting communal land titles into individual ones".

In recent years there has been a lot of native economic development. Almost all of it, outside the land settlement schemes, has occurred on land held under customary title. Obviously, you can have economic development with any system of land tenure.

What has been said, and it is palpably true, is that the cultivation of permanent tree crops (the most common form of economic development in P-NG) by natives on land held under customary tenure inhibits the emergence of the efficient individual farmer, makes for progressive fragmentation as the population increases and individualism increases, and sets the stage for the appearance of the virtually landless class that Percy darkly suggests is the underlying policy motive of those advocating tenure conversion.

The current situation in any of the territory's more advanced tribal areas forcibly brings home the fact that customary land tenure systems, evolved to meet the needs of primitive subsistence gardeners in an era when the population remained fairly static,

are fundamentally incompatible with sound commercial farming.

By sound commercial farming, I mean systems of agriculture that, subject to the usual hazards afflicting primary production, may be expected to give the farmer security of tenure, individual ownership of his equipment and produce, access to credit, and a reasonable income.

These days, the virtues of communal land ownership are not so apparent to the young Tolai who finds that his share of the extended family's real estate equates to eight coconut palms and seven cocoa trees whose ownership is disputed by 27 kinsmen.

It is remarkable how ancients like Percy have managed to involve themselves in civilising the locals for 40-odd years without ever considering the implications of the process. I suggest he could have filled his column more usefully by asking just what the Land Titles Commission, for all its Demarcation Committees, etc., has thus far achieved. How many individual titles have resulted from its expansive efforts?

"KIAP"

(name supplied)

Port Moresby,
Papua

THAT SMUG FEELING

Sir,—I am enclosing a recent clipping from the editorial page of the *Wall Street Journal* on the independence of Nauru. Since you have covered this news item in several issues, we felt a bit "smug" to think we already knew something the *Wall Street Journal* didn't.

We enjoy your publication thoroughly, and since on our last trip to the Pacific we sailed with Captain Stan Brown on the *Maroro*, it was particularly interesting to read the account of his underwater blasting operations as described in the November issue.

(Mrs.) W. D. EDGERTON.
Lombard Court,
Davenport, Iowa, USA.

NORFOLK ISLAND'S "PROGRESS"

Sir,—Criticism of Norfolk Island, by Mrs. Nancy Deans (*PIM*, Feb., p 36), has prompted me to endorse her remarks generally regarding conditions on that island, with emphasis on the method of garbage disposal.

Several weeks ago, I spent a fortnight on Norfolk Island. I was impressed by the tranquility and natural beauty of that unique little country and displeased by the efforts being made by the inhabitants to despoil it.

The prevailing method of garbage disposal, which I deplore, astonished me. The rubbish discarded by the

LETTERS

community is dumped over the cliff at Headstone Point (described to me as one of the beauty spots of the island, which I agree it was, prior to the advent of the rubbish tip) with the result that a great variety of debris is deposited on the rocks below, and into the sea. The immediate vicinity is littered with it, some of it floats over the adjacent area of ocean, and, presumably, some of it is ultimately deposited, by the tide, along the coast from Rocky Point to Anson Bay (to my mind, the best surfing beach on the island). No great amount of imagination is required to visualise the resulting defacement of natural beauty if this extraordinary practice is continued for an indefinite period. I noticed garbage littering the attractive beach at Anson Bay, and it was not difficult to guess the source from which it arrived there.

Are Norfolk Islanders insensitive to the obvious implications of this threat to the future aspect of the eastern coastline of their homeland which is the first impression of the island gained by visitors from Australia, as they pass over it at a low tide prior to landing? Or do they simply not care about it? Possibly, they are too pre-occupied with commercial activity to be bothered about anything lacking a commercial flavour. Whatever the reason, the effect does nothing to enhance the natural beauty of this region of Norfolk Island, or to reserve that beauty for posterity.

Surely the construction of an incinerator, for the disposal of combustible materials discarded by the public, would not be beyond the resources of the local economy? Furthermore, it would appear practicable to dig a pit for the disposal of non-combustible articles, which, when several years later, could be covered with the earth removed from the pit.

To convey their garbage to a more conventional, and less disfiguring, place of disposal, in lieu of the present arrangement, should not impose undue hardship on the residents of this diminutive country, which is already abundantly equipped with motor vehicles, and which, I fear, is in grave danger of being further infested with them, unless restrictions are placed on their importation.

I gained the impression that the ominous shadow of "progress", in the form of the rat race, commercialism, motor cars, motor cycles, duty-free stores and haphazard commercial development, together with

JAPANESE SIGNAL BRINGS AN ECHO AFTER 26 YEARS

That story we published in October last year (p. 33) about a Japanese wartime spy radio being found in a cave at Hienghene, New Caledonia, has stirred the memory of Mr. Otto V. Petr, a PIM reader of Cicero, Illinois, USA.

Mr. Petr tells us that he served as a radio man in the American forces in New Caledonia during the war. While stationed at Touho, a village just down the coast from Hienghene, he and two other radio men picked up a very loud radio signal, which they assumed must have come from somewhere nearby.

"It had a strange code and signing off ending," Mr. Petr says. "So we knew some sort of spy radio must be located in the vicinity, and we notified our headquarters about it."

"However, as we were due to leave New Caledonia for Guadalcanal soon afterwards, probably nothing was done about it."

"But after all these years (26), I think your story might answer my wonderment about that mysterious radio message."

Mr. Petr says he greatly enjoys reading all the news we publish about New Caledonia, Guadalcanal, Bougainville, New Guinea and Fiji, as he served in them all between 1942 and 1944.

the mushrooming growth of buildings of questionable architectural design and civic value, hangs heavily over beautiful little Norfolk Island, which, if the current trend of development continues for long enough, the visitor of the future may not find too beautiful. Also, the conspicuous absence of wild life (which, I gathered, has coincided with the present era of "progress"), except for birds, which survive in limited numbers in the region between Ball Bay and Cascade Bay, was an obvious feature of the Norfolk Island landscape. Bird life is probably more profuse on adjacent, uninhabited Phillip Island and Nepean Island, which I did not visit, but I saw little evidence of it on Norfolk Island, which I explored thoroughly, except in the sparsely inhabited east coast area. Apparently the birds have not yet found this area uninhabitable.

I respectfully suggest, as an ignorant outsider who has ventured to mention some superficial im-

pressions gained during a brief visit of two weeks' duration, that Norfolk Islanders take effective steps to ensure the preservation of what remains of their unique heritage, the equivalent of which does not exist elsewhere, before it is ruthlessly obliterated by the steamroller of "progress" and irretrievably lost to posterity.

Little enough remains of what is beautiful and historical in the harsh, materialistic speed-obsessed world of today. It is to be hoped that beautiful Norfolk Island may survive as an oasis of peace and beauty.

This probably unwelcome criticism, which is humbly intended as constructive, and which, it is hoped, will not be considered presumptuous or in questionable taste, should not be interpreted as the opinion of one solitary, unrealistic, conservative eccentric. Conversations with a number of persons revealed that the abovementioned opinions are not peculiar to myself.

Incidentally, I greatly enjoyed my visit to Norfolk Island, which I hope to revisit some day. I appreciated the friendliness and hospitality of everyone with whom I came in contact.

W. S. HALL.
North Sydney, NSW.

THAT LONG-SWIMMING TURTLE

Sir,—Although not an expert, the Leatherback turtle mentioned in *PIM*, March Tropicalities, and pictured on p. 115, appears to me to be very similar to a Luth (*Dermochelys coriacea*), which are not uncommon in the waters off the east coast of Bougainville; somewhat closer to Fiji than the waters of Malaysia or Borneo.

These waters are not exactly teeming with them, of course, but I know of three taken by plantation labour for food and have personally seen another two since the war.

N. C. SANDFORD.
Numa Numa Plantation,
Bougainville.

● *PIM's* March story suggested that the Leatherback found (and released) on Fiji's Vanua Levu probably swam from Malaysia. In view of Mr. Sandford's comment, has anybody else exact information?

INFORMATION NEEDED ON SHELLS

Sir,—Dr. Endean, of the University of Queensland, has suggested I contact *PIM* in the hope that you may be able to assist this Department in one of its research programmes.

At present research is being conducted on the crown-of-thorns star-

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FIJI — SAMOA — TONGA

LETTERS

ish, also called the spiny starfish, scientific name *Acanthaster planci*. A population explosion of this starfish has occurred recently on certain parts of the Great Barrier Reef. Since it feeds almost exclusively on living reef building corals this starfish has devastated coral growths on a few reefs where it is in plague proportions.

Its only known predator is the trumpet or triton shell, *Charonia tritonis*. It is considered that the removal of trumpet shells by shell collectors may be responsible for the enormous increase in numbers of the crown-of-thorns starfish. Both trumpet shells and crown-of-thorns starfish occur on coral reefs throughout the Indian and West Pacific Oceans. To determine if a definite relationship exists between the two it is necessary that information be obtained from other areas apart from the Great Barrier Reef.

Therefore I would like to place in your journal a request for information on these two animals. I am particularly interested in obtaining information on their present abundance and also on the numbers of trumpet shells collected over the last 10 to 20 years.

G. G. T. HARRISON,
Chief Inspector of Fisheries,
Department of Harbours
and Marine,
Edward St.,
Sydney, New South Wales,
New South Wales, Queensland.

• Can anyone help?

IN DEFENCE OF THE VAVAUNS

Sir,—As a papalagi who has lived in Vavau for almost 20 years, I cannot let the derogatory remarks of Jack Dolphin's Oliver Peak (PIM, April, p. 14), pass without comment. It seems to me both unfair and ungentlemanly of him to brand the Vavau people as thieving nuisances merely because he encountered a few of the less desirable sort. It has been my observation that Tongans—in common with the rest of mankind—exhibit the full range of vice and virtue. Some are good, and some are bad, as people are everywhere. Like Mr. Peak, I am an American and a Californian. Honesty compels me, however, to point out that when I lived in California I would never have thought of going out without carrying up securely. When I was going to be away for any length of time, I called the police and asked them to patrol my house during my absence to ward off housebreakers (a

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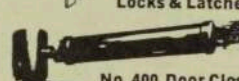
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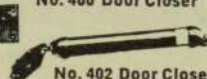
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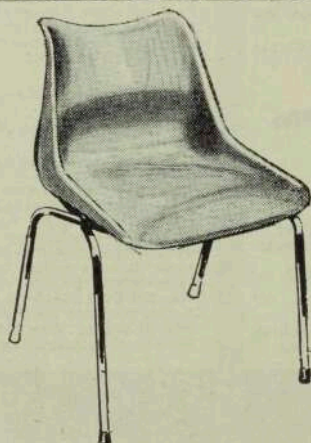
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practice which is still followed by members of my family and friends who live in California).

Here, my home is on the shores of Vavau's harbour and it is reasonably full of "blankets, books, pillows and ashtrays"—items which Mr. Peak accuses his Tongan visitors of trying to pilfer. I have never lost any of them—and that, in spite of the fact that my door is rarely locked and the nearest policeman is over a mile away, across the harbour. Certainly that says something for the general level of honesty of the Vavau people.

It has also been my observation that yachtsmen come in all the standard variations of human behaviour. Over the years, I've met many interesting ones and made some valued friends, but there were others I couldn't help wishing had never come to Vavau.

All too many of them regard all Pacific Islanders as happy children who like nothing better than taking free offerings of fruit and flowers to visiting yachtsmen. They graciously beckon them on board, take the fruit and the flowers—and whatever else in the way of local crafts they can get for nothing. And then, when those same natives look with curiosity at something on the yacht or ask if they have an old shirt to spare, accuse them of being beggars and nuisances.

Most yachtsmen and other visitors to Vavau have found the people, as I have, full of charm and of high personal integrity. I did not meet Mr. Peak when he was here, but I can't help wondering what sort of man he is and what the Vavau people who visited *Black Dolphin* thought of him.

PATRICIA MATHESON

Vavau,
Tonga.

VIWA QUERY SETTLED

Sir,—I wish to clear up the discussion on the height above sea-level of Viwa (Fiji) begun in *PIM* in April (p. 49).

The Department of Lands, Mines and Surveys carried out a survey of this island in 1961, resulting in a contoured tracing being prepared at a scale of 1: 12, 672. This indicates a small area on the central eastern side to be above 50 ft in height (highest point not shown). Approximately a third of the island is above 25 ft.

Viwa is actually a group of islands, and until recently its location and details have been somewhat of a mystery. The latitude and longitude given by the Admiralty matches the position of Nanuyanuya Island and

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the reference to "six feet above sea level" would probably apply to most of the group except Viwa itself. Viwa's shape is certainly not circular, being $2\frac{1}{2}$ miles long (NE-SW) and about $\frac{1}{2}$ mile wide. Its area is 1,148 acres. I have seen the aerial photographs covering the island to verify the above information.

ROSS F. DUBERAL,
Geological Surveys,
Suva, Fiji.

COLLEGE WANTS BOOKS

Sir,—Students at the Pacific Theological College, Suva, study the history, sociology and anthropology of the Pacific area, and soon will be doing so to Stage III. The college is only two years old, but is built with an eye to future development and collaboration with the University of the South Pacific. Its library is air-conditioned, and so will preserve books for a posterity that will regard it as an important depository of books, not only on theology, but also on Pacific studies.

There may be small but valuable libraries in the homes of older people in the Islands that are in danger of being broken up when their owners retire or die. It might give such people great satisfaction if they were to will their collections to this new central library, located as it is in a town where future scholars will congregate, knowing that their books will be esteemed, cared for, and used for many years to come.

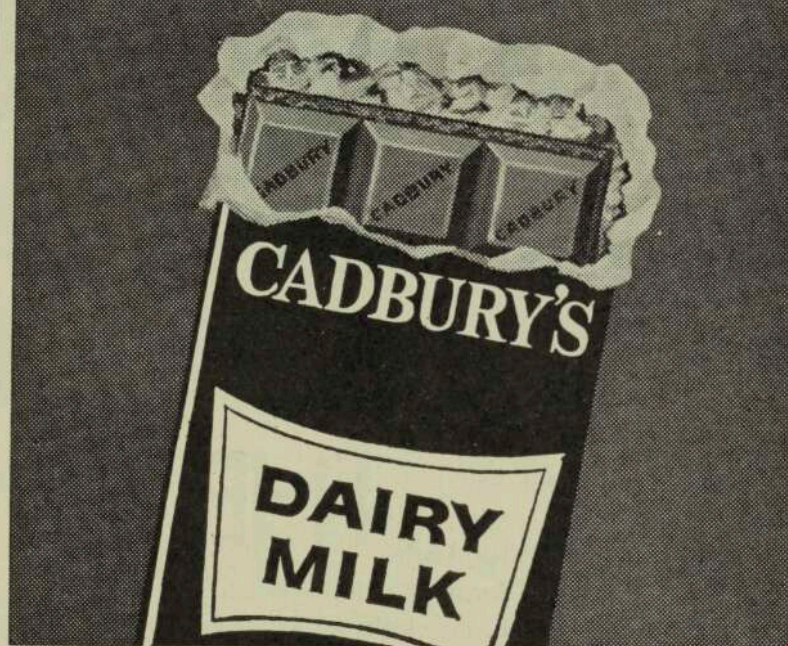
GEORGE A. F. KNIGHT,
Principal
Pacific Theological
College, Suva

FIJI UNIONS

Sir,—Your Suva correspondent, discussing the Transport Workers' Union (April, p. 19), says the "union is operating under aegis of Fiji's leading trade unionist, Mr. Mohammed Ramzan, secretary of the Trade Union Congress". I wish to point out that the union is not operating under the aegis of Mr. Ramzan or anybody else other than the union's own officials—although no doubt the union is affiliated to the Congress of which Mr. Ramzan is the secretary.

ATYENDRA PRATAP SHARMA,
General president,
Transport Workers' Union of Fiji,
Nadi.

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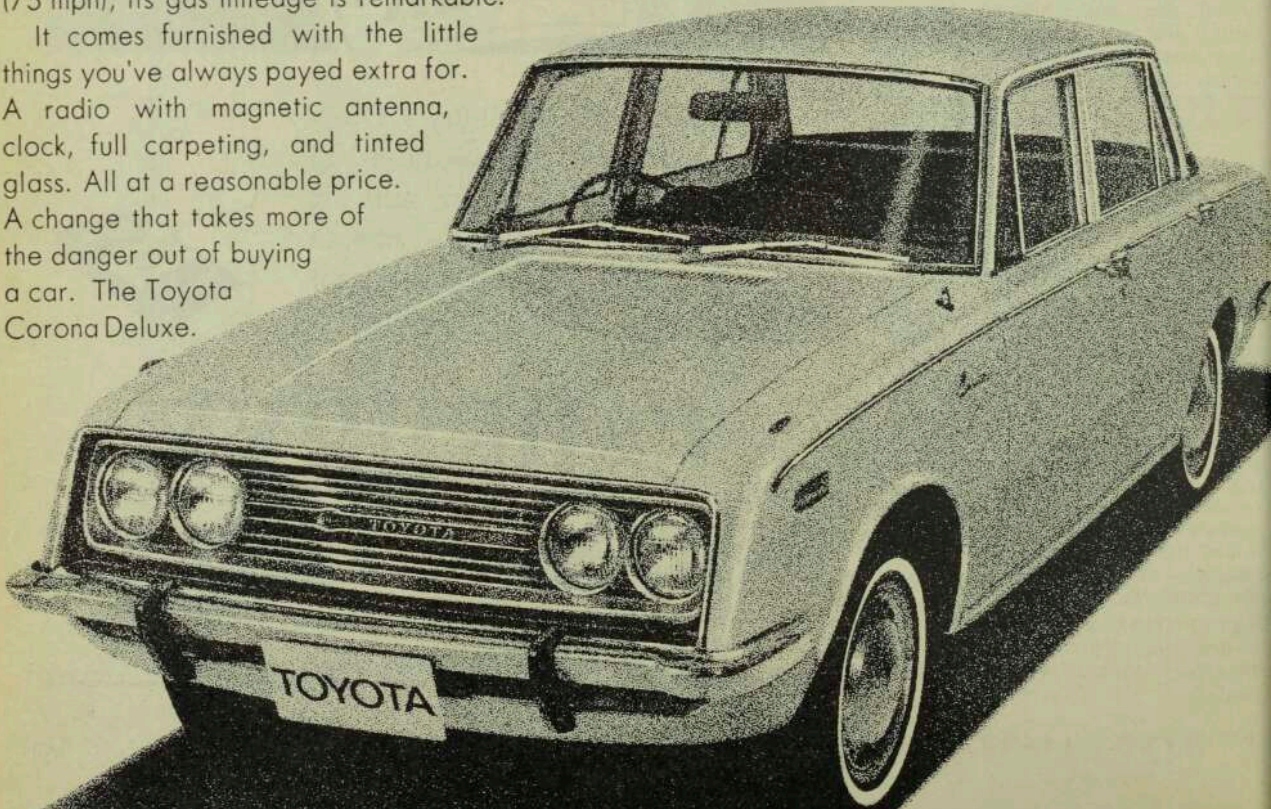
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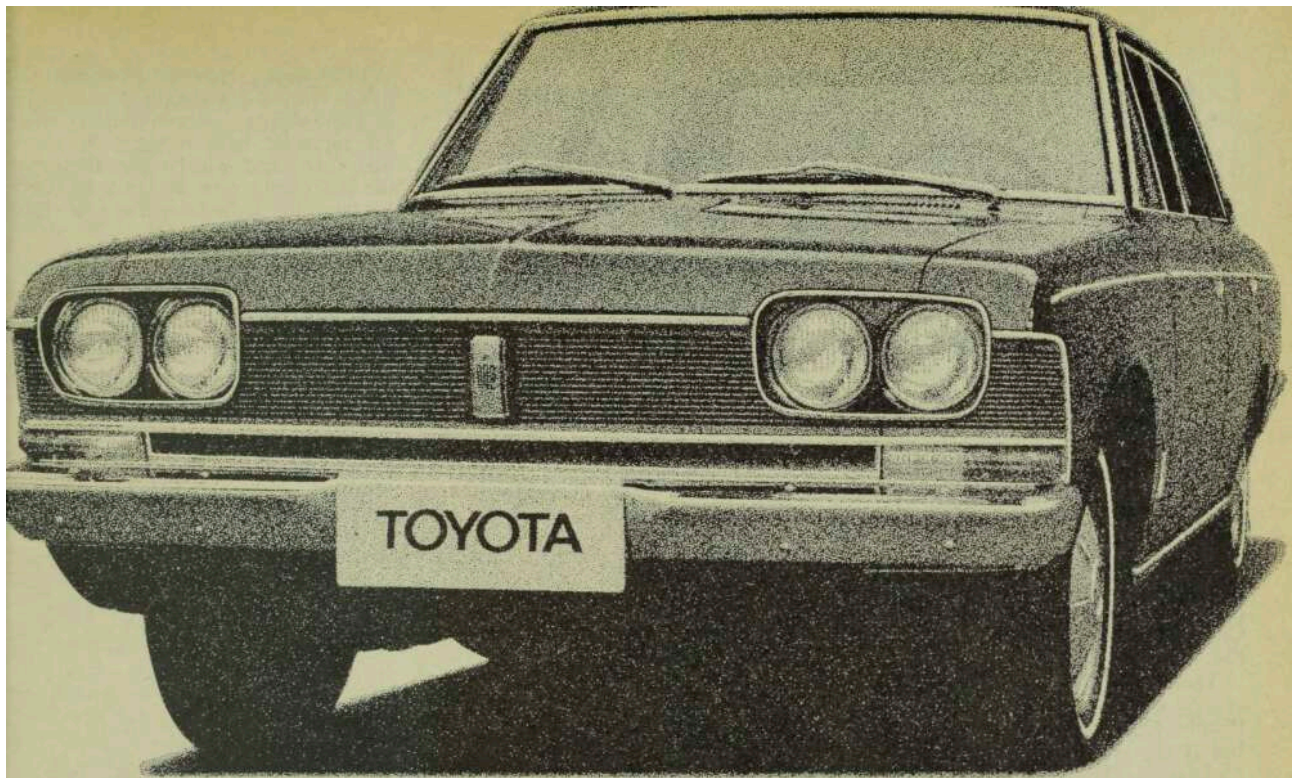
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Advances in Church unity despite old loyalties

From a Port Moresby correspondent

There is a great deal of talk all over the world these days about Christian unity, and in many places an impressive number of different churches manage to work happily together within the increasingly powerful ecumenical movement. But comparatively few Christian communities anywhere have so far demonstrated a complete commitment to the ideal by merging into one church.

At the beginning of this year three South Pacific churches became one of that small band of dedicated pioneers—the Methodist Church in Melanesia, the Papua Ekalesia and the United Church of Port Moresby joined forces to become the United Church of Papua-New Guinea and the Solomon Islands.

Their gesture represents only a small effort, even in the South Pacific ecumenical scheme of things, but it is a significant advance, nonetheless.

How is this young church getting on in Papua-New Guinea after its first few months of union?

The people appear to be slipping easily enough into their new identity, and general opinion is that such changes as are being effected are so slight as to be relatively painless.

Dissension

There is some dissension, though—chiefly among Europeans. One occasionally hears murmurings that, "We are being taken over by the Methodists," or "Why should we have this way of doing things foisted on us?"

Also, as one church leader pointed out, there are some members (again, mostly Europeans with their more deeply rooted denominational differences) who have been "agin it all from the beginning", and are still grumbling a good deal.

Strangely, there has been no noticeable outcry against what might reasonably be regarded as a major cause of contention: the introduction of bishops, which none of the uniting churches has had in the territory before.

These bishops will not be bishops in the full sense that Anglicans and Roman Catholics think of them; but they are a big step in that direction; and the calm acceptance of them is remarkable, since there are still plenty of Christians around who display a

startling readiness to fling furniture about at the mere mention of the episcopacy.

This move reflects a world-wide trend towards reinstating the office of bishop among denominations which for centuries have rejected it; and it was this trend which formed one of the main influences on United Church leaders in their decision to have bishops.

Progress

If the prevailing charity and co-operation of its members is anything to go by, then the young church would seem to have before it a prospect of steady progress in an atmosphere of goodwill.

All this has been, and is being, made possible by the cordial relationships which exist between territory churches generally. What progress



RAIDERS FROM THE WEST

That Roviana war canoe, "New Life" (above), which won the race for war canoes at the first Festival of the Solomon Seas held in Honiara in April (PIM, May, p. 27) is not really a war canoe, but a "gopu". But next year it is expected there will be some genuine war canoes entered.

What is a "gopu"? It's a type of canoe used on special occasions. The main difference between it and a war canoe is size. A war canoe carries twice as many men as a "gopu".

The style and decorations, however, are the same. The high stern and prow with inlaid shell and decorative feather work are features of the Roviana war canoes. A few inches above the waterline at the bow, the traditional canoe god, Nuzunuzu, gazes into the water to watch for coral reefs and to bring a successful conclusion to the raiding party. He can just be seen in the photo above.

This carved head has a very characteristic long uptilted nose and pouting lips.

It is hoped that by next year, a full-sized war canoe, or "tomoko", will descend on Honiara from the west for the second Festival of the Solomon Seas.

As with this year's festivities the men will all be dressed as if for a village raid, and their paddles will be traditional Roviana pattern.



owards unity is being made here?

A good example of the spirit was to be found in the joint services held in Port Moresby during March and April. In these, Christians from all over the town came together to worship and to hear a series of addresses given by Anglican, Baptist, Catholic, Lutheran, Salvation Army, Tongan Methodist and United Church speakers.

And shortly afterwards, for the first time in Port Moresby, the Roman Catholics put a member of another denomination in one of their pulpits, inviting Canon Ian Stuart, Anglican rector of the town, to preach in St. Mary's cathedral.

Another example: the Anglican and United Churches hope jointly to staff a primary school at an outstation which, under the comity of missions arrangement, is close to the Anglican and former Methodist order in the Milne Bay District.

Good work is done, too, by the Melanesian Council of Churches, which rather gingerly maintains a tightly tense but nevertheless successful working relationship between the smaller, more fiercely Protestant churches and those of the other denominations.

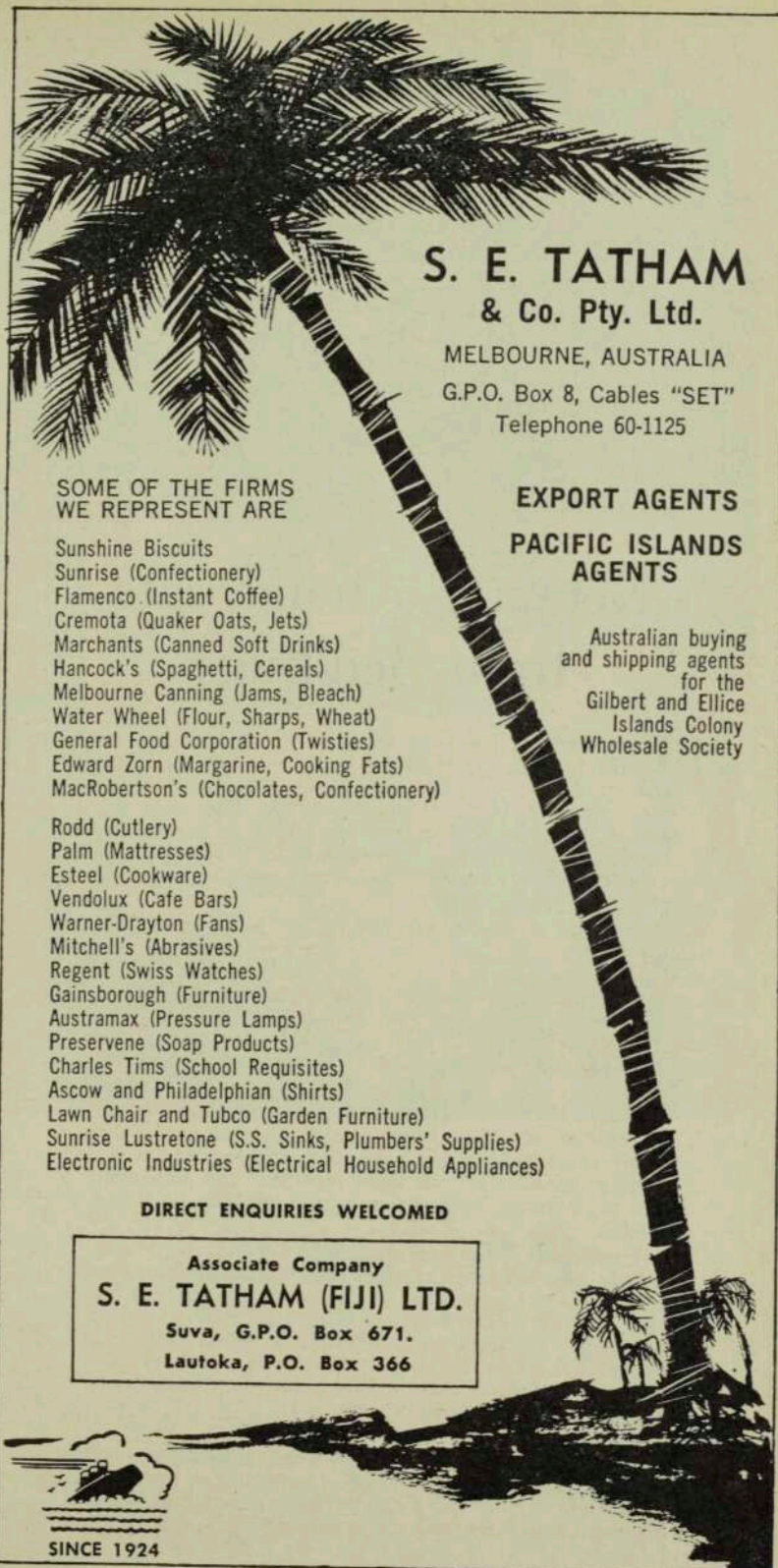
The Roman Catholic Church is increasingly taking part in ecumenical events, and (as in so many other places) the barrier between Catholic and Protestant is the last really serious obstacle which remains to be broken down by territory Christians.

At the time of writing, the latest encouraging development along these lines was a conference of Pacific theologians in Lae attended by both Protestant and Roman representatives. But this new-found *entente* proved too weak to include the Roman Catholic Church in a pan-evangelical mission to be held in the territory later this year.

Few open clashes

If therefore, the churches in Papua-New Guinea still have some way to go in their quest for unity, at least there are now few open clashes and spates. When disagreements do occur they are usually settled quietly and amicably between superiors of the spouting churches.

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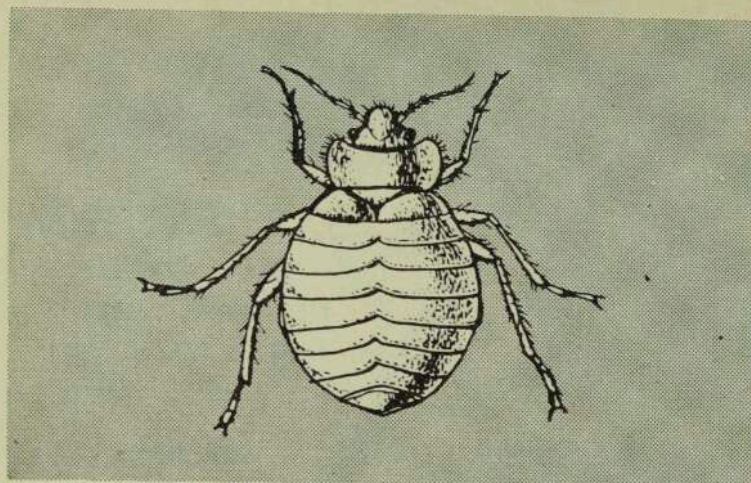
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The bug enjoys its feeding mainly at night and the victim feels the effects not so much from the skin puncture as from the insect's salivary secretion, a strong anticoagulant. By daylight, bugs retreat into mattresses, the joints of wooden bedsteads, window and door frames or any of a dozen other hide-outs where their flat bodies can wedge comfortably into the tiniest crevice.

It takes only one female bug to gain access before the whole house quickly becomes infested. Once established, they breed and spread at an alarming rate. Their characteristic and extremely pungent odour is a certain "give away" of their presence, and this alone can be a source of acute embarrassment to the householder.

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(at least from any of the major churches) are the Jehovah's Witnesses and the Seventh-day Adventists.

It is often argued that the Witnesses cannot be described as a Christian church, since they deny most of the fundamental Christian doctrines and consider that "religion is against God." Accordingly, they and their work are often attacked by territory churchmen with a virulence which can be almost totally lacking in charity.

The Seventh-day Adventists are quite another matter. They are sometimes referred to as heretical; mostly, one understands, because of their Old Testament emphasis. But it would probably be nearer the mark to say that other churches resent them because they are given to poaching their members and to proselytising in areas which other denominations claim as their preserves.

Greater things to come

Whatever the rights and wrongs of these situations, the SDA's produce some of the finest men and women in the territory.

These attitudes towards the Witnesses and SDA's are lapses in an otherwise good contemporary record—a record giving hope for what one Catholic priest has called "greater things to come."

But there is no cause for complacency or self-congratulation; after all, the churches have no business to be divided in the first place.

And important as Christian unity may be, it is even more important that the territory churches should not become so absorbed in promoting cosy relationships between themselves that they forget the true object of their existence.

Mr. Gribble's comment

Meanwhile, the future of the Church in the Islands has been commented upon in Sydney by the Rev. C. F. Gribble, general secretary of the Methodist Church's Department of Overseas Missions, when he presented the 1968 report to the Board of Missions.

Referring to the changes in P-NG Mr. Gribble said the Church had been ready to learn a hard lesson from Europeans—that Europeans had no monopoly on talents. It might be that new structures within the churches should be worked out by the local people, too. He added:

"Have we done right in transplanting throughout the Pacific our Australian denominational procedures?



Rev. C. F. Gribble

the people these must always seem complex, foreign and unmanageable. One of the big jobs for the church is to develop its own pattern of organisation related to its own culture and way of doing things.

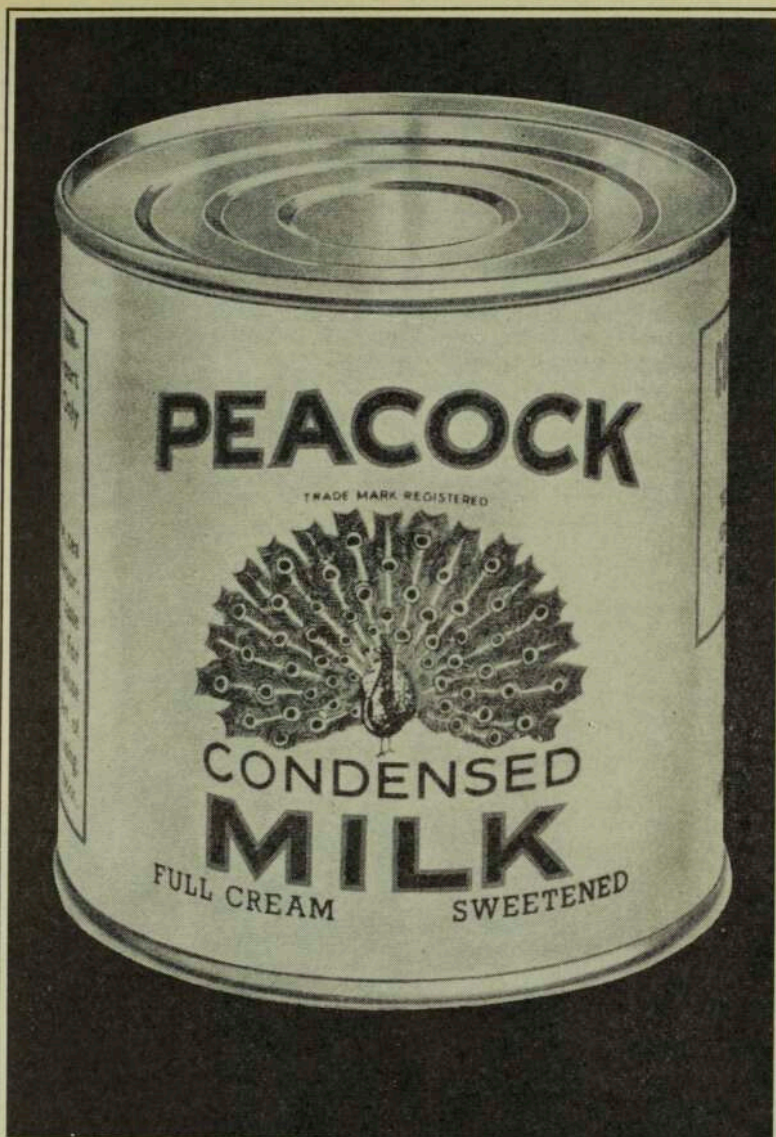
One of our missionaries says, 'There are few Australian missionaries who can keep abreast of all the changes and committees of the church to meet the demand for double-entry book-keeping. Yet this is the pattern we are asking the people here to adopt.'

Consider independence

It would seem that the time is ripe for the autonomous conferences of the Pacific and the United Church of Papua and New Guinea to consider seriously the nature of their independence and their place within the universal Church. There seems no reason why these churches should not find the kind of autonomy which would make them completely free to make their own decisions unhampered by the machinery which binds them in the General Conference.

We know the strong loyalty and tradition that has linked the Pacific churches with the Australian church institutionally. The fellowship need not be weakened with us and certainly would be widened with others if these churches to be independent churches within the World Council of Churches.

We would not press this, but we would hope that in their own thinking they will be led to take some steps that would be compatible with greater responsibility and adulthood. Steps have been taken by other churches in the Pacific and in many parts of the world without any suggestion of needed missionary or social assistance."



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From the Islands Press

YAP HIGH SCHOOL students recently attended an assembly where the following question was asked: "If you were required to leave Yap today and board a giant rocket which would take you to Mars, and if you knew that you would never return, what ONE strictly Yapese thing, person, quality or custom would you take with you?"

Here are (some of) the answers they wrote: "I'll take the custom of using my hands when I eat. I mean I'm not going to use a spoon or a fork. I can eat with a spoon or a fork, but sometimes I really want to use my hands. . . ."

"I want to take stone money. Whenever I think of stone money, tears come down from my eyes"

"We are Yapese. Yapese want to chew betelnut while they are working, talking or just resting. If we go to Mars we will have a lot of work to do. All of us will want to chew betelnut while we are working."—Item in "Mogethin", Yap, Micronesia.

IT has always been a strange prerogative of yachtsmen that they zealously guard the right to hazard their own lives in their love of the sea.

Certainly our heritage would be the poorer without the peculiar British obsession of venturing out in great waters in small craft — even as did, so recently, a very old and very brave and a very stubborn gentleman, who, for his incredible endurance, won the plaudits of the world and the accolade of knighthood.

It is now some three-and-a-half years since the recommendations were published of the Commission that was set up following the *Kadavulevu* disaster (89 lives were lost when the vessel sank in Fiji).

It is almost two-and-a-half years since the Governor, in his address to the Legislative Council, said, "Next year the Department of Marine, recommended by the Safety at Sea Commission, will be established. Once a Director of Marine has been appointed it will be possible to carry out the long overdue revision of our marine legislation and to implement many of the recommenda-

tions made by the Safety at Sea Commission."

I wonder how many of the people who travel by sea, or who find their livelihood upon our seas, realise, so far as our local ships are concerned:

- That Fiji's marine legislation is now among the most backward in the Pacific.

- That there is no legal requirement for any ship, large or small, to carry radio, radar, or any other but the barest of navigational equipment.

By all means let us tighten up on marine safety. But let us put the emphasis where it is most urgently needed.

Until then, it may be melancholy reflection for those that go down to the sea in ships that there exists not one damned piece of new legislation that would prevent another 89 souls drowning tonight in a second *Kadavulevu*.—Letter from C. D. Aidney in "The Fiji Times", Suva.

MOST tourists who go fishing at Lord Howe Island return home to the mainland with a story to tell — but none with the story that Mr. Ron Miller returned to Sydney with. Ron went to Ball's Pyramid on a fishing trip in the boat *Centaury* . . . and Ron thought it was great catching kingfish and trevally up to 15 lb in weight — a whole 44-gallon drum of them.

But when one of the boatmen threw over a line baited with half of one of the catch and minutes later hauled up a 70 lb kingfish, Ron reckoned that that was the kind of fishing for him. But time had flown and within minutes *Centaury* was on the way home.

Next morning when *Centaury* headed again for the fishing ground Ron was first on board — and when they commenced fishing he baited his line with half a fish and over she went. Ten minutes later he landed a 50 lb kingfish! His mouth watered — on the hook went a whole small fish — over she went and up came a black cod that weighed 153 lb, the heaviest fish weighed at Lord Howe in the last 20 years!—News item in the "Signal", Lord Howe Island.

AT almost any of our weekend dances the pleasure of those attending is nearly always marred by fights. It is about time that the owners of some of the clubs in Apia realised that it is their duty to their guests to protect them from this sort of annoyance and to control their barmen when it comes to serving liquor to people who are obviously losing control of themselves.

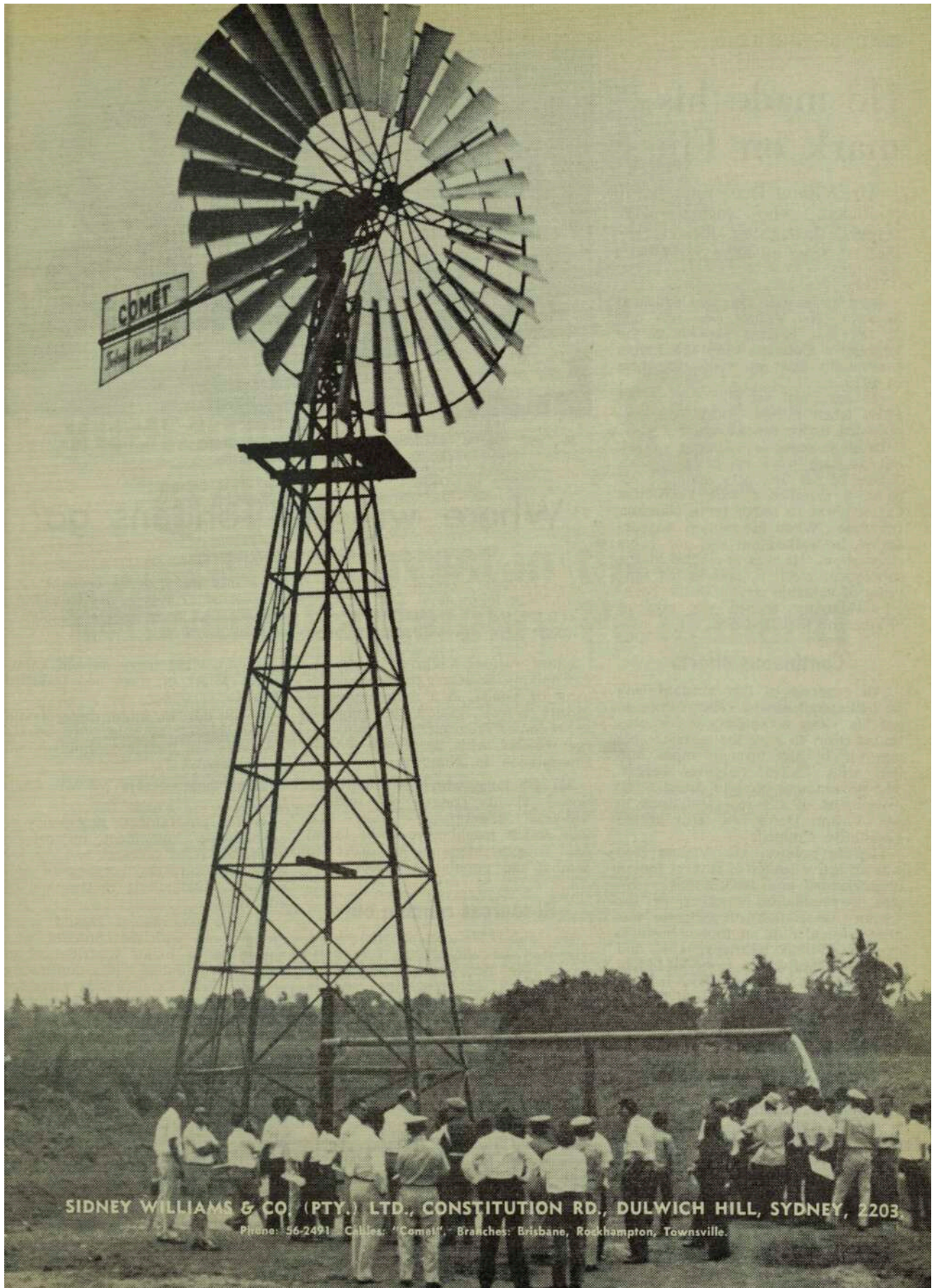
Visitors to our country frequently visit these clubs and spend a great deal of money in them.

It is a pity if they carry away an impression of our country that is spoilt by some pack of louts who show their courage by picking on some poor unfortunate who is so far gone that he is incapable of defending himself against even one of them.—Letter in "The Samoa Times", Apia.

NUMEROUS comments have been heard on the excellence of the travel conditions on *Moana Roa*. True, she has a bit of a motion in rough seas, but the meals are delicious and varied, the service from the friendly (over)

- That visitor to Lord Howe Island wasn't really lucky. The locals do it all the time! Here's one with a 74 lb kingfish.





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DEATH OF VISHNU DEO

He made his mark on Fiji

Mr. Vishnu Deo, veteran Fiji politician, who earned wide respect throughout the colony, died at Suva on May 7. He was 68.

Born at Navua, Fiji, and educated in Suva, Mr. Vishnu Deo was one of the first Indians elected to the Legislative Council when the Indian community was given the franchise in 1929.

He remained in the council till 1959, when failing health and eyesight led to his retirement.

In his younger days he was a rebel, but as time wore on he mellowed.

One of his first acts when he became a member of the Legislative Council was to move for a common franchise. When his motion was defeated, he walked out and put in his resignation. He was re-elected at the subsequent election, and in his long years of valuable service in the council eventually earned the title of "Father of the House".

Continuous efforts

An example of the constant way he hammered on the official door to get his views accepted was his continued effort to have the marriageable age for Indians brought more into line with Indian religious beliefs. The government brought down a bill in support of his representations in Mr. Vishnu Deo's last term in the Legislative Council.

Outside politics, Mr. Vishnu Deo was an active leader of several Indian organisations and associations. He was a foundation member of the Indian Association of Fiji; he was also a founder of an Indian business concern, Vishal Bharteeya Co., and was associated with a move by Indian cane farmers to establish a mill in the Rewa region after the CSR Co. closed the Nausori mill in 1959.

In 1953, with Ratu George Cakobau and Mr. (now Sir) Maurice Scott, he represented Fiji at the coronation of Queen Elizabeth.

Two years later he was awarded the OBE for public service.

After he retired from politics his advice was still sought and accepted.

Mr. Vishnu Deo was a citizen of Fiji whose name will have an assured place in the colony's history.—HNB.



Mr. and Mrs. M. Challons with their daughters (from left to right) Siulolovao, Karina and Sinaitakala.

Where will the Tongans go?

From a Nukualofa correspondent

Tonga's population problem is more and more being brought to attention these days. The present population of 77,000 in the kingdom is expected to double in the next 24 years, and there is apprehension about what this will mean in terms of unemployment.

Latest warning was given by Mr. M. J. Challons, Secretary to the Government of Tonga, in a radio interview shortly before he left the kingdom to become Programme Administration Officer with the South Pacific Commission in Noumea.

Mr. Challons, who was being questioned about Tonga's \$4 million, five-year development plan, said that outlets would have to be found for Tongan migrants in order to combat the population explosion.

Resources running out

He said: "We can see that local resources are running out. I am concerned for these islands which are not rich in resources—the land is good, but there are no minerals."

However, he struck a happier note when he said that there were some grounds for optimism in the fact that the Tongan Government had accepted the challenge to plan ahead and to allocate its limited resources in the right direction.

He said that the Tongan people were virile, intelligent and 100 per cent. literate. They also spoke English, he said, which gave them

access to world literature and knowledge. Many of them had travelled abroad.

"With this in mind there should be optimism," he said. "If human resources are used something should be achieved."

Other points made by Mr. Challons:

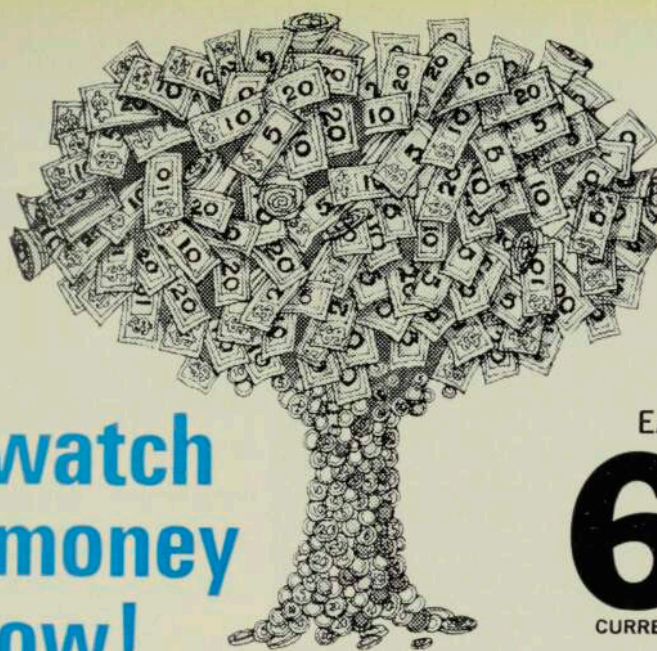
- The government's new policy of encouraging investment by private enterprise from overseas had created a new spirit of collaboration in government—particularly in the field of education.

- The government should work more closely with the churches, who had made a major contribution to education, instead of duplicating church work. Often it was wiser for the government to help establish a church school than for the government to build a school on its own.

- More thought should be given to the land problem. Too much land was lying idle and too much was covered in guava and weeds.

- Increased taxation seemed inevitable. However, increasing benefits from agricultural and coconut development might generate enough income to keep taxation stable.

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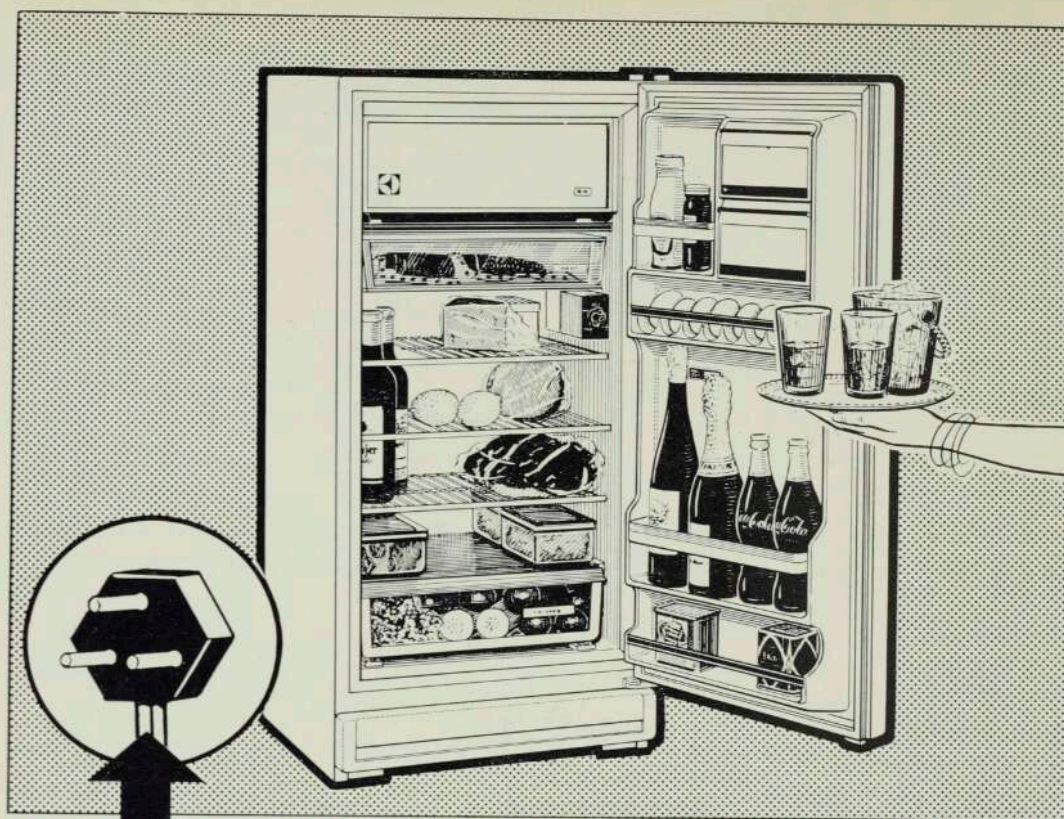
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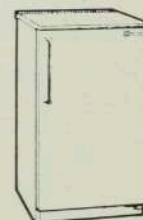
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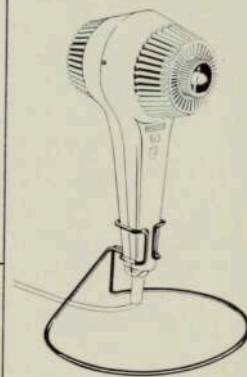
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*Pacific Islands
Monthly*

MAGAZINE SECTION

Since elections were held for French Polynesia's Territorial Assembly last September, the question of internal self-government for that territory has been a burning political topic in Tahiti. The demand for self-government, however, is by no means of recent growth—as Robert Langdon explains in the following article, which outlines for the first time the extraordinary political events that have taken place in Tahiti since World War II. The article is condensed from a new chapter which he has written for the third edition of his book, "Tahiti: Island of Love", just published by Pacific Publications Pty. Ltd. Langdon, formerly assistant editor of PIM, has recently taken up a new post in the Department of Pacific History at the Australian National University, Canberra.

Tahiti: Island of love and politics

By ROBERT LANGDON



When France capitulated to Germany on June 17, 1940, the government of Tahiti—as with governments in all other French territories—was faced with an agonising choice. Should it continue to accept instructions from the legitimate and constitutional government of Marshall Petain, which had negotiated the surrender? Or should it join forces with the rebellious Free French Movement which General de Gaulle started in London five days after the surrender?

In far-off Tahiti, where news of the happenings in Europe was sometimes vague and confused, the choice fell to Governor Chastenet de Gery. Governor de Gery, who had been in office for a little over three years and who was described at the time as "one of the best governors Tahiti has ever known", decided it was his duty to stick with Petain.

But in a proclamation issued on June 25, he made it clear that, in his view, the people of Tahiti and the rest of French Oceania were still at war as allies of Great Britain.

The governor's June proclamation was in keeping with the sympathies of the people. But his contradictory acceptance of the Petain government was not; and when various regulations, manifestly emanating from Petain in Vichy were put into force, the Tahitians became tense, restless and suspicious. At the same time, there was a strong response to General de Gaulle's broadcast appeals for Frenchmen everywhere to fight on.

On July 13, 1940, three days after Petain abolished the Third French

Republic, Tahitians went to the British consulate in Papeete and volunteered to fight with the Australian forces. Eight days later, the Vichy government ordered the consulate to be closed—for the first time since its establishment in 1837—and the consul was banished to a

● With a couple of gendarmes to keep an eye on him, Pouvanaa, with French medals, awaits trial in Papeete on the charges that finally brought about his banishment from Tahiti.

PACIFIC ISLANDS MONTHLY — JUNE, 1968

They wanted de Gaulle

country district 20 miles out of town and placed under house arrest.

Incidents of this kind led to the formation in Tahiti of a Committee of Free France which forced the government to hold a plebiscite to determine the people's views.

The poll took place in mid-August. The result was remarkable. Only 18 people voted to remain under the Petain government, while 5,564 cast their votes for de Gaulle. In the circumstances, Governor de Gery had no option but to resign, and he left for Europe soon afterwards.

The government was then taken over by four prominent local people—Edouard Ahnne, Georges Lagarde, Emile Martin and George Bambridge—until Commandant Edmond Mansard, an old comrade of General de Gaulle, was appointed governor. However, ill-health soon forced Mansard to resign in favour of a 32-year-old French doctor, Emile de Curton, who had been in the territory for several years.

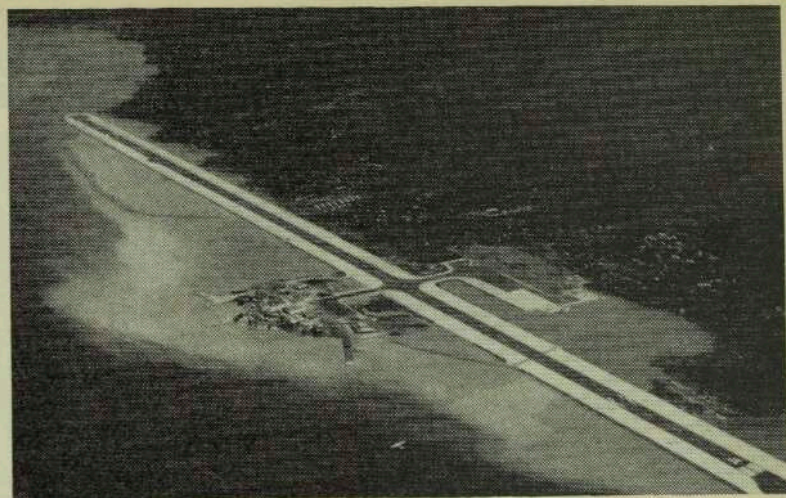
Dr. de Curton immediately got to work on the territory's two most pressing problems—defence and economic affairs. Within a few months, a contingent of 300 volunteers had been raised and trained to join the Free French Forces fighting overseas. They sailed from Papeete in April, 1941, and later fought with distinction in the Battle of Bir Hakeim (Libya), in Italy and in France.

With the promise of help from the British, Australian and New Zealand Governments, Dr. de Curton did what he could to reorganise the territory's economic life, which, before the war, had been almost entirely dependent on France, both for transportation and the sale of its products.

"Brunot revolution"

Dr. de Curton was managing Tahiti's affairs to the complete satisfaction of the local people when a strange top-level envoy from General de Gaulle arrived on the scene. Within a few days, Tahiti was in turmoil again. The Gaullist envoy was Commandant Richard Brunot, a former French Commissioner in the Cameroons, who had been appointed French Governor-General in the Pacific.

He reached Papeete on June 6, 1941, and was received with full military honours by Governor de Curton. However, the Governor's



The building of the international airport was a turning point in Tahiti's development. It meant the end of an era, the beginning of a new and busier one.

welcome was apparently not as profuse as Brunot expected; and Brunot seems to have concluded from this that the Governor and his staff were plotting against him in some way.

The result was that 10 days after his arrival, Brunot announced—to the amazement of everyone in the colony—that he had assumed the governorship of French Oceania and had signed a decree authorising the arrest of Dr. de Curton, his aide, two senior administrators, and the local troops commander.

A second decree ordered the internment of more than a dozen other senior officials for the duration of the war, and a third dissolved the Papeete municipal council and appointed an 11-man commission to run the town's affairs.

The extraordinary Brunot revolution came to an end after three months following the arrival in Papeete of an almost equally strange Gaullist envoy, Rear-Admiral Georges Thierry d'Argenlieu.

The admiral, who had been a Carmelite monk between the wars, and who had been serving as a French naval commander when the Germans invaded France, had joined de Gaulle in London after a daring escape from a German prison camp in Cherbourg. After serving de Gaulle in various capacities, he was sent to the Pacific as de Gaulle's personal representative with the title of High Commissioner for Free France.

He arrived in Papeete on September 23, 1941, apparently with the express purpose of taking control of the Brunot revolution. He wasted

no time. Immediately after his arrival he suspended the Brunot administration, released the arrested and interned officials on parole, and appointed a commission to investigate the plot that Brunot claimed he had uncovered.

Within a few days, d'Argenlieu announced that the commission had found nothing in the nature of a plot and that the measures taken by Brunot were "unjustified". The admiral added that anyone who considered that he had suffered material loss as a result of Brunot's actions could file a claim for reparations.

Similar palace revolution

The Brunot revolution having thus been ended, Admiral d'Argenlieu appointed Lieutenant-Colonel Georges Orselli to the governorship and departed in a warship for New Caledonia.

(In New Caledonia, almost unbelievably, he staged exactly the same kind of palace revolution as Brunot had done in Tahiti. He arrested and deported New Caledonia's highly popular Governor Henri Sautot. The American military commander had to intervene to avoid civil war, and de Gaulle had to recall his monarchical envoy to London.)

As for his successor in Tahiti, Lieutenant-Colonel Orselli, he remained in the governorship for the rest of the war. There were no more palace revolutions or *coups d'etat* in Tahiti, in fact, was as peaceful as any island can be in times of war.

It was even mildly prosperous, for a large force of Americans was

eventually stationed on neighbouring Bora Bora, and these men were eager buyers of every artifact and curiosity that Tahiti's souvenir industry could turn out.

Trade unions formed

But the Americans at Bora Bora did not only bring dollars to French Oceania. They also brought new ideas, and these ideas allied with others picked up by Tahiti's contingent of soldiers overseas, began to manifest themselves soon after the war was over.

Trade unionism, for example, a notion unthought of in Tahiti before the war, spread through the island like the proverbial wild fire. Each profession — machinists, stenographers, school teachers, stevedores, etc. — organised a "syndicate", and by mid-1947 there were no less than 26 of them. There was also talk of nationalism.

One of the most active figures in this new, more aggressive Tahiti was a Huahine-born man, Marcel Pouvanaa a Oopa, whose blue eyes and fair complexion were an inheritance from a Danish grandfather. The fall of France in 1940 and the subsequent uncertainties in the government of Tahiti had diminished the prestige of France in his eyes and had caused him to become a Tahitian nationalist.

Being a persuasive orator, with a flair for Biblical allusions, his ideas soon won a band of followers, and in February, 1947, a Comité Pouvanaa was formed. Three months later, the committee began publishing a regular journal, *Te Ara'atai*, to air and disseminate its views. The committee's aim, the first issue of the journal said, was to "conduct Tahiti and its archipelagos towards more political, economic, administrative and cultural freedom". Articles in the paper were strongly anti-colonialist and anti-capitalist, and in favour, among other things, of the "Tahitianisation" of the public service.

Mass demonstration

On the morning of June 22, 1947, the Pouvanaa committee showed that it had already won wide support when it led a huge crowd of demonstrators to the Papeete waterfront to oppose the landing of three new French officials, who had arrived from Marseilles in the liner *Ville d'Amiens*.

Many of the demonstrators were ex-servicemen, and so large were

their numbers that the local police and troops were powerless to intervene. For two days, they prevented the new officials from landing; and finally, the Governor (now Mr. J. C. Haumant) ordered the *Ville d'Amiens* to anchor offshore for fear that things might take a nastier turn.

This move succeeded in taking some of the heat out of the situation; and after two more days, a couple of Navy launches were able to spirit the officials and their families ashore in the early hours of the morning. Soon afterwards, the governor proclaimed a state of emergency, closed the office of the Pouvanaa committee, and arrested Pouvanaa and a dozen of his men.

Pouvanaa and company were held in custody for five months before being brought to trial on a series of charges involving a challenge to governmental authority. The trial aroused intense public interest, and it was clear from the outset that the people's sympathy was with the accused.

A priest, Father Calixte, who spoke on behalf of the prisoners, declared that it was evident from the medals of World Wars I and II that some of them (including Pouvanaa) wore on their chests that they were not anti-French. Later, when the foreman of the jury told the court that there was nothing to prove that the accused were anti-French, or that



Admiral d'Argenlieu.

Pouvanaa earns a martyr's crown

they had planned to overthrow the government or foment disorder, the spectators cheered heartily. Needless to say, a verdict of "not guilty" was announced.

Pouvanaa's long imprisonment before his trial, and then his acquittal, earned him a martyr's crown, which made him more popular than ever. Two years later, when elections were held for a deputy to represent French Oceania in the French Parliament, he won the seat hands down with 9,818 votes to 4,679 for his nearest opponent. He was re-elected by equally impressive margins in subsequent elections in 1952 and 1956.

He leads a party

Meanwhile, the Comité Pouvanaa had blossomed into a fully-fledged political party, the Rassemblement Démocratique des Populations Tahitiennes (RDPT), or Tahitian People's Democratic Assembly.

The RDPT put forward candidates in elections for the Territorial Assembly (local parliament) in 1953 and 1957, and won a majority of seats on both occasions. Pouvanaa did not stand for election in 1953. But in 1957 he did so and gained a seat.

Pouvanaa's entry into the Territorial Assembly followed hard on the heels of a law passed by the French Parliament which introduced sweeping reforms in France's possessions around the world. These reforms represented an effort by the tottery French Government of the day to silence the growing cries of nationalism that were then being heard, particularly in Africa.

Under the new law, French Oceania was reconstituted as French Polynesia from August 10, 1957; the membership of its Territorial Assembly was increased from 25 to 30; and the Assembly's powers to make laws were considerably extended. In addition, a council of government (cabinet), was created, with local people holding ministerial posts. The governor of the territory was *ex-officio* president. Pouvanaa was named vice-president, and was thus its effective head.

The creation of the council of government represented Tahiti's biggest political advance in nearly 80 years as a French colony. But it was not destined to last for long, for a series of events soon occurred which caused the governor to sus-

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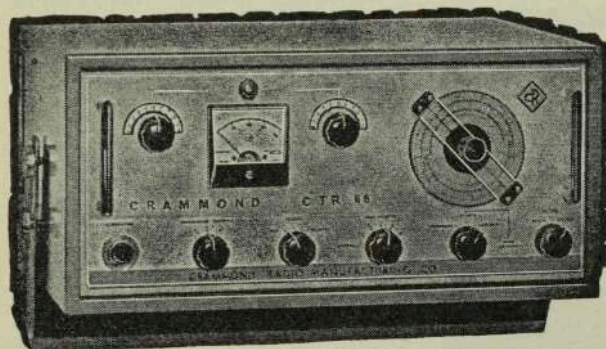
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Protests against income tax

pend its operation indefinitely "in the interests of public order".

The first event was an announcement by Pouvanaa in April, 1958, that his party (which controlled the Territorial Assembly by 17 votes to 13) intended to secede from France and form an independent Tahitian republic. Shortly afterwards, Pouvanaa's party, the RDPT, introduced an income tax law in the Assembly, designed particularly to raise revenue from the (mainly Chinese) merchants and traders.

Not surprisingly, both the secession proposal and the income tax plan were strongly opposed by the 13 members of the opposition Democratic Union, which had the support of the trading community. And it turned out that when it came to a showdown, Tahiti's moneyed class could shout much louder than Pouvanaa's followers, many of whom were scattered through the outlying islands.

When a shopkeepers' strike was organised on April 29, 1958, as a protest against the proposed income tax, everyone in Papeete stopped work and thousands of idle workers gathered before the Territorial Assembly building on the waterfront. Insults were shouted at the 17 RDPT members who were upstairs. Some demonstrators tried to force their way into the building, but were repulsed by militia andgendarmes.

Sanctuary

Pouvanaa tried to placate the crowd by loudspeaker from a window of the building. But he only flamed the demonstrators more when he said that the income tax law could be repealed when Tahiti became independent.

The demonstration got out of hand when three trucks, laden with stones, provided ammunition for the demonstrators to bombard the building. Assembly members and officials cowered inside as about 60 windows were broken. They finally calmed out, turned its hoses on the demonstrators.

About 4,000 people then marched to the residence of the newly-arrived governor, Dr. Henri Bailly, where the Assembly members had been given sanctuary. They demanded the

repeal of the new income tax law, and an assurance that the RDPT-dominated Assembly would not sever Tahiti's connection with France. Meanwhile, other demonstrators stoned the house of Pouvanaa and Oopa.

Next day, the shopkeepers' strike continued. About 5,000 people gathered grimly outside the Governor's residence while the council of government met to consider the situation. Tension eased when Pouvanaa came out and announced that the income tax law would be abrogated. Later, the demonstrators sang the *Marseillaise* as the Assembly met and hurriedly repealed the law.

On May 3, 1958, 31 leading Tahitians, including the Assembly's 13 Democratic Union members, signed a declaration affirming that, for them, the idea of a Tahitian republic was "an aberration". The document conceded the right of French territories in Africa to seek independence, but claimed it was nonsense for French Polynesia to do the same. "We have enough freedom and have no need for more," the signatories agreed.

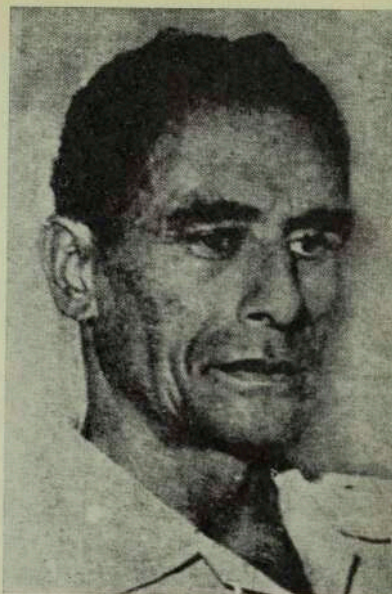
While business in Papeete returned to normal after Tahiti's first serious political disturbances since the *Ville d'Amiens* affair, one of the RDPT leaders (who later broke away from the party) cabled President Coty in Paris that the RDPT was "indefectably attached to France". This, however, did not conform with the general view, and another member, Senator Florisson, was sent post-haste to Paris to present the party's real views.

Four weeks after this, General de Gaulle again became leader of France. On September 27, elections for his new Constitution were held. These gave the 15 French colonies throughout the world the chance to obtain independence simply by voting for it.

In French Polynesia, the poll was indicative of the discord prevailing there. Only 64 per cent. of the people voted to remain in the French Union — the smallest "yes" vote in any colony except French Guinea, which overwhelmingly voted "no".

Pouvanaa arrested

Pouvanaa, who had a strong influence on the big "no" vote with a campaign of "Tahiti for the Tahitians, and the French into the sea", found himself in trouble within a few days of the referendum. On October 11, he and a number of his followers were arrested on a variety of charges,



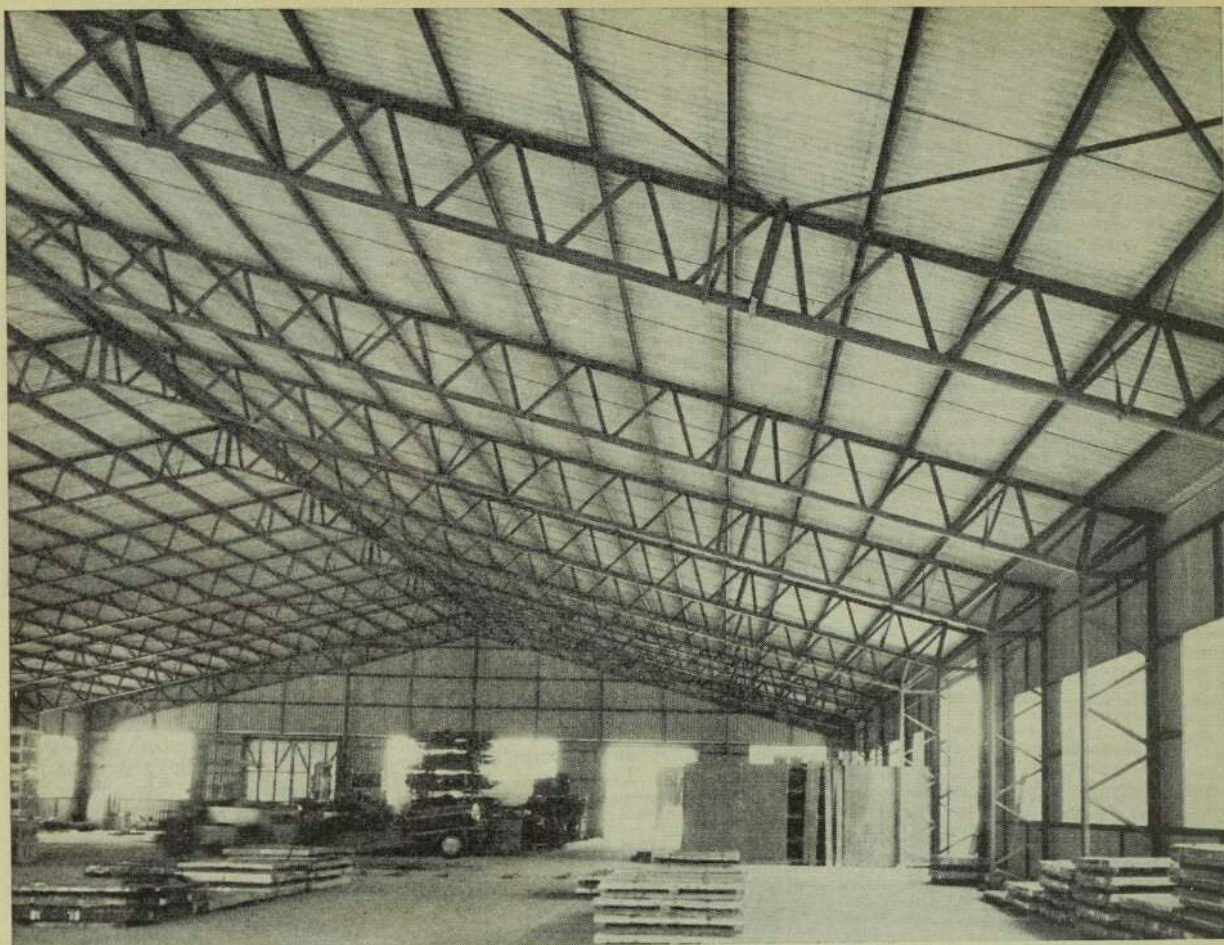
John Teariki.

including having thrown "Molotov cocktails" in the streets of Papeete, and of having plotted to burn the town down. Pouvanaa's house, the government claimed, was found to be defended like a blockhouse and to contain a large stock of "Molotov cocktails" and other weapons.

Pouvanaa was held in gaol for just over a year before being brought to trial in Papeete on charges of attempted murder, arson and the illegal possession of arms. His trial, which was delayed by complicated legal disputations, lasted three days. On October 23, 1959, he was sentenced to eight years' imprisonment and was banished from Papeete for 15. (This meant that he was banned from the Tahitian capital until he was 79, as he was 64 when the sentence was imposed.)

Fifteen confederates of Pouvanaa were tried at the same time. His right-hand man got six years' gaol and was banned from Papeete for 15 years; another leader got six years' gaol and five years' banishment; and the others received prison sentences of up to six years.

Although the Tahitians took a lively interest in the trials, the verdicts were received calmly. This, on the surface, seemed to suggest that the Tahitians believed that Pouvanaa and his confreres deserved the sentences they got. This, however, was by no means the case, for it has since become clear that, in the eyes of many Tahitians, the entire case against Pouvanaa and his followers was a fabrication, engineered by



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officialdom to get a set of troublesome politicians out of the way.

Certainly, the disappearance of Pouvanaa from Tahiti's political scene brought a claim to Tahiti that it had not known since the war. Debates in the Territorial Assembly became more restrained and much less radical; and as the Governor had suspended the council of government after Pouvanaa's arrest, the Tahitians were again without executive power in their own government.

Meanwhile, two decisions of great moment had been made which were to have far-reaching repercussions on everyone in Tahiti. One was a decision by Metro-Goldwyn-Mayer to make a new film version of the Nordhoff and Hall classic, *Mutiny on the Bounty*, with Marlon Brando starring in the role of Fletcher Christian. The second was a decision by the French Government to build an international airport near Papeete so that a serious effort could be made to build up a tourist industry in Tahiti, and so provide employment for the increasing population.

Work on Tahiti's airport got under way in mid-1959, and by October of the following year, it was ready for use. Three international airlines — TAI (French), TEAL (New Zealand) and South Pacific Airlines (American) — immediately began using it, making four landings each week with plane loads of up to 66 passengers. Simultaneously, Metro-Goldwyn-Mayer began flying in actors and technicians for the filming of *Mutiny on the Bounty*. By mid-November, 1960, well over 100 MGM personnel were in Tahiti, and hundreds of Tahitians were on the MGM payroll as actors, extras, musicians, dancers, advisers, canoe-makers and general assistants.

Prices sky-rocket

The increased influx of tourists as a result of the opening of the new airport and the arrival of the 100-odd MGM personnel placed a heavy strain on Tahiti's available accommodation and sent rents for houses, flats and rooms sky-rocketing.

Wages spiralled at the same time, for MGM paid its employees on a scale previously unheard of in Tahiti. MGM's munificence knocked the bottom out of the local labour market, and one plantation owner complained, typically, at the time: "I used to be able to get my trees aluminium banded for five francs

MGM's film version of the "Mutiny on the Bounty", made in Tahiti, brought wealth to almost every Tahitian family — and upset the labour market. MGM's "Bounty" had plenty of sail — plus two 500 hp engines.



apiece. Now I offer 10 francs and 20 francs and nobody's interested. They're all working for MGM."

Due to temperamental actors, disagreements over the direction, mismanagement, the weather, and a variety of other factors, the making of the *Bounty* film dragged on for over a year and brought wealth directly or indirectly to almost every Tahitian family.

One of the results was that the Tahitians discarded their old push bicycles and slow-moving ways, and took to riding motor-scooters, motorcycles and small cars at frightening speed.

Meanwhile, with tourism continuing to boom, land for hotels, shops, snack bars, etc., began to change hands at fabulous prices; and with fewer people working the land than previously, the prices of such commonplace products as coconuts, papaws, mangoes, bananas, taro, bread-fruit and avocados soared in unison.

Not surprisingly, many a tourist who went to Tahiti expecting to find it still more or less as it was in Captain Cook's day was disappointed to find that the cost of living was even higher than it was at home, and that the Tahitians, perforce, were just as eager as anyone else to make a fast franc.

Nuclear testing base

The Tahitians had scarcely had time to settle down to a more normal, less hectic mode of life following the departure of the MGM team when

the French Government leaked news that it planned to use one of the islands of French Polynesia as a nuclear testing base.

It was rumoured at first that Mangareva, in the Gambiers, would be the site of the base. But in April, 1963, after eight months of speculation, the government announced officially that Mururoa Atoll, some 800 miles south-east of Tahiti in the Tuamotus, had been chosen as the site. Four other atolls — Anaa, Hao, Fangataufa and Tureia — were to have roles in the testing project, the announcement said.

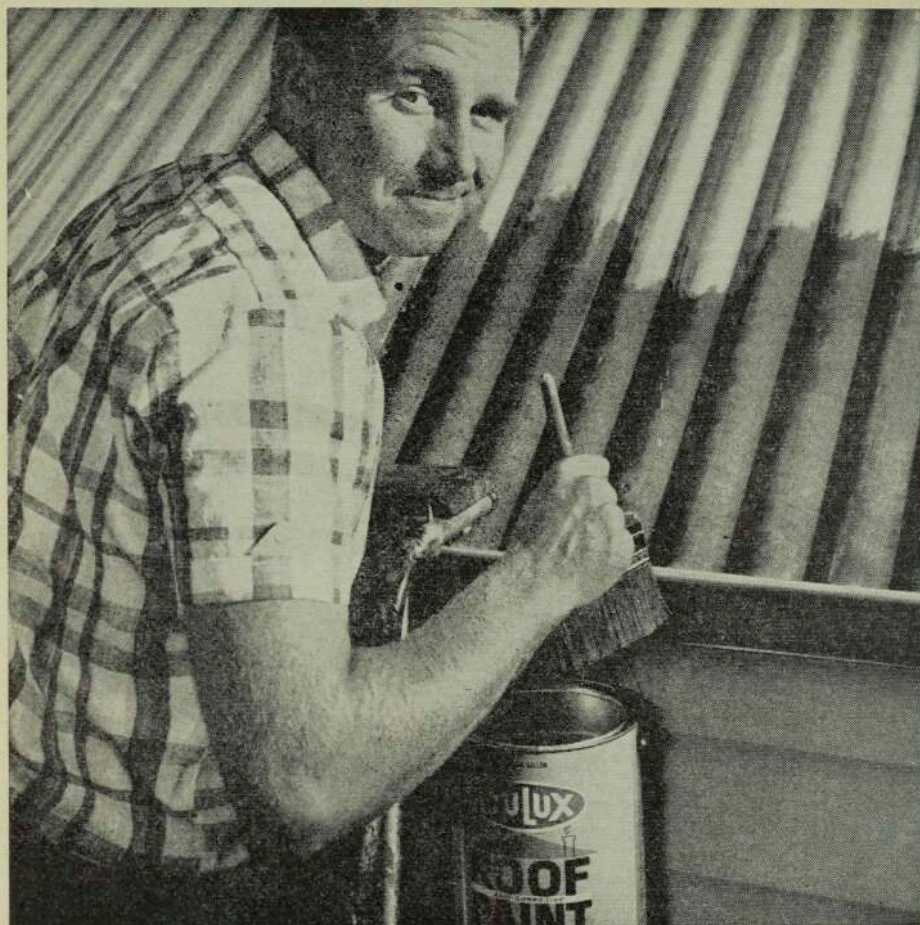
Governor Aime Grimald told a specially-convened meeting of the Territorial Assembly and the Papeete Municipal Council that Tahiti would play an important role in the project, as it would serve as a disembarkation point for men and supplies. The existing maritime traffic of 80,000 tons a year would increase by at least 50 per cent., he said, and to cope with this, the port of Papeete would be modernised at a cost of nearly \$A6 million.

Governor Grimald added that at least 1,000 houses would be built. Everything would be of great economic value to Tahiti.

The words were scarcely out of the Governor's mouth when Tahiti began to swarm with officials and technicians concerned with the planning and execution of various aspects of the new project.

News that two battalions of Foreign Legionnaires were to come to

(Continued on p. 95)



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June, 1948, and PIM eyed gloomily a world trying desperately to recover from World War II. Our leading article for that month branded as "cunning political propaganda" the charge by Mr. E. J. Ward, Australian Minister for External Territories, that there was "native exploitation and slavery" in New Guinea. The leading article went on to lament the "Brown Brother complex" which pervaded the socialist administrations in Canberra and Whitehall—a complex which, according to our leader writer, had run "like a vicious epidemic all over the colonial Empire of the socialist-controlled European nations".

Happily, with the exception of the "Jock" Garden case, few of the items in PIM for June, 1948, were as gloomy as the leading article, and June was merrier than the month of May. Here are some of the items from that issue of 20 years ago.

THE first stage of the notorious "Garden Case", which involved Mr. Ward, Minister for External Territories, and caused a political storm in Australia before all the ends were tried up more than 12 months later, had concluded on May 21 after a 17-day trial of Garden. John Smith (Jock) Garden, a close associate of Ward's, was found guilty of forgery and was sentenced to three years' hard labour. During his trial Garden claimed that Hancock and Gore, Queensland timber merchants, had paid £50,000 to a syndicate of four (Garden, his son Harcourt, Ray Parer and Edward Farrell) for the right to cut timber in NG's Bulolo Valley. Garden alleged that his son was a dummy for the Minister and that Ward had received £5,000 as his share. Mr. Ward was exonerated in the Royal Commission which followed the court case, and the other three men mentioned were cleared in another court case. All the hearings were of unusual interest to NG people.

AN Indian schoolboy wrote to the Fiji Education Department to say that if the Department did not admit him to the Teachers' Training College (which was full) he was left with the choice of suicide and farming! This letter was quoted by the acting Director of Education, Mr. F. R. J. Davies, in an address to the annual conference of the Fiji Teachers' Union. Earlier, the president of the union, Mr. Hari Charan, had said that although

Yesterday

there were 14,000 Indian children at school, there were another 17,000 Indians of school age without schooling.

RUMOURS that New Zealander Sir Peter Buck was to become an American citizen were firmly denied. In a letter to PIM, Sir Peter, the part Maori who had been given the directorship of the Bernice P. Bishop Museum in Honolulu and a Chair at Yale, wrote: "I had decided to remain a British subject before the knighthood was conferred upon me (in 1946), and I propose to remain a British subject until the end of the chapter In spite of the evil days before the British Empire, there is something about the flag that stirs up the memories of one's youth and training, and gives one a thrill to belong to it."

AN appeal by New Zealand National Airways Corporation—in the form of a three-column ad in NZ newspapers—was being made to shivering New Zealanders to "plan a fascinating winter holiday to Samoa via Fiji and Tonga". The cost: £61/4/- return. PIM's writer said that many more people from Australia and New Zealand would spend their holidays in the Pacific if only the Islands had first class hotels and transport.

MOVIE star Jean Simmons didn't help tourism much by thoroughly de-glamourising the South Sea Islands after a sojourn in Fiji to make a film, "Blue Lagoon". Her verdict: no gay lavalavas — only khaki



The "Maclaren King II" sailed a straight and narrow course when Canon M. A. Warren, of the Australian Board of Missions, skippered her on her maiden voyage to Papua from Brisbane. This photograph is from our issue of June, 1948.

shorts and skirts; no brightly coloured birds — only the parrot she had brought with her.

AN announcement in Batavia, ANEI, indicated that oil production would begin in Dutch New Guinea in 1949. Production would be handled by the New Guinea Petroleum Company, a combined Dutch, British and American company formed in 1934. Production was to begin in the extreme western tip of the Vogelkop Peninsula. Commented PIM: "It is encouraging . . . to know that oil has been discovered in the great island of New Guinea and there is a reasonable hope that it will eventually be discovered on the Australian side of the border." The Dutch oil finally petered out and P-NG is still hopefully awaiting its bonanza.

PIM printed these howlers from Polynesian schools:

● Mr. Winston Churchill saved the British Empire because he smoked cigars and it made him think.

● The Resident Agent is a good man because when we drink orange beer he puts us in gaol.

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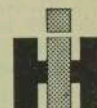
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LIFE ON THE BIG POND

One of a series, by BILL DAME

THE GREAT DATELINE CONSPIRACY

There are two basic categories of ocean travellers; those who have travelled before and those who are making their first voyage. The first group has no difficulty understanding the time zones, but occasionally someone in the second group has to have "What time is it?" explained to them.

There's usually no problem involved, but when an innocent abroad fails to comprehend the necessity of time changes, how . . . I mean how . . . can they be made to understand the International Dateline?

I'll call her Mrs. Moore. She was 93 years old and had lived her entire life as the reigning matriarch on a large ranch in central California. Her 27 grandchildren contributed her round-trip ticket on our trans-Pacific passenger ship for her birthday present and also sent her 78-year-old maiden sister along as chaperone.

Sister's duty

They were interested in all the doings on the ship but were spectators rather than participants. It was sister's duty to make sure that no one took advantage of grandma, and sister would have been an asset to any Security Guard surrounding any VIP.

The fifth day out of Los Angeles they came into the gift shop. Grandma wanted a new watch because her's was losing a half hour each day. I checked it, found it running perfectly, and asked, "Are you retarding it each night according to the schedule in the daily paper?"

"What does retard mean?" Grandma asked seriously.

I answered very cautiously. "It means . . . uh . . . that you have to turn your watch back. All the ship's clocks are set back a half-hour each night according to

schedule. This keeps us in the proper time zone."

She looked at me strangely, then turned into the classic stereotype of a wise grandma correcting a silly child.

"What a foolish thing to do; you're not supposed to turn your watch or clock this way and that. How'll you ever know the correct time? Does the captain know that someone meddles with the clocks?"

I became increasingly aware that I was in the midst of a delicate situation and tried to frame my answer accordingly.

"He does indeed, ma'am. The changes are absolutely necessary. Tahiti is two hours earlier than California, and with Daylight Saving Time in effect, that makes Tahiti three hours earlier. That's why we have to retard our clocks a half-hour each night for six nights."

Sister, her eyes flashing hostility, interrupted:

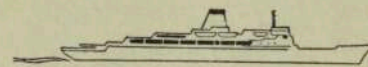
"We don't believe in that Daylight time, mister. On the ranch we keep the clocks the way they should be. And don't you try to fool Grandma!"

Trying to help

"Dear ladies," I replied, noticing that all the other passengers in the shop were listening with more than casual interest, "I assure you that I'm trying to help. Here, I'll show you with this globe."

I reached into a display window and took the globe of the world, placed it on the counter and located Tahiti with one finger and California with another. I explained the time zones.

I turned a flashlight on the globe, representing the beam as sunlight flooding one side while



darkness covered the other. Day and night the ladies understood, but they could not or would not accept the 24 time zones of the world.

The chief officer had come into the shop for his daily pack of cigars and waited quietly with a faint smile as I made my explanation to the ladies. I glanced up at him and caught his friendly wink and glanced around the shop again, noticing with slight irritation that everyone present was enjoying the situation. I finished my discourse and asked, "Now do you understand?"

Grandma and sister were unconvinced, and Grandma answered, "Not acceptable! If it's 10 o'clock in California it's 10 o'clock here, here . . . and everywhere!" She twirled the globe for emphasis.

Frozen smiles

There followed a horrible moment of tension so real I was sure it would produce sparks in the silent room. No one stirred; everyone seemed to be statues, each frozen with a different smile.

In my best doom-filled voice I slowly asked, "Ladies, if you won't accept the time changes . . . what will you do next week when we cross the International Dateline? You'll go to bed Tuesday night and the next day will be Thursday. Three weeks from now we'll have two Tuesdays on our way home which will get us back on schedule. Have you checked your voyage calendar?"

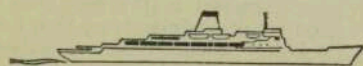
As I spoke, Grandma's eyes widened and her mouth dropped open. When she found her voice she became a babble of words; they literally gushed out.

"You're one of them! When did you leave Washington? How many of you are on this boat? Sister, go find the captain, he's in danger; the whole boat's in danger."

She turned around and for the first time seemed to notice the other passengers and the chief officer and continued her tirade.

"This man must be one of the

(over)



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Women of all ages have found that by smoothing the moist oil over the face and neck each night, and using it as a powder-base by day, their complexions become progressively lovelier. Because of its hygroscopic qualities it assists nature in restoring moisture that stealthily evaporates from the

outer dermic layer, attracting moisture from the surrounding atmosphere and drawing it into the skin so that the complexion always retains its dewy bloom and youthful vibrancy.

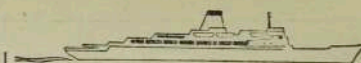
In many countries of the world this beautifying fluid is known as oil of Olay and in England and other parts it is known as oil of Ulay. In the Pacific Islands it is available as oil of Ulan and is one of the truly amazing discoveries of our time, bringing fulfilment at last to every woman who has ever wished that she could look noticeably younger and lovelier.

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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.

Revive your skin at least once a day by lightly patting it with a pad soaked in lemon Delph freshener. Nothing is more rewarding in getting circulation moving and bringing fresh colour to the cheeks. Pat the skin in an upward direction from the base of the neck to chin and from cheeks to nose and hairline. Be gentle around eyes, but use a firm, slapping movement all along the jawline. Lemon Delph freshener has all the natural toning, cleansing and refining properties of special beauty lemons and gives the skin a lovely sparkle.

Test your skin for signs of roughness by gliding your fingertips lightly over your face and neck as you apply your daily base of moist oil. Any dry or rough patches which may be evident should be gently massaged with a little extra oil of Ulan to cherish and smooth the skin. This will also ensure that your make-up will blend evenly to give your complexion an exquisite, youthful appearance.



GREAT DATELINE CONSPIRACY

(From previous page)

Calendar Changers from Washington. They aim to make the poor President change the week to six days, and you know what that means? It'll make the blessed sabbath come on Monday one week, on Tuesday the next and so on.

"And when the sabbath's destroyed, that means Armageddon and the end of the world! These people are dangerous and we've got to fight them! You, sir!" She faced the chief officer. "You've got all that gold on you so you must be important. What are you going to do about this man?"

The chief officer, in as benevolent a voice as I ever heard from any pulpit, answered as slowly and as distinctly as he could.

"There's nothing wrong with what he has told you, Mrs. Moore. He's not a Calendar Changer, neither am I, neither is the captain. It's all very easy to understand, so let's go up to my office where we can sit down and discuss it. Will you come with me?"

"I don't trust him . . ."

Sister was still hostile and whispered to Grandma in a voice loud enough to be heard by just about everyone in the shop, "I don't trust him."

Grandma quickly answered, "Be quiet, silly girl; act your age. I'll listen to him and I'll be able to tell if he's one of them, too. Let's go."

The chief officer smiled warmly and bowed slightly, indicating with a gentlemanly gesture that the ladies were to precede him through the door. As they left, Grandma was saying, "This calendar reform is the work of the Devil. Decent people should fight it!"

When they were safely gone, every person in the shop lost all control of composure and exploded with uncontrollable guffaws. Everyone except me.

BOOK REVIEWS



GETTING THE MOST FROM THE SEA

Five hundred million people are at present on a starvation diet. Many millions more will join them unless measures are taken to rid the earth of the scourge of starvation. Sterilisation and contraception have been offered as ways of keeping future populations down to proportions small enough to enable the world to be properly fed. But another way is to increase food production.

Farming the Sea, by Alexander McKee, examines the possibilities of underwater development of all kinds, including agriculture. McKee is a general writer and this well-illustrated book is written in terms that can be understood by anybody.

He appears to have developed the book from a personal scrapbook of news stories and ideas about the sea, and he uses the word "farming" in the broadest sense—as the exploitation of all undersea resources, from fish to minerals, and by all possible means from depth stations to under-seas vehicles.

Until recently many ideas of exploiting the sea were considered to be science fiction. But science fiction has an uncanny knack of becoming science fact, and now more and more people are taking seriously the prospect of development beneath the waves.

There are vast areas to be "farmed". The earth is largely a saltwater planet. Very nearly three-quarters of it is ocean.

Seaweed as food

McKee describes farming the sea as "... any method of organising further the natural organisation already present so as to produce a significantly greater yield."

Shellfish and crustacea are farmed quite extensively; so too is seaweed. McKee says that some seaweeds are used directly as food for human beings and cattle, but generally it is the substances which are obtained from them which are important.

One such substance is algin and has more than 100 different uses

in everything from ice cream to aspirin.

However, although much of the book deals with edible foodstuffs from the sea, many other salt-water subjects are discussed by the author.

Ownership of seabed

It is significant that governments have already come together to work out agreements as to the legal ownership of the seabed down to 1,000 ft, in order to avoid a 20th century "scramble for Empire".

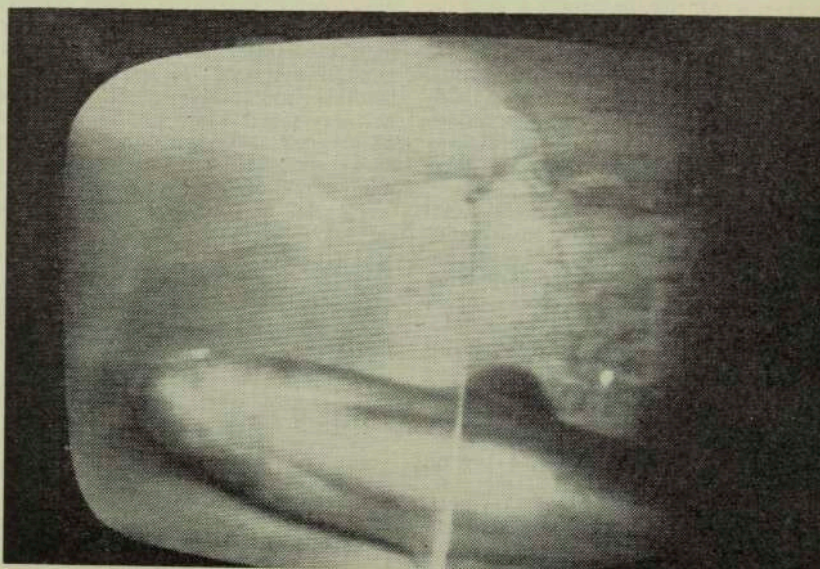
However, these are early days. As the sub-title points out man is tak-

TALKING TO THE ANIMALS

Making Friends With Animals, by Eric Worrell, Australian animal lover and zoo keeper, well-known in New Guinea, is a brief collection of warm, often fascinating stories, about Worrell's experiences with animals. In the course of his narrative he passes on information on how you may enjoy the presence of snakes, lizards, skinks, tortoises, dingoes, possums, emus, owls, etc., and even if you haven't the slightest intention of getting within miles of any animal less familiar than the family cat, Worrell's book is entertaining reading. It would make an excellent gift for the inquiring child. The big pictures are excellent; and the volume is as much a picture book as anything else. (Angus and Robertson at \$3.95.)

ing the "first steps into inner space." McKee says that it would be unwise to forecast exactly to what depth the seas can be exploited. He writes: "Today, in effect, we are simply exploring and raiding on the fringe. Conquest and permanent occupation will surely follow."—SR.

(*FARMING THE SEA: FIRST STEPS INTO INNER SPACE*, Souvenir Press, represented by the Hutchinson Publishing Group Ltd., \$5.30).



Every day scientists learn more about the sea and how to exploit its resources. They use every technological means, including, as can be seen from this picture, television. This shark was swimming about the ocean floor off Nauru at a depth of more than 1,000 ft when a TV camera lowered by an American surveying company "shot" him.

Problems of a shoestring shipping line

Of all the Pacific Island territories, only one owns and runs her own overseas shipping service. Tonga, with the *Niuvakai* and the *Aoniū*, operates to both Samoas, Fiji, Rotuma and Australia.

All other territories depend on overseas-owned shipping lines, most of whom are members of the Conference lines, for their export and import trade livelihood.

New Zealand is in almost the same position as most Pacific Islands. Both the Union Steam Ship Company and the New Zealand Shipping Company

Ltd. are wholly-owned subsidiaries of Britain's P and O group.

Holm and Company Ltd., with the *Holmburn* and the chartered *Magga Dan*, operate from Auckland to New Caledonia, the New Hebrides, Norfolk Island, Tahiti and the Cook Islands, and the NZ Department of Island Territories, with the *Moana Roa*, operate to the Cooks.

Captain Athol Rusden, with the *Matipo*, is currently running from NZ to the New Hebrides.

One New Zealander who believes NZ should have a bigger shipping line of its own, independent of overseas lines, is Captain Clough Blair, who has written a very-readable book, *Shoestring Shipping Line*, to put his case in print.

His book will revive the old debate which is always just below the water in shipping circles—are cargo contracts with Conference line vessels a good or a bad thing for small countries like NZ, or the Pacific Islands?

Started his own

Captain Blair started his own shipping concern—the Tasman Steam Ship Company—with a rehabilitation loan soon after World War II. His tale, in the book, of the initial difficulties and problems he and his partners faced while plying all sorts of cargoes around NZ and to Australia and the Islands is both entertaining and enlightening.

Two lively stories are his account of carrying 200 Tongans from Nukualofa to Niue in a company freighter, and the anecdote about Harry Duane, who claimed he made his fortune selling pink Celanese ladies' bloomers on Niue.

Captain Blair speaks in a more serious vein when he attacks Conference line companies for limiting



competition among themselves by setting uniform rates and charges.

Also he criticises them for combining to meet outside competition by non-Conference vessels, such as Chandris Lines. He has an axe to grind here, for he was an agent for Chandris in Auckland. Some of his complimentary remarks about Chandris Lines can be put down to public relations; nevertheless his book is an interesting, personal account about what happens when you run a shipping line, with some well-based points on NZ's shipping future thrown in.

Captain Blair, I understand, is currently writing a book about the well-known old South Seas skipper Captain Andy Thomson. A book about Captain Thomson's experiences in the South Pacific over the past 70 years is well overdue.—K. McG.

(SHOESTRING SHIPPING LINE. A. H. and A. W. Reed, Wellington, Auckland and Sydney. \$4.25.)

Some fun at the war

THE wartime Pacific is the setting for a pleasant bit of entertainment by American writer Phillip Rock. *The Extraordinary Seaman* is a novel that begins somewhere off the Philippines and ends in Northern Australia, and in between we are treated to the misadventures of a small lost party of US Navy men who almost get back into the war again.

Their only officer, Lt. Morton Krim, has never been to sea before and has not the faintest idea about how to lead men. Lt. Krim only joined the Navy because the Navy needed cost accountants.

The fun increases when the Yanks come ashore on an island where they find a beached riverboat, *The Curlew*, and her captain, Commander Finchhaven, RN, a Colonel Blimp character who can't stop singing Gibert and Sullivan songs and downing good Scotch.

Commander Finchhaven does his best to lead *The Curlew* into battle with a Japanese cruiser—with amusing results.—K. McG.

(THE EXTRAORDINARY SEAMAN Hutchinson Publishing Group. \$3.15.)

Library acquires Firth Collection

THE Library of the University of California, Santa Cruz, has acquired the Oceanic library of Dr. Raymond Firth, Professor of Anthropology at the University of London since 1944. The collection will be of inestimable value to the university's Institute for South Pacific Studies, and is a major step toward the university's goal in building a Pacific research library.

Dr. Firth has done extensive research in the British Solomon Islands, including one year on Tikopia, 1928-29, and research in peasant economics and anthropology in Malaya, as Leverhulme Research Fellow, 1939-40.

The collection contains over 4,000 books and pamphlets of anthropological works on peoples of Australia, New Zealand, Melanesia, Polynesia, and general Pacific works, and greatly strengthens the library's holdings, particularly in the area of Pacific linguistics. Items include hard-to-find periodicals, reprints, proof copies, and Press clippings which help to make a research collection and have values as exhibit material.

Groundwork for acquisition was initiated early in 1967 by Professor Roger Keesing. The university, with the help of friends of the library, successfully outbid other interested parties and arrangements for purchase were made by the Librarian, Mr. Donald Clark.

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CHANGING DRAMA OF FIJI

The publication of *The Drama of Fiji: A Contemporary History*, is another reminder of how quickly developments move in the Pacific these days.

Facts and figures on Fiji were changing as Dr. John Coulter was writing his book, and there have been more changes since its publication, and the period to review. Nine-tenths of the book was prepared before the London constitutional conference of 1965, and it was updated in a postscript which still does not bring the contemporary scene further than the 1966 elections. The graphs and statistics are much earlier.

In addition, some of Dr. Coulter's passing comments seem outdated now, because much of the body of the work is based on three periods of field work—the first as early as 1937 and the last one in 1960. He would find, if he returned to Fiji now, that many attitudes have changed.

Easy to read

The end result of all this is that *The Drama of Fiji* is not now anything more than a rough guide to the general position in Fiji for those with passing interest in the colony. This is a pity because in his general picture Dr. Coulter is fair, objective and easy to read, and it might have been better if, like Burns, he had concentrated more on the general narrative and less on statistics. The book, well illustrated and produced here is an extraordinarily attractive reading) is broken up into sections on the Fijians, the Indians, government, economic and social background, and the future prospect.

For the future, he is guardedly hopeful that Fiji will overcome its problems and settle down into a happy multi-racial group. "There is at the beginnings of a sentiment and outlook which will gradually join the various ethnic groups and communities into a national unity," he says. "It is such a state of mind or co-operation which has largely contributed to the welfare of Hawaii, where the author spent 13 years in the Department of Geography. It is the only long-time solution to the ethnic problems of Fiji."—EW.

(*THE DRAMA OF FIJI*. Published by Charles E. Tuttle Co. and distributed in Australia by Paul Flesch and Co. \$3.80).



The Tahiti story

(Continued from p. 87)

the island as labourers brought a unanimous protest from the Territorial Assembly. The Assembly complained in a resolution sent to President de Gaulle that "grave inconveniences" could follow the contact of a peace-loving population with "elements noted for their violence". The French President, however, ignored the Tahitians' protests, as he did all other protests that emanated from their Assembly.

Indeed, when Pouvanaa's party, the RDPT, and an off-shoot of it, the Pupu Tiama Maohi, circulated petitions in Tahiti in November, 1963, protesting against the invasion of the islands by French troops, President de Gaulle promptly outlawed both parties.

To do this, the President made use of a 27-year-old law which forbade "all associations or groups whose aim is to assault the integrity of the national territory". The law also forbade such associations or groups to reconstitute themselves under different names. However, the individual members were allowed to retain their seats in the Territorial Assembly.

Organised political opposition to the nuclear testing project thus became impossible on the part of the parties which were most closely identified with the Tahitian people, and the French plans rolled forward more or less according to schedule.

Although at heart many Tahitians shared the views of the outlawed party members, they found the high wages paid to workmen on the nuclear testing project and its associated works programmes too enticing to resist.

The new port of Papeete, which had been created by reclaiming some 35 acres of coral reef, was officially opened at the end of June, 1966. Three days later, the first of a series of nuclear devices was exploded at Mururoa Atoll to the accompaniment of protests from all round the world. President de Gaulle, himself, visited Tahiti in September, 1966, en route to Mururoa to see one of the explosions.

While in Tahiti, he learned at first hand that there was still intense resentment against the nuclear project. In a submission he received from John Teariki, the territory's deputy in the French parliament, de Gaulle and his government were accused of deliberately exploiting the economic situation in the territory so that the *Centre Experimental du Pacifique* (the organisation responsible for the nuclear tests) would become dominant.

Referring at length to Pouvanaa's case, Mr. Teariki compared it with that of Maurice Lenormand, Pouvanaa's counterpart in New Caledonia, who was stripped of his political posts in 1964 after being convicted of a charge involving sabotage. Teariki told de Gaulle: "The fate of our former deputy, Pouvanaa a Oopa . . . still weighs heavily and bitterly in the hearts of Tahitians. Since his conviction, the events which have followed here—and elsewhere—have underlined the political character of the 'affair' which placed him in prison and exile. Pouvanaa a Oopa was no more an arsonist than Maurice Lenormand, deputy of New Caledonia, was a saboteur. Defenders of democratic freedom and territorial rights, both fell in the same way and in the same cause . . ."

Mr. Teariki went on to say that most Polynesians did not wish to be separated from France, but they did wish that their relations with her might be "cleansed and regularised" by a revision of the territory's constitution. Article 73 of the Charter of the United Nations, he said, placed an obligation on France "to respect the primacy of our interests locally as well as our political aspirations in the progressive development of our free institutions".

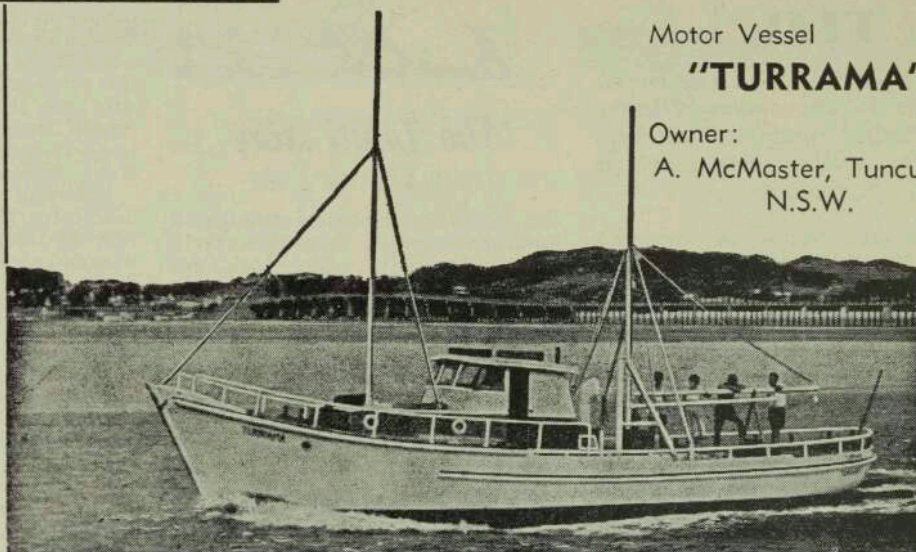
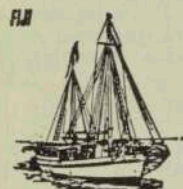
Self-government platform

He added that he could not prevent himself from telling President de Gaulle, in the name of the people of his territory, of the bitterness and sadness they felt at seeing France — fortress of the Rights of Man and home of Pasteur — brought to disgrace by becoming a party to what Jean Rostand had called the "Atomic Gang".

And further proof that the spirit and ideals of Pouvanaa a Oopa were still strong was revealed in elections for the Territorial Assembly in September, 1967.

In these elections, two parties, led by Messrs. Teariki and Francis Sanford, which had campaigned vigorously for internal self-government, won a majority of the 30 seats.

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ANOTHER RUSDEN SHIP COMES TO GRIEF

In The News This Month

News that Hebrides shipowner Athol Rusden's latest purchase—the 397-ton island trader *Matipo*—had piled up on a reef 30 miles off Noumea on May 7, was a set-back for his recently established NZ-New Caledonia and New Hebrides shipping service. And it also continued his extraordinary run of bad luck.

It was only 12 months ago, to the day, that Captain Rusden's 530-ton motor vessel, *Wallisien*, hit a Fiji reef and became a total loss; and the *Wallisien* was merely one of several other Rusden ships which have been involved in mishaps. Not all have been under his own captaincy.

Matipo hit the reef, 27 miles from the Amedee lighthouse, in very rough seas, at 1.45 a.m. On board was 400 tons of cargo for Noumea from New Zealand, consisting mostly of prefabricated houses.

Helicopters

Helicopters attached to a big French naval force on the way to French Polynesia helped to locate the ship. Her chief engineer, Mr. C. Simpson, of Suva, said later:

"She went on the reef so gently and slowly that it did not even wake me up."

Some of the crew went ashore and others stayed to supervise salvage of cargo, which included two bulls which were giving trouble.

Matipo's captain, Gordon Brown, Nelson, NZ, stayed on board with the remaining crewmen. A Noumea port said he had "mistaken" a village lighthouse ashore on New Caledonia for the Amedee Light-house, which is one of the world's few lighthouses to have a fixed, and not a flashing, light.

In late May the ship was still on the reef and a Sydney tug was reported on its way to Noumea in an effort to refloat her.

A few days before *Matipo* left

Auckland in April for Noumea a fire broke out in the crew's quarters. It was confined to below decks but it caused severe damage to several cabins.

Matipo had only recently started a service from NZ to New Hebrides and New Caledonian ports, in competition against another NZ line, Holm and Company, of Auckland. *Matipo* made her first run to the New Hebrides in early February with general and refrigerated cargo (PIM, Mar., p. 105).

Captain Rusden has been sailing yachts and small freighters around the Pacific Islands for 21 years. Apart

Aireymouse	Magga Dan
Akatere	Manusina
Amalric, Apogee	Maravut, Matipo
Awahnee	Mundeamo
Baken, Bodmer	Nexus, Nikau
Blue Mist	Ninikoria
Blue Water	Pacific Islander
Calypso	Peter Ikori
Canterbury Star	Powindah
Ceramic, Clipper 1	Safari Too
Discovery	Schnoufi
Driver	Seafari
El Viajero	Se-ni-Ua, Solo
Erava	Sorona del Mar
Fairwind	Sundowner
Fortuna	Tagua, Tatalagu
Freedom, Frisia	Taurua, Temaui
Gitana, Gothic	Thor I
Hope	Thorsgaard
James M. Cook	Triventure
Jacques del Mar	Tuvalu, Tzu Hang
Jardine	Wallisien
Klaroo, Kyrenia	Whisper, Widgeon
Ladava, HMAS	Willbea
Lady Elizabeth	Vadura

from the *Matipo* and *Wallisien*, here are three other happenings to his vessels:

● *Sorona del Mar*, 260-ton island trader, burnt to the waterline off Santo, New Hebrides, in July, 1964.

● *Nikau*, island trader, burnt to

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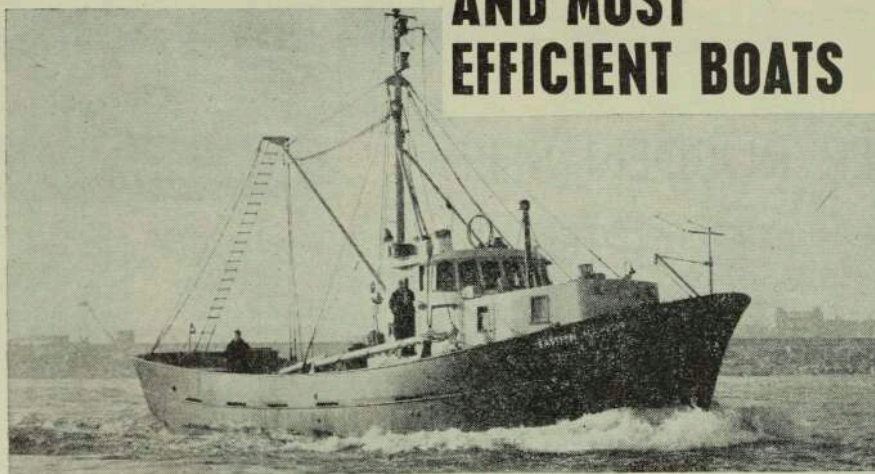
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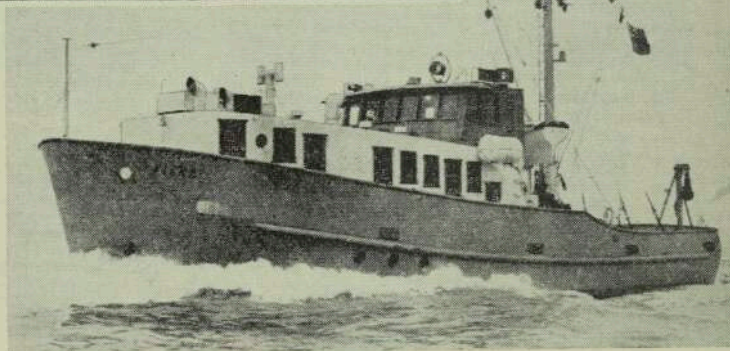
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Top: 'EASTERN MAHIGIR', built in England for prawn fishing in the Bay of Bengal; powered by Kelvin Diesel T8, 240 s.h.p. with 2½:1 reduction gear.

Below: 'KIARA', research boat at Lagos owned by The Nigerian Federal Fisheries Service; powered by two Kelvin Diesel 120 s.h.p. engines.



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the waterline, on reefs south of Tanna, New Hebrides, in late 1964.

● *Tuvalu*, freighter, hull ripped open on rocks, 35 miles north-east of Wellington, NZ, in January, 1967.

One ironic sidelight to the *Matipo* rounding concerned an Australian artist, Mr. Alan Thornton, who has now made two attempts to transport collection of his paintings to be exhibited in New Caledonia, and is almost as unlucky as Captain Rusen.

Mr. Thornton loaded his paintings aboard the *Matipo* in NZ and intended to travel with them to Noumea. A few days before the *Matipo* left NZ the fire below decks made it impossible for the ship to carry passengers.

So Mr. Thornton flew to Noumea, leaving his paintings on board the *Matipo*.

The irony is that at the same time last year another collection of Mr. Thornton's paintings was en route to Noumea, on board the *Tallisien* which ended on that Fiji reef! The whole collection was lost!

What Mr. Thornton thinks about all hasn't yet been recorded.

NEW SERVICE TO PITCAIRN

A consortium of British shipping companies — Shaw Savill, Port and Star Lines — have agreed to provide a cargo service to isolated Pitcairn Island with calls each eight or nine weeks north and southbound and from New Zealand and Australia.

Last year Shaw Savill decided to stop making periodic calls at Pitcairn for the first time in over 50 years (*PIM*, July, 1967, p. 109). The company's ships *Gothic* and *Ceramic* will end their calls in June this year.

The first two ships to call at Pitcairn under the new arrangements will be the Shaw Savill freighter *Malric* and the Blue Star vessel *Wentbury Star*. Both are in the New Zealand-West Indies trade.

Neither ship will carry passengers.

THOR I" FOR NEW GUINEA

The Pacific Islands Transport Line vessel *Thor I* will extend her normal route from Noumea in early July and make calls at Lae and Rabaul.

Sydney agents for the line told *M* that manufacturers in the US had offered sufficient inducements to pick up big shipments of coffee and cocoa (1,000 tons at Lae, and 750 tons at Rabaul).

The new calls will set up a direct flight link for NG produce to the

US which previously had to go through Hong Kong. NG calls will be operated from July every six weeks if cargoes warrant, the agents said.

At present PI Transport Line, with *Thor I* and *Thorsgaard*, operate monthly sailings from West Coast US ports to Papeete, Pago Pago, Apia, Suva, and Noumea.

SUVA BUSINESSMAN BUYS "FAIRWIND"

Suva businessman Mr. I. C. Rodger has bought the Fiji ketch *Fairwind* from the Fiji Government for £F878. Mr. Rodger, manager of

Ivon Watkins-Dow Ltd., will sail the *Fairwind* with the Royal Suva Yacht Club. Mr. Rodger was one of five tenderers for the well-known ketch.

Once the proud possession of the distinguished Fijian leader, the late Ratu Sir Lala Sukuna, *Fairwind* is a 28 ft craft of the well-known Herreshoff design.

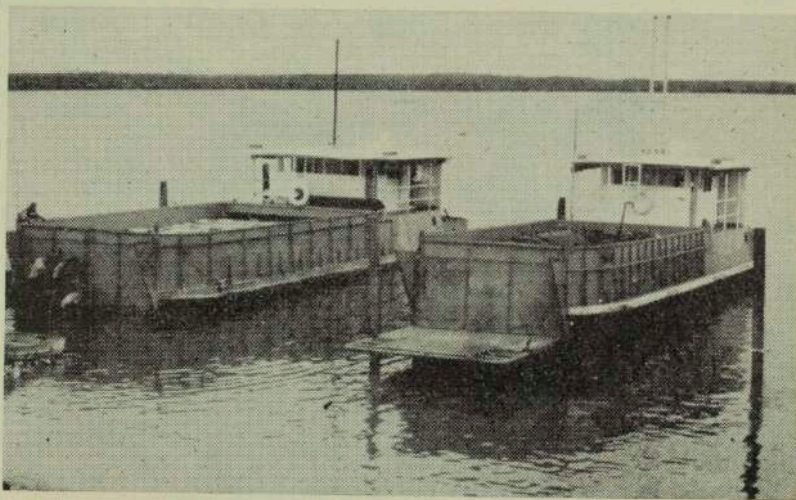
Fairwind was built by the colony's Public Works Department in 1941 under the supervision of two of Fiji's best boatbuilders, Alf Lee and Alec Bentley.

Fairwind was the first vessel in Fiji to have hollow spars and originally fitted with stainless steel rigging and carried in addition to

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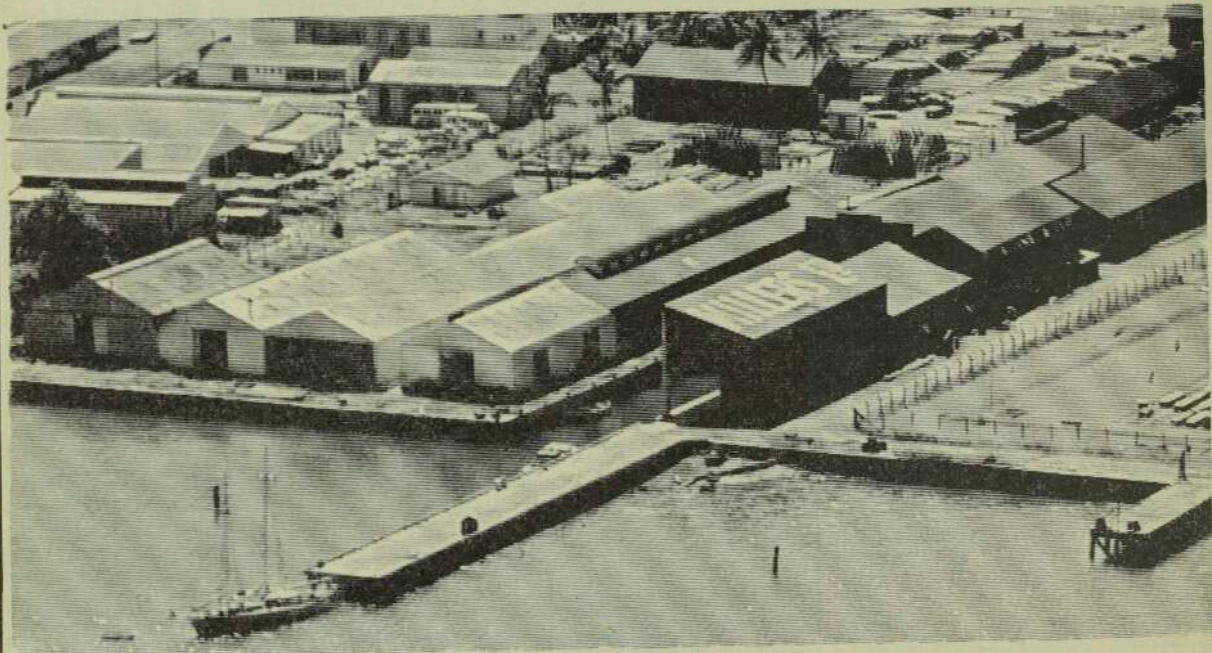
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The "Fairwind".

ain, jib and mizen, a spinnaker, asthead genoa and mizen stay-sail.

In her Alf Lee, her first owner, used extensively in Fiji waters, the early voyage being around the group in which she logged 335 miles.

The ketch was sold to the late Sir Lala in 1955 for £1,250 and later sold to the Macuata Province and then used by the police in the area for patrol work.

Her latter days in government service have seen her based at Suva where she was used by the District Administration to service the islands in the area.

Fairwind is planked with Fiji kauri and has a keel of fasa loa loa.

A Government Minister and several civil servants are among several people reported to have shown an interest in her.

THREE DEAD IN RABUL BLAZE

Three men died in a blaze which destroyed part of the inter-island trader, *Frisia*, as it lay alongside Rabaul wharf early in May.

The men were: chief officer Geoffrey Clifford Bye, of Boolaroo, NSW, chief engineer James Francis Connors, of Auburn, NSW, and crew member Marogo Amai. The two Australians were flown to Australia for burial. Amai was buried in Rabaul.

At a coroner's inquiry after the

tragedy, the master of the freighter, Captain Robert Pugh, told how he had tried to help the three men who had been trapped between decks in the accommodation section of the *Frisia*, but his help was in vain.

At the time of going to press the hearing had been adjourned to a date to be fixed.

The *Frisia*, which carries a crew of 17, caught fire at 3.30 a.m. on May 3. Police believed that the fire was caused by a mattress which had been smouldering since midnight. It had probably been set alight by a dropped cigarette.

Captain Pugh and nine other mem-

bers on board at the time of the fire were taken to hospital. Doctors kept Captain Pugh in hospital under sedation but the others were allowed to leave.

The *Frisia* is a 440-ton freighter which went into service in the territory last year. She is operated by Pacific Islands Shipping Company.

She was built in Holland in 1950.

TWO NEW GEIC VESSELS EN ROUTE

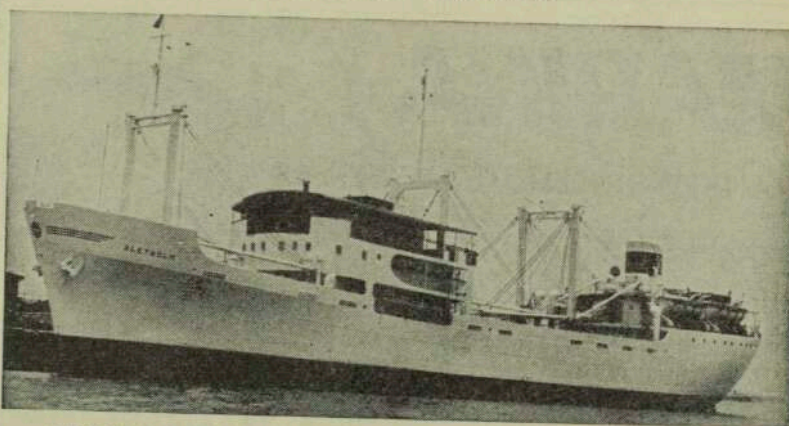
Temaui, the second 85 ft touring vessel for the GEIC Government, should have reached Tarawa from Singapore by the time this sees print. Her delivery voyage was to be under

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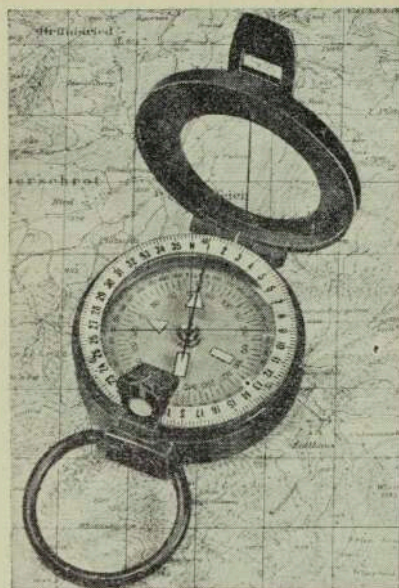
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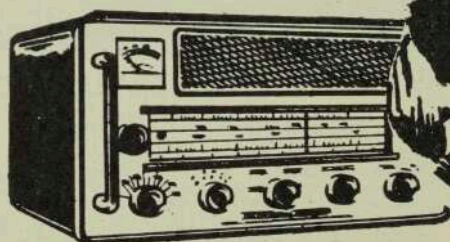
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the command of Captain J. B. Wallace.

Temauri successfully underwent acceptance trials in March and was given another name by popular request. Her previous name was *Tabuariki*.

Ninikoria, the GEIC's passenger ship, was to leave England for delivery to the GEIC in mid-May. Under the command of Captain E. V. Ward, *Ninikoria* is expected at Tarawa in late June after calls at Panama and late June after calls at Panama and Honolulu.

Meanwhile, something described as "comfort boxes", supplied by the Red Cross, are being fitted to all GEIC Government vessels.

The boxes contain aids to travellers who become seasick during long voyages among the scattered atolls of the GEIC. They contain pillows, blankets, milk, tea, food, a basin and pieces of scrap material.

They are already fitted about the traders *Nivanga* and *Tautunu* and will be fitted aboard the *Temauri* and *Ninikoria*, when they arrive,

JACQUES DEL MAR" WILL CONTINUE LORD HOWE SERVICE

The island trader *Jacques del Mar*, which operates a regular weekly run from Sydney to Lord Howe Island, Norfolk Island and Noumea, will not cease calling at Lord Howe Island.

Captain Emile Savoie, the trader's master and part-owner, was reported recently in the island's newsletter, *Signal*, to have indicated the ship would stop calling "in the near future".

Loading operations for the trader at Ned's Beach, Lord Howe, will be improved when a new barge, currently under construction in Sydney, is in operation, and the *del Mar* will continue her service.

THE STEPS OF THE EARLY POLYNESIANS

A New Zealand school teacher in Rarotonga plans a voyage from the Society Islands to NZ—a distance of 965 miles—late next year in a 100 ft Maori-type canoe with a crew of up to 74 people.

He is Mr. Martin G. Wilson, head of the English department at Tereora College, Rarotonga, and he is seeking NZ assistance in raising the £10,000 he estimates the expedition will cost.

The object of the expedition would be to test the seaworthiness and capabilities of a single-hulled migration-type canoe and its loading capacity. "This would throw light on the recorded traditional Maori

history," Mr. Wilson told reporters in NZ.

The canoe would be built by the Rarotonga master canoe builder, To Ioapa Marsters, at Avatiu, and would be ready for testing by May, 1969.

On about November 28, 1969, the canoe would sail to Ra'iatea in the Society Islands, said to have been the traditional starting point of the Maori voyage to NZ.

The main trip would begin about December 3 when the canoe would sail from Ra'iatea to Rarotonga (600 nautical miles); from there the canoe would go to the Kermadecs (1,090 nautical miles) and then to Whakatane, NZ (580 nautical miles).

At the end of the trip—estimated to last about 17 days—the canoe would sail around NZ, visiting places traditionally associated with Maori migration.

MARINA BEING BUILT NEAR PORT MORESBY

Port Moresby businessman Mr. Ron Prior is building a marina capable of sheltering over 100 small boats at Bogoro Inlet, off Bootless Bay, about 14 miles from Port Moresby harbour. It is not far from the Port Moresby airport.

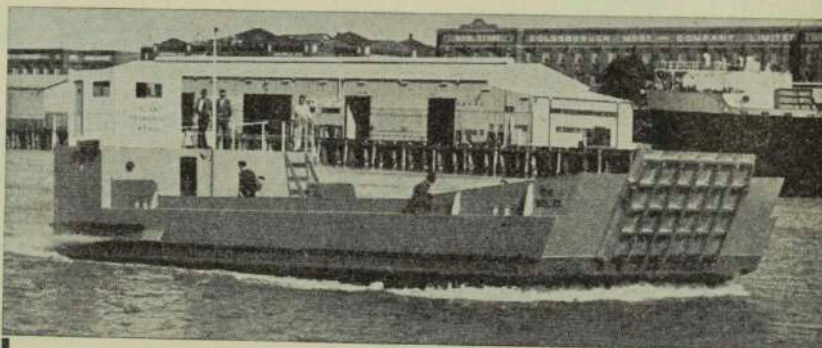
Up to May, Mr. Prior had built

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GOT TO GRIPS WITH THEIR ENVIRONMENT

Two tourists recently took an unscheduled — and frightening — swim off Madang, New Guinea.

Fishing in a small tourist canoe, the two men hooked a huge shark. It dragged them and the canoe out to sea, badly lacerated their hands, and finally turned the canoe over.

The men managed to cut the line and the shark swam off. They swam about for a couple of hours until their distress signals were seen and New Guineans took them to shore.

Madang's waters are notorious for sharks.

two cabins, the foundations of a trade store, a kiosk, a workshop and a small jetty.

He has modified an access road to his site on the formations of an old railway line which was used 40 years ago to carry copper ore.

An old causeway which led to a 400 ft jetty, now long gone, will form the basis of Mr. Prior's planned large jetty.

NOT MUCH WORK FOR COOKS' VESSELS

Normally, in the coming months, the citrus exports from the outer Cook Islands keep local shipping busy—if not well loaded.

But the recent hurricane has changed all this. Although citrus expectations in Rarotonga are now good, the citrus prospects from Aitutaki, Mauke, and even Atiu, present such a reduced picture that it is hardly foreseeable that the three ships — *Tagua*, *Bodmer* and *Akatere* — will find much incoming cargo.

The *Cook Islands News* says it may be that these vessels—as the *Bodmer* is now doing—will have to look to New Zealand and Fiji for business to keep them going for the next months.

"PACIFIC ISLANDER" AGROUND AT SAIPAN

Pacific Islander, 4,128-ton vessel, a familiar sight to Micronesians in the scattered islands of the US Trust Territory, was grounded on a reef in Tanapag Harbour, Saipan, by the typhoon Jean.

She had arrived at Saipan from Japan and 1,100 tons of her unloaded cargo had to be removed while she

was on the reef.

Two US Navy tugs, *USS Grasp* and *YTB 777*, combined to pull the *Pacific Islander* off the reef, and soon after the 321 ft vessel was re-floated.

PILOT VESSEL FOR LAUTOKA

Se-ni-Ua, (meaning, roughly, "sea-spray"), a pilot vessel to be based at Lautoka, Fiji, is under construction in Suva.

When she is operating, by next February, she will be the top craft of the Fiji Marine Department, with a speed of up to 20 knots.

In mid-May her keel was laid by

the Minister for Communications, Works and Tourism, Mr. C. Stinson. *Se-ni-Ua's* length will be 58½ feet and displacement about 30 tons.

DEATH OF CAPTAIN ASKEL EVENSEN

Norwegian-born Captain Askel Evensen, popular skipper in the NG Islands, has been buried at sea from Rabaul.

His body, wrapped in the Australian flag, was consigned to the deep of St. George's Channel, between New Britain and New Ireland, from the Administration trawler *Maravut*, his last command.

Two other administration vessels,

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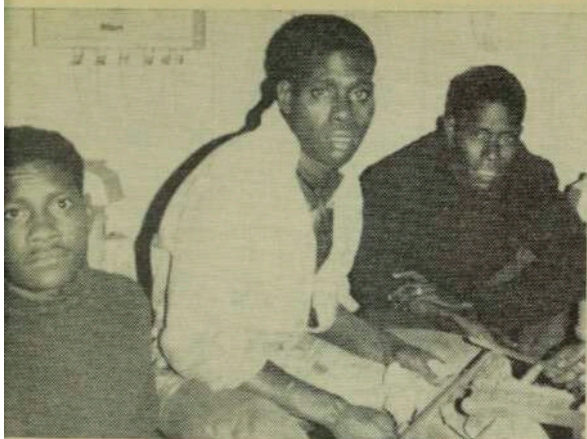
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It was the first look at Sydney for these islanders from the remote Carteret and Mortlock Islands, Bougainville, when they arrived in May aboard the 6,500-ton Australia-West Pacific Line freighter "Delos", which trades between Australia and major NG ports. AWPL recently replaced the Asian seamen of the "Delos" with 30 islanders from these two groups.

Indewa and Toa escorted Maravut. Two weeks before the burial, Captain Evensen was found dead in his bunk on the *Maravut*.

Since 1945 he had skippered many small ships in NG waters.

Captain Evensen gave distinguished service for the Allies in the Pacific War and was captured by the Japanese in Java.

FOORTNIGHTLY SERVICE CAIRNS-PNG

For the first time in 20 years, a direct cargo service from Cairns, Queensland, to Port Moresby and Lae, PNG, has begun.

In late April a 90-ton motor vessel *Jardine* arrived in Port Moresby with full freezer cargo. *Jardine* will maintain a fortnightly service to the three ports. A North Queensland firm is running the service, which follows a tour of NG by a group of Queensland businessmen.

MADANG'S NEW WHARF USE NOW

Pedro Miguel, a 560 ft long 7,892-ton Panamanian tanker, was the first vessel to use Madang's \$1½ million new wharf recently.

Her cargo of bulk fuel was unloaded in less than 36 hours and despite her unexpected early arrival — morning instead of evening — harbourmaster Captain R. Davis took the tanker—the biggest-ever to enter Madang—straight to her berth.

MAGGA DAN" CONTINUES TAHITI

The 1,700-ton *Magga Dan*, chartered by the NZ shipping company, Holm and Company Ltd., has resumed her regular monthly run from Auckland, NZ, to Rarotonga and Tahiti.

Mr. I. A. McKay, the company's general manager, told *PIM* that

Magga Dan had been drydocked in Auckland in March. He said she had been re-chartered from a Danish company for a second 12-month period—until May, 1969.

Holm and Company had "some success" with *Magga Dan* last year, Mr. McKay said.

A GROUNDING IN AMERICAN SAMOA

Mr. Tony Steffany's inter-island motor vessel *Lady Elizabeth* was refloated by villagers of the island of Ofu, American Samoa, after she was grounded on a reef in a small channel off northern Ofu in late April.

Ofuans tied sealed empty barrels to the side of *Lady Elizabeth* before high tide took her off the reef. She was driven to Pago Pago drydock with minor damage.

Because of the *Lady Elizabeth's* incapacity for a week, the government's new inter-island passenger

vessel *Manusina* made a return trip to the three Manua Islands from Pago Pago in early May.

NEW TUG FOR AM. SAMOA

A new, 85 ft, \$US450,000 sea-going tug for the Government of American Samoa is expected to arrive at Pago Pago in late July. The tug is being built by the builders of the American Samoan inter-island passenger vessel *Manusina*, Equity Equipment Company, New Orleans.

Manusina's skipper, Captain John Calver, will sail the tug on her delivery voyage, with an eight-man Samoan crew.

SUVA-BUILT BARGE TOWED TO WALLIS

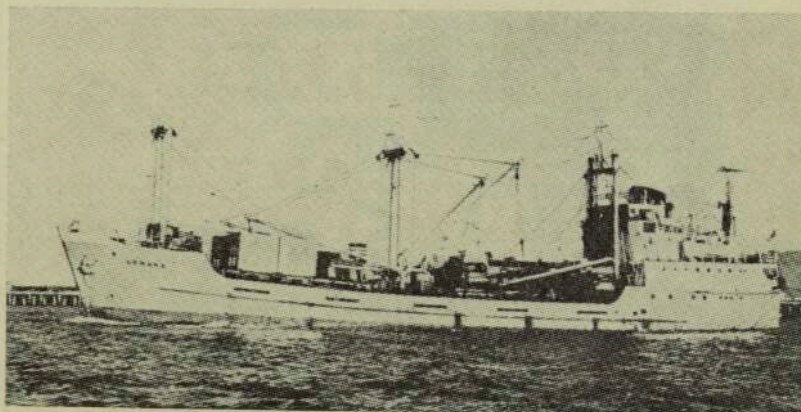
Fiji shipbuilders Bish Limited launched a 70-ton capacity barge in early May, on a special order for the French-owned Wallis and Futuna Islands. The barge immediately left Suva for Wallis, towed by the New Caledonia-registered ship *Moana*.

Bish took less than five weeks to build the barge, and used 25 tons of steel. The barge's length is 60 ft and her width 20 ft.

ISLAND SKIPPER HONOURED

Steamships Trading Company's newest island trader, the 63 ft *Peter Ikori*, is named after a 72-year-old mariner of the same name, who was born on Bona-Rua Island, about 50 miles west of Samarai.

Mr. Ikori started work as a ship's cook in 1914, and worked his way up to skipper of the island trader, *Tiero*, in 1924. He later commanded the



"Lemana", 965-ton motor vessel, started a regular cargo service from Port Moresby to Lae, Rabaul and Madang in April. Her owners are Southern Cross Shipping Pty. Ltd. (see story "PIM", May, p. 101). Her master is NG skipper, Captain J. Hague, and her complement includes four European officers and 12 NG crew. "Lemana" has been chartered for four years.

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transport ship *Bronze Wing* (sunk during the Japanese invasion of Milne Bay in 1942) and the trader *Maclaren King* (sunk on a reef near Kerema).

From 1945 to 1966 he skippered several other Steamie ships and then took on a shore job at the company's Samarai bulk store.

Peter Ikori went into service in early April, trading out of Samarai north to Lae.

TRAWLER FOR NAMATANAI

Bakan, a 46 ft. administration trawler, will be based out of Namatanai, on the east coast of New Island, NG. The *Bakan* was launched recently at the Toboi Shipbuilding Company shipyard, Rabaul. Local shipbuilders took seven months to build her.

FOURTH PATROL BOAT FOR NEW GUINEA

The fourth Royal Australian Navy patrol boat to be based at Manus Island, NG, was launched at Maryborough, Queensland, on May 11 by Mrs. Robert Tabua, wife of a former member of the P-NG House of Assembly.

Walkers Ltd., of Maryborough built the boat, called HMAS *Ladava*.

FREIGHT RATES UP ON "MOANA ROA"

Increased freight rates—up five per cent.—on the 40-passenger New Zealand Government vessel *Moana Roa*, mean that cargo costs \$NZ18.50 a ton Auckland-Rarotonga.

Moana Roa operates a monthly schedule from Auckland to Rarotonga, with occasional calls at Niue or other Cook Islands, when cargo warrants.

NEW SHIP FOR MICRONESIA

The motor vessel *James M. Cook* the US Trust Territory's latest ship was commissioned by Acting Deputy High Commissioner Paul L. Winsor at Saipan on May 11.

The ship was named in honour of the territory's first Director of Transportation, who died last October.

The 660-gross ton vessel was acquired from the US Army Marine Service.

James M. Cook joins the fleet of 10 ships of the territory. They are *Pacific Islander*, *Gunnery Knot* and *Polau Islander*, logistics vessels; *Militobi*, *Ran Annim*, *Kaselehlie*, *Truk Islander*, *Yap Islander* and *Feioch*, field trip ships, all owned by the Trust Territory Government; and *MV Majuro*, owned by the United Tanker Corporation.

Cruising Yachts

● **DRIVER**, 62 ft Canadian luxury sloop, reached Rarotonga on April 12 from the Society Islands, with skipper, Vancouver businessman Phil Graham, his wife Joan, and their four sons, Phil, 17, Chris, 15, Bruce, 11, and Laurence, eight. Also on board are engineer and cook, Roger Grey, signed on in Papeete, and John Heacock, tutor to the four Graham boys.

Driver has already made stops at San Francisco, Los Angeles, Honolulu, Christmas and Fanning Islands, Tahiti and Bora Bora. Future stops include Tonga, Fiji and Australia.

● **KYRENIA**, 26 ft sloop, with Scotsman Alastair Robertson and Frenchman Yves Garioud, reached Rarotonga on April 12 from Papeete (*PIM*, May, p. 111).

In Papeete, Mr. Robertson sold his yacht to Mr. Garioud, but the two plan to keep sailing together until they reach Noumea, via Fiji, when Mr. Robertson will fly to NZ to join his family and Mr. Garioud will sail on to France.

Kyrenia has already made stops at Spain, the West Indies, the Galapagos Islands, and Huahine, Raiatea, Tahiti and Bora Bora in French Polynesia.

● **SEAFARI**, 40 ft trimaran, with husband and wife team, Roy and Betty Milford, reached Rarotonga on April 23 from French Polynesia.

The Milfords have been cruising the Atlantic, Caribbean and South Pacific Oceans for the past three years. *PIM* last mentioned them out Papeete (*PIM*, Apr., p. 116). After Rarotonga, *Seafari* will sail to NZ or Tonga.

● **HOPE**, 30 ft Australian cutter, and **SAFARI TOO**, 34 ft Australian ketch, recently met up again in Rio Janeiro, Brazil, after leaving Durban, South Africa, early this year.

Safari Too, with Kurt and Pat Foster, and Harry Cain, left Australia in July, 1966, on a world trip and *Hope*, with Graeme and Jutta Brown, made a call at Thursday Island in late 1966.

● **APOGEE**, Alan Eddy's 30 ft American yacht, reached Capetown, South Africa in April after a short stop from Durban (*PIM*, May, p. 10).

Alan's pet cat, Christine, reached Capetown with a litter of four kittens, all born within sight of Capetown point. Customs requirements will ensure Alan will leave with all five pets.

Apogee passed through the Pacific Islands in 1966-67.

● **CLIPPER I**, 25 ft trimaran, was wrecked in heavy seas 150 miles off Capetown, South Africa, in late March.

Her skipper, singlehander Tom Corkill, was picked up by a passing Indian freighter *Jalaganga*, and later landed at Bombay, India. He had clung to the hull of *Clipper I*

for nearly 14 hours after she was capsized by an 18 ft wave.

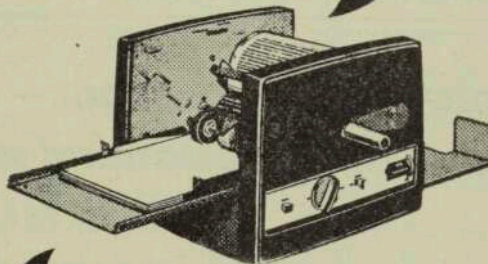
Clipper I left Brisbane in early 1966, cruised the Barrier Reef, and made stops at Thursday Island, Darwin, Timor, Indonesia, Singapore and Mauritius.

● **EL VIAJERO**, 42 ft concrete-hulled ketch, with English loner, John Cotton, 43, was to leave Apia in early May on a 6,000-mile 60-day leg to San Francisco.

The ketch, missing from the New Hebrides last year, arrived off Savaii with a broken mainmast in October (*PIM*, Nov., p. 109). With help

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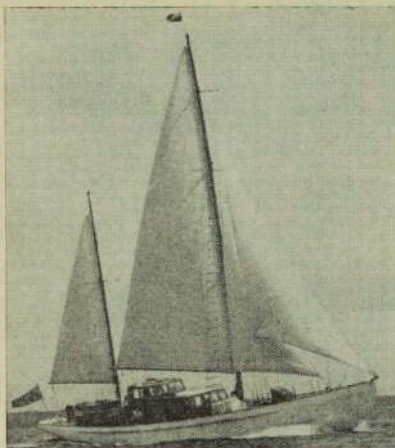
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from Messrs. K. Barnett, P. Bennett and T. Mitchell of the Trades Training Institute, Vaivase, a new mast was built and fitted.

● **SOLO**, 57 ft Sydney yawl, with Swiss-born skipper Vic Meyer, 62, and crew Mary Peitsch, 30, and Alison Holster, 33, was to leave Apia in early May for Honolulu and San Francisco.

Solo left Suva in late April after leaving Sydney on March 23 (*PIM*, Apr., p. 114, May, 112).

● **KIAROO**, 50 ft steel-hulled ketch, skippered by Ron Graham of Sydney, reached Santo, New Hebrides, in early April after a four-week trip from Honiara, BSIP, including stops at San Cristoval, Santa Ana, and Santa Cruz.

● **FORTUNA**, 37 ft cutter, with skipper Ken Furley, 45, and crew Ian Hodder, 24, and Warren Smith, 41, will leave Sydney in June for the Queensland Great Barrier Reef and Darwin to start an around-the-world trip, to take about four years.

Ken told *PIM* he would be passing through the Islands about 1971 and would make calls at Tonga, Fiji, New Hebrides and Lord Howe Island.

He has appeared in these columns before — as skipper of the 34 ft ketch *Bounty* in the early 1950's.

● **TRIVENTURE**, Australian trimaran, with John Nicholls, Mr. and Mrs. Ken Wise and Roslyn White, left Sydney on May 19 on the first leg of a round-the-world trip.

● **POWINDAH**, Canadian yacht, with John and Pat Manning, was in Honolulu, Hawaii, recently after a cruise to the Marquesas Islands late last year. The Mannings stopped at Pipatu Bay, Eiao, for three days and shot a wild pig to provide their best feed in weeks".

● **TZU HANG**, 46 ft ketch with skipper and Beryl Smeeton, was at Sale, South Ireland, early this year after extensive cruising around the Caribbean, the east coast of the United States, Canada, Iceland, the Norwegian coast and the northern islands of Britain. The Smeetons have made many long voyages over the South Pacific in the past 16 years.

● **WHISPER**, 37 ft American yawl, with Hal and Margaret Roth, was at Ponape, Eastern Carolines in early February, en route to Japan.

Before reaching Ponape, *Whisper* called at Funafuti, GEIC (*PIM*, Feb., p. 115), and Onotoa, Abemama and Tarawa in the GEIC, and Kusaie, in the Carolines.

On Ponape, the Roths visited the ruins of Nan Matol, remnants of an ancient civilisation.

● **BLUE WATER**, 42 ft American ketch, with Dick and Sylvia Gard, was to leave Bay of Islands, NZ, in April for California.

Blue Water sailed through the Pacific Islands last year from Alaska and stops included Bora Bora, Huahine and Tahaa in the Society

Islands, Aitutaki in the Cooks, Niue and Tongatapu, Tonga.

● **TATALAGU**, 35 ft trimaran with five Durban men, reached Recife, Brazil, in early March. *Tatalagu* is on a round-the-world trip. She left Durban in early 1967 (*PIM*, Aug., 1967, p. 111).

● **AIREYMOUSE**, 33 ft yawl, will leave Papeete in late June for cruising of the Society Islands before heading for Fiji before Christmas.

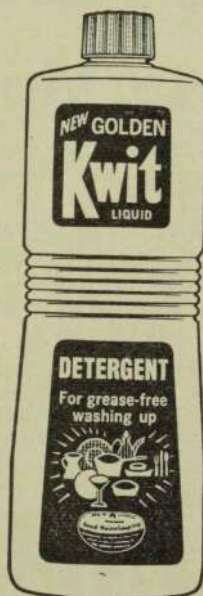
With Allan and Jean Batham the yawl reached Papeete on April 19 after a 14-day trip from Nukahiva, Marquesas. (over)

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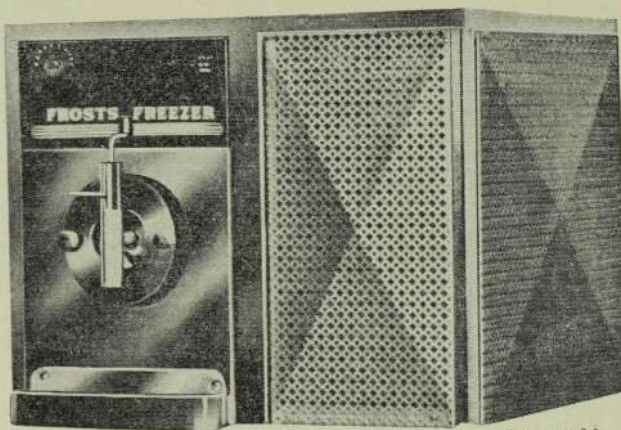
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The Bathams, who have a home in the West Indies, were last mentioned early last year (*PIM*, Mar., 1967, p. 113).

● **BLUE MIST**, American schooner, was up on the slips at Ilacott's Boatyard, Tahiti, in late April. *Blue Mist* was grounded off Angiroa, Tuamotus, late last year, and in early April a Tahitian crew took four days to sail her the 150-mile voyage to Tahiti.

● **CALYPSO**, 30 ft Tahiti ketch, with Ron and Florence Mitchell, and their son, Ron, 17, all from Woombe, Queensland, reached Hilo, Hawaii, in mid-March after a five-day passage from Papeete. *Calypso* stopped at one other Pacific Island on her way north from Queensland — it was Raivavae, in the Australs (*PIM*, Dec., 1967, p. 9).

● **DISCOVERY**, 33 ft ketch, left Papeete for the outer Society Islands early April, with the Hogan family — Ben, 35, his wife, Carol, Robbie, 1, and Sharri, 10. The Hogans hope to be in Taiohae Bay, Marquesas, on May 14 for Bastille Day celebrations and then sail for Honolulu.

● **ERAVA**, 30 ft cutter, with "Mike" Sibthorpe, recently had a rough, three-day return trip from Huahine to Tahiti. Battered by a gale all the way, "Mike" caught a serious infection and was delirious, and her husband had his thumb broken against the companionway hatch. After several days in a Papeete hospital recovering, "Mike" was ready to accompany Fred on another trip to Huahine in May.

● **FREEDOM**, 42 ft yawl, reached Honolulu in early March. The owners, Peter and Joan Smith, of Britain, sold her to a Frenchman who flew back to England. *Freedom* took 19 days to reach Honolulu from Papeete (*PIM*, Apr., 112).

● **GITANA**, 30 ft Tahiti ketch, is to leave Papeete for Honolulu late April with Frank and Margaret Bennett and brother Hugh Bennett. After Honolulu, *Gitana* will go home at Seattle. *Gitana* has done some cruising of the Society Islands (*PIM*, Apr., p. 116).

● **MUNDEAMO**, 38 ft ketch, with Phil and Virginia Dutcher, was to leave Papeete on April 24 for a month cruise of the Tuamotus and Marquesas. After the cruise, the Dutchers plan to leave Tahiti in August for the outer Society Islands, and then Rarotonga, Tonga and NZ.

Mundeamo, of San Diego, California, has been in Tahiti since March, 1967. Recently she had a wind-vane steering device installed in Papeete.

● **NEXUS**, 30 ft fibreglass sloop, with Californian Chuck Harris and crewman Barry Ross, was to leave Bora Bora, Society Islands, for Rarotonga on April 7. Chuck's target, after the Cooks, is NZ (*PIM*, Apr., p. 114).

● **SCHNOUFI**, 28 ft French ketch, with Jean Jourdain, his wife Janine, and their children Catherine, 17, and Philippe, nine, will leave Papeete in June for Diego, Madagascar, to arrive for the start of the

next school year, starting in September. *Schnoufi* has been in Papeete since last November (*PIM*, Dec., 1967, p. 119).

● **TRITON**, 35 ft Australian trimaran, with three gay bachelors, Ian Eeles, Don Morma and Tony Spooner, left Taiohae Bay, Nukuhiva, Marquesas Islands, on March 25 for San Francisco, via Honolulu. *Triton* left Papeete in February (*PIM*, Apr., p. 116).

● **TAURUA**, Panamanian-registered schooner, reached Honolulu on March 6 after a 23-day passage from Papeete. Chris Christopher, owner of the Papeete-based trimaran *Dawn*, delivered *Taurua* to her owner, Stan-

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ley Miller. Crew for the trip were Scott Daniels and Jim Franken.

● **SUNDOWNER**, 26-year-old ketch bought with the proceeds of crocodile hunting in NG by Tom Harrison, will attempt to round Cape Horn in December in an east-west direction out of Rio de Janeiro, Brazil.

Tom, last mentioned in the Falkland Islands (*PIM*, Dec., 1967, p. 113), wants to repeat Captain Cook's voyage around the Horn of December, 1768.

● **WILLBEA**, 50 ft American cruiser, recently left Papeete Quay and moved around to Arue Lagoon, where skipper Tex Holloway will be closer to work. (He's construction boss of the Taharaa Hotel, currently being built at "One Tree Hill".) With his wife, Bea, Tex plans six months cruising in *Willbea* before returning to San Francisco early next year.

● **WIDGEON**, 42 ft ketch, with Ted King, 60, his wife Ettie, and a crew of two, will leave Sydney in August for Valparaiso, Chile, via NZ.

Ted, with over 40 years at sea

"Widgeon", 42 ft ketch, will leave Sydney for Valparaiso, Chile, in August with Ted King and his wife, Ettie. Mr. King has over 40 years at sea behind him, including several years with well-known island traders, Burns Philp.

behind him, appeared in these columns in the late 1950's when he cruised around the world in the 38 ft ketch, *Sarong*.

He first went to sea at 14, as a "boy" aboard Burns Philp steamers *Morinda* and *Marsina*, trading to NG. This was in 1922.

He left BP after two years and



joined ships for the Far East and then Canada. In 1927 he reached Gavutu, in the Solomons, aboard the cutter *Veronica* and worked in the Solomons as a manager and then a recruiter for firstly Levers and then the now-defunct Malaita Company. Ted then spent the next 30 years travelling the world as a seaman. He served in NG during World War II.

In 1961 he rejoined BP as a Sydney foreman stevedore and left only recently after the "big firm" merged its Sydney stevedoring interests with two other companies.

Ted told us that whenever he used to reach London he always picked up *PIM* at Australia House.

● **VADURA**, 93 ft ketch, with skipper Dr. Christian Bonville and a crew of five, was in Port Moresby in April with possible plans to sail to Papeete.

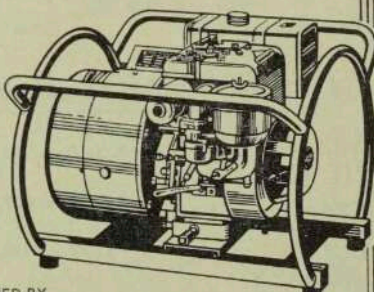
Mr. Gerard Leclery, a Paris businessman who is the ketch's owner, was expected to join her in Port Moresby in late April. Last year *Vadura* was attacked by pirates in the Indian Ocean and Dr. Bonville and his crew imprisoned in the Maldiv Islands for a month.

● **AWAHNEE**, 52 ft ferro-cement cutter, with Dr. Robert Griffith, his wife Nancy, and 12-year-old son Reid, will leave San Francisco, California, about July for a South Pacific cruise.

● **WORLD CAT**, 45 ft catamaran, with Germans Juergen Wagner and Holger Rahlff, reached Los Angeles in early May to be the second catamaran to circumnavigate the globe. *World Cat* was 194 days at sea and averaged 200 miles a day over one 5,000-mile stretch—a record.

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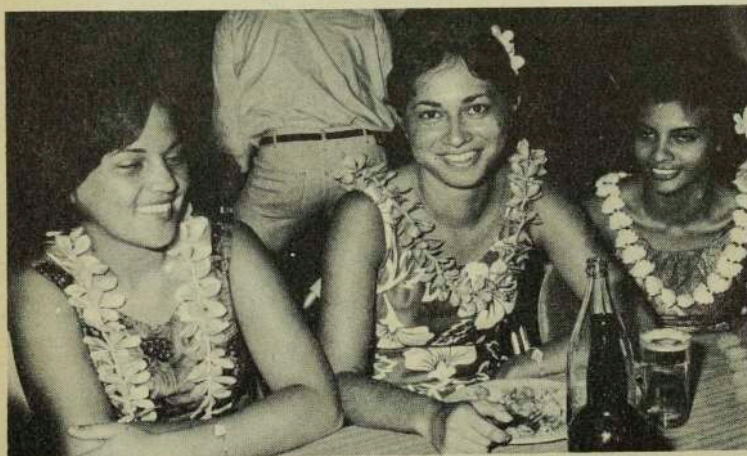
PACIFIC STAMP ALBUM

Stamps from Pitcairn Island, the New Hebrides, the Cook Islands and the South Pacific Commission. The four Pitcairn stamps, depicting the island's handicrafts, will be issued on August 19. The three stamps from the New Hebrides (there are two sets—one in English and one in French) were issued to mark the 200th anniversary of Bougainville's voyage around the world. The Cook Islands, to assist victims of the recent hurricane, overprinted their stamps with surtax charges. Thus the 5 cent stamp below has a 2 cent surtax. And the South Pacific Commission printed its own "stamp" (in fact a promotional sticker) to mark its 21st birthday this year. Only Western Samoa made the effort to bring out a commemorative stamp in support of the Commission.





The Islanders' Association of Sydney's social nights (now held once a month) are swinging affairs as these pictures show. Above, you can't grin like that and not be having a whale of a time. From left to right (at the April social): Arthur Speers (association organiser), Mrs. F. Bentley, her daughter Mrs. Ramona Marsden, and her son Wayne Bentley. Right (again at the April social), everybody's doing it . . . the "Fiji Congo Dance". How do you do it? Just follow the bod in front. Below, three Fiji lasses relaxing at the first social. From left to right: Miss Helena Reiher, Miss Louise Bentley and Mrs. Whitton, formerly Marlene Grant of Suva.—Photos: Jim Fairburn.



Pacific People in Pictures



Tonga and New Zealand meet. Left, King Taufa'ahau and Queen Mata'aho, were greeted by NZ's Defence Minister, Mr. D. S. Thomson, when they arrived in Auckland in May on a private visit to NZ. Obviously they were dressed for the cold. Above, Tongan church leader Dr. Zione Havea gives a copy of his translation of the New Testament into Maori to Air New Zealand flight hostess Gail Primrose on a flight into Auckland recently.

Below, Mr. C. E. Barnes, Australian Minister for External Territories, watching a student at Idubada Trade School, Port Moresby, when Mr. Barnes was in Port Moresby recently to open ANG House.—Photo: P-NG Dept. of Information.



Above, Naomi Mata'afa, daughter of the Prime Minister of Western Samoa, Fiamē Mata'afa, leads the "siva" at the recent ceremonies to mark the opening of the Lepea Congregational Christian Church. Photo: Andy Forsgren.



People

CAPTAIN BRETT HILDER, master of Burns Philp's *Braeside*, will move eastwards to a Tonga base for three months about September, when he takes over command of the *Niuvakai*. The *Niuvakai* master, Captain C. H. Filmer, will go on leave about the middle of June, and for about three months, Captain L. Wagner, chief officer of the *Braeside*, will be master of that ship.

When Captain Filmer returns from leave he will act as marine superintendent of the Tonga Shipping Agency during the absence on leave of Captain J. C. Hozack.

While Captain Filmer is acting as marine superintendent, Captain Hilder will act as master of the *Niuvakai*.

● **Pago Pago's Intercontinental** hotel has a new manager—Mr. Rudy Hilder, 41, of California, who has nearly 15 years experience running hotels in Austria and California. He succeeds Mr. Charles Klemes, who left Pago Pago in early May for NZ and Australia.

● One of Papua-New Guinea's native patrol officers, Mr. Kokedo, has just mounted the first rung on the Government ladder.

He's been asked to act as the Assistant District Commissioner at Kiunga, in charge of three Australian sub-district offices and two at the new patrol posts, Gerum and Olsobip.

Mr. Kokedo, 24, is from the well-known family originally from Milne Bay but now living at Kokoda in New Guinea's Northern District.

Mr. Kokedo was one of P-N-G's six Assistant Patrol Officers in the training of native field staff underway in 1962. Now, he's one

to call her the "Beautiful Queen". Miss Noumea, alias Denise-Anne Gubbay, 19, loves all the things that a pretty young Islands lass is expected to love. For instance, she loves swimming and tennis and water skiing. But she is also a keen student of psychology and of education—especially the education of children. She speaks English and French and is learning Italian—Photo: UTA Airlines.

of the territory's first 12 native Assistant District Officers, but the first to become Acting Assistant District Commissioner.

He takes over temporarily from Greek-born naturalised Australian, Mr. Yarnis Darris-Wells, who's been sent 70 miles north-east to try to help bring the Biami cannibals under control.

At Kiunga, he'll be in charge of 20,000 native people in 8,000 square miles, much of it along the West Irian border.

There are reports that Director of District Administration Mr. Tom Ellis will be announcing further significant promotions shortly, for some of the 41 native officers among the 520 men he has in the field.

● **Dr. Melvin Bristol**, of the University of Hawaii, has arrived in Western Samoa for a year of botanical research. He will gather information on the useful plants, both wild and cultivated, which are known to the Samoans.

● **Mr. Ken Dalrymple-Hay**, managing director of Guadalcanal Plains Ltd., hopes to return to Honiara, BSIP, in mid-June for about two months. Mr. Dalrymple-Hay, a resident of the Solomons for about 30 years, has been in Sydney since late last year convalescing at his Palm Beach home after several hospital operations.

● **Mr. Albert Sourdin**, director of *Le Courrier Australien*, a French newspaper published in Sydney, arrived in Tahiti in mid-May for a stay of three weeks.

● **Dr. W. H. Rees**, Senior British Medical Officer in the New Hebrides, was to leave the condominium on retirement on May 24. Dr. Rees has been in the South Pacific since 1953 when he joined the South Pacific Health Service in Fiji. He and his wife Eleanor will head first for NZ and finally for Britain.

● **Mr. Harry Coleman** has made news on Niue by picking up television signals from Hawaii. Sound is good but the pictures were blurred. He used a television set loaned from the Stanford Research Institute, California, which is interested in the study of the reception of very high radio signals over long distances. The phenomenon of the reception of TV transmission between Hawaii and Rarotonga has been under observation for several years and Niue's participation is complementary.

Jean Bourne does it again!

The brilliant Tahitian athlete Jean Bourne came within a tenth of a second of the French record for 100 metres when he covered the distance in 10.3 seconds at an athletics meeting in Papeete on May 10.

Bourne's time was three-tenths of a second better than the South Pacific Games record of New Caledonia's J. Pothin, established in Suva in 1963.

In Tahiti in March, Bourne established a South Pacific record of 21.4 sec. for 200 metres ("PIM", May, p. 26).

● **Mrs. F. B. Wilson** has been appointed additional Australian Trade Commissioner for the Pacific Islands. She is based in Sydney, in the office of the Pacific Trade Commissioner, Mr. W. R. Carney, whom she will assist.

● **Mama Tiare**, popular columnist and reporter for the Cook Islands government daily newspaper, *Cook Islands News*, is currently spending six months in Tahiti with her husband and stepdaughter.

● **Mr. Reg Marsh**, Administrator of Norfolk Island, will serve an extra three months as Administrator until October this year. He had previously announced that he would retire in June. No successor has been named.

● **Prominent Suva businessman**, Mr. Shantilal Desai, of Desai's Book Depot, has been appointed a Justice of the Peace.

● **Mr. L. M. Davies**, Chief Secretary for the Western Pacific High Commission, is acting as High Commissioner in Honiara during the absence abroad of Sir Robert Foster.

● **The Gilbert and Ellice Islands Colony** has two women constables—the colony's first—and presumably the first in the South Pacific Islands. They are Nei Aribox Turutana and Nei Barutu Tabe. Their uniforms are white with blue stripes and blue epaulettes, and white ankle socks.

● **President of the New Guinea Women's Club**, Sydney, Mrs. A. Green, said in May that the club was expecting a big roll up at its annual general meeting to be held at the Feminist Club, 77 King Street, on July 18, at 10.30 a.m.

Business and Development

- These oil palms in a nursery on New Britain will be planted in November—and P-NG's big new industry will then begin in earnest.



They're off to start NG's oil palm industry

From a Rabaul correspondent

Native farmers in May started to fly to New Britain from various parts of the territory for their part in Papua-New Guinea's most ambitious resettlement scheme—the big New Britain oil palm complex.

The Australian Government has just got to make a success of the oil palm resettlement scheme—there's too much at stake in hard cash, along with the bitter memories of the partial failure of two other big land settlement schemes (not oil palm) at Mori-Banguina near Cape Rodney, in the Central District, and the soldier-settlers' cocoa project at Sangara, near Popondetta in the Northern District.

Facts and figures

The Administration and the British Harrisons and Crosfield (ANZ) Ltd., are putting up a basic total of at least \$3,000,000 for the oil palm plantations at Kapore and Tamba, near Hoskins, on New Britain.

The facts and figures are:

228 native farmers from the East Sepik, Chimbu, Central, Morobe and

New Britain Districts have been granted government land in the two sub-divisions near Hoskins. About 100 farmers are already in New Britain, including Chimbu and Sepik people who were sent in last year to help clear the land, with the guarantee that they'd receive very favourable consideration when the first government blocks were allocated.

125 farmers will be flown to New Britain in May, from Wewak, Kundiawa, Lae and Port Moresby.

60 other blocks near Hoskins have just been advertised, and have brought 212 applicants.

213 of the first 228 farmers have each been granted loans of \$1,870, by the territory's new Development Bank. The money will be paid out over the next four years, and repaid within 11 years.

520 wives and children of the 125

men being flown to New Britain in May will join them near Hoskins in July, following another airlift.

At the end of May, when all 228 men arrive, they'll go into two-mar cubicles built inside seven double classrooms at Kapore and Tamba.

Big quantities of supplies—axes, spades, knives, torches, blankets, mosquito nets—are being stockpiled at Kwalakessi by the government, to be handed out to the farmers so they can erect their own houses of permanent materials supplied by the government (see below for more details).

The government has built access roads to the first 228 blocks, and has erected an aid post on each sub-division. Six acres of each block averaging about 15 acres, has already been cleared to give the farmers a head start.

Planting in November

Planting of the oil palm seedling from Harrisons and Crosfield's big nursery should get under way with the wet, in November.

By the end of next year, 50 farmers should have been granted blocks near Hoskins, as the scheme expands. By that time, they'll have been joined there by an estimate total of 1,500 wives and children, making a total resettlement of at least 2,000 people. The seven double-classrooms being used next month as ten

porary accommodation will then be full of students.

By 1971, the first palm oil processed by the Harrisons and Crosfield factory to be built near Hoskins, should be piped out to tankers in Kimbe Bay, for the world markets. After three or four years of production, the average native farmer should be netting about \$2,000 a year.

The P-NG Administration now owns at least a quarter of a million acres of land between Talasea and Lolobau Island, on the north coast of New Britain, and if the oil palm goes as planned, it might be expanded dramatically over the next 10 or 15 years.

Oil palm trees per acre, produce from six to eight times as much oil as coconuts. Harrisons and Crosfield, with a successful history in Malaysia, aim to make the New Britain scheme a winner.

Now, it's up to the new planters, although some people feel it is also essential that P-NG should set up a land settlement authority to help smooth out problems as they arise.

Permanent houses

The permanent houses to be used by the New Guinean planters will cost \$350 each, and they are the result of Administration experiments in cheap housing.

The Administration for some years has been experimenting with bush materials and prefabrication mainly in the hope of finding a satisfactory answer to the problem of housing thousands of New Guinean public servants and people in private enterprise. But in the past couple of years Administration efforts switched to the housing problems of the New Guineans who would be the backbone of the oil palm project. The Administration realised that good housing would be a vital factor in keeping the new planters happy.

Early experiments resulted in a not-too-impressive mixture of bush and permanent materials, ranging in cost from about \$1,000 up. These were designed at Sabama, near Port Moresby. The oil palm houses are a little more workable and costs are 10 per cent cheaper.

They have special iron roofs covering 400 square feet. Weatherboard walls enclose two sleeping areas, totalling 200 square feet. The remaining 200 square feet take up a breeze way, used for cooking or relaxing.

The sleeping area is raised, on insect proofed piers supplied by the Administration. Each house will have its own water tank, built on the spot by Hoskins by a Rabaul company.

Increase in copra prices

Chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, gave the following report on the world copra market in Port Moresby on May 23:

The Philippine FM price for copra, delivered weights UK/Continent for April, averaged \$US271.61 per ton. Since the start of May, prices have increased by \$US10 per ton, and it seems that this level will be maintained at least for the remainder of May.

Recent statistics show that supplies of coconut, palm kernel and palm oil dropped by some 200,000 tons in 1967; all of this due to sharp declines in production, seasonal in the case of coconut and political (civil war in Nigeria) in the case of palm oil and palm kernel.

There has also been a decline in certain other edible oils, olive oil being down 94,000 tons and cottonseed oil to 61,000.

It is felt that any price rises in edible oils will be limited, as world market supply of soyabean, rapeseed and butter is still more than slightly above 1967 levels.

But the Nigerian situation is still a long way from being straightened out, and rainfall in the Philippines is still below normal. So laurics could remain firm.

First interim report issued by BP

For the first time in its 72 years of life on Australian Stock Exchange lists, Burns Philp and Company Limited issued its first interim report on April 29.

This report follows the company's first-ever preliminary report last November (*PIM*, Dec., 1967, p. 126). (BP was formed on April 1, 1883, with an issued capital of £A250,000 with a limited number of stockholders. It joined the Sydney Stock Exchange lists in 1895.)

Its April 29 interim report was still not fully in accordance with new Stock Exchange regulations which put a March 30 deadline on these reports.

"Somewhat better net profits" were earned in the six months to December, directors said in the report.

They said the main factor behind the profit was "well maintained" sales in all sections of the group—parent company, island subsidiaries (NG, Fiji, both Samoas, Tonga, Norfolk Island, New Hebrides, Fanning and Washington Islands) and retail stores in NSW and Queensland.

BP's somewhat vague talk about profits is in marked contrast to exact profit figures by its big island competitor, W. R. Carpenter, six weeks previously (*PIM*, April, p. 124).

However, there seems little doubt now that the two companies, and Steamships Trading Company Ltd., will now make strong profit gains in 1967-68.

In an obvious reference in the report to the recent disposal of the passenger-freighter *Bulolo*, BP directors commented on shipping activities.

"Shipping losses continue to prove a drain on other earnings, and will show no improvement during the current year," they said. "However, remedial action which has been taken, and is still being taken, should bring about a marked reduction in losses next year."

BP plantation properties operated "satisfactorily" with production of copra and cocoa being much the same as last year.

"With improved prices being received for produce sales, profit is estimated to be a little higher than for the same period last year, and as prices for copra and cocoa continue to rule at higher levels than last year, this upward trend is expected to continue; however, costs generally have increased," directors said.

No mention was made of the company's big investment portfolio, last valued at \$41.6 million, or expected devaluation losses. Shareholders did not receive copies of the report.

Prospects bright for oil, minerals

Extensive copper deposits, bauxite reserves, traces of platinum, gold-mining, explorations for more copper and commercial oilfields, spiralling share prices for South Seas mining companies. . . . These encouraging signs all made news in Fiji and New Guinea recently. Significant developments include:

- Samples are currently being tested for indications of deposits of alluvial platinum in the Imonda area of the West Sepik, NG. The samples were located in an area covered by a prospecting authority held by the big British-controlled mining consortium, Conzinc Riotinto. A NG government officer made the find.

- Japan will be one of the biggest buyers of Bougainville's copper deposits at Panguna, and it is probable Japanese funds will be used to finance the mining. Once Conzinc Rio-

tinto makes a final decision to set up mining operations, over \$200 million will be needed for developmental works. CRA has already made overtures to wealthy American and European sources for financial backing. Open hands are now turning to Japan following the formation in early May by seven leading smelting companies in Japan of a consortium committee to begin negotiations with CRA.

● Banno Mining Company Ltd., Fiji-based, Japanese-run miner, has asked the Fiji Government for "financial concessions" to mine and export copper concentrates from its

Udu copper deposits on north-eastern Vanua Levu. Banno, financed by the Japanese Daiwa Bank, hopes to export its first shipment of 500 tons of ore in June for markets in Japan.

● Pacific Island Mines Ltd., copper prospector near Mt. Sisa, Misima Island, Papua, and gold prospector at Mt. Mosquito, Queensland, has announced a share issue of one 25 cent share for every share held on June 4 at par. The company has also called a special meeting for May 30 in Sydney to approve that the nominal capital of PI Mines be increased from \$1 million to \$6½

million by the creation of an additional 21 million shares of 25 cents each. Recently, the company changed from gold prospecting to copper prospecting on Misima (PIM, May, p. 25).

● Prices for 10 cent shares in Emperor Mines Ltd., Fiji goldminer, have shot to astronomical levels on Australian Stock Exchanges this year. From a low point of 60 cents in January, they reached \$4.65 in late May, by far the company's highest level in its 30 years of listing. Emperor has announced it will sell gold at premium prices, above the world price of \$US35 an ounce. Premium sales have already been made through Hong Kong buyers. However, it is uncertain how the company's sales of gold on the "free" market will affect its subsidy from the Fiji Government.

● A new company, with three Japanese shareholders — Nippon Light Metal Company, Sumitomo Chemical Company and Showa Denko KK — will soon be formed in Fiji to exploit bauxite reserves estimated at 6,000,000 tons near Wainunu, on south-west Vanua Levu. Development costs are estimated at over £F1 million (PIM, Feb., p. 123).

● Interstate Oil Ltd., an oil exploring subsidiary of Conzinc Riontinto, will carry out seismic work and possibly drill a test well in the Fly, Wawoi and Turama Rivers area of the Gulf of Papua, under a farm-out agreement with Oil Search Ltd. Interstate will earn a 50 per cent. interest in these areas by completing these obligations and it will spend at least \$500,000 on the seismic work which will start later this year.

● The Phillips oil rig *Glomar Conception* spudded in a well on May 11, 55 miles south-east of the Valaia River, Gulf of Papua. Scheduled to 12,500 ft or prior basement, the well is about 100 miles north-west of Port Moresby and 10 miles offshore. *Glomar Conception* has been drilling in the gulf since January. In February it recorded a huge gas flow (PIM, Mar., p. 22).

● The boom in South Seas mining and oil shares, reported earlier this year (PIM, Mar., p. 22), has increased still further. Prices in late May on Australian Stock Exchanges included: Emperor, \$4.65 (highest-ever); NG Gold, 96 cents (best for 33 years); Oil Search, \$1.05 (best in the 1960's); PI Mines, 70 cents and CRA, \$17.00 (highest-ever).

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9.574

Produce Prices

Unless otherwise stated, quotations are Australian currency. Australian dollar equals \$1.00 New Zealand; 9/7 Fiji; 98 pence Pacific francs; \$1.23 Western Samoa; \$1.00 Tonga; 9/3 sterling and 12 USA.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes only to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing in Rabaul, and (d) Japan (surplus available). Prices generally tally with market rate in Philippines.

NG purchase prices for copra delivered main ports in May were hot-dried, \$156 per ton; FMS \$153 per 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 Suva. Prices in Suva to June 16 were: 1st grade, £F97/10/-; 2nd grade, 2/10/-; CAS, £F81/15/- A scale of quotations is set up for copra delivered to trading centres except 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 or local firms—and sells the copra on the open market with a portion to Abels NZ. Prices in May were \$WS122 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 on the open market. May prices to buyers were \$T136.80 first grade and \$180 second grade.

LOMON IS. All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian buyers; and the balance on to the open market. Prices on May 17 were: 1st, \$140; 2nd grade, \$136; 3rd grade, \$130.

EXCHANGE RATES

NEW ZEALAND:—Through Bank of NSW, ANZ Bank of NZ, Bank of Baroda, etc. Australian dollar on Fiji pound, buyer's seller 2.0576. Fiji-London, £F104.5 Stg.100.

WESTERN SAMOA:—Through Bank of Western Samoa, controlled from NZ, seller's \$WS Tala 1.2470.

RAFOLK IS., PAPUA-NEW GUINEA: Australian currency used: no exchange rate in transactions with Australia.

PACIFIC COLONIES:—Pacific (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna and Fr. Polynesia. French Bank, on May 23, quoted: Selling, 100 CFP francs to 1 Australian dollar; approx. 90 Pac. francs to US \$; 18 Pac. francs to 1 French franc; 1 Pac. franc equals 1.85 French franc. Paris-London: Buy, 185 French francs to £Stg. Also, £Stg. 215.50 Pac. francs.

\$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 May 8 was \$114 (11,000 Pac. Francs). French price was 1,337 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for 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 May 22 they were £Stg.282/10/- per ton, c.i.f., UK (Apr.-June).

On May 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, \$545, in store NG ports \$482 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney, on May 23, was: Grade 1, \$WS525.

New Hebrides.—beach, Vila, Santo, \$250 per ton.

COFFEE.—P-NG: May 23, Quote No. 1, good quality A grade 38c to 42½c per lb; B grade 37c to 41c; C grade 35c to 37c; X grade 36c to 39c and native X grade 33½c to 34½c (ex-store Sydney).

CROCODILE SKINS.—On May 23 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—\$2.80 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) \$1.80 per in. B.S.I., Honiara: \$1.89 to \$2.10 per in.; Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—In late May Australian buyers reported very little demand from Japan, Europe and the US. Prices were not quoted. 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 May 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, 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.

Stock Market

LAST SALES SYDNEY

	Apr. 22	May 23
A. Lemon .50	.73	.73
ANG Hold. 1.00	.90	.90
Bali Plantations .50	.52	.55
Burns Philp 1.00	3.77	4.12
Burns Philp (SS) 2.05	3.30	3.25
Camelec .50	.55	.53
Carpenter .50	2.00	2.02
Choiseul Plntn. 1.00	2.90	3.35
C.S.R. 1.00	4.71	5.56
Dylup Plntn. .50	.68	.67
Fiji Industries 1.02	2.34	2.28
Hackshalls .50	1.85	1.80
Kerema Rubber .50	.18	.17
Koltaki Rubber .50	.58	.56
Lolorua Rubber .50	.32	.30
Makurapau Plntn. .50	.51	.52
Mariboi Rubber .50	.27	.30
Plantation Hldgs. .50	.38	.39
Queensland Ins. 1.00	6.00	6.00
Rubberlands .50	.18	.18
Sogeri Rubber .50	.55	.51
St. Pac. Ins. .50	1.50	1.60
Steamships Tdg. .50	.69	.71
Watkins Cons. .50	.73	.85

OIL AND MINING SHARES

C.R.A. .50	14.70	16.50
Cultus Pacific .25	.48	.48
Emperor .10	1.65	3.85
NG Gold Ltd. .35	.71	.88
Oil Search .50	.84	1.02
Pacific I. Mines .25	.45	.68
Papuan Apin. .50	.39	.46
Placer Dev.*	32.00	29.50

* No par value

Sydney stock exchange share price index for ordinaries on May 23 was 560.76. On Apr. 23 it was 515.08.

Solomons.—\$160 per ton (orders over 2 tons), \$168 per ton (under 2 tons), f.o.b. Honiara.

RUBBER.—P-NG price is based on Singapore rates, which on May 21 were: Prompt nominal shipment 51½ Malayan cents per lb; June, M51½ cents per lb and July, M51½ cents per lb (all about 15 Aust. cents per lb).

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, \$300 a ton.

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: May 23 — Papua — \$175-\$185 per ton — Honiara — 4 cents per lb, 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 Tulik & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on May 24 were: white and yellow label processed, standard packs, \$5.30, green label, \$5.20, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, May 17, Philippines, in bulk, \$US286 per long ton, c.i.f. Coast, Philippines, \$US247½ per short ton.

COCONUT OIL: LONDON, May 17, Ceylon, 1% in bulk, £Stg.177 per ton.

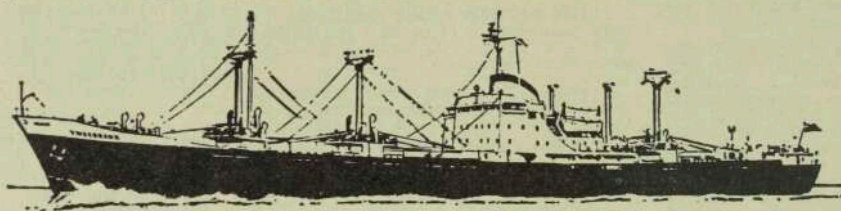
RUBBER: LONDON, May 21, Spot 17-15/16d Stg. lb; Spot 18d Stg. lb; Aug. 18¼d Stg. lb.

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Cable Address: Messagerie Papeete.

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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of Sweden, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks for Lautoka and Suva en route to West Coast, USA, and Canada.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

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. Sleight 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 Maimate from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Auranga (NZ) for timber.

Details from Union Steam Ship Co. of N.Z., 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 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 Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, with occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI/COOKS - TAHITI - PANAMA - UK

Southern Cross, Northern Star and Akaroa 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 Yuihl 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 Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Woosung, Wenchow and Wanliu call monthly at Rabaul, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleight Ltd., 115 York Street, Sydney (2-0253).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transhipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Kweilin 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 Chungking, 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 - NEW GUINEA

Mitsui Osk Lines of Japan, with six cargo vessels, operate a monthly service from major Japanese cities to major NG ports, and return.

Details from McIlwraith McEachern Ltd., 247 George St., Sydney (27-1481).

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 - NORFOLK - NEW CALEDONIA - NEW HEBRIDES

Holm and Co. Ltd. vessel Holmburn provides a three-weekly service from Auckland to Norfolk Island and Noumea, and Vila every second voyage.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - COOK ISLANDS - TAHITI

Holm and Co. Ltd. passenger-cargo vessel Magga Dan maintains a 28-day service from Auckland, NZ, to Rarotonga and Papeete, with other Island calls when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NZ - COOK ISLANDS - TAHITI

New Zealand Shipping Co. Ltd. vessels Ruahine, Rangitoto and Rangitane,

operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Zeta maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, San Francisco, Coos Bay (British Columbia) to Papeete and Pago Pago and return the same way.

Details from Marine Chartering (Aust.) Pty. Ltd., Box 1631, GPO, Sydney (27-8505).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a seven-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV 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

Cogedat Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents H. C. Sleight, 115 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San

● *PIM's shipping and airways schedules are correct to time of publication.*

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 Pago, Apia, Suva, Noumea, and occasionally Lautoka, Vila, Lae, Rabaul, 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 Sat., 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 1030 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.

SYDNEY or AUCKLAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)

Alt. Sun. (June 9, 23): 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. Honolulu 2040, dep. 2245, arr. Nadi 0305 Sun., dep. 0345, arr. Sydney 0600 Sun.

Alt. Sun. (June 16, 30): 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 1625.

Sun.: Dep. Syd. 1815, arr. Auckland 2300, dep. 2359, arr. Papeete 0655, dep. 0800, arr. Los Angeles 1850.

Wed., Sun.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.

Fri.: Dep. Los Angeles 2100, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "FIJI MARU" V-20

Dep. JAPAN July 30.

*LABASA Aug. 22-23.

GUAM August 4-5.

LAUTOKA Aug. 24-25.

PAGO PAGO August 16-17.

NOUMEA Aug. 28-30.

APIA August 17-18.

VILA September 5.

SUVA August 21-22.

SANTO September 10-11.

* Subject to cargo inducement.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Tokai Maru", V-8, End August.

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: Burns Philp (South Sea) Co., Ltd.

LAUTOKA: Burns Philp (South Sea) Co., 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 - USA (via N. CAL., FIJI, NZ, AM. SAMOA or HAWAII)

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 Honolulu, Auckland, arr. Thurs. 0745, dep. 0825 for Sydney, arr. 0930.
 Thurs.: Dep. Los Angeles 2145 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0855, dep. 0945 for Sydney, arr. 1050.

SYDNEY or NOUMEA - USA (via FIJI, NZ or TAHITI)

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.

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. Los 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. Honolulu 2355, dep. Wed. 0100, arr. Auckland 0745 Thurs.
 Thurs.: Dep. Los Angeles 2015, arr. Honolulu 2355, dep. 0100 Fri., arr. Pago Pago 0510, dep. 0610, arr. Auckland 0855 Sat.

INDONESIA - USA (via DARWIN, NOUMEA, NZ, or TAHITI)

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.
 Mon.: Dep. Los Angeles 2345, arr. Papeete 0500 Tues., dep. 0645, arr. Auckland 1030, dep. 1230, arr. Noumea 1415, dep. 0050 Thurs., arr. Singapore 0615.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

QANTAS (with 707's)
 Thurs.: Dep. Syd. 1130, arr. Pt. Moresby 1525, dep. 1625, arr. Manila 1920, dep. 2005, arr. Hong Kong 2250.
 Fri.: Dep. Hong Kong 0900, arr. Manila 0940, dep. 1025, arr. Pt. Moresby 1725, dep. 1825, arr. Syd. 2155.

AUSTRALIA-NEW ZEALAND

QANTAS, AIR-NZ, BOAC and PANAM operate regular trans-Tasman services. THE QANTAS and AIR-NZ services link major NZ cities with Australian east coast cities.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)
 Tues.: Dep. Sydney 1045, arr. Nadi 1630.
 Wed.: Dep. Nadi 0800, arr. Sydney 1025.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with flying-boats)
 About twice weekly from Rose Bay. Time of departure depends on high tide in the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)
 Mon., Fri.: Dep. Sydney 1100, 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.
 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.

FIJI DIRECT SERVICE

via PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO

NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO. LTD.
 Beaufort House, Gravel Lane,
 London, E.1.

BURNS PHILP
 (SOUTH SEA) CO. LTD.
 Suva.

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.

QUEENSLAND - PAPUA

TAA (with Friendships)
Mon.: Dep. Townsville 1210, arr. Cairns 1340, dep. 1440, arr. Pt. Moresby 1700.
Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.
ANSETT-ANA (with Viscounts)
Thurs.: Dep. Cairns 1340, arr. Pt. Moresby 1600.
Fri.: Dep. Pt. Moresby 0745, arr. Cairns 1005.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these islands see also Trans-Pacific Services).

NZ - AM. SAMOA

PANAM (with 707's)
Fri.: Dep. Pago Pago 0610, arr. Auckland Sat. 0855.
Sat.: Dep. Auckland 2140, arr. Pago Pago Sat. 0210.

NZ - FIJI

AIR-NZ (with DC8's)
Daily: Dep. Auckland 2130, arr. Nadi 0020, dep. Nadi 0505, arr. Auckland 0755.
Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050.
NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8)
Sat., Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445 Fri.
Sat.: Dep. Pago Pago 1600 (cross Dateline), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.
Thurs.: Dep. Auckland 2130, arr. Nadi 0020, dep. 1020, arr. Pago Pago 0500 Thurs.
Thurs.: Dep. Pago Pago 0615, arr. Nadi 0715, dep. Nadi 0830 Fri., arr. Auckland 1120.

NZ - NEW CALEDONIA

AIR-NZ (DC8's)
Mon.: Dep. Auckland 1300 for Noumea, arr. 1445.
Mon.: Dep. Noumea 1600 for Auckland, arr. 1930.

NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)
Mon., Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.
Tues., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

UTA-French Airlines (with DC8's)
Thurs.: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Thurs. 0635.
Thurs.: Dep. Papeete 0645 for Auckland (cross Dateline), arr. Wed. 1030.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)
Monthly services operate from Santiago to Papeete, via Easter Island. Aircraft spend a four-day stopover in Tahiti before returning to Chile.
Details from LAN-Chile, Santiago.

FIJI - GEIC - NAURU

FIJI AIRWAYS (with HS748)
Alt. Sun. (June 9, 23): Dep. Suva 0600, arr. Nadi 0635, dep. 0720, arr. Funafuti 1020, dep. 1105, arr. Tarawa 1435, dep. 1520, arr. Nauru 1650.

Alt. Mon. (June 10, 24): Dep. Nauru 0700, arr. Tarawa 0930, dep. 1015, arr. Funafuti 1345, dep. 1430, arr. Nadi 1730, dep. 1815, arr. Suva 1850.

FIJI - NEW HEBRIDES - BSIP

FIJI AIRWAYS (with HS748)
Thurs.: Dep. Suva 0700, arr. Nadi 0735, dep. 0820, arr. Vila 0955, dep. 1040, arr. Santo 1130, dep. 1215, arr. Honiara 1510.
Fri.: Dep. Honiara 0730, arr. Santo 1025, dep. 1110, arr. Vila 1200, dep. 1245, arr. Nadi 1620, dep. 1705, arr. Suva 1740.

FIJI - TONGA

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PANAM (with 707's)
Tues.: Dep. Honolulu 1200, arr. Pago Pago
1610, dep. 1655, arr. Papeete 2045.
Tues.: Dep. Papeete 2230, arr. Pago Pago
0040 Wed., dep. 0130, arr. Honolulu
0735, dep. 0900, arr. Los Angeles 1655.

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)
Tues.: Dep. Noumea 0800, arr. Santo 1040,
dep. 1110, arr. Vila 1215, dep. 1530,
arr. Noumea 1725.

Fri.: Dep. Noumea 0800, arr. Vila 0955,
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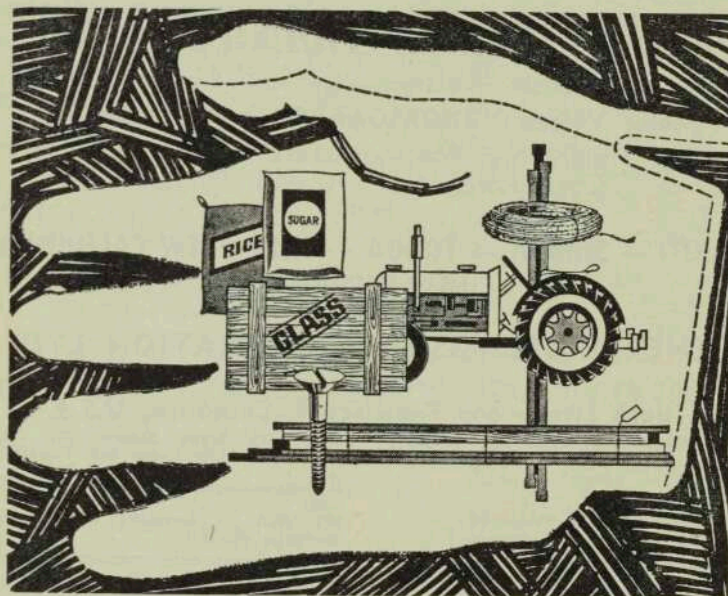
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are correct to time of publication.

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Yandina, Honiara, arr. 1630.
Wed.: Dep. Honiara 0730 for Yandina,
Munda, Buka, Rabaul, Lae, Pt. Moresby
arr. 1415.

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Tuesdays (June 11, 25).

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1955, dep. Mon. 2345, arr. Papeete
Thurs. 0500.
Thurs.: Dep. Papeete 0900, arr. Los
Angeles 1955, dep. Thurs. 2345, arr.
Papeete 0500.
Sat.: Dep. Papeete 0700, arr. Honolulu
1225, dep. 1355, arr. Los Angeles 2150,
dep. Sat. 2345, arr. Papeete 0500.

PANAM (with 707's)

Thurs.: Dep. Los Angeles 1300, dep. Hono-
lulu 1630, arr. Papeete 2155.
Fri.: Dep. Papeete 0800, arr. Honolulu
Fri. 1320, dep. 1500, arr. Los Angeles
2255 Fri.
Sat.: Dep. San Francisco 2200, dep. Los
Angeles 2359, arr. Papeete 0510 Sun.
Mon.: Dep. Papeete 0745, arr. Los Angeles
Mon. 1830.
Tues.: Dep. Papeete 2230, arr. Pago Pago
Wed. 0040, dep. 0130, arr. Honolulu
0735, dep. 0900, arr. Los Angeles 1655.
Tues.: Dep. Los Angeles 0830, arr. Hono-
lulu 1040, dep. 1200, arr. Pago Pago
1610, dep. 1655, arr. Papeete 2045.

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0915, arr. Apia 1000.
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dep. 0600, arr. Apia 0645.

W. SAMOA - TONGA

POLYNESIAN AIRLINES (with DC4)
Sun.: Dep. Apia 0800, arr. Tonga Mon.
1025.
Mon.: Dep. Tonga 1200, arr. Apia Sun.
1435.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC3, DC4)
Thurs.: Dep. Apia 0830 (cross Dateline),
arr. Wallis 0915 Fri., dep. 0945, arr.
Nadi 1245.
Sat.: Dep. Nadi 0600, arr. Wallis 0900,
dep. 0930 (cross Dateline), arr. Apia
1215 Fri.
Sat.: Dep. Apia 0830 (cross Dateline),
arr. Nadi 1045, dep. 1145, arr. Apia
1610 Sat.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and
a HS748 operates regular services to
Labasa, Matei, Nadi, Suva and Savusavu.
Details from Fiji Airways, Victoria
Parade, Suva.

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-
boat, operates regular services to Bora
Bora, Huahine, Papeete, Raiatea and
Rangiroa.

Details from RAI, Quai Bir Hakeim,
Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

Air Micronesia, with Boeing 727 jets, was to start a new service on May 16. See details in PIM's July issue.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, Twin Otters and Aztecs, operates regular services to Baimuru, Balyer R., Balimo, Banz, Bullo, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Finschhafen, Garaina, Goroka, Gurney (Samarai), Jacquinot Bay, Kandrian, Kavieng, Kerema, Kleta, Lae, Madang, Malalaua, Manus, Minj, Misima, Mt. Hagen, Munda, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram, Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, Kundiawa, Lae, Lumi, Madang, Mendi, Minj, Mt. Hagen, Momote, Nuku, Pt. Moresby, Rabaul, Tari, Telefomin, Vanimo, Wabag, Wapenamanda, Wau, Wewak and Yangoru.

Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Wotape.

NEW CALEDONIA

Air Caledonie, with Herons and Aztecs operates regular services to Henghene, Houailou, Isle of Pines, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Thio, Tiga and Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates regular services to Anietyum, Epi, Erromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.

Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solomons Islands Airways, with Beechcraft aircraft, operates regular services to Auki, Ayu Ayu, Barakoma, Honiara, Kira Kira, Marau, Munda, Sege and Yandina.

Details from Solomon Islands Airways, Honiara, BSIP.

BSIP may be South Pacific rice bowl

(Continued from p. 33)

canal to look at rice prospects.

"I cannot tell you officially," Mr. Poggendorf told Mr. Hay, "because I have no time to make tests. But if you have ideas to grow rice, go ahead with it."

Mr. Hay "went ahead with it". In 1954 he bought the 600-acre Ilu farm, and with Dr. A. Ballantyne, an agriculture officer of the BSIP Gov-

ernment, he planted half an acre of NG rice seed and irrigated it.

The rice gave a "terrific yield". Further experiments followed with different types of rice.

An expert from the Government Agricultural Department, BSIP, on an overseas trip, sent back seed from Dutch Guiana (now Surinam) in north-east South America, and Mr. Hay later developed this variety as SML 40.

Experiments

For the next 11 years Mr. Hay experimented with no less than 147 varieties of rice at Ilu Farm. He received a great deal of help from the International Rice Institute, Manila, in the Philippines, which is financed by the American institutes, Ford and Rockefeller.

The institute helped develop another variety, called IR 8, which has proved suitable on Guadalcanal.

Of the current crop, two-thirds of the rice is of the IR 8 variety, and one-third, the SML 40 variety.

In late May several Sydney rice exporters said orders for rice had been cancelled or lowered by importing agencies in the Solomons who said they were buying cheaper rice locally.

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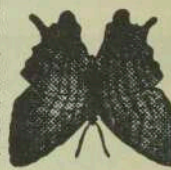
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DEATHS OF ISLANDS PEOPLE

Mrs. A. W. Bentley

Mrs. Amy Winifred Bentley, a well-known resident of Levuka, Fiji, died late in April, aged 78. She was born at Levuka and lived in Fiji all her life.

She is survived by three daughters and a son. Another son was killed in World War II.

Mrs. Beryl Williamson

Mrs. Beryl Williamson, a former resident of Suva, was one of the 50 people who drowned when the inter-island ferry *Wahine* sank in New Zealand on April 10.

Her husband had worked in the Fiji Public Works Department. In 1956, Mrs. Williamson instructed Suva telephonists.

They left Fiji to settle near Dunedin.

Mrs. E. R. Hawksley

Mrs. Ellan Rosa Hawksley, of the second generation of a pioneer European family in Fiji, died on May 3, aged 84. She was a daughter of Mr. and Mrs. G. R. B. Towson, who arrived in Fiji in 1866, and she was born on the family estate, Waibala-bala, Savusavu.

She leaves three sons and three daughters.

Mr. Theo Riaz

Mr. Theo Riaz, possibly one of the best known figures in Suva, died on May 20 after a short illness, aged 89.

Mr. Riaz, completely blind for about six years, and almost blind for many years before, was a familiar figure in the city streets, as he went for his daily walk, counting his steps, using verandah posts and kerb indentations as a guide.

He was born in New Zealand, fought in the Boer War and went to Fiji in 1906, working in a number of callings, from a labourer to an electrician.

He leaves two sons.

Mr. F. Woodhouse

Mr. Frank Woodhouse, well known Fiji former mariner, died recently at Koro Island in the Lomaiviti group, aged 72.

In his younger days he was a boat builder, and in recent years he operated two cutters, the *Margaret* and the *Wilma*, out of Levuka.

He was the last master of the

Joyita before that ill-fated ship was beached at Levuka several years ago, after grazing the reef in Vatuva Passage, of Makogai.

For the last seven or eight years he ran a cinema on Koro. He also owned a copra plantation.

Mr. Woodhouse leaves a son and two daughters.

Mr. Sue Compoy

Mr. Sue Compoy, a leader of the Chinese community in Lautoka, Fiji, died recently after a short illness, aged 79.

He arrived in Fiji 63 years ago, and after working at Nausori for a period set up in business at Nadi as a storekeeper. Later he moved to Lautoka where he established a sound business.

Mr. D. R. Patel

Mr. D. R. Patel, managing director of R. D. Patel and Sons, Suva, died on May 12. He went to Fiji in 1930 during a period when a number of Gujaratis migrated to Fiji from Bombay and established a business at Sarava.

In 1944 he set up in Suva.

Mr. Patel took an active interest in Indian affairs in the colony, and played a prominent role in charitable affairs.

Madame Koringo

The death occurred in Tahiti in mid-May of Madame Koringo, wife of Pastor Koringo a Poo, one of the leading figures in the Protestant church of French Polynesia. Madame Koringo was 68.

Mr. Mohan Lal Singh

Mr. Mohan Lal Singh, who arrived in Fiji in 1905 under the indenture system, died recently at his home at Korocirici, Nausori, aged 98. He served in the British Army in India in World War I. For the last 20 years he devoted his time to religious affairs.

He leaves five sons, 42 grandchildren and 86 great-grandchildren.

Ratu Apisai Veiseyaki

Ratu Apisai Veiseyaki, the Tui Vitogo, died recently at Lautoka after a long illness, aged 70. He was Tui Vitogo for 10 years, succeeding Ratu Jovesa Tana. Ratu Apisai was steward of the Vitogo Methodist circuit for 15 years before he became Tui Vitogo.

ERIC FELDT'S ASHES SCATTERED AT SEA

The ashes of the late Eric Feldt, commander of Australia's Coastwatchers in World War II, were scattered at sea from the RAN patrol boat HMAS "Samarai" in May. The ceremony was held off the Coastwatchers' Memorial Light, Madang. Commander Feldt died in Brisbane on March 13.

Mrs. Daphne Bollinger

Mrs. Daphne Bollinger, a resident of Misima Island, Papua, for many years, died in Sydney in May. She was 69. Mrs. Bollinger lived on Misima before and after World War II.

She is survived by her husband, Mr. Tom Bollinger, who was a representative of Gold Mines of Papua Ltd. until the early 50's.

Mrs. Roberta Buscombe

The sudden death in Port Moresby on April 27 of Mrs. Roberta Buscombe, Editor of Debates for the P-NG House of Assembly, came as a shock to her many friends. Mrs. Buscombe had been in ill-health during 1967, and went to Australia for medical treatment following the last meeting of the Assembly in November. But her death was unexpected.

London-born, Mrs. Buscombe—as Miss Anstey—migrated to Australia with her mother and two brothers in 1948—her father, a policeman, having been killed in the blitz.

She went to the territory as an Administration stenographer in 1958, and joined the Hansard staff, in what was then the Legislative Council, in 1960. She became supervisor and under her direction the Hansard staff was built into a highly competent organisation. She was appointed editor when the Assembly was inaugurated in 1964. She leaves a husband, Harley, whom she married in 1961.

Mrs. Josephine Buffett

Mrs. Josephine Buffett, wife of Mervyn and daughter of Namoi and Benjamin Christian, died on Norfolk Island on May 23. She was 26.

An attractive young mother, Mrs. Buffett was very popular with all Norfolk Islanders. She was buried at All Saints Church, Kingston, after a simple service conducted by the Reverend Roger Gregson.

FIJI TRADE

(Continued from p. 31)

you have to carry bigger stocks, which is what we don't want to do."

Devaluation has meant a set-back for Australian exports, and New Zealand and the United Kingdom appear to have reaped the benefit, but importers warn New Zealand that they are in danger of losing their advantage.

"They are simply not geared to increase their exports to any great extent," said one importer. "Too many of Fiji's orders are being left on the wharves because cargo space hasn't increased with the trade."

Almost all Fiji's requirements in food and smallgoods are met by the Union Steam Ship Company's ships which are refrigerated, and any disadvantage through the lack of refrigerated shipping from Australia lies with the Australian primary producers and not the Fiji consumers.

As Morris Hedstrom's spokesman pointed out, there is often a glut of fruit in Australia, much of which would find a ready market in Fiji—except for bananas of course—but there are no refrigerated ships to bring it.

But Fiji's reliance on overseas suppliers is lessening and the time is coming when she will be self-support-

ing in many lines of goods. Already she is almost self-sufficient in beef and pork, and local manufacturers are setting up meat processing plants and turning out smallgoods which compare favourably with those from overseas—and at lower prices.

One big grumble among importers, particularly those who still feel patriotic towards Great Britain, is the Fiji Customs' method of assessing tariffs on the c.i.f. system, instead of f.o.b.

One of the patriotic types described the system as "traitorous sabotaging of the trade with the United Kingdom since 1949, giving the Australian manufacturers a long start in the race for trade."

Fiji's market is mainly for cheap products and the Australian manufacturers, he says, are equipped for this trade. Duties are preference duties at 25 per cent. plus 5 per cent. port and service tax and wharfage charges on the cost, insurance and freight charges, giving Australia all the start in the world.

In trouble

"Take motor vehicles, for example," he said. "The duty on freight alone on an Australian estate car is from £12 to £14. The duty on a similar vehicle from Britain for freight alone is £50."

He hit at Australian manufacturers. "In a lot of instances," he said, "the Australian manufacturer has an agent to start with and before long the factory is taking orders for all and sundry. Then the manufacturer drops his agent who has built up the trade, but that is when he finds himself in trouble."

"There is a greater lack of integrity among Australian manufacturers than anywhere else in the world so far as his commitments are concerned, and this lessens the chance of his getting a firm footing in an expanding market."

Packaging is another sphere in which New Zealand falls down, say Fiji importers. Australia's packaging is far superior to that of New Zealand, especially of goods which deteriorate under tropical conditions.

There are signs that Australian exporters are becoming worried over prices and the news that New Zealand's exports to Fiji rose in the first quarter of this year by 45 per cent. will have come as a shock to them.

Some tentative feelers have already gone out from Australian exporters about prices, and Fiji importers will be getting word of adjustments, particularly where competition with New Zealand is keenest.



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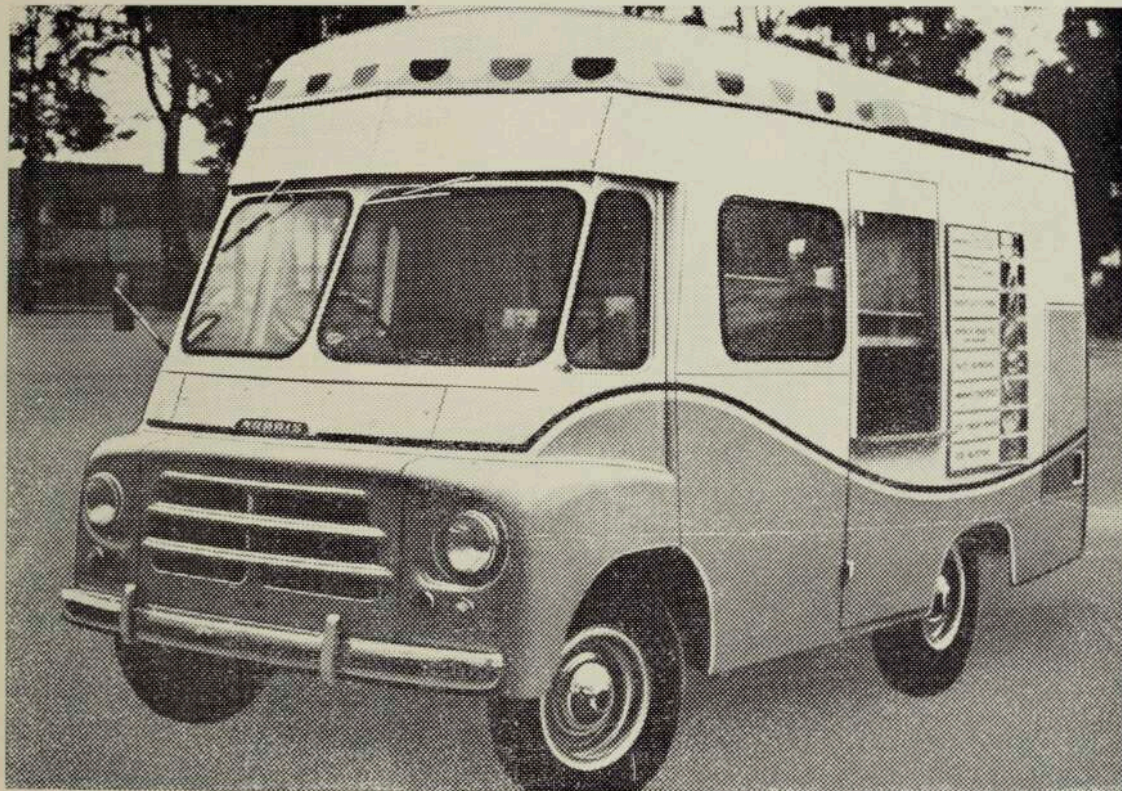
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THE PRACTICAL PLANTER



This is the second in a series of articles on spices. Other spices to be covered include chilli, cinnamon, cassia, vanilla and cardamom. Information in this article was supplied by the South Pacific Commission and the British Government's Tropical Products Institute, Gray's Inn Road, London, WC1.

Ginger: Where to grow it, how to plant it and how to cure it



Ginger has been so popular for so long that mentions of it can be found in ancient Indian and Chinese literature. However, it wasn't until comparatively recently that the best ginger was produced. The ginger produced today in Jamaica is considered to be the finest in the world. Other varieties are grown in India, Africa and China, and ginger is now being grown in the South Pacific.

Production of ginger in Fiji has increased in recent years. In 1966, 806,225 lb of ginger were produced, valued at £F41,523. Of this, 669,363 lb, valued at £F35,516, went to the US; 800 lb, valued at £F4,023, went to Canada; 48,726 lb, valued at £F1,979, went to New Zealand; and 1,000 lb, valued at £F5, went to Western Samoa.

According to a recent issue of the *Pacific Islands News*, "ginger . . . is grown on a semi-large scale in the Cook Islands for commercial purposes, and is also seen in quantity in Mangaia". It is also grown in Rarotonga.

Ginger is produced from the fibrous stem or rhizome of *Zingiber officinale* Roscoe. The rhizome is branched and bears at intervals upright leafy shoots about 2 ft high, usually distinct from these, and a flowering shoot. The plant is grown from cuttings of the rhizome, like certain other plants which are propagated entirely by vegetative

means, fertile seed is rarely produced.

The cultivated plant consequently shows little variation in botanical characters, and the various forms of ginger which appear on the market owe their differences almost entirely to the methods of cultivation and preparation practised in the regions of production.

There are two main forms of ginger—the hard, peeled (usually), dried product, with a lot of fibre and pungency, and the popular preserved ginger in syrup, prepared from young, tender, succulent rhizomes, free of fibre and only mildly pungent.

The young and tender rhizomes are also marketed as "ginger in brine", but most of this eventually becomes the raw material for pre-

served ginger in syrup—after the salt has been removed by boiling in water; it is also used directly in the manufacture of sauces and pickles.

Another version of ginger is the familiar sweetmeat, crystallised ginger, the result of taking the ginger-in-syrup process a stage further.

Most from Jamaica

Most of the world's dried ginger comes from Jamaica, India, Sierra Leone and Nigeria. Preserved ginger, on the other hand, is grown mainly in the rich, moist, alluvial flats of the Canton delta and reaches world markets through Hong Kong.

For the successful cultivation of ginger, the essential climatic requirements are a good rainfall and high temperatures during the growing period. In the ginger-growing region of Jamaica the mean annual rainfall is 88 in., and in the ginger-growing region of India it is over 100 in.

A dry season during the resting

● Picture shows a consignment of green Fijian ginger being inspected before shipment to Vancouver.

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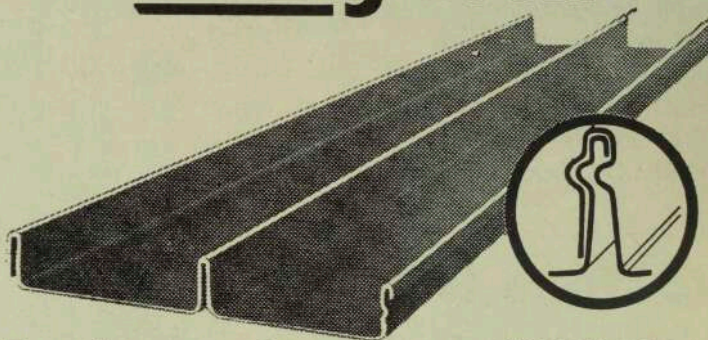
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Reddy Constructions, Suva, Fiji.

BB:P18



Ginger plant as harvested, showing rhizomes and leaves (left). Close-up of rhizomes (right).

period before planting helps the thorough preparation of the soil required for the crop. However, a dry season is not essential. Because a high temperature is needed for the optimum growth of the plant, cultivation is most successful in tropical and sub-tropical regions. It need not be restricted to these regions, however. If the heat and sunshine are sufficient during the greater part of the year, a cold winter does not matter because by the time winter arrives the rhizomes will have been dug from the ground, and the bulk of them will have been prepared for the market. (The remainder will have been stored for planting the following season). These conditions exist in Canton and in parts of Queensland where ginger is grown.

Main types

Dried ginger can be grown at various altitudes. For instance, in India it is grown in the low country at heights of up to 4,000 to 5,000 ft in the Himalayas. An exhaustive crop, ginger should be grown in soil that is rich in plant matter. However, if such soil is not present, manures should be used. The plant will not succeed in land liable to become water-logged, or in soil that is gravelly or very sandy nature. The land must be well-drained, for water collects the rhizome is liable to rot. These are the main types of dried ginger:

1. *Jamaican ginger*. Because of its distinct odour and flavour, Jamaican ginger is considered to be better than

any other variety. It is clean peeled and is marketed in three grades—bold, medium (or No. 2) and small (or No. 3). Bold ginger consists of large, firm unwrinkled "hands" of a pale, uniform colour, and free from mildew. This high-grade ginger is in good demand from the grocery trade for sale unground; it is also used for distillation.

More pungent

2. *Sierra Leone ginger*. This is coated (unpeeled) and cannot be used for the grocery trade. Its flavour is somewhat camphoraceous, but it is more pungent and contains more essential oil than other types, and for this reason is much in demand for the extraction of oleoresin (gingerine) and for distillation.

3. *Nigerian ginger*. This resembles Jamaican ginger, but is of lower quality. Although it is peeled, it is not peeled as cleanly as Jamaican ginger; the producers often prefer to break the "hands" as this simplifies the process of peeling. This grade is known as "splits" and is of much lower market value than the Jamaican ginger.

4. *Indian ginger*. There are two types—Cochin and Calicut. It is sometimes coated, but more often rough peeled or scraped on the flattened sides of the rhizomes—there is no clean peeling in India. Indian ginger is much used for blending.

ing; it has a distinct lemon-like odour and flavour, more pronounced in the Calicut spice, and is preferred by manufacturers of ginger beer.

Planting. The land must be thoroughly hoed (or ploughed) and harrowed in order to produce a fine tilth. In planting large fields it would appear preferable to open up drills about 4 in. deep and 2 ft apart, much as is done in planting potatoes on a large scale. Artificial manure, such as superphosphate and bone meal, can then be placed at the bottom of the drill before planting.

In some parts of India it is usual to plant the crop in beds about 10 to 12 ft long and 3 to 4 ft wide in which sets are placed about 9 in. The field is then covered with leaves or other green manure to keep the soil moist, and over the leaves organic manure is spread to a depth of about $\frac{1}{2}$ in. At the end of the rainy season it is necessary to irrigate. During the first three months of the dry season the field is weeded about three times.

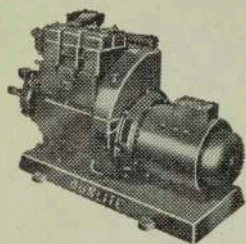
Ready for digging

Because the crop takes up such large quantities of plant food, a system of rotation should be adopted if possible. This is done in some parts of Jamaica, where much of the ginger is grown in small quantities as a garden plant, in association with bananas, chillies, etc.

Ratoon ginger matures early, and in Jamaica is harvested from March to December; but plant ginger is not ready for digging until December or January, the rhizomes being gathered

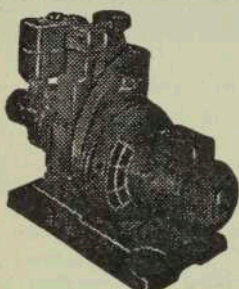
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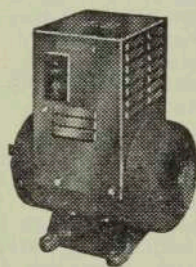
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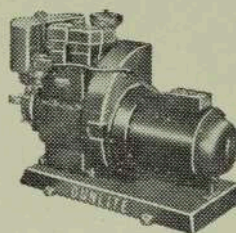
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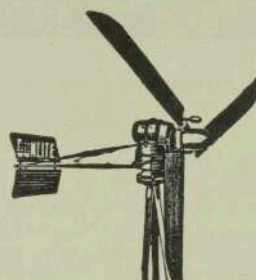
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s they mature from that time until March.

The rhizomes are ready for digging when the stalks wither, which happens shortly after the disappearance of the flowers. In Jamaica the plant flowers during September.

The rhizomes are twisted out of the ground with a fork or a hoe. This must be done with great care since any injury inflicted on the rhizome depreciates the market value. Considerable experience is needed to lift ginger rhizomes properly.

Preserved Ginger

The ginger from Canton—which is made into preserved ginger—is planted differently. Low-lying ground is usually selected for the crop and the cuttings are set at intervals of 1 in. in ridges about 1 ft high and 1 ft apart. Water is kept continuously between the ridges. After the shoots have reached a height of from 6 in. to 1 ft, the Canton plants are manured at frequent intervals with fine or nightsoil mixed with water.

Curing dried ginger. Dried ginger is comparatively simple to prepare, but a certain amount of skill is needed for during peeling. The first operation is to remove loosely adhering earth from the freshly-dug rhizomes and to soak them in water overnight. The cleaned "hands" are then carefully scraped or peeled with a special knife—an operation both tedious and time-consuming. It is aimed that a good worker can clean and peel no more than 10 to 15 lb of rhizomes per day.

Dried in the sun

In an attempt to find an alternative hand peeling, certain commercial undertakings have tried using machines fitted with abrasive rollers, such as are used for peeling potatoes. However, they don't seem to have met with much success. Ginger "hands" are an awkward shape for a machine to deal with—and only a thin layer of outer skin has to be removed.

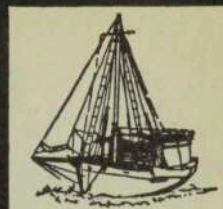
Rough or clumsy peeling lowers the value of ginger appreciably because most of the oil-bearing cells are located close to the surface, just beneath a thin, corky outer layer.

After peeling, the "hands" are again washed in clean water and allowed to soak overnight. The more thoroughly the "hands" are washed, the whiter the finished product.

The "hands" are then dried in the

(Continued on p. 143)

WORKBOAT MAINTENANCE



ENGINE PROBLEMS SOLVED

What are your problems with marine engines, power pumps, generators or other engine gear? This month *PIM* starts a question-answer service for planters. Send us your questions and our technical expert will answer them through the columns of Practical Planter. To get the ball rolling, our man answers some representative problems.

DROP IN POWER

I have an air-cooled diesel engine in a general purpose work boat. Lately I have noticed a drop in power and rpm, even though the fuel filters are kept clean and the engine oil is changed regularly. How can I remedy this?

A. There are several answers to this one. Worn piston rings and/or valve seats can cause loss of compression. We suggest you grind in your valves before changing piston rings. Check your injectors. A leaky injector, while apparently firing properly, can give poor combustion. Check also your exhaust line and silencer for back-pressure—a common fault often overlooked. If your propeller is fouled it will lower your rpm.

VIBRATION IN ENGINE

We have noticed a vibration in our popular and efficient diesel engine. The vibration varies at different speeds. It is not noticeable in neutral and the engine is very satisfactory otherwise. What can we do about this?

A. Examine your propeller. A bent blade or pitch variation in the propeller—even a small one—will tend to unbalance your engine. Check your tail-end bearing on the propeller shaft—a slack or worn bearing will create a knock with a vibration which can be transmitted back through to the engine. Check your propeller shaft in case it is bent.

REVERSE GEAR WORN

We have a good petrol engine in our small launch. It is not new but still very good and reliable. However, our reverse gear is very badly worn and we are told that the gear—a Joes—is out of production. Is this so?

A. I have checked with the original makers—production has ceased. I suggest you fit a modern reverse gear, and I will give you the addresses of supplying companies.

WHAT TYPE OF JOINTING?

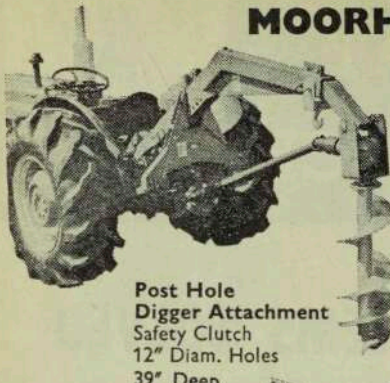
Would you please tell me what type of jointing I should use on my fuel pipe line? I find that red lead compound is not satisfactory. Also, can you recommend a control which will not rust up if left for a few days?

A. To your first question—with petrol, kerosene or distillate you should use a litharge-glycerine base jointing. There are several brands on the market. When using it on unions, flanges, etc., allow to dry for 12 hours if possible. In regard to your second question, I can send you the names of control equipment available in Australia.

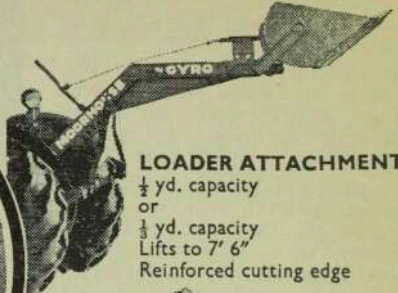
● Questions for this department should be addressed to: The Editor, Practical Planter section, Pacific Islands Monthly, GPO Box 3408, Sydney, NSW, 2001.

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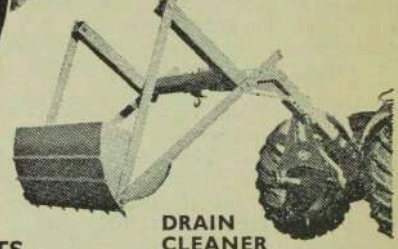
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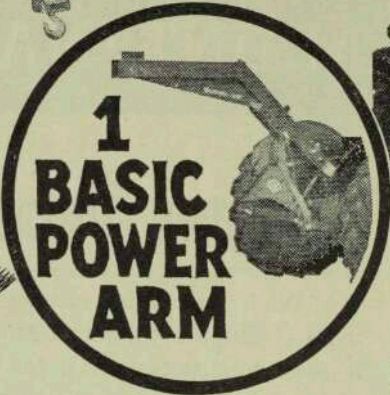
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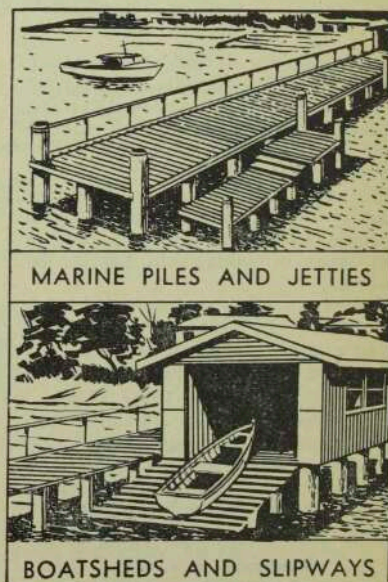
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sun on a clean surface and are frequently turned (to prevent the growth of moulds on the moist underparts). Sun drying takes six to eight days.

If, at this juncture, the ginger is not considered white enough, it may be bleached by further washing and drying in the sun.

Dried ginger is usually packed in white sacks, ranging in weight from the 112 lb African sack to the 200 lb Jamaican sack.

Mould

Because dried ginger is susceptible to mould, the sacks of ginger should be stored in a well-ventilated shed. If it has to be stored for a long time, the bags should be emptied occasionally, the ginger exposed to the sun for a short time, and then repacked.

Preparing preserved ginger. According to one authority, the process in Hong Kong for preserving ginger is as follows: clean, peeled ginger is boiled in water for a few minutes and, when cool, is removed and pricked with a fork so that sugar may enter the ginger during the subsequent boiling in syrup (boiling lasts for 45 minutes).

Packed in syrup

The syrup in which the ginger is boiled is prepared by adding eight parts by weight of sugar to 10 parts of ginger and sufficient water to cover. It is left in the syrup to soak for two days or more and is then reboiled, after which it is packed in fresh syrup.

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War on cocoa dieback is now hotting up

By DON BARRETT, in Rabaul

Dieback is not yet beaten. Dieback is still killing New Guinea cocoa trees, particularly in Gazelle Peninsula. But research continues in an effort to find a way of combating the disease—there are new developments in this field. Research also continues in an effort to find a strain of cocoa that will resist dieback.

That is the present situation in relation to the most serious threat New Guinea's cocoa industry has ever faced.

The biology and chemistry departments of the University of Papua and New Guinea, operating on funds contributed by cocoa growers and cocoa buyers and users, are making a new approach to research into possible control measures.

While it is too early to make any forecasts regarding this new research it can be said that new minds on the matter are welcomed by producers who have become disenchanted with the Department of Agriculture's "we are doing all we can."

Is it weather?

The practical observations by planters of weather factors are being sought by the university researchers. It has long been thought that weather conditions affect the incidence of dieback, and the virulence of an outbreak; several observers now hold the opinion that dry conditions over an extended period are usually followed by an upsurge of the disease. No concrete conclusions have been arrived at.

A recent visiting scientist put forward the view that pruning techniques might have some bearing on the disease incidence. He based his view on certain factors of similarity to a fungus disease which affects apple trees in New Zealand, where pruning had been discovered to be an influencing factor.

Shade important

Both pruned and unpruned trees die in the Gazelle. The Department of Agriculture has foresaken its stand regarding drastic pruning. Best advice on control now seems to be light and regular pruning of extremities—where dieback first strikes; collection and burning of excised material.

Shade control is important. Over-

shading generally brings disease and insect pests, but too drastic thinning all at once can also lower the trees' resistance. Care is needed in this.

Replacement of trees killed by dieback is not now recommended. It is unlikely to be a very successful operation until proven disease resistant strains are available to the commercial grower.

A good deal of experimentation to find such strains is taking place at the Lowlands Agricultural Experiment Station at Keravat, near Rabaul. Those engaged on this work do not forecast any early result. Many trials and years of patient work are needed.

Dieback is gravely affecting production in New Britain. Because new plantings come into bearing and general season conditions affect any one year's crop it is difficult to accurately assess the overall consequence.

But one has only to see dead trees and gaps in planted and bearing areas to realise that dieback must mean reduced output. It would not be an exaggeration to say that in infected areas a drop in production of 25-30 per cent. is common.

Young trees

New plantings, that is plantings in areas not previously under cocoa, are coming into bearing. Some of these have not been infected and are bearing well; others show dieback at an early age. Usually where dieback appears in very young trees these plantings are adjacent to old infected trees.

It is virtually impossible to save a tree under two years old which becomes infected—there is not sufficient strength and resistance.

Some growers in Gazelle are looking to alternative crops while carrying out recommended control measures, and hoping—which is all they can do at present—their trees will develop a natural immunity, as some trees do.

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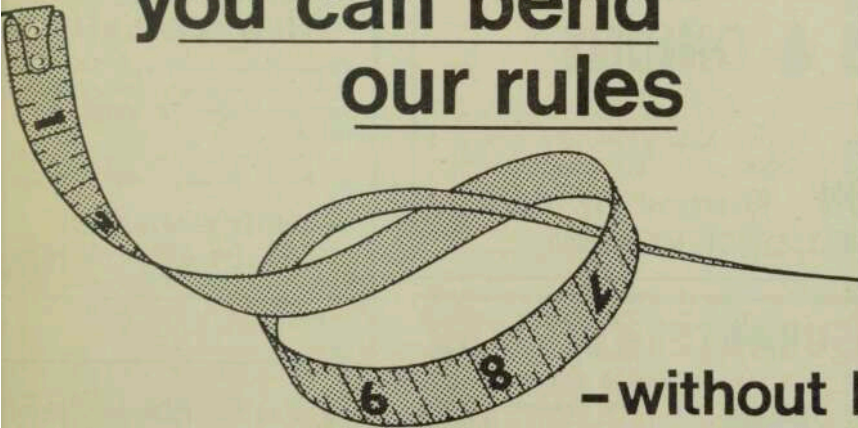
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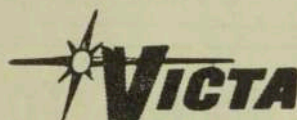
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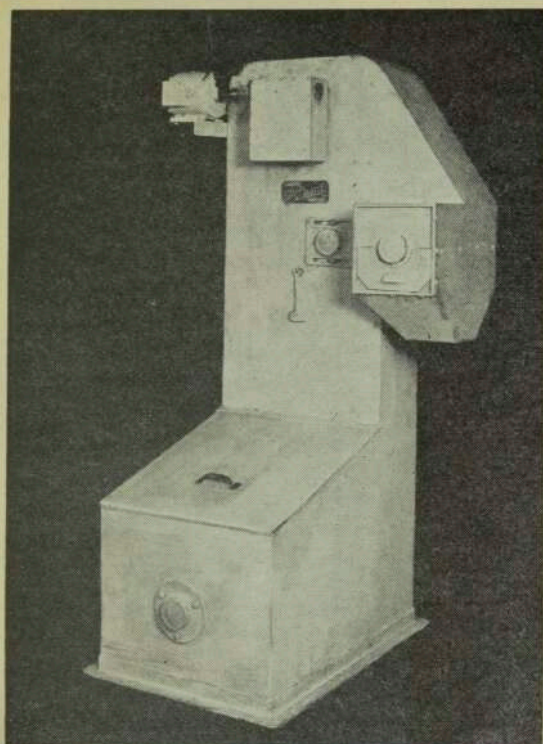
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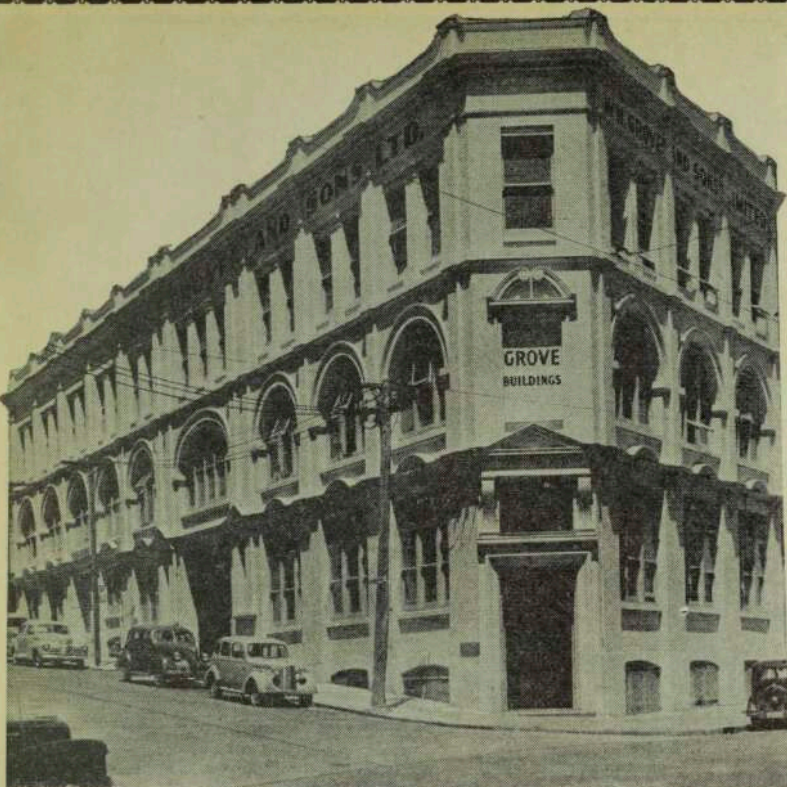
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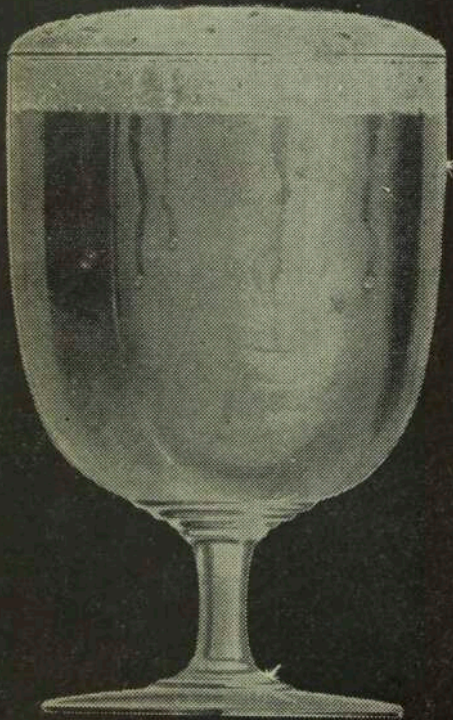
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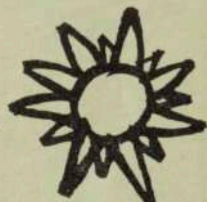
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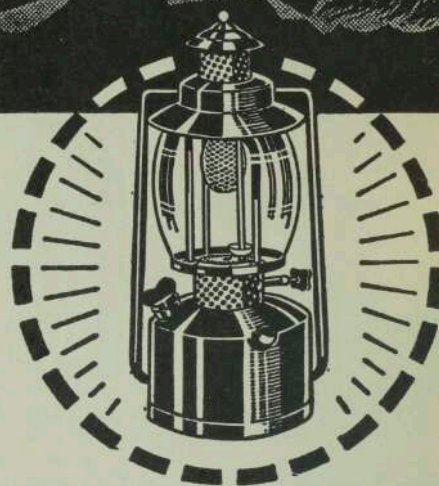
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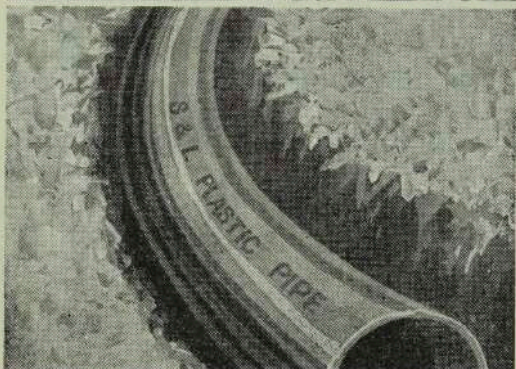
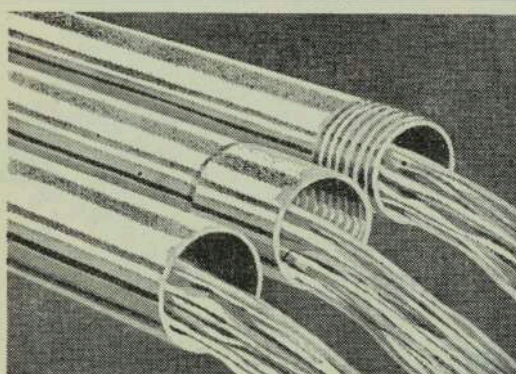
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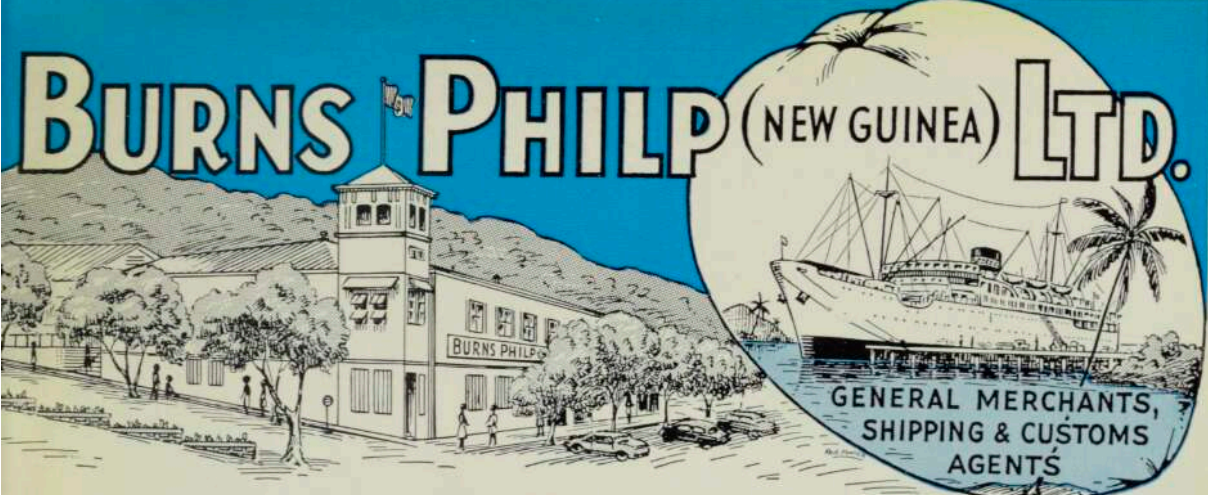
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