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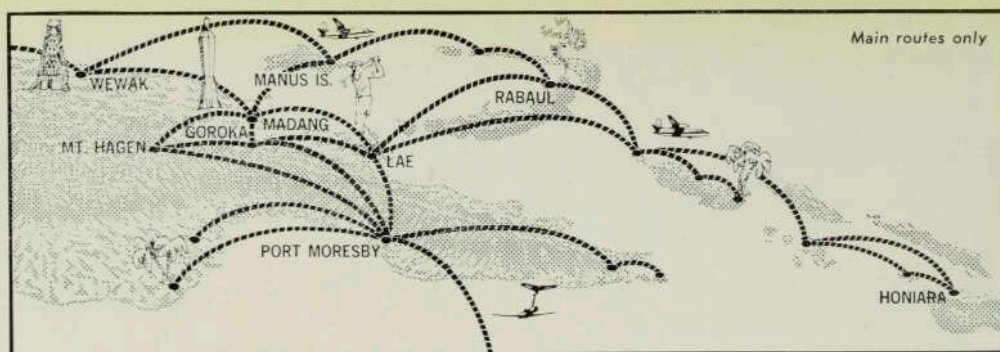


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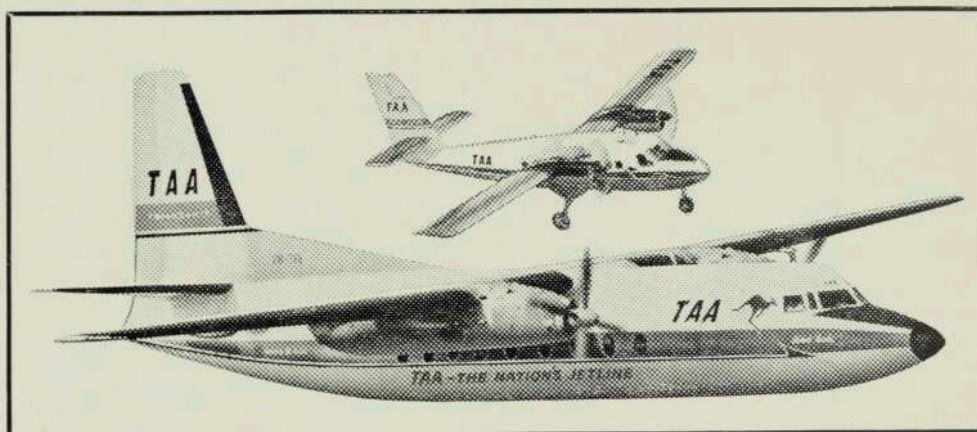
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AUGUST, 1968

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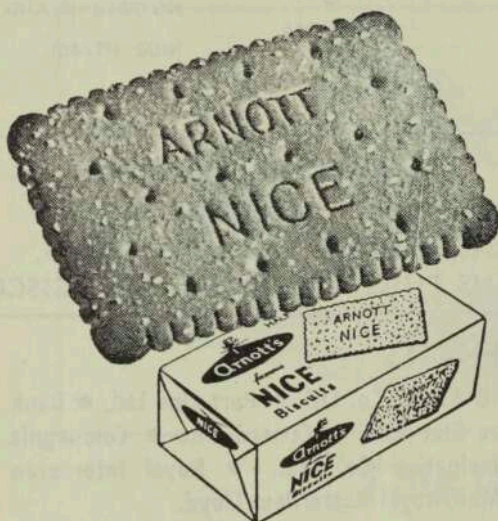
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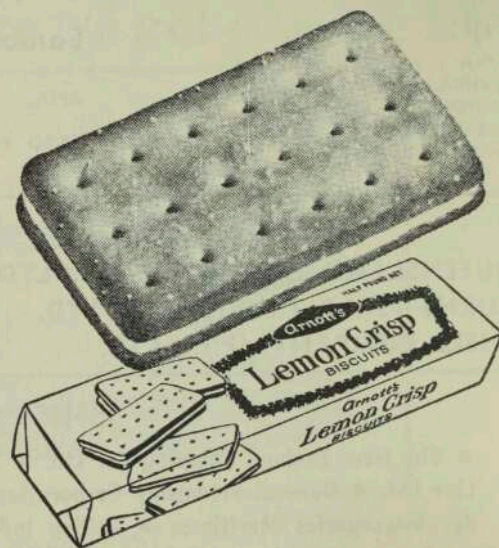


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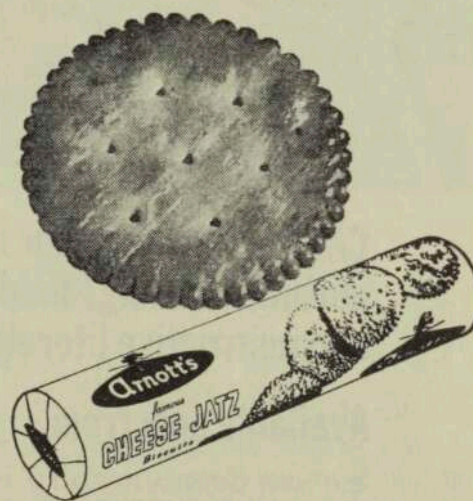
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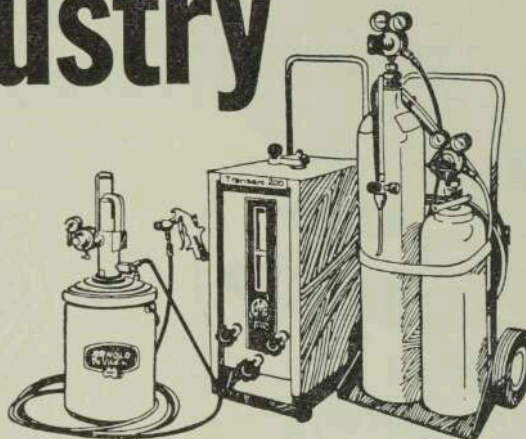
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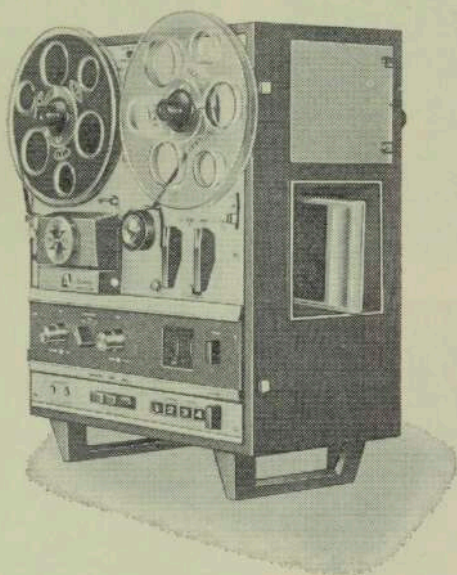
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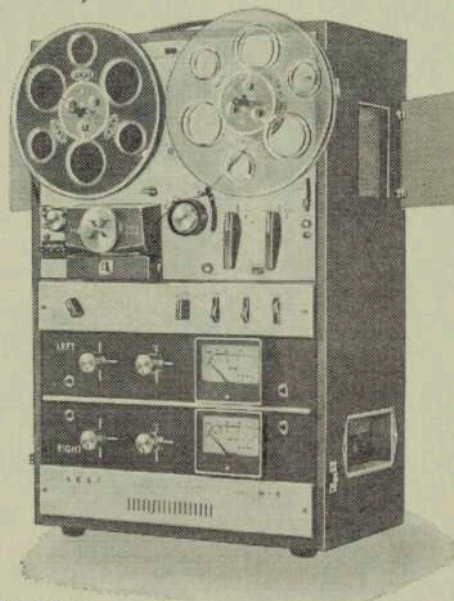
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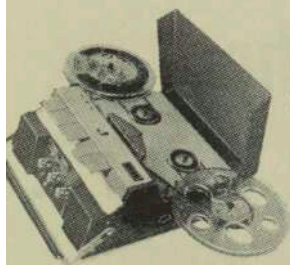
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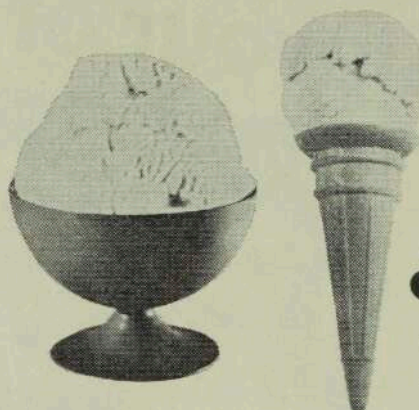


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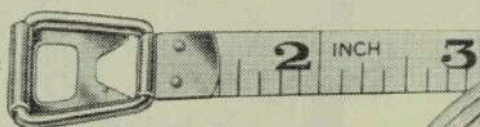
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UP FRONT

with the editor

Somebody the other day remarked that because I move about the Pacific quite a bit I must have by now accrued a unique and valuable collection of native artifacts. In case anybody else is as ignorant, let me say to you now what I told that chap, that my "collection" comprises a dozen bits and pieces the like of which could be purchased in the Islands tomorrow by any tourist with a total of \$20 to spare. The museums of the world won't be fighting for any of my stuff when I'm gone!

This isn't to say that I don't get a lot of fun out of my humble common-or-garden Trobriands carved pigs, miniature Sepik masks and Solomons sharks. I enjoy them as art, and it doesn't matter that there are thousands like them and that they were produced especially to sell to tourists like me.

I have several carved sharks. All of them come from New Georgia, in the Solomons, where there has been a shark cult—a veneration of sharks. They really know what their sharks look like.

My favourite is a miniature monster about 16 ins. long, carved from a piece of ebony with such skill that a natural stripe in the grain gives the startling effect of underwater speed. The creature's evil eyes and teeth are of inlaid pearl shell, Solomons fashion. I bought this shark at Munda airstrip a few years ago for a couple of pounds, and have bought others since from the Chinese stores in Honiara.

Amusing carvings

The stylised pigs of the Trobriand Islanders may be bought in Port Moresby. I have bought them there and in the Trobriands—amusing carvings worth 50 or 60 cents each and carved fairly speedily. If you've seen one Trobriands pig you'll be able to identify another one, and this is a big part of the pleasure of ownership. A Trobriands pig is clearly in a style of its own, a Sepik mask is clearly a Sepik mask, and if these things were hand-carved by the locals I can't see that it matters why they carved them, so long as they are using local skills to produce

something artistic and that I like what they produce enough to want to own it.

Not long ago at a party in Sydney I described the New Georgia sharks to a fellow-guest who turned out to be a serious collector of native artifacts. He disapproved of my wasting my time in buying this sort of thing. He said that unless he could be satisfied that a piece had been created for a genuine utility or religious purpose, and not for financial consideration, he would not want to own it.

I don't understand enough about the motives of the serious private collector to know whether this chap's attitude is normal. He's entitled to it, but I do think Islands travellers who pass up low-priced, easily obtainable but artistic items because they are not "genuine" are depriving themselves of later pleasures.

Thus I find some comfort in a paper written more than 40 years ago by the celebrated pre-war Papuan Government Anthropologist F. E. Williams, and which I happened to turn up the other day. It is *Papuan Anthropological Report No. 3*, published in 1923, and called "The Collection of Curios and the Preservation of Native Culture". It's rather a rare little report unfortunately, for it deserves wider distribution.

Williams talks of the different reasons for collecting—the "curio" interest, the art interest and scientific interest—and he has a short chapter on "a matter too frequently ignored"—the ethics of collecting.

He does not decry the rights of the "curio collector" looking for



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OUR COVER

From time to time we are asked why we don't use on our cover a "typical" Islands scene. When we ask what constitutes a typical Islands scene we usually find that the questioner means palm trees and surf. Here are some palm trees and surf photographed in Fiji by Rob Wright. Everybody happy?

something "rare, odd or antiquated" or the art collector to whom the value is in the art of the item.

But he objects to curio collectors who claim that their collected items have a scientific value ("although there is an undeniable value in a rarity or a curiosity", he says, "this is not necessarily a scientific value"). Of the art collectors he says, "Here again, the art interest is its own justification: and connoisseurs need neither bolster up their claims nor be denied their right to collect".

Discussing the ethics of casual collecting, Williams continues: "Some care ought to be exercised in buying art objects, lest serious injury be done to the feelings of the owners, and possibly also to the continuance of their art. . . . No boast is commoner than that of the collector, gloating over his carved spatula—"The like of this is not seen nowadays". Where that is true it is a pity.

"In conventional art—which lives by imitation—to destroy or remove highly prized 'models', may be to strike a heavy blow at the art itself. Where there is a magico-religious value attached, the danger is greater for a discouraged people may not think it worthwhile to replace an original. In short, native art is exposed to some danger whenever a free hand is given to the artistic but unsympathetic curio-grabber.

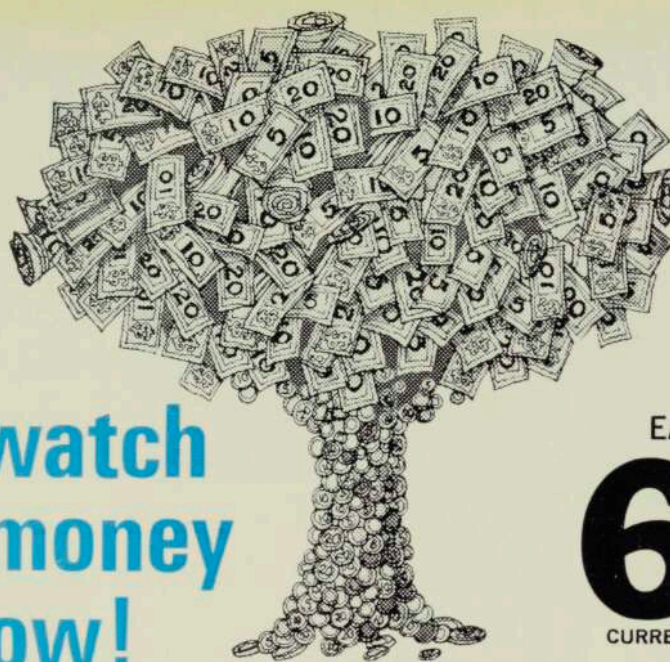
"On the contrary it may be argued that to give a good price for objects of art is to stimulate artistic activity. With the above reservation, this is no doubt true with regard to the natives.

"Where the native artist is continually creating, he cannot be better occupied; and probably cannot be more contented. To provide a market for his work—be it pottery, polishing of shells, wood-carving or any other—is assuredly one of the best turns we could do him. The thing is to keep his art going; not to collect his art-treasures on the assumption that the art will soon be lost."

I shall continue to buy my casual tourist items with a clear conscience.

—Stuart Index

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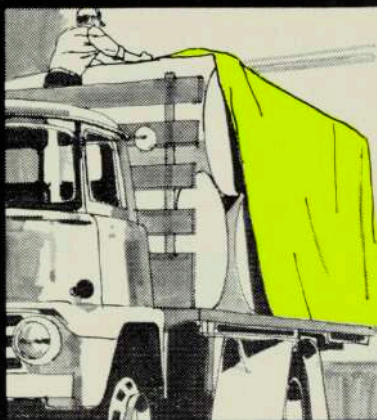
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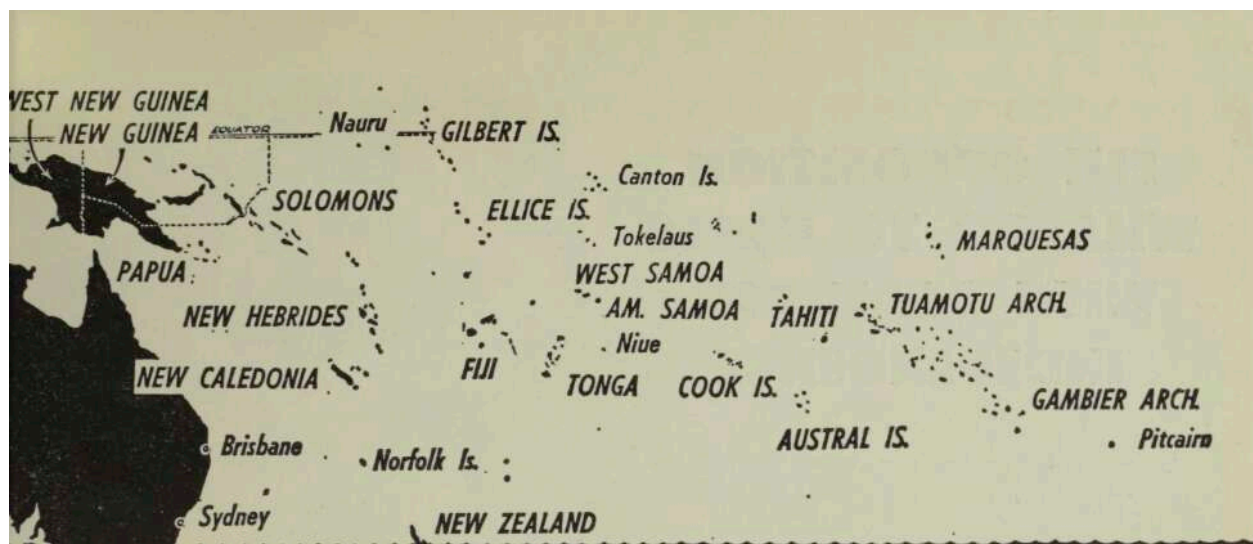
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Vol. 39. No. 8, August, 1968

PACIFIC ISLANDS MONTHLY

In This Issue

GENERAL

Melanesian art	15, 31
Progress on Third South Pacific Games	24
Three Pacific yachts missing	26
Ship masters remember	33
Basic English	55
Withdrawal of Holms' ship	55
Robber crab	59
Fish toxicity conference	95
Captain Rusden hits at critics	99
New cargo service for Islands	100
Bright future seen for BP's	117

AMERICAN SAMOA

"Anua Tele" sunk	103
Looking for jobs	109

COOK ISLANDS

Poset over French nuclear tests	23
Progress on jet airport	23

FIJI

Independence issue at polls	20
Tourist developments	22, 41
Black rice	33
Behind the controls: Captain Ganley	41
"Lui Lau's" first voyage	47
Fiji Airways seeks 7-year licence	47
Sitting Minister criticised	57
Link with the past	87
Va's shipbuilding future	95
Adewinds: new general manager	110
Miss Hibiscus: picture	111
Opia prices down	118

FRENCH POLYNESIA

Big boom at Mururoa	23
Political leader re-elected	23
Tahiti prepares for 1972 Games	25
New Tahiti hotel opens soon	47
New airstrip on Gambiers	47
Road through Tahiti's mountains	49
UTA boosts Moorea	49

GILBERT and ELLICE ISLANDS COLONY

Trouble in the Wholesale Society	26
George Murdoch, colourful pioneer	79
Overseas training for seamen	100

NAURU

They may register their own ships	30
Radio Nauru opens	32
Late school children	109
Treasury appointment	110
Postal expert visits	110

NEW CALEDONIA

Mayor defended	55
Second bank	117

NEW HEBRIDES

Tanna, Malekula visited	38
Tourist developments	41
Boat renamed	97

NIUE

Changes in the air	51
Any old clam shells?	109
Resident Commissioner leaves	110

NORFOLK ISLAND

Dairy farm	32
Tourist prospects	43

PAPUA-NEW GUINEA

Progress on Third South Pacific Games	24
University's financial troubles	28
Wartime air crash uncovered	30
Charging the tourists	31
They work with the Kukukuku	32
"Poppy" Wall	33
Port Moresby personality	33
Tourist developments	41
Davara Motel expansion	47
A new name for P-NG	52
Memories of the goldfields	61
Tribute to Caroline Schmidt	67
"Kassa" Townsend's memoirs	91
Coastal shipowners association formed	101
Oil hopes	114, 117
Future of the Fly River	115
Desiccated coconut	117
Bitter taste of tea	118

PITCAIRN ISLAND

Captain Jones remembers	83
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SOLOMON ISLANDS

Melanesian art	15, 31
Hotel extensions	42

TONGA

Celebrations and economics	27
Vavauns defended	52
Hotel manager's new job	110

U.S. TRUST TERRITORY

No hotels plea	41
A letter from Saipan	65

WESTERN SAMOA

Are they planning prohibition?	27
Independence celebrations	35, 113
Tourist developments	41
Ban on meat imports	118

DEPARTMENTS: Up Front with the Editor, 15; Tropicalities, 31; Port Moresby Personality, 33; Travel, 39; To the Point with Percy Chatterton, 52; Letters, 55; Magazine Section, 79; Yesterday, 85; Book Reviews, 89; Shipping, 95; Cruising Yachts, 104; From the Islands Press, 109; People, 110; Commerce, 114; Shipping, Airways Schedules, 121; Deaths of Islands People, 129; Practical Planter, 137; Index to Advertisers, 128.

FIJI OPPOSITION WILL GO TO POLLS WITH PLAN FOR INDEPENDENCE

From a Suva correspondent

Seventeen men and one woman, all Indians, handed in nomination papers at three centres in Fiji—Suva, Lautoka and Labasa—on July 26 and set the wheels turning for Fiji's Legislative Council by-election for the nine seats vacated by the boycotting Federation Party.

Polling, for the Indian community alone, begins on August 31 and the last vote will be cast on September 7, with results coming in in the following 24 hours.

The Federation Party Opposition walked out of the council chamber on September 1 last year when the Alliance Government refused to accept a motion moved by Federation Party leader Mr. A. D. Patel calling for the scrapping of the constitution, a new constitution and new elections on a common roll.

Two full meetings later, the nine truants were without seats—which is what they wanted.

"We'll win all the seats back again in the by-election," they said.

Some wisecracks think they are taking a risk. The loss of even one seat and the cutting of the majorities they had in the 1966 elections would boomerang. But they are confident they won't lose a single seat, not even the seat which was held by lawyer Mr. M. T. Khan who resigned from the party because he thought Mr. Patel was leading the Indian community along the wrong path.

He turned up again on Nomination Day at Lautoka as an Alliance candidate and will fight for the seat in his own backyard, Tavua, which is in the North-East Viti Levu constituency. His opponent is Federation Party stalwart Mr. C. A. Shah.

Alliance supporters think they will be able to teach the Federation Party

a lesson by taking some of their seats. They claim they are winning support in the rural areas. Judging by the appearance of new Alliance Committees among the Indian community, there may be a swing, but it will have to be a big one. If there is, Mr. Patel might be the one who started it.

In almost every (if not all) Indian house there are two coloured prints on the wall—the Queen and Prince Philip. They are genuinely proud of the link with the British Throne and they want it to continue.

Own Head of State

The Federation Party says it wants to continue the link, but Mr. Patel, for the first time in years has produced a spelled-out policy. One of the most important things in it is provision for a Head of State.

"This party's aim is to work for immediate independence and to set up a democratic republic with a parliamentary government within the British Commonwealth," said Mr. Patel.

He also proposed: "In order to maintain a link with the past, a person who is ethnically a Fijian will be elected as the Head of State by a plebiscite based on adult suffrage at five-yearly intervals."

His opponents were on to that right away. "He wants to cut the link with the Throne", they accused.



More than 1,000 Fijians and Indians recently gathered at Rakiraki village, B. in a traditional ceremony to hear Fiji Chief Minister, Ratu K. K. T. Mara, speak and answer questions. Here greetings are exchanged between Ratu Mara and Mr. Ramjash, treasurer of the Ellington Branch of the Indian Alliance Party. Centre is Mr. K. S. Reddy, Assistant Minister for Social Services. Minister for Social Services, Mr. V. Vijay R. Singh, was also present. — Photo: Rob Wright.

Some Fijians took it that he planned to tear up the Deed of Cession. There were Indians who were very perturbed about it. But the Federation Party supporters weren't. They argued it meant nothing of the kind.

What Mr. Patel wanted, they said, was a status for Fiji similar to that enjoyed by other independent countries in the Commonwealth. India had a president but it still recognised the Queen as Head of the Commonwealth. A Fiji ruled by the Federation Party would have a Head of State but it would recognise the British Sovereign as Head of the Commonwealth.

The other points offered by Mr. Patel included free education for all children, old age pensions, unemployment benefits, free medical services, a minimum basic living wage for workers, cheaper food and co-operative sugar and oil mills.

No one will quarrel with such aims. They are in the carpet bag of every politician everywhere. The only question to be asked so far as Fiji is concerned is where will the money come from to pay the bill?

Mr. Patel plans to soak the rich to benefit the poor.

He plans to nationalise the gov-

Fiji's Governor, Sir Derek Jakeway, and Lady Jakeway, are carried ashore in a punt by warriors of Natewa village, Vanua Levu, during a recent tour. The Governor leaves Fiji in November at the end of his term. Natewa is the only village in Fiji where the turban of smoked masi is worn, and it apparently stems from ancient times. Also exclusive is the black and red body paint.

— Photo: Bob Wright.



ines which operate with mainly Australian capital; and prevent "un-uttered exploitation". That could use a flight of foreign capital out of Fiji with a consequent departure of high-salaried people and a drop in the income from income tax.

If the Europeans with money got out, the future might be bleak for the merchants, the Gujaratis, who could be the only milch cows left. But Mr. Patel hasn't done anything to altering down since. He is relying on his newly-declared policies finding favour among the poorer people.

Fijian recruits

Already, posters and leaflets are appearing in the towns and villages telling the poorer classes how much better off they will be with the Federation Party in the saddle.

One leaflet tells the people the party will rid them of their chains and abolish their slavery. So far, there is no evidence that anyone has taken that one seriously.

But one move has gained the party some support among the Fijians. They have recruited two Fijian chiefs, Ratu Julian Toganivalu (who has declared that he is ready to die for his country) and Ratu Mosese Maseketi (who hasn't gone that far yet).

They are earning their keep, or some of it.

They have carried the Federation Party's gospel into the Fijian villages, and, as one Fijian said who didn't agree with the transfer of allegiance, they are chiefs and as such will be listened to with courtesy and respect by the Fijian people. They will gain some converts but, as the by-elections for Indian communal seats, how valuable the two chiefly newcomers to the party are will not be known until the general elections.

One thing is clear, however, with the arrival of nomination day, and it is that all the rumours about the Federation Party members wanting to break away from the party came from the lying jade. With one exception.

The rumour current for many weeks of Mr. M. T. Khan's change of heart turned out to be true. The

other eight ex-members of the Legislative Council have, however, remained loyal.

On the other hand, the Alliance wasn't exactly overwhelmed with Indians clamouring to be Alliance candidates. There are plenty who would have liked to win a seat in Legislative Council and they would have liked to carry the Alliance banner, but most of them had the same trait—they didn't want to risk being beaten.

But the Alliance got their nine candidates and for the race card here they are (along with their Federation Party opponents):

Suva: P. K. Bhindi (Alliance), Mrs. Irene Narayan (Federation).
South-Central Viti Levu: A. G. Prasad (All.), Ujagar Singh (Fed.).
North-East Viti Levu: M. T. Khan (All.), C. A. Shah (Fed.).
West Viti Levu: Dr. Saukat Ali Sahib (All.), S. M. Koya (Fed.).
South-West Viti Levu: Manikam Pillai (All.), A. D. Patel (Fed.).
Tallavu-Rewa: M. Y. Khan (All.), K. C. Ramrakha (Fed.).
North-East Vanua Levu: Albert Jayant (All.), James Madhavan (Fed.).
Northern and Eastern: R. D. Mishra (All.), Ramjati Singh (Fed.).
North-West Viti Levu: Keshore Govind (All.), R. D. Patel (Fed.).

Eight of the 18 candidates are lawyers.

Legislative Council meets

Towards the end of the month the Legislative Council met for three days with the nine empty seats still muting the proceedings.

There were no wrangles and no long turgid speeches either. The members polished off 20 bills, most

of them amending measures, and the usual motions about finance.

For the first time the people of Fiji discovered that the British Government's action in devaluing the currency cost Fiji £320,000 in investment losses.

Many people also discovered for the first time that there has been discrimination in Fiji against white people and Chinese.

New divorce law

One new bill, the Matrimonial Causes Bill, brought out a new charter for married couples and cut out a few anomalies.

One of the anomalies was with regard to divorce. Under the existing laws, Fijians, Indians and part-Fijians can obtain a divorce in a magistrate's court.

Legco member Mr. Harold Gibson, who should know—he's a lawyer—said the divorce cost thirty bob.

But Europeans and Chinese have to go to the Supreme Court for a divorce and that means to Suva or Lautoka, and the whole knot-cutting operation can cost as much as £100—again Mr. Gibson's figures.

The new bill changed that so that, when it becomes law, anyone, whatever his race, can get a divorce in the magistrate's court.

There was one small bill, a most innocuous one, but members, from Chief Minister Ratu K. K. T. Mara downwards used it to blast the Fiji Broadcasting Commission.

Members said it was asleep, it was lazy, unimaginative, failed the people

of Fiji and had not had one new idea in the 14 years it had been on the air.

A lot of people had thought those things for a long time, but Legislative Council members had suffered in silence until the other day.

What caused the blow-out?

It transpired that the government had prepared a series of releases, a sort of capsuled communique, on what the various ministries had achieved since the Governor, Sir Derek Jakeway, outlined the government's policies earlier this year.

The FBC was asked to broadcast the releases and shocked the government with its reply: "No, not while the by-election is in progress".

Its view was that this was election propaganda, though ministers have said the releases would have been prepared by-election or no by-election because any government has to tell its people what it is doing.

Suffered in silence

So far, the commission has suffered the verbal battering in silence. To date there have been no resignations but at the next meeting of the Legislative Council members will debate a motion to appoint a Select Committee to go into the whole question of Radio Fiji.

It would have been much more interesting had the Opposition been in existence when the question came up because the Federation Party has repeatedly accused the FBC of being biased against it.

Which thought brings us back to that party.

What will it do after the by-election when the Legislative Council sits again? Will the members again walk out?

The party, through its Press, has said it will if its demands for a new constitution and elections on a common roll are not met. They won't be met, not in the lifetime of this government, so most people think.

Therefore, they will walk out again. Then there will be another by-election and then another. Or will there?

It's not beyond the bounds of possibility for the government to engineer a change in the constitution if such an absurd situation was reached.

With a change in the constitution, the government could bring in an election regulation banning an ex-member of Legislative Council from standing as a candidate for a term of, say, five years, if he had forfeited his seat through refusal to attend the meetings of the council.

It's an interesting thought!

Mrs. Ben Jannif admires the Silver Wolf Scouting Award presented by the Governor of Fiji, Sir Derek Jakeway, to her husband during a recent ceremony at Government House, Suva. Mr. Jannif, MBE, is Scout Commissioner for Fiji.

Photo: Rob Wright.



New developments in Fiji tourism

From a Suva correspondent

There's been much speculation in Suva these past few weeks over the joint activities of well-known business and hotel identity, Mr. Barry Philp, and a former US Consul in Fiji, Mr. Tom Hill. The two have been in such constant and close consultation that something interesting *had* to be going on—as indeed it was.

In company with prominent New York attorney, Mr. Barclay Wagner, who was a regional government administrator at Nausori and Lautoka some years ago, Mr. Philp and Mr. Hill have formed a corporation with interests in almost every facet of Fiji tourism.

The initial investment, they told *PIM*, will be in the vicinity of \$US500,000.

Their plans involve travel and hotels (Mr. Philp, builder of the now-famous Mocambo Hotel, is currently keeping things moving at Suva's Trade Winds Hotel, built and run by his brother, Colin); as well as the development of a new and luxury-class island resort.

Belief in future

The resort will be promoted under the registered name, Island in the Sun. The company currently has an option to buy Mr. H. J. McHugh's island, Toberua, off the mouth of the Rewa River.

Ripples of interest have also been felt in most of the well-established tourist organisations and several direct offers have been made in surprising quarters.

Mr. Philp, who intended to be here for a few weeks only, now

has no definite plans to return to his home and business interests in Sydney. On July 28 Mr. Hill returned to Washington, where he is with the State Department, but he expects to be back in a month or so.

Barry Philp said he had helped form the company because his belief in the future of Fiji is firmer than ever.

Anyone who remembers an address Mr. Philp delivered some several years ago as a guest speaker at the Defence Club, Suva, will know that his predictions can be astute.

He talked then of the possibility of declaring Suva a duty-free port (it seems impossible now that it was ever anything *but* that!), the necessity for building up tourist interest in Australia and New Zealand, the need to build new hotels and resorts in the colony ever hoped to attract revenue from tourism. He also put forward several other ideas which have since been adopted.

His new example—and that of Tom Hill and Barclay Wagner—will no doubt encourage a number of others who've been hesitating on the brink of investment.

Toberua (meaning "two locks of hair"), was bought by Sydney company director, Mr. J. McHugh.

(Continued on p. 93)

A BIG BOOM AT MURUROA (and a small bang in the Cooks)

The detonation by France of a nuclear device over Mururoa Atoll, 800 miles south-east of Tahiti, early in July has caused a strange, political bang in the Cook Islands where the editor of the *Cook Islands News* recently took a paid-for advertisement in his own newspaper protesting that a story of his about the French tests had been censored.

The editor, Walter H. Hambuechen, who recently gave up his American nationality to become a New Zealander, had prepared a story for the *News*, stating that New Zealand had wrongly protested against the French nuclear tests and that the Cooks had always supported New Zealand by cancelling the visits of dance teams to Tahiti for the Bastille celebrations. He said in his story: "It now remains to be seen whether the Cook Islands Government will again support New Zealand by similar action."

Before the story had been printed a member of the *News* staff, acting on government orders, had deleted the reference to the dance team. Also deleted was the poser . . . "it remains to be seen . . ."

(The story, as printed, read: "NZ is strongly protested the test, and the Cook Islands' Government has supported this protest.")

Mr. Hambuechen made inquiries about the censorship and was told that the views expressed in his story were "against government policy". At the same time he learned that the High Commissioner had been sending radios to Tahiti in an attempt to secure transport (presumably French Air Force) to send dance teams to Tahiti for the Bastille celebrations.

Moral issue

So then he put in his paid advertisement to explain his stand. In his advertisement, Mr. Hambuechen asked: "Is this an economic issue, or is this a moral issue?"

He pointed out that the dancers probably didn't care whether the Cook Islands protested at the French tests or not. Their interest was to earn money by dancing at the Bastille celebrations.

"But," wrote Mr. Hambuechen, "the moral issue goes far deeper than money. Just a few days ago America, England and the Soviet Union agreed . . . to the matter of stopping the spread of atmospheric nuclear test-

ing. Some years ago, they had agreed to stop atmospheric testing themselves. New Zealand . . . was one of the first to support this agreement. . . ."

He reminded his readers that French Polynesians had been vigorously protesting at the tests, both at home and in France, and he asked: "In joining the Bastille celebrations are we deluding ourselves that we support our Tahitian friends—or are we actually supporting the French—against whose bomb tests we supposedly protest?"

Although Mr. Hambuechen didn't mention it, another reason for the Cook Islands reluctance to upset the French could be that the Cooks and Tahiti have recently embarked upon new trade relations. (In June, the *Magga Dan* shipped 1,008 boxes of Cooks tomatoes to Tahiti as a result of a trade mission, led by the Hon. William Estall).

'Negative step'

Meanwhile, in the wider world outside the Cooks, Western Samoa has officially protested over the tests in the Pacific. Prime Minister Fiaame Mataafa describing them as "a negative step in the progress towards world peace and understanding". Western Samoa realised that it could expect little reaction from its protest, "but a thousand small voices together will make a loud outcry," he said.

Japan has requested France to suspend the tests.

French experts insist that the tests present no danger to human life since they are being carried out far from populated areas. A release issued by the French Embassy in Canberra in July said that ". . . after the two previous series of tests (in 1966 and 1967) the most impartial international foreign authorities have agreed that the French nuclear tests represent no risk to the health of the populations in the Southern Hemisphere."

COOKS JET SET

Plans for Rarotonga's new 7,000 ft, tourist-boosting jetport, an extension of the present landing strip, will not meet with opposition from the people whose land will have to go to make way for it. At a recent meeting of landowners, a proposed system of compensation payments was received without complaint. Feeling was: "Let's get on with the job!"

TAHITI'S RADICAL POLITICAL LEADER RE-ELECTED

Mr. Francis Sanford, who is strongly opposed to French nuclear tests in the Pacific and who favours internal self-government for French Polynesia, was re-elected to the French Chamber of Deputies on July 7 in a poll held in French Polynesia.

The poll was part of the general election held in France and most other French territories in June.

It took place a fortnight later than the first round elsewhere because it was impossible to get ballot boxes and papers to the outlying islands in time for a simultaneous poll.

The delay probably cost Mr. Sanford some support, as French Polynesia's electors already knew of General de Gaulle's landslide victory when they cast their votes, and it would have been surprising if some swinging voters did not switch their allegiance from Mr. Sanford to his pro-Gaullist opponents, Mr. Nedo Salmon and Charles Taufa.

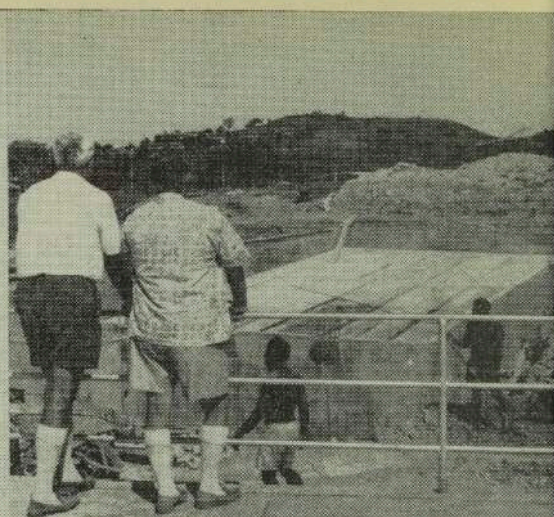
Voting figures

However, Mr. Sanford won comfortably with 58.3 per cent. of the valid votes cast. The voting figures were: Sanford, 14,901; Salmon, 8,129; Taufa, 3,349.

The results seem to indicate that Mr. Salmon has neither gained nor lost support since he was first elected to the Chamber of Deputies in 1967.

The Sanford-Teariki alliance pushed through a resolution condemning the nuclear tests in the local Territorial Assembly on July 11.

It was the latest of numerous anti-bomb protests that they have made.



A party of P-NG high school students, at left, are shown the progress on the main Games arena alongside Port Moresby harbour. There is an aerial picture of the site on the opposite page. Above, right, two of the leading organisers of Port Moresby Games, Messrs. Kevin Atkinson and Don Barrett, inspect progress on a swimming pool at Murray Barracks, which will be available as a training pool for contestants.

Host town for South Pacific Games is bustling

From a Port Moresby correspondent

With the Third South Pacific Games only 12 months away—they are to be held in Port Moresby from August 13-23, 1969—New Guinea's official preparations for them are farther advanced than were the Noumea and Suva Games at the same stage.

I have just made a tour of the various sites, and spoken to most of the key men behind the preparations, and I've come away impressed by the enthusiasm, dedication and speed with which the great variety of tasks are being tackled.

One of the secrets of progress is clearly that most of the men involved represented New Guinea at Suva or Noumea, or both, and have a practical yardstick.

Early experience

Chairman of the organising committee, solicitor Mr. C. P. McCubbery, and chairman of the P-NG South Pacific Games Association, planter Mr. Don Barrett, were both officials at Suva and Noumea. Their problems have obviously been reduced by the fact that the South Pacific Games Trust, which controls expenditure on the Games, early ap-

pointed a fulltime executive officer, Air Commodore T. D. Beyer, to pull that side of the organisation together.

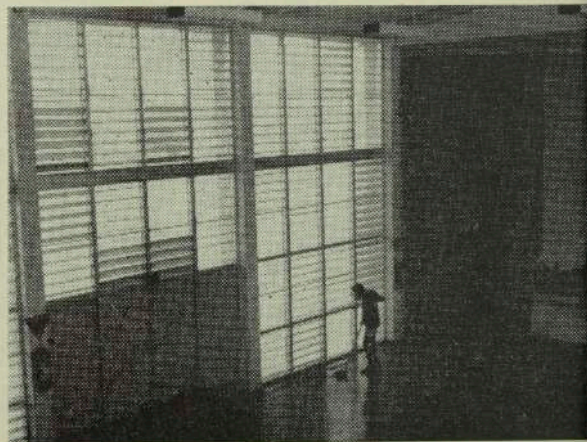
Fourteen Pacific territories will

send teams to Port Moresby. Of those eligible only Niue, the US Trust Territory of Micronesia and the Tokelaus won't be competing. One of the smallest teams will be 12 from the GEIC; among the largest will be New Caledonia with 200, Fiji 188 and Guam 144.

Main area of activity and accommodation will be in the Boroko region of Port Moresby, which is about five miles from the port area and two miles from the airport. This central area is the fastest developing part of Port Moresby.

The main athletic field is being developed on the harbour side, about four miles from the Boroko area. Bulldozers have already prepared there an olympic standard running track, the first of its kind in the territory, and a second field is now

Fine new halls like this one at Murray Barracks will be the scene of many of indoor sports for the 1969 Games.



This aerial picture especially taken by a "PIM" staff man shows progress on the main Games arena on reclaimed land alongside the harbour. A second oval will shortly take shape at left of the one seen. Other Games activities will take place four miles from here, at far left, background.

being laid out as an athletics warm up area and for some other events.

Work will soon start on a grandstand at the water's edge, seating about 1,100; there will be permanent banked-earth open-air seating for another 8,000, and a temporary stand to seat 4,000. The arena will be flood-lit.

Bulldozers working

Out at Taurama, not far from the Boroko shopping centre, bulldozers are now moving tons of soil for Port Moresby's first 20 metre swimming pool, to be completed by March. It will become the town's public pool after the Games. The new pool, averaging 8 ft deep, is adapted partly from the design of the successful Noumea Games pool.

Lawn tennis competitions will be held at Boroko on five existing courts and three new ones soon to be added. For practice there will be about 30 tennis courts around Port Moresby.

Netball, volley ball, Soccer and Rugby will also be played at Boroko, though semi-finals may go to the main arena.

Two fine army pools, one already in use at Taurama and a second now being built at Murray Barracks, at Boroko, will be available for training.

All the sporting facilities of the army are being turned over for the Games, and this has cut down expenditure and provided the Games with first class facilities. At Murray Barracks there are a splendid new assembly Hall and gymnasium which will be used for competition judo, weight lifting and table tennis. Ovals are also available there for athletic and football training.

Accommodation

Games contestants will be quartered in dormitories already built at the Port Moresby Teacher Training College, near Boroko, and at the P-NG Administrative College, Waigani. Not far away, administrative headquarters and full Press facilities will be established in a new building being especially erected at the Murray highway.

Erection of the swimming pool and the main athletics arena are the two biggest projects being undertaken



for the Games, each costing something in the nature of \$200,000. The territory has what it calls a shoe-string budget of \$825,000, but it is now raising funds by public subscription, and attracting aid in kind from business organisations.

Nominations

These are the nominations for the Games:

American Samoa: Athletics, basketball, boxing, lawn tennis, softball, volleyball, weight lifting.

British Solomons: Soccer, athletics, basketball, golf, lawn tennis, netball, Rugby Union, swimming, table tennis, yachting, water polo.

Fiji: Athletics, swimming, water polo, Rugby Union, Soccer, basketball, netball, softball, lawn tennis, table tennis, weight lifting, boxing, golf, yachting, judo.

French Polynesia: Soccer, athletics, basketball, judo, lawn tennis, swimming, table tennis, volleyball, weight lifting, yachting.

Gilbert and Ellice Islands: Soccer, athletics, basketball, lawn tennis, table tennis, volleyball.

(Continued on p. 127)

TAHITI PREPARES FOR 1972 GAMES

Work has begun in earnest on a new stadium in Tahiti which will be the venue for the Fourth South Pacific Games in 1972.

The stadium will seat 10,000 people, including 2,300 under cover. It is being built at Pirae, about a mile out of Papeete.

Incorporated in the project is an Olympic swimming pool and a "hall of youth" for the staging of indoor sports. The stadium proper will have a field for Rugby and soccer in its centre.

Because no private contractor submitted a tender within the figure fixed for the work, the task of building the stadium has been put in the hands of the Centre d'Experimentation du Pacifique. This is the organisation responsible for France's nuclear testing project at Mururoa Atoll.

Preliminary work on the building of the stadium began last November but was abandoned until recently because of continuous heavy rain in Tahiti.

HOW TO SUCCEED IN BUSINESS AND BE REALLY TRYING

From a Tarawa correspondent

There is a somewhat bitter lesson in the record annual profit of more than \$A200,000 just shown by the GEIC Wholesale Society on its diverse shipping, retailing and agency activities. The profit represents about 15 per cent. on paid-up capital.

Largely responsible for this profit is Mr. W. J. Kirkby-Jones who was appointed general manager of the society in November, 1966. An Englishman who had been living in Australia for the previous 15 years, he arrived with a proven record of turning losses to profits through strong management. The society had never made a loss, but maximum profits up to that time were less than \$60,000 annually.

Mr. Kirkby-Jones brought with him several new executives from Australia, and the whole team—of six—set about making the society an efficient commercial enterprise.

The team soon found that the retailing side of the organisation had the biggest headaches of management and the least profit. The society uneconomically ordered goods from Australia in great variety but in small quantities merely so that expatriates could buy their pet brands of baby food and cornflakes.

Uneconomic

Also the society's vessel, *Moana Raoi*, operated a haphazard, uneconomic schedule to the outer islands, ignoring some islands for weeks at a time and visiting others too frequently.

So the retailing side was tightened up and a new, bigger and faster *Moana Raoi* was bought and went into service early last year. She was placed on a schedule which utilised her almost 24 hours a day instead of about 10 hours, and for the first time the society's flagship made a substantial profit.

The *Moana Raoi* began a new trade with the Marshall Islands, in US Micronesia, and this service has become one of the society's biggest profit makers—earning a substantial profit last year and taking about \$300,000 worth of Australian goods into the Marshalls.

All the society's other activities, since the advent of Mr. Kirkby-Jones, have been redirected and

THREE YACHTS MISSING

Three cruising yachts, bound for the Pacific Islands out of New Zealand, were listed by marine authorities as missing in mid-July. They are:

Fiddler's Green, 35 ft trimaran, with American owner Richard Maddock, 57, and crew Charles Wells, 44, and Peter Law, 30, both of Britain and Alexander Wells, 26, of NZ, due at Rarotonga on May 28. She left Auckland on May 7.

Lady Lesa, 54 ft motor launch, with Roy Lidgard, 74, of Auckland, and his son and grandson and a crew member, due at Noumea in June. *Lady Lesa* left Kawau Island, NZ, on May 28 and was last seen passing the northern tip of NZ on June 1.

Telstar, trimaran, thought to have a young married couple on board, was due at Noumea in late May. She left Whangaroa, near Auckland, on May 6.

speeded up. A new payment scheme for copra was begun; a new service with the *Moana Raoi* direct from Tarawa to Sydney was approved after many months of negotiation by Mr. Kirkby-Jones (it will arrive in Australia on its first voyage in mid-August, and will carry 2,800 tons of GEIC copra to Australia each year).

Meanwhile the society's two retail stores on Tarawa—at Betio and Bikenibeu—have contributed less than two per cent. of the society's total profits, but have accounted for more than 90 per cent. of the criticism levelled at the society by local residents (both expatriate and islander). If people haven't been able to buy what they want at the stores they have complained. The new management's policies of buying fewer varieties and of cutting down on credit have brought resentment, and Mr. Jones has not exactly been "Mr. Popular" in some quarters.

His trouble is that he is a businessman, determined to put the society on a business footing, to tighten up on bad debts, to replace people whom he felt weren't helping the society make money for the GEIC. He has concentrated on putting business on a profitable footing and that record \$200,000 profit for this year has shown that perhaps he knows what he is at.

In fact, the new management team has reduced the general level of prices while improving the profits,

and it has put big emphasis on improving the level of services, particularly to the outer islands, to satisfy the co-operative stores.

But the architect of all this, Mr. Kirkby-Jones, is not with the GEIC any more.

One night in June, when the 1967-68 accounts were being finalised the society's retail stores were found to have not the small profit expected but a loss of \$24,000.

Mr. Kirkby-Jones himself made inquiries, which later were the subject of considerable criticism. The result he dismissed 20 Gilbertese employees from the stores. The loss, he found, was due to goods having been taken by staff from the stores on credit.

Just where credit ended or theft began was an interesting distinction which nobody in authority was apparently prepared to determine—certainly not the 11-man board of the society, comprising government officials and islanders, which set up a committee to inquire into the loss.

The committee called for the resignation of the general manager and the society's chief buyer, Mr. Derek Lowe, who was on leave at the time. No charges were made against any of the dismissed Gilbertese.

'New look'

Mr. Kirkby-Jones felt he, as general manager, was responsible and complied with the committee's recommendation. His resignation was accepted.

The society's chief accountant Mr. K. G. Ussher, who has been a right-hand man for Mr. Kirkby-Jones in the "new look" society, declined to renew his own contract and went south in support of Mr. Kirkby-Jones. The chief buyer, in late July, was still in Melbourne and nobody knows whether he will return.

So the Wholesale Society has now lost the men who, for the first time, put it on a business footing.

What was it all about? You could, if you like, call it a clash not of personalities, but of cultures.

Mr. Kirkby-Jones is a businessman who made the mistake of trying to operate by normal business principles in a group of islands in mid-Pacific. He went too fast. He did not take into account that the islanders, and some of the expatriates, do not necessarily want to work to business principles. It is easier to make decisions for reasons of expediency than principle. Progress is a good thing, so long as nobody is actually inconvenienced by it.

When you follow this philosophy nobody wins, nobody loses. Not theory, anyway.

IS WEST SAMOA HEADING FOR PROHIBITION?

From R. F. Rankin, in *Apia*

A lot of people in Apia are worried by the news that a bill aimed at complete prohibition of liquor is under consideration by Prime Minister Mataafa as Minister of Police.

The obvious repercussions of such a bill would be loss of government revenue, a damaging effect on the tourist industry, stimulation of home brewing.

Liquor does not pose much of a problem to village people, but it is conceivable that despite their own predilection for a daily spot, members of parliament could be swayed by pressures of religion and tradition to make the bill law.

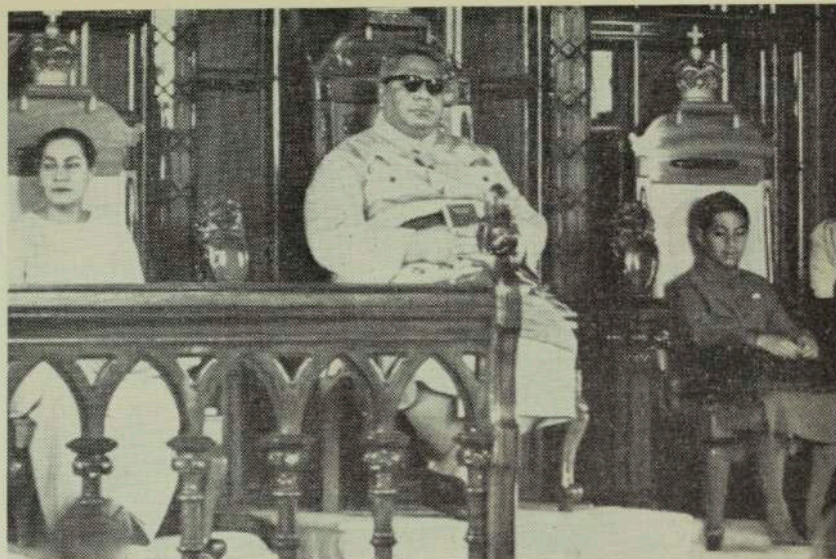
Police are appalled at the prospect of envisaging having to almost double the force to control the inevitable home brewing and "sly-grogging" that would ensue. But they agree that it is time something was done about the archaic liquor laws that are now ignored by all.

As far as can be made out the Samoa Act of 1921 still applies. Under this anyone manufacturing, importing or selling liquor is liable to a fine of £200 or one year's imprisonment. Liquor is supposed to be completely prohibited for Samoans. In practice, however, liquor is freely available to the public in numerous clubs scattered throughout the country.

Word of the proposed bill caused a lot of public indignation. Latest move by the Prime Minister has been to invite the heads of missions to a discussion on the subject.

Meanwhile, there is some disappointment in Apia that the Prime Minister returned from his trip to Japan with nothing more than a gift of \$5,000 for hurricane relief. Most people expected the party to return with promises of substantial financial and technical aid for development, but the Prime Minister insisted that the trip had been purely one of goodwill aimed at paving the way for closer relationships in the future.

He said that a delegation would go to Japan before the end of the year specifically seeking aid, but top officials in Apia are not optimistic about the chances of the delegation.



Tonga celebrates (and the bananas miss the boat)

Tonga celebrated King Taufa'ahau's 50th birthday, and the first anniversary of his coronation, with a four day holiday in July.

It was a holiday in true Polynesian style. There were concerts and all-night movie shows and official inspections and Rugby matches and yacht and canoe races and feasts and feasts.

And the king opened the new \$T200,000 police training centre (90 per cent of which was paid for by Britain under the five-year development plan). The centre, which contains 20 buildings and stands in 25 acres, will cater for 50 recruits. It has a fleet of modern vehicles, fitted with two-way radios, and the nucleus of a department of scientific crime detection.

What the king said

In the words of the newly-appointed Minister of Police, the Hon. Akau'ola, the new centre "is a sign of Tonga's maturity in the modern world."

The king told the Tongan people that they were in a much better position than other people to withstand lack of funds. He pointed out that the necessities of life existed in abundance in Tonga. But, he stressed, greater prosperity was needed to pro-

vide better health and housing and a fuller family life.

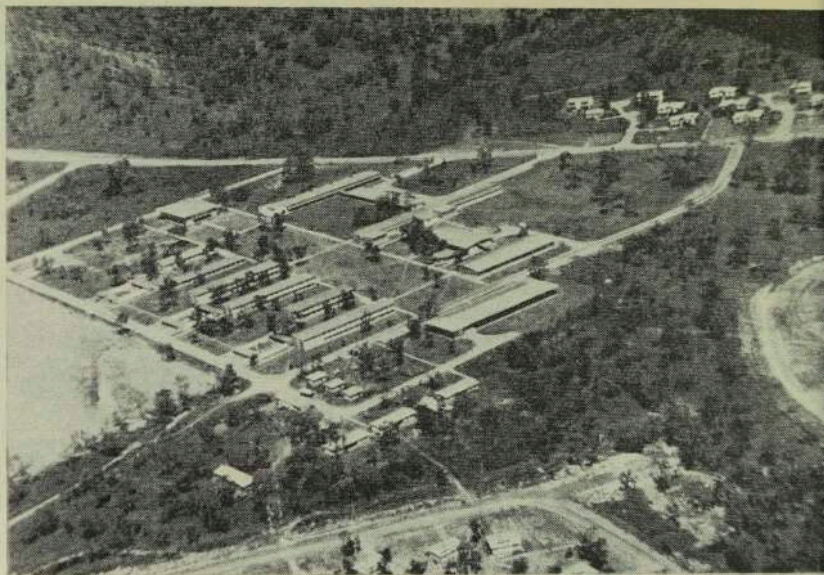
The last point made by the king was welcomed by observers in Nukualofa. For while Tongans danced and ate their way through the four-day holiday, Tonga's banana exports were slipping—and not for want of bananas.

A report issued recently by the Department of Agriculture showed that during the first six months of this year, Tongan banana exports to NZ stood at 293,000 cases, compared with 333,000 cases for the same period last year. The drop was caused, not by a failure of the banana crop, but by the fact that not enough workers were willing to cut and pack bananas.

They were too busy organising the celebration of 100 years of education and progress in the kingdom. So the bananas ripened on the palms.

- Above, the king at Thanksgiving Service in the Royal Chapel, Nukualofa, on July 4, his 50th birthday. To his left is Queen Mata'aho, and to his right is Prince Aho'eitu.

- Most of the activities of the University of Papua-New Guinea are still centred in this group of buildings, comprising the P-NG Administrative College. The college and the university occupy neighbouring sites at Waigani, an outlying area of Port Moresby not far from the airport. These buildings will also be used as accommodation for the Third South Pacific Games, in 1969.



New Guinea University frets about its future

From a Port Moresby correspondent

It's dismaying that, three years after the Australian Government accepted the need for a university for Papua-New Guinea, and gave the go-ahead for it to be established, it should still be necessary for anybody to justify the university's existence. Still less that the university should have to justify its own existence.

But that is what the University of Papua-New Guinea has been doing in recent months, as a result of a running battle with the Australian Government over financial needs. The fact is that development of the lusty young infant, born with such hope only in 1965, may yet be retarded by malnutrition.

The University of Papua-New Guinea took its first students in February, 1966. Fifty eight of them went through a preliminary year—virtually a matriculation course designed to prepare them for the university's first full degree courses, which began in March, 1967. Thirty five of that original preliminary year got through the sieve into first-year and were joined by 46 others who had studied elsewhere, mostly in Australia.

This year the university has 40 full time second-year students—the senior year—70 full time first-year students, and 110 doing the preliminary year

(plus 30 prelim. year Medical College students). There is a total enrolment of 400, the extras being part time, or those undergoing post-graduate courses for higher degrees.

Short of money

To do the things it wants to do at this stage of its development, the university this year asked for \$4.5 million, and was told it could have only \$3.5 million. It protested that it had to have at least \$3.85 million to be able to keep going, but this has been rejected. The best the university will be able to do is borrow another \$200,000 for building, giving it a total of \$3.7 million for the year.

Although the wrangle over money has been going on since the university was started, this year the argument is out in the open. Reason for this apparently is that the university is fed-up with the financial system which has been thrust on it,

against the wishes of the Currie Commission—whose detailed report resulted in the university being established.

The new university depends for its allocation of funds on the Australian Department of External Territories although the Currie Commission proposed that the Australian Universities Commission be asked to act as experienced overseer. This was rejected by the Commonwealth. As a result P-NG gets its funds allocated each year, although Australian universities are allocated funds three years ahead and some British universities five years ahead. The P-NG University finds it impossible to plan.

More serious

As a result of the cut-back in expenditure this year the university has abandoned plans for the introduction of external studies and of three new departments.

Another, more serious, cut has already been made before the year started. Thirty five students, who on the basis of examinations would have had a good chance of getting university degrees, were turned away from the preliminary year for 1968 so as to keep the numbers down to round about 100. This was because the Department of Territories told the university that it must not exceed a total of 575 students, including preliminary year students, by 1970 because it could not expect to get the money to house and teach any more than that number. The university, which had been planning to have 825 students by 1970, had to apply the brakes at once.

● The first buildings owned by the university itself begin to rise in the scrubby hills of Waigani. Main entrance to the complex will be from the double line of road, far left.

It is tragic that students should be turned away in a territory which has a population of two million people and only four university graduates—all from outside universities. No country in the world with a comparable population could have such an academic record.

The P-NG University won't produce its first graduates before 1971, and then only 40. Even if the university could graduate 200 students each year from 1976 it would still nowhere meet the territory's needs for graduates this century.

The Currie Commission estimated the territory will need 2,300 university graduates by 1973, of whom 1,000 would be needed by the Public Service.

Crazy arithmetic?

Dr. John Gunther, vice-chancellor of the university, points out that if you replace a white man with a degree by a graduate New Guinean you save \$4,000 a year in salary, leave, fares, housing and other costs. If you could replace 2,000 graduate whites tomorrow you could save \$8 million every year in salaries—yet the university would not cost \$8 million a year to operate.

"It is not crazy arithmetic, but a sound investment for Australia to provide monies that will hasten an increase in the localisation of the New Guinea Public Service," Dr. Gunther says. And he adds:

"You can't have happiness without education. The village person is unhappy because he is ignorant, and the



greatest demand in the House of Assembly has been for schools for the children.

"The under-secretary system in the last Assembly failed mainly because we expected too much from the under-secretaries. Not one of those men could, for instance, read the World Bank Report. One man told me it physically pained him in the head to read it; another took three months just to go through the index to see if he could find something he could read.

"The new Ministerial Members are better educated, but the university students we have here already have a better education than most of these people."

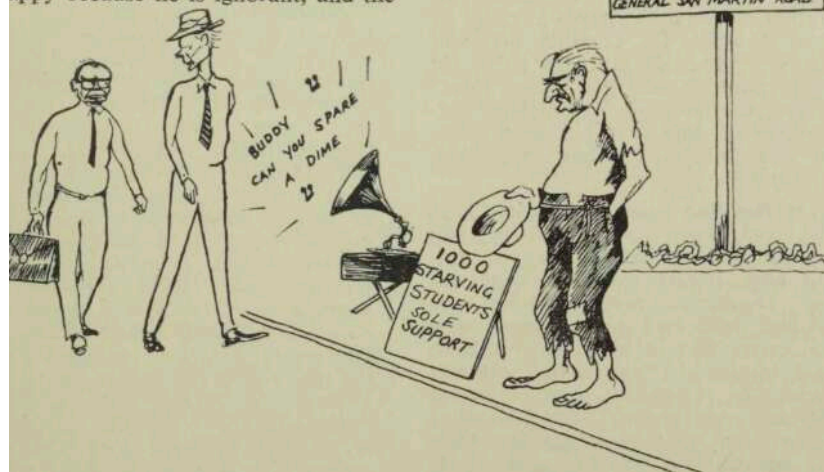
So says the vice-chancellor. But why should he have to justify the university's existence? The Currie Commission's report has long since been accepted, and the university established. The university has accepted staff on the understanding that the Australian Government would develop the university and its courses to international standards.

The staff is already deeply concerned about the future. The academic section of the university's staff association said in a resolution recently: "If money is not provided for development we believe that the students and the territory will suffer, and morale of the staff will deteriorate rapidly. Academics will seek appointments in institutions whose standards are not in jeopardy, and satisfactory staff will be extremely difficult to obtain".

What the professors said

Ten professors at the university later elaborated on this in a letter to the Australian Press. The professors said the financial restrictions which had already led the university to turn away 35 students this year would result in the university turning away still greater numbers from the enlarged secondary school output available next year.

"Equally serious," the professors' letter said, "is the cumulative postponement of our capital works programme, which necessarily accounts for a large part of the budget of a new institution. The continued use of inadequate classroom and laboratory facilities will reduce the effectiveness of teaching over a prolonged



Cartoon by J. K. McCarthy.

-NG Administrator Hay: "Personally, George, I think the vice-chancellor is overdoing this money business!"

Lieut. Pilsbury goes home

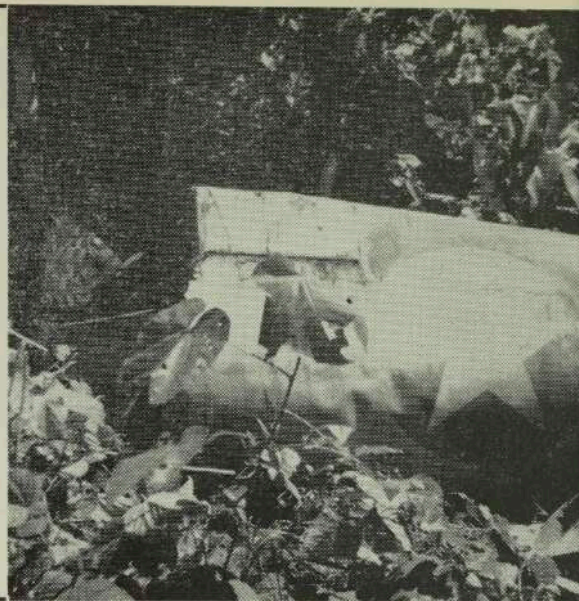
On November 21, 1943, Lieutenant Charles Alfred Pilsbury, USN, lifted his Corsair fighter off the deck of one of "Bull" Halsey's aircraft carriers near Torokina on Bougainville's mid-west coast, and headed for the big Japanese base on Kangu Beach.

As he neared his objective, he put his fighter into a fast dive and began firing at the Japanese emplacements. He'd been doing the same thing every day for the past week, but that day Lieutenant Pilsbury's luck ran out.

Japanese anti-aircraft gunners perched on Kangu hill brought Pilsbury's Corsair down within half a mile of the Japanese emplacements. That was the last anyone heard of Pilsbury for 25 years.

Recently, Roman Catholic missionary Father O'Sullivan came across the Corsair's wreckage in dense jungle near Kangu Beach (pictured at right). He reported it, and Administration men came out to look at the Corsair. They found Pilsbury's bones. These will be sent to US Navy medical officers in San Francisco.

A strange home-coming, so long afterwards and from so far away.



period and sap staff and student morale.

"In short, there is already a considerable backlog of necessary development. An allocation of only \$3.5 million for 1968/69 will not merely prevent reduction of this backlog but will jeopardise the standards of this university for many years to come. This is a disastrous policy."

This is what they are saying already about a university which took its first degree students last year!

The university has only now begun its own building programme. In the first preliminary year of 1966 the students studied under difficult and uncomfortable conditions, living in workers' barracks and going to classes held a couple of miles down the road in rough pavilions at the Port Moresby showground. For meals they went a mile further down the road to the matchbox-type houses in the suburb of Hohola.

Last year they lived in fine new dormitories, and were lectured in new classrooms, but these were the property of the P-NG Administrative College nearby, and not the university.

Short of room

This year some of the full time students live in the university's own dormitories, but many others still live in the Administrative College, which also provides all the classrooms, meals and the library service.

The university won't have its own classrooms, dining room and library before next year. But with the present

allocation of funds, staff quarters will be short, and it is likely to be many years before the accommodation pressure will be off the university.

The questions arise as to whether the university is adding to its own growing pains by unwisely spending the money it has already been allocated.

Dr. Gunther defends expenditure, and produces these facts:

● **Staff:** The present ratio of staff to students is 1 to 5, and it will be 1 to 4.8 by the end of this year. This is a very high proportion of teachers to students (the University of Sydney is 1 to 14). But he says all new universities start off with a high figure, which drops. Some new Australian universities have a ratio of 1 to 8, which Dr. Gunther says will be New Guinea's ratio by 1970. He also points out that the P-NG University employs a higher percentage of tutors (the lowest grade of academic staff) than Australian universities.

● **Building costs:** P-NG has kept the cost down to \$1,800 for 100 square feet, including the air conditioning, library and science plumbing. Dormitory cost is \$1,500 per student bed and each student gets 55 square feet in his study bedroom and another 10 feet in the common room. In a recent tour of some African universities Dr. Gunther found that no student got less than 80 square feet for his study bedroom.

He adds, "Unless we watch out, these men will feel they have been treated as second-rate".

They'll fly the Nauruan flag

Nauru is expected to approve legislation which will put the tiny republic well on the way to setting itself up as a world centre for the registration of foreign-going tankers and freighters—if it wants it that way.

Many big shipping and oil corporations register their vessels in small foreign countries for tax-saving and crew-hiring purposes, and Panama and Liberia have established a lucrative business.

Nauru's move to register ships follows an unsuccessful attempt to register the 6,000-ton inter-island vessel currently under construction in Scotland for the Nauru Local Government Council (PIM, Sept., 1967, p. 112). British registration regulations don't allow the Nauruans to register their ship in Britain because it is not British-owned.

Nauru's acting minister for Industry and Island Development, Mr. J. D. Audoa, introduced a bill into the Nauruan Parliament in July to provide for the registration of ships at Nauru to overcome this problem.

He said the Nauruans would prefer not to have their ship flying the flag of a foreign nation, such as Liberia, which was the alternative to British registration.

Tropicalities

Bruce Adams, a photographer friend of ours (the attractive colour photograph of Trobriand Island male dancers on our cover last month was his) was interested in our July travel article on the Trobriand Islands, particularly in the difficulty our writer had in photographing the attractive local girls. You might remember that the girls turned away whenever he produced his camera, and he couldn't decide whether they did this because they wanted to be paid for the photographs or because they were shy of the camera.

Our man was told during his visit that the girls believed the camera might capture their spirit.

Bruce Adams doesn't go along with his spirit business. He says the first time he visited Kiriwina he travelled across the island to the village of Gibola, unpacked his photographic gear, raised his camera—and virtually had the whole village turn their heads and walk away. He was told by one of the village elders that he had to pay 50 cents for each picture he took of the village people.

Adams left the village in disgust. He tells us: "Fortunately for me, the day after this incident, Beverley Ward, wife of Tim Ward, owner of the hotel, accompanied me back to the village and explained to them why I was there. That afternoon I could shoot as much as I liked with no handouts needed.

"The following day when I passed through the village on my own it was once again hands out for payment."

Adams says the explanation he was given was that several years ago a French-Italian film company had handed out money freely to the village people to take sequences for a film which was eventually released as *Mondo Cane*.

Beneath every palm

Adams, who has travelled fairly widely in the Pacific with his camera, is a bit annoyed at having to make payments for the privilege of taking pictures beneath every palm tree.

When he was in the New Hebrides he was told that the Pentecost Islanders (who leap from high towers with a vine cord tied around one

A HIGH PRICE ON THEIR HEADS

ankle) have been charging \$2.00 a head for spectators and an extra \$2.00 if the spectator carries a camera. He says this situation was created, by another film company.

Perhaps there is excuse for the Pentecost Islanders charging money for their uncommon and dangerous spectacle, as it takes a great deal of preparation. The practice has its roots in their early culture and probably would die out if an occasional film company didn't pay well to stage it for the world's movie and TV screens. But we agree it is a pretty poor show when the traveller can't point his camera any old where without being billed for it. And we are taking into account that there must be many instances when the islanders are fed up with having cameras pushed at them and are entitled to defend themselves.

Only the other day we were strolling through the markets at Mount Hagen, in New Guinea's Western Highlands, and stopped to take a crowd scene in which two gentlemen equipped with a goodly collection of decorations happened to be part; only to have the taller of the two afterwards thrust a great big



Bruce Adams' camera took this picture of a pretty Trobriand girl—but he had to pay for it. Adams also took the fine colour picture of Trobriand male dancers on the cover of July PIM—but the men posed for free.

palm under our nose and demand 20c.

Unfortunately for us, in the other hand he was carrying a spear and looked as if he might use it; and discretion being the better part of valour, we paid up.

Once upon a time it was grotesque

TEN years ago many Australians might have dismissed Melanesian art as "grotesque" and "obscene". But not today. Since it was opened in July, the gallery of Melanesian art at the Australian Museum, Sydney, has met with a "very good response from the public", according to David Moore, the museum's Curator of Anthropology.

The gallery contains the largest display of Melanesian art outside Germany and the US, and a handsome display it is, too (representing, incidentally, only 1/50th of the museum's collection).

Mr. Moore (who, with exhibition designer David Rae, created the gallery) told us that the exhibits, which are sorted into groups re-

presenting the different areas of Melanesia, were chosen for their aesthetic qualities, not for their scientific interest.

However, when the exhibits had been chosen, they were checked against the record books and it was found that, almost without exception, the pieces chosen were the oldest owned by the museum. This shows, said Mr. Moore, that there has been a decline in the quality of Melanesian art—a decline caused by the fact that in Melanesia today art is largely a commercial proposition, and not a religious duty, as in the old days.

Dr. F. H. Talbot, director of the museum, told us that the museum's trustees had asked the NSW Government for an increased grant this year to buy Melanesian art because Melanesian art of any quality is becoming dearer as it gets rarer. Dr. Talbot said that in 10 years' time, Melanesian art, if there is any outside the museums, will be "ridiculously expensive".

A beautifully produced catalogue is available for \$1.25—and worth every cent.

A little bit of England on Norfolk

EGLISHMAN Peter Custance and his Australian wife, Joyce, are running Norfolk Island's first modern dairy farm. When the couple arrived on the island in 1967, they bought 90 acres of undulating farmland at Headstone. They imported a herd of 34 Holstein-Friesian cows (all of whom were in calf) and they bought a modern milking plant—which can milk eight cows at a time—from Australia.

A husbandry officer from Victoria planned the layout of the milking shed and the dairy yard to suit conditions on Norfolk. Another Victorian, Bob Homfray, is in charge of the dairy.

The farm is run along strict hygienic lines, with milk being transferred to cooling rooms as soon as the cows have been milked.

The Custances plan to enlarge the farm. Peter Custance was recently in Australia where he took a course in artificial insemination of cattle at the Werribee State Research Station, Victoria. He intends to increase his herd by using artificial insemination.

They work with the Kukukuku

THE turnover of Europeans in Papua-New Guinea, and the constant re-posting of government men, often upsets village people. Just

"Scotty" Sutherland and Tony Heriot—goldminers.



when they feel they know a European, he's transferred.

The goldfields around Wau in New Guinea's Morobe District, and the Kukukuku, Finschhafen (Migrated) and Upper Watut people living on them, have been a little luckier. Picture shows "Scotty" Sutherland (left) who went to the territory in 1924, and to Edie Creek in 1926. He's still there, and has talked former Assistant District Officer at Wau, Mr. Tony Heriot, into working the Edie Creek tributaries, too. "Scotty" Sutherland and Tony Heriot are well-known in an inhospitable area little-known to Europeans.

"Scotty" employs large numbers of Kukukuku men, while Tony Heriot helped the Kukukukus (at Kaintiba, in the far north of the Gulf District in 1962) build one of their very few airstrips. More recently, Heriot was responsible for law and order and the well being of the Kukukukus in the Morobe District, as Assistant District Commissioner at Wau.

"Good morning, this is Radio Nauru"

AT 7 a.m. on Monday, July 8, hundreds of Nauruans clustered round radio sets to hear the first programme in the first full day's transmission of Radio Nauru. Not unnaturally, it was a breakfast show.

The first day's transmission was a trial, and for the next six days the station continued to transmit trial broadcasts. An official opening of the station was expected later in July.

The programmes chosen for the trial run were well-balanced. There

were news programmes (some of them in Nauruan), sports reports, musical shows, guess-the-tune contests, children's programmes, record request shows, and relays from Radio Australia.

Our man in Nauru writes: "The first local programmes were enthusiastically received, and stores were selling transistors like hot cakes. The Nauru Co-operative Society was well prepared and sold hundreds.

"Early in the month (July), everywhere around the island, people of all ages could be seen listening to radios and the local content was obviously appreciated. . . . Several residents commented on how much more they felt related to the world through being able to listen easily to world news. It seems likely that gradually this desirable effect may spread throughout the population."

Investigations into the possibility of setting up Radio Nauru were begun 19 months ago by Mr. N. J. Medlin, an engineer with the Australian Broadcasting Control Board, who later installed the broadcasting equipment.

The station was constructed by the Works Department, under the direction of Mr. P. R. C. Fox, and helped by the BPC.

Nauru's first Broadcasts Officer, Mr. Rantag Harris, was trained in Tonga and Fiji, and the ABC has offered to train another officer, Mr. David Agir. In addition to training Mr. Harris, the Fiji Broadcasting Commission has made Radio Nauru a gift of 200 records to start a record library.

The Chief Secretary's Department hopes to encourage local talent, and

has invited choral groups and instrumentalists to attend auditions.

The record request programmes (Listeners' Choice and Housewives' Choice) during the seven-day transmission were not entirely orthodox. According to Nauru's *Bulletin*, "You are invited to take your record to the studio with a slip of paper showing your name, address and the particular track you wish to have played. Your record will be available for collection from the studio on the day following the selection".

She's all for black rice

If you live in Fiji, you may soon have the opportunity of eating black rice.

Two years ago, Australian artist Mary Edwell-Burke persuaded the Fiji Department of Agriculture to introduce a small sample of black rice from Malaysia. From 2-oz of this black grain rice, *pulut hitam*, brought into Fiji in December, 1965, from the Department of Agriculture in Malaya, the Koronivia Research station grew 2-lb of seed. Half of this seed is now being cultivated for commercial trial by an Indian farmer, and the other half is being cultivated by the research station.

Black rice is widely used in Malaysia and Indonesia as a dessert. It's like the rice most of us know except that its grains are shiny and black. When prepared as a dessert, it is cooked in water with raw sugar and served with coconut cream.

It has a nut-like flavour quite unlike white rice.

The chief research officer of the Department of Agriculture, Mr. A. V. Allen says: "This black rice is first-class with curry and has great potential as dry land rice".

Who knows—Fiji may have here profitable new crop in the making?

Who belongs to Poppie' Wall?

THE recent death in Sydney of an old New Guinea personality, Miss Iris "Poppie" Wall, has posed a problem for the New South Wales Trust Office.

Shortly after Miss Wall died quietly in the small ward of a Sydney hospital, Trust officers found that "Poppie" had left a small estate in NG and Australia.

To her NG friends, who well remembered "Poppie" moving from job to job in Lae, Salamaua and Rabaul during her 30-odd years in

the territory, the fact that she had left any money at all was surprising.

The Trust Office's problem however, is not that she left some money, but to whom it should go.

Miss Wall didn't leave a clear will and had never mentioned her relatives. One NG old hand told *PIM* he believed she had a brother in Sydney, but neither the Trust Office nor "Poppie's" friends could confirm this.

She was born in Fiji in the 1880's or 1890's, the daughter of a retired mariner called Captain Wall, who later ran a small maritime museum in Suva before World War I.

Her mother was reported to be a beautiful islander from Fiji's Lau Group.

"Poppie" left Fiji for good before 1914, for Sydney, and she went on to NG in 1930. Her NG friends now would like to see "Poppie's" next-of-kin located so her estate does not sink into the bottomless depths of the NSW Treasury. Can any reader help?

Lure of the Islands

HARBOUR pilots for Sydney's Port Jackson Pilot's Service and the Torres Strait and Queensland Coast Pilots' Service, based in Brisbane and other major Queensland ports, are among the keenest readers of *PIM*'s Pacific Shipping Section each month. Most of them know the Islands well.

Men such as "Big Jim" Campbell—the former master of the ill-fated *Machdui* (bombed in Port Moresby during World War II)—have retired recently but they still keep an interest in the South Seas. All have master's tickets and previous experience over many years as captains and officers of Islands traders which called at ports like Port Moresby, Suva, Papeete, Nukualofa, Apia and Vila.

Those now in the port Jackson service include Captains Jim West, Brian Bruce and Malcolm Armstrong, all formerly of the Union Steam Ship Company; Frank Sadler, Ken Edwards and Mick Dunn, former BP men; Mike Dodds, formerly of W. R. Carpenter; Herbert Bolles of the Austasia Line, Mike O'Keeffe, of China Navigation, and Bert Simpson of the *Wanganella*.

Those in Queensland and Torres Straits service are all former Burns Philp men; they include Captains Ted Clay, "Babe" Davis, Basil Helm, Gordon Howe, "Tommy" Thompson, Alan Aitken, Bill Colquhoun, Eric



PORT MORESBY PERSONALITY

Miss Charity Queen for 1968 (the charity is Papua-New Guinea Division of the Red Cross Society) is Miss Raka Peter, of Pari village, near Port Moresby. She was also selected as Miss Port Moresby in the Miss Territory Quest. Educated at Kila Kila, she is now assistant physiotherapist at the Red Cross Handicapped Children's Centre, Taurama. Raka is a Girl Guide captain with the Pari Guide company, and takes a great interest in music, dancing and sport. Her father is a pastor in Pari village and her uncle is Oala Oala Rarua, Assistant Ministerial Member for the Treasury.—*Sibyl Lloyd*.

McFadyen, Geoff Sadler, Peter Powell and Peter Sturt.

Some pilots take to the sea again after getting their fill of harbour work. Captain Charles MacDonald recently gave away his job as a senior pilot with the Port Jackson group to sail as master of a freighter to New Guinea and the Solomons; and Captain Clive Henderson left a similar job to do a month's relieving work at Honiara.

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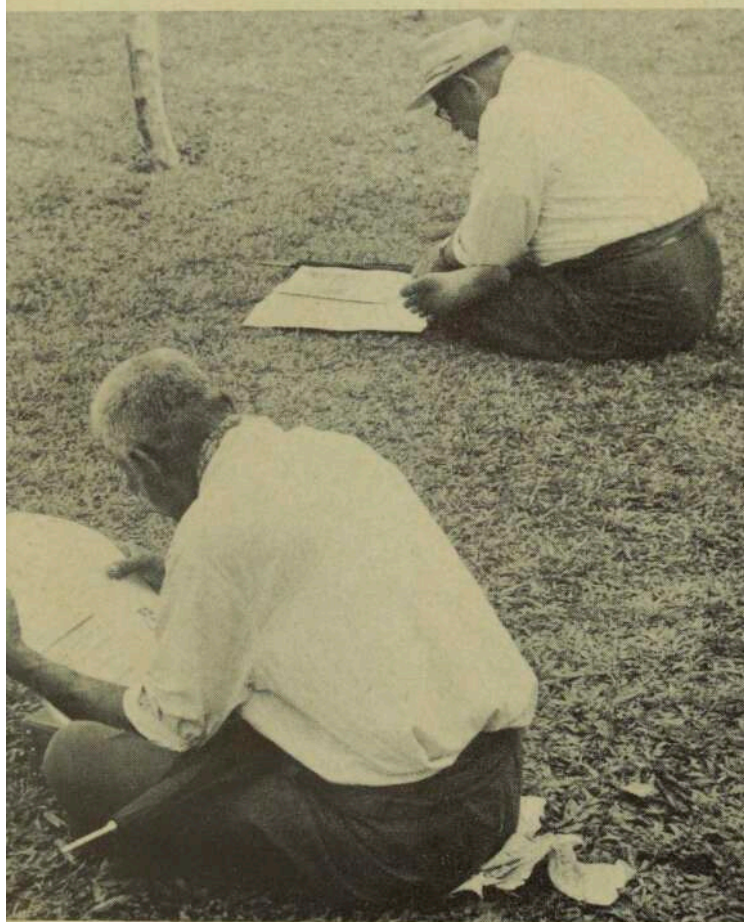
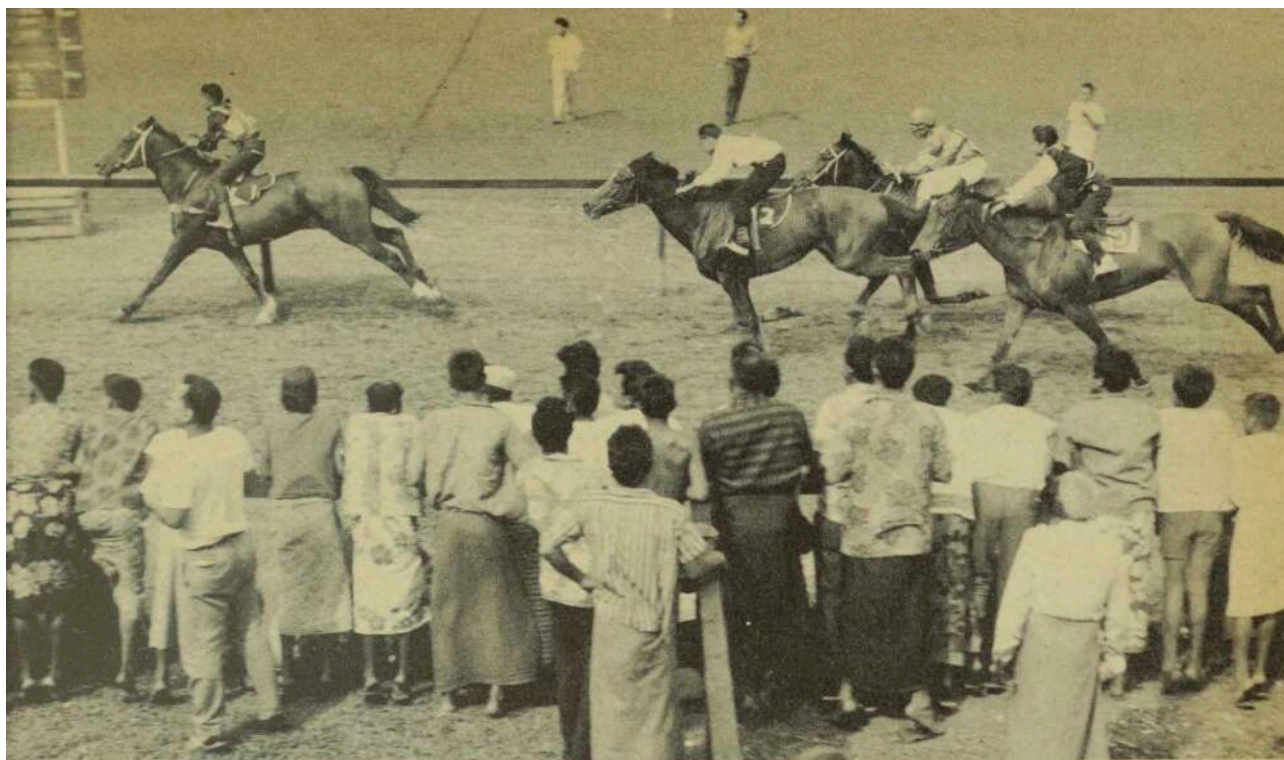
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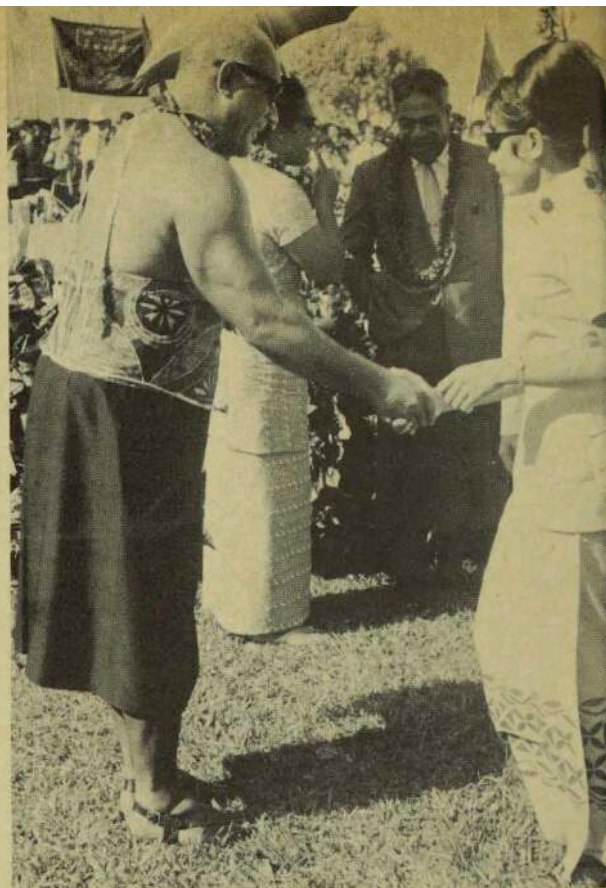
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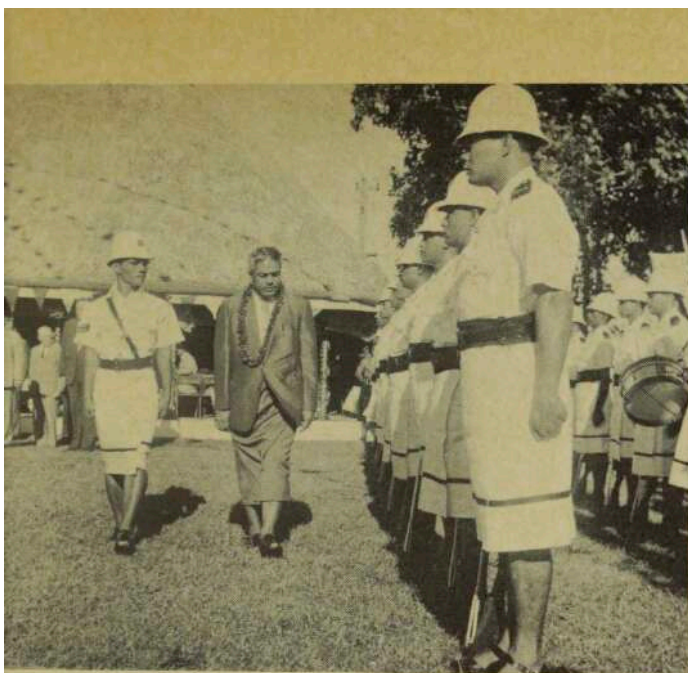


Something to cheer

IN June, Western Samoa celebrated its sixth anniversary of independence. During the three-day holiday there were plenty of activities to keep people amused—or absorbed. The crowd (above) was absorbed as their horses made for the home stretch in one of the races that were a highlight of the celebrations. Absorbed, too, were the punters at left who were studying form. If they look serious that's because they knew you can hardly lose your money and retain your independence—no matter what you're celebrating. Samoa's independence celebrations are an annual event, attracting more and more visitors to Apia.

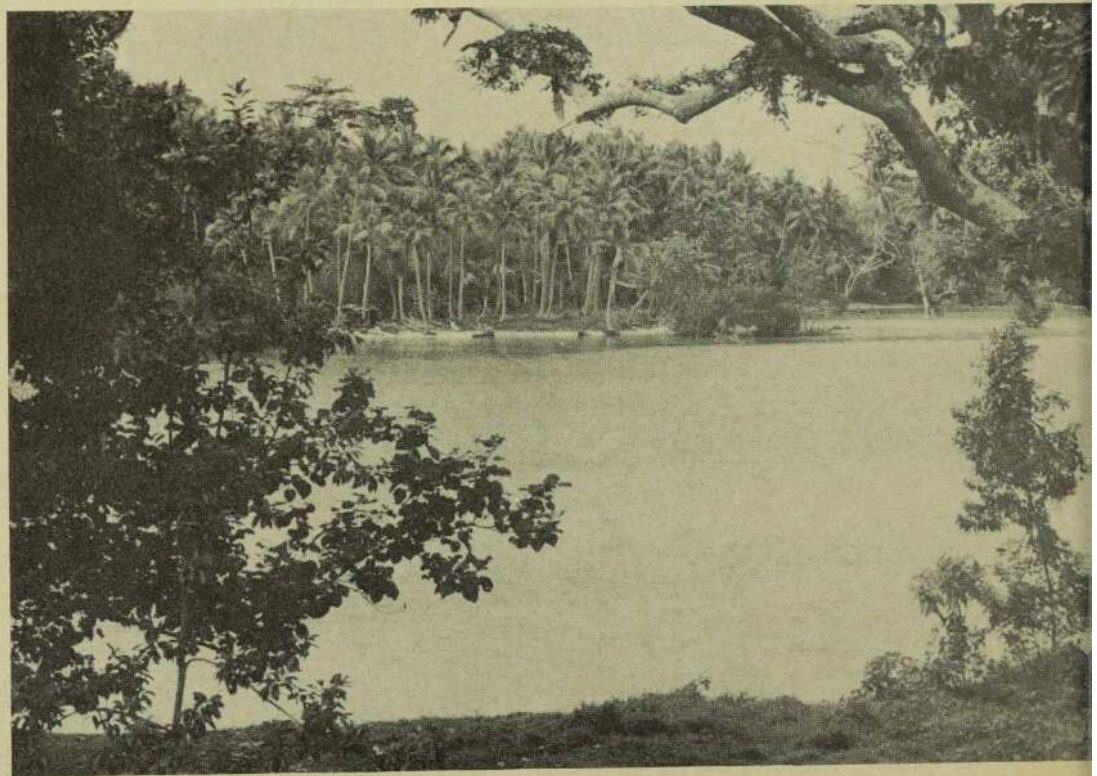


Of course, an Islands celebration means colour and togetherness. The kava ceremony is a central part of most Polynesian festivities. In Samoa, the kava is mixed by a *taupou* (girl) and then taken, at the run, by a cup bearer (top left) to the guest of honour. Among important guests at this year's independence celebration was Mrs. O. Aspinall, wife of the Governor of American Samoa. She is seen above shaking hands with the Prime Minister of Western Samoa, Fiame Mataafa. And together, at left, two young girls wait—perhaps a little anxiously—to place a bet on the tote. In Western Samoa there is no restriction on tote betting.



Canoe races, feasting, official inspections and, occasionally, over-zealous merrymaking, are all part of a good festival. The three pictures to the left show: Western Samoa's Head of State, Malietoa Tanumafili, inspecting a police guard of honour at the opening of the independence celebrations; Samoans carrying a pig to one of the many feasts; and a *fautasi*, or long-boat, practising for the boat races which were a major crowd-drawer during the holidays. Below . . . well, someone always has too much of a good thing. Andy Forsgren, of Apia, took this picture of police good-naturedly assisting one (very) merry-maker to a wagon. All the other pictures are by Rob Wright, of Fiji.





New Hebrides offers Tanna and Malekula in its drive for visitors

From a Vila correspondent

Despite the news that a luxury resort will go up three miles out of Vila, the capital of the New Hebrides, tourists who take light-plane "safari" tours to two of the Condominium's outer islands—Tanna and Malekula—will be rewarded by seeing much more of the volcanic, tropical colour and primitive, "real" island life this interesting group has to offer.

Most visitors to the New Hebrides, whether on cruise ships or on short hops on aircraft, only see glimpses of Vila or maybe Santo, which is perhaps a shame because there is lots more to this relatively-discovered group of rich, volcanic islands. The Chamber of Commerce is making a strong bid to attract overseas visitors.

The local airline, Air Melanesia, operates five one-hour flights a week from Vila to Tanna, where the big attraction is to climb the volcano Yasur, which hasn't erupted since 1878, but is currently very active, with the fumes at its mouth visible to ships many miles off the island at night.

Yasur is a two-hour drive from Vila's airstrip through lush, prolific vegetation very characteristic of the New Hebrides, which has some of the richest volcanic soils in the world. Huge creepers climb hundreds of feet in the air on top of massive trees beside big avenues of mango trees.

At Yasur, the adventurous can climb the volcano and watch the boiling lava from the crater's edge—a sight not equalled in too many other places in the world. Yasur's activities, and sometimes it is more intense, with spectacular flames leaping upwards the sky. Obviously, the spectacle is double value at night.

For visitors on "safari" tours, an overnight stay is arranged on Epaulch, Tanna, by Coral-Tours of Vila. Accommodation is provided in the Melanesian-style bungalows for up to six people.

Five additional bungalows will be available later this year.

To reach Malekula, the traditional jumping ground of the Big Nambas, visitors must take another Air Melanesia plane out of Vila and fly north. Here the hour's flight, at low altitude, includes sights of dozens of

tiny islands and the rugged mountain ridges of Malekula which still hide today some of the most inaccessible villages of the South Seas.

Malekula's airstrip, Norsup, on the north-east coast of the chop-shaped island, boasts a cluster of concrete buildings.

You march inland

To contact the Big Nambas and return to Norsup, visitors must make four-hour marches each day for the next four days (it's all part of the organised tour).

Malekula's road ends close to Norsup and visitors must then take a little path via a plantation and then enter the jungle through beaten paths. Here, the jungle growth again is prolific, with creepers, vines and flowers clinging to every tree.

First night stop is at the village of Ounmet, near the western coast. Visitors sleep in the local school-

travel

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house and eat food cooked at open-air fires.

Next day, after a similar walk, the villages of the Big Nambas are reached. Visitors stay in a small bungalow near the Nambas' dancing ground.

The primitive Nambas males wear nothing but a few coconut fibres and their wives a grass skirt and a large purple headdress (see *PIM*, Apr., p. 46). They were cannibals only a few years ago.

Namba houses are built behind stockades and the house roofs are thickly thatched for protection against enemy arrows. There are neither doors nor windows, just a tiny hole to crawl through.

Inside, the Nambas' few possessions are kept—baskets of plaited leaves, tortoiseshell earrings and skulls of ancestors tucked away respectfully in separate baskets.

After their stay, visitors make the two-day return walk to Norsup and then fly back to Vila.

All in all, for tourists who want to see some of the real South Seas, and don't mind if Hilton-style accommodation isn't available, Tanna and Malekula in the New Hebrides are worth investigating.

OPPOSITE, top: White sands, blue sky and an afternoon stroll along a beach near Vila. Below, the attractive view from the spot where Vila's new Hotel du Lagon is rising. It will have 90 rooms. At right, an Air Melanesia Drover lands visitors on the ash plain at Tanna, with Yasur volcano in the background. Photos: Claude Mitride and Reece Discombe.



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Impeccable! Our chairman makes a special pilgrimage each year to Europe to personally taste and select vintages. Our water is gently iced and softly spiced. Need we say anything about the liqueurs?

Food is unquestionably French cuisine. Should you desire, we are delighted to serve you a very special dish. Cari de volaille a l'Indienne, which, when translated into its true flavour means "Chicken curry, Indian style".

You see, India and France have a great deal in culinary common. To both, food is an art. Lobster a la Parisienne. Caviar Malossol? Anchovies aux oeufs durs? Artichokes a la Grecque? Soup a la queue de boeuf aux xeres? Filets de soles Princesse? Prime fillet of veal aux champignons? And yes, indeed you may have a tossed salad! Cool and crisp! Spicy fresh! We present: "Salade de saison!"

And fruit? May we introduce you to the apple from the famous Kulu Valley in the North of India? Or a succulent mango in a small green basket? A small bunch of pale golden grapes, perhaps, lightly dipped with silver tongs in a goblet of chilled champagne? Right in front of your eyes!

with BOAC and Qantas

And to finish. Glace au fraises? (Glace is fleetingly frozen! Fraises garden fresh!) Gateau de voyage?

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Fiji, P-NG, W. Samoa may all benefit in big hotel expansion scheme

Fiji will get a new hotel at Savusavu, Vanua Levu, and an enlarged hotel at Waiyevo, Taveuni, as a direct result of the recent agreement between Travelodge Australia Ltd., the Burns Philp group, Queensland Insurance Co. Ltd. and Trust Houses Ltd. of London (*PIM*, July, p. 26).

The Burns Philp Hot Springs Hotel at Savusavu will be demolished and a new hotel built nearby. The new hotel will be on higher ground, giving visitors a better view of Savusavu harbour and nearby islands.

It will include up to 40 suites—a big increase on the Hot Springs' capacity of nine beds. Work is expected to start this year.

The Burns Philp 12-bed Garden Island Hotel on Taveuni will be modernised and greatly enlarged. Here work will start when the Savusavu project is completed.

Both hotels will be managed and operated by Travelodge, and all parties to the agreement will take up equity capital in each. Plans include operating launch services between the two hotels. There may also be a smallship service from the two hotels to the Travelodge Hotel, Suva, due to be opened on October 15.

Total cost of the Suva hotel is expected to exceed £F1 million, of which BP (SS) Ltd. and Queensland Insurance together will take up a one-third equity interest.

In late July, three weeks after the announcement had been made to Australian Stock Exchanges that BP and Queensland Insurance would join hotel groups in a \$A7 to \$A8 million hotel-motel expansion, no agreements had been made on other hotels.

However, the consortium did admit that there were other "possibilities."

These include:

- A new \$A1 million resort hotel at the site of the Casino Hotel, Apia, Western Samoa.

- A new \$A2.5 million 10-storey hotel on the site of the Moresby Hotel, Port Moresby (*PIM*, July, p. 26).

- A refurbished Papua Hotel, Port Moresby, operated along international-standard lines by Travelodge.

- A smaller, Melanesian-style resort hotel on Tanna, New Hebrides.

The hotel in Apia is currently very

much "in the air" because the Western Samoan Government, while not rejecting the Travelodge offer to build the hotel, is anxious to raise local capital to build a new hotel.

If the government cannot raise the money, the Travelodge proposal has a good chance of being accepted.

Each of these four projects is being considered separately by the consortium and no decisions have yet been announced.

The Savusavu and Taveuni hotel construction details are currently in the late planning stages.

The consortium is quick to emphasise that every BP hotel in the Pacific Islands will not necessarily come under the new agreement.

However, many of them may—with the result that overseas visitors will stay at hotels, with a minority control from BP, operated exclusively along Travelodge lines.

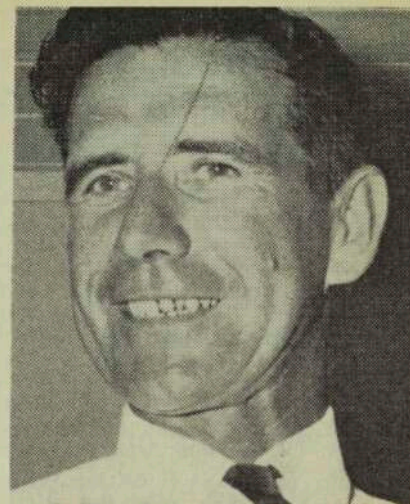
Travelodge can bring international standards of service to the old BP hotels in NG and Fiji.

'No hotels for five years—please'

The Yap Islands Legislature has petitioned the High Commissioner, William M. Norwood, to delay the construction of any new hotel or other tourist facility in the Yap District for at least five years, and to give the Yapese people at least 50 per cent. control of any tourist accommodation erected after that.

Yap's Senator Petrus Tun said: "The Yapese people do not fear tourism itself but the consequences of tourism. The issue is not whether tourism should be discouraged, but how it should be controlled."

The Yap resolution is symbolic of the concern felt by many Micronesians who fear that if there is a large-scale infusion of private capital, they will, in the end, be working for foreigners.



Captain Neil Ganley, of Fiji Airways.

Photo: Stan Whippy.

THE MAN BEHIND THE CONTROLS

During the last war a young lieutenant flew Seafire fighters off the deck of a Royal Navy aircraft carrier and probably kept his fingers crossed as he took off because the carrier was only 400 ft long.

Now, with 12,000 flying hours logged in war and peace, the flier, Captain Neil McGregor Ganley of Suva, Fiji Airways' chief pilot, has been awarded the Queen's Commendation for Valuable Service in the Air (in the Queen's June Birthday Honours list).

The story of much of that service is the story of the growth of Fiji Airways from the modest creation of Harold Gatty, of the famous Wiley Post and Gatty team, to the present regional airline.

Captain Ganley, a New Zealander, joined Fiji Airways 13 years ago as one of a covey of six who operated with three Drovers and a D. H. Rapide—the same Rapide which ended its life and those of its passengers and crew in New Caledonia about three years ago.

He was a replacement for the irrepressible Fred Ladd, recently in the Solomons where, only two months ago, he had a narrow shave when

travel

his Beechcraft Baron came in for a pancake landing.

The other five were the chief pilot Brian McCook, now flying in the BSIP with Solomons Airways; Peter Frame, currently flying for Sudan Airways; Morrie Morrissey, first officer with Air New Zealand; Gordon Shearer, who is Fiji Airways deputy chief pilot; and George Washington, late of Polynesian Airlines, Western Samoa, and now piloting Connellan Airways planes between Darwin and Alice Springs.

Before he flew in Fiji's skies, Captain Ganley flew with the Royal Navy's Fleet Airarm on photo reconnaissance, and his cameras

recorded "happenings" in the Atlantic, Mediterranean and Indian Ocean.

He took pictures of the Italy landings, of Salerno, Anzio, and Sicily's Messina, and had a grandstand view of the Marseilles operation.

He flew from the deck of a makeshift carrier which the Navy called a Woolworth carrier, but which was officially known as *HMS Attacker*. He renews acquaintance with her even these days. When the Italian cruise ship *Fairsky* calls at Suva he goes down to the wharf and takes a look at her. She was the *Attacker*.

When the war was over, Captain Ganley was lent to the Royal Australian Navy and he flew to war again; this time as chief pilot of 816 Squadron. He flew a Firefly, and instead of cameras he carried rockets for ground attacking.



That ended in 1953 and two years later he joined Fiji Airways. His first official flight as a pilot reminded him that flying in Fiji had its ups and downs. He was out looking for Brian McCook who had come down in an unscheduled landing somewhere in the almost inaccessible Namosi Hills about 20 miles north west of Suva. It was New Year Eve, 1955.

Still together

He found McCook on New Year Day. He spotted him waving frantically from the rara (village green) of a Fijian village.

McCook had a hole in his cheek which went through to the inside of his mouth, and he was minus a few fingers.

The six fliers were still together when Harold Gatty died in August 1957, and they were still together when, in 1959, Qantas had bought the airline, and the first Heron aircraft flew in.

There were two of them, FAL and FAX. Almost immediately, Fiji Airways, into which BOAC and Air New Zealand, then Teal, had bought themselves, spread its wings outside Fiji.

A regular weekly service to Tonga was started. Then, in March 1960, flights to the New Hebrides began.

Nine months later the service to the Solomons was born.

October, 1961, saw the Herons to Western Samoa, and after that it was to the Equator that the Herons went to Funafuti in the Ellice Group and on to Tarawa.

And that is the flight pattern the moment—but with a difference. The new twin-engined turbo prop HS 748 does the journey in half the time.

Now Fiji Airways has four operating Herons, two DC 3s and the HS 748 with another HS 748 expected in Fiji in December.

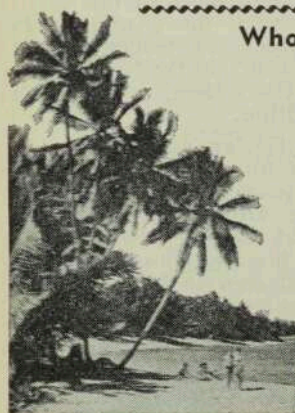
● Extensions worth \$25,000 will be completed to Blums Homestead Honiara, early next year. They include six new rooms, a laundry, a dry cleaning service and a cafeteria. Proprietor of the homestead, Mr. A. Blum, said the extensions were being made because of the increase in visitors to Honiara.

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The ups and downs of Norfolk's tourism

More tourists in the future despite drop in NZ visitors?

A significant falloff in the numbers of New Zealanders visiting Norfolk Island in the first six months of this year created considerable alarm among all sectors of the island's travel industry in July.

The island's newspaper, *The Norfolk Islander*, used all its front page in July to detail monthly tourist figures compared with those for the first six months of 1967.

The tables showed that the total number of tourists to Norfolk up to the end of June this year have fallen by 500. Australian visitors have increased by 500 but New Zealand visitors have fallen by 1,006.

Most travel people on Norfolk Island in Australia agree that NZ's current woes are behind the drop in New Zealand visitors. New Zealanders simply have less to spend and are not travelling overseas as much as in previous years.

This year, 1,440 New Zealanders visited Norfolk — last year 2,466 visited the island in the same period. The NZ drop is presumably a temporary development, and an increase from Australia could make up for it. A report produced recently on Norfolk's future tourist prospects was optimistic at the long-term picture.

The report said Norfolk Island's tourism was expanding rapidly, and the number of tourists arriving per year could increase to 13,000 by 1970, and 60,000 by the turn of the century. And, provided there was no curb on the tourist industry, nor any restriction on the immigration of people required to fill vacant jobs or wanted to establish legitimate business on the island, and provided there is change in the tax laws, the resident population (at present about 1,500) could be 4,000-6,000 by 1980, and 10,000 by the end of the century.

These points are made in "The Norfolk Island Planning Report, 1968", prepared by Mr. H. L. Westerman and presented to Norfolk's Council recently.

In the report, Mr. Westerman stresses that since Norfolk is only 28 acres, there is a need for the best economy in the use of land, both freehold and leasehold.

The report sets out a broad long-

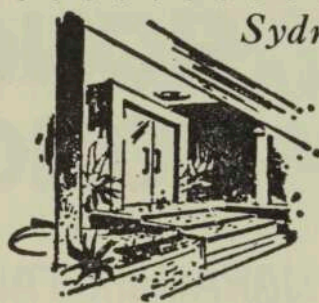
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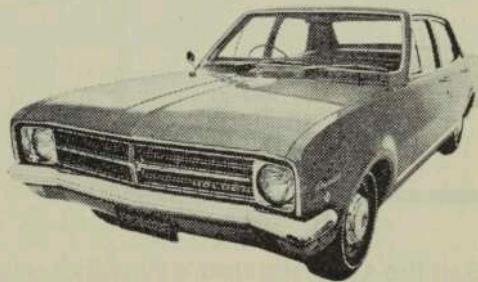
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travel

a plan for Norfolk Island on these principles:

The establishment of a town.
The setting up of nature reserves.

The establishment of rural areas for pastoral and agricultural production and of historical zones for the preservation of historic sites.

The establishment of tourist centres outside the town area and a system of roads catering for both tourist and resident population. The town would consist of two intensively developed residential areas, one at Middlegate and the other along Mission Road and the lower section of Mt. Pitt Road.

A business centre of the town would be at Burnt Pine, with a service industry and trades area along New Cascade Road.

The main historical zone would be in the whole of Kingston and adjoining hillsides. Smaller zones are planned for Longridge, the mission buildings and some ruins in Cascade Road.

The largest area would be the rural area which would include land at Cascade, Steels Point, Ball Bay, Longridge, Headstone and Anson.

Within this zone residential building should be discouraged—unrequired for farming purposes—land should not be subdivided into lots of less than 5 acres.

An area for the conservation of flora and fauna is suggested within the present Mt. Pitt Forestry Reserve. Mr. Westerman recommends that the entire foreshore to a minimum of 200 ft from the cliff-tops be eventually acquired and planted with Norfolk pines.

The report includes proposals for facilities, consisting of a breakwater and jetty at Ball Bay; sites for high school and botanical gardens; an 18 hole golf course of 120-140 acres; landscape improvement; and the establishment of distinct architectural features in keeping with the true character of the island.

The possibility of a nuclear power desalination plant, which might be placed on Nepean Island, is mentioned briefly.

To bring about these changes the report recommends the establishment of an ordinance of a Development Trust with a board of directors, consisting of representatives of permanent residents nominated by the Council; representatives (ex-officio) of the administration and two or more appointed persons with development experience.

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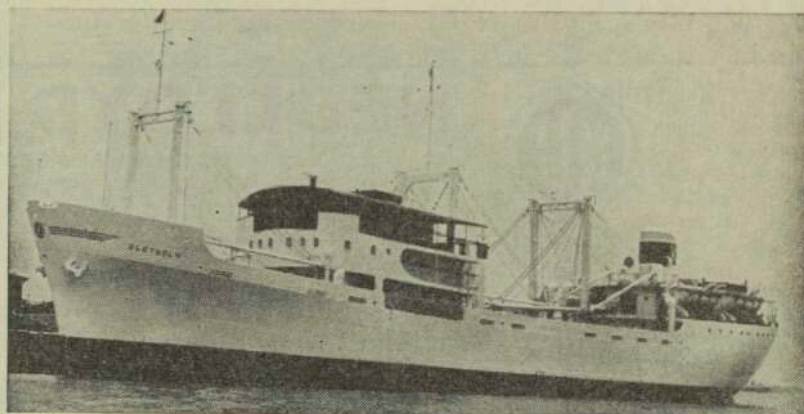
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'Tui Lau' means help for outer Fiji Islands . . .

Tui Lau, Fiji's biggest inter-island passenger and cargo vessel, left Suva in mid-July on her first, six-day voyage to the Lau Group.

Tipped to give the colony's tourist industry to the outer islands a big boost, the 800-ton, refurbished Norwegian coastal vessel can carry up to 170 passengers.

She is owned by a group of Fiji provinces, the Maritime Co-operative association, who paid £F75,000 for the ship and its alterations.

Tui Lau arrived in Suva in late June after a long delivery voyage from Harstad, an Arctic Circle port. When she berthed at Suva Wharf, men from Lau staged the rare ceremony of *Cere*, which is performed to welcome important ships.

Lau's crew raced ashore, with the prize of a *tabua* (whale's tooth) the first man to reach the waiting men.

The vessel's master, Captain Donald, collected the *tabua*.

In a ceremony two weeks later, shortly before she left Suva, the arrival of Bau, Ratu George Cakobau, commissioned the *Tui Lau* as a *tanoa* of yaqona.

Initial plans are to run the ship on regular six-day runs from Suva to the Laus, and six-day runs to Nukunono, Savusavu, Taveuni, Mbuthia, Rabi Island, Natewa Bay and Viti Levu, along the same route.

Before 1969, it is also hoped *Tui Lau* will be making calls at isolated islands.

Tui Lau includes accommodation for 32 first-class passengers, 25 second-class passengers and 47 passengers in aircraft seating. Seats on BOAC 707 jets have been in demand in the ship (this airline recently replaced its Boeing seats with more-popular seats from its fleet of DC10 aircraft).

There will be a cafeteria on board.

The Hotel Taharaa, the multi-storey, 200-room hotel being built by the Intercontinental Hotel Corporation at "One-Tree Hill" about three miles out of Papeete, is open for business on December 1.

The new hotel will be Intercontinental's second in the Pacific Islands and its ninth in the Pacific area.



The "*Tui Lau*" comes into the wharf at Suva at the end of her long delivery voyage. She's Fiji's biggest local ship, and she'll make an impact on the tourist industry.

LATEST addition to Port Moresby's growing selection of better class accommodation is the Davara Motel, Ela Beach, formerly Davara House, which has just been extended by the addition of new wings, and a swimming pool.

The new extensions, in concrete block, three stories high, give the motel 55 rooms, all fitted with refrigerators and with their own toilets and showers.

Bed and breakfast is \$9.50 single, 7.50 double. Smorgasbord lunch is \$1.50, and an average dinner from \$2.00 to \$2.50, giving an inclusive tariff of \$13.50 a day, plus laundry.

The motel is operated by a private company owned and managed by Mr. and Mrs. Jack Woodward, formerly of Queensland. They own the Davara Motel at Southport.

Shortly they plan to introduce a fleet of rent-a-car Holdens, at \$4.00 a day plus 8c a mile. They will provide a 15-seater bus to meet aircraft, and for free tours of local sights. A 44 ft cruiser, with twin 60 hp Gardner diesels is also on order from Hong Kong.

"There will be no charge for cruises, either," said Mr. Woodward in Port Moresby in June. "We plan these fringe benefits to push up the occupancy and keep visitors here."

. . . and airstrip means help for outer Polynesia

A 7,200 ft airstrip in the remote Gambier (or Mangareva) Archipelago of French Polynesia was completed recently by members of the French Foreign Legion.

The legionnaires began work on the airstrip last September (*PIM*, Dec., p. 80).

The opening of the strip means that the Gambiers are now only five hours' travel from Tahiti, whereas previously they could only be reached by schooner in a tedious trip of at least a week.

The Gambier Archipelago is about 900 miles south-east of Tahiti and about 125 miles south-east of France's nuclear testing base at Mururoa Atoll.

French Polynesia's Governor, Mr. Jean Sicurani, paid an official visit to the Gambiers from March 23 to 25. He travelled there by DC-6 aircraft, via Mururoa, and returned direct to Tahiti.

The new airstrip has been built for use in France's current nuclear testing programme.

Pearlshell fisheries

However, it may later be used to open up the Gambiers to tourists.

The group, once noted for its pearlshell fisheries, consists of four large volcanic islands and several smaller ones, within a reef about 20 miles wide.

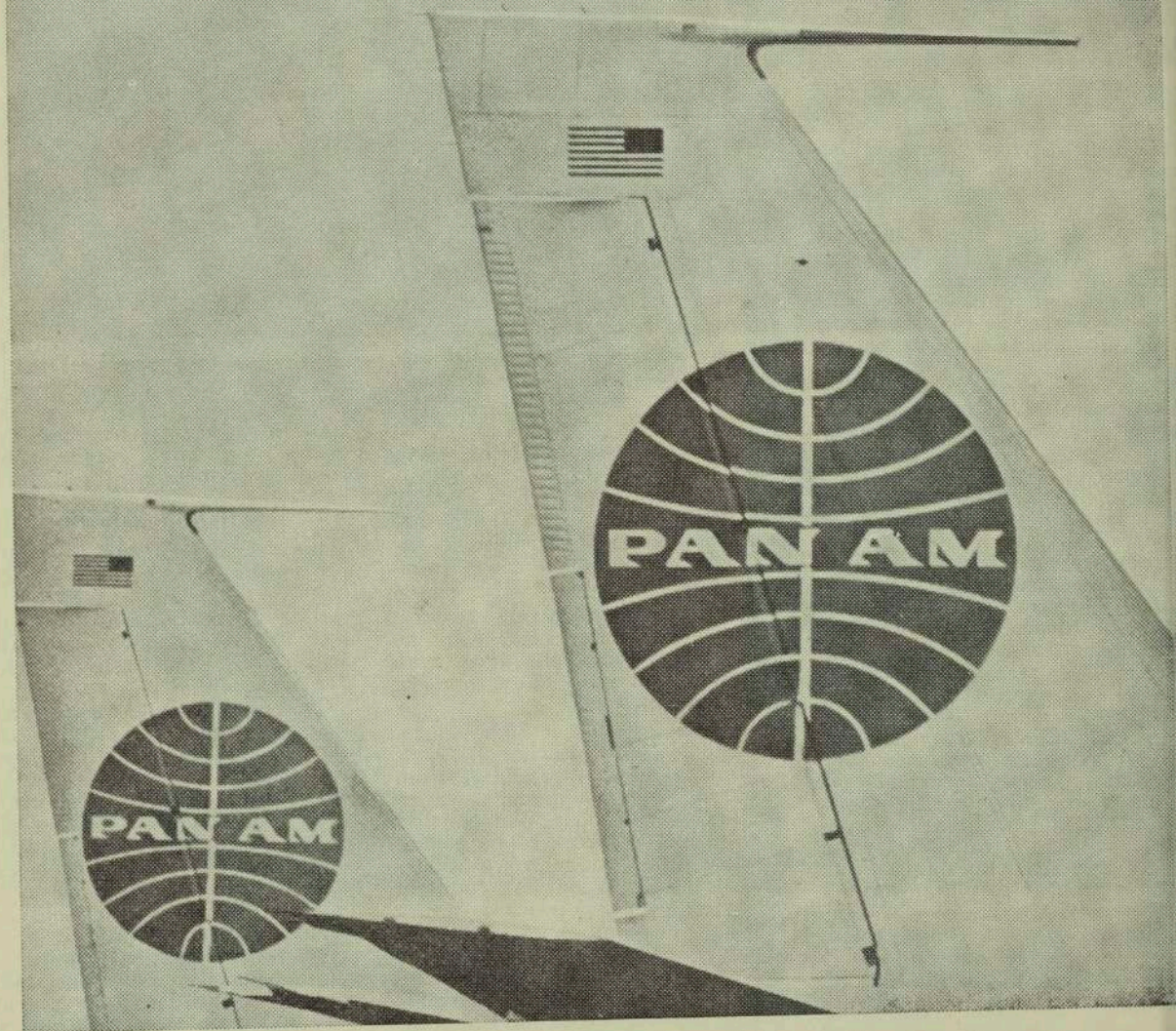
The largest island, Mangareva, is the place where, in 1834, French Roman Catholic priests first established themselves in the Pacific.

In Rikitea, the main settlement on Mangareva, the priests built a massive church of coral rock which is still the largest in French Polynesia. Pearlshell was used to give the church's interior an unusual and striking appearance.

The remains of a number of *maraes* and other Polynesian buildings of pre-Christian times are also to be found on Mangareva and the other islands.

● Fiji Airways is seeking a seven-year licence from August 7 to continue its return service between Suva and Apia, Western Samoa. The airline has operated this service from 1961—currently it operates the service weekly.

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PAPB



Tahiti's trans-island road will pass through rugged scenery like this.

They'll build a road through Tahiti's rugged interior

From a Papeete correspondent

Two Sikorsky H34 helicopters provided by the French Army have considerably eased the problem of surveying a route for the first road through Tahiti's impossibly rugged and mountainous interior.

The building of the road will be one of the most difficult engineering projects ever undertaken in the Pacific Islands.

President de Gaulle, who announced the road-building plan during a visit to Tahiti in September, 1966, said it would "commemorate forever" the nuclear testing project at Mururoa Atoll (*PIM*, Oct., 1966, p. 11).

Three base camps

The present proposal is to link the mouth of the Papenoo River, which flows north and south, with the Aruu River, which runs east and west. The total length of road needed for this route is about 35 miles.

The terrain in the two river valleys is so difficult that survey teams working on the ground had covered only 7½ miles between last December, when work began, and the beginning of June, when the Sikorsky helicopters went into action.

The helicopters enabled a further 10 miles of route to be surveyed in the next two weeks.

The survey work is being carried out from three base camps in the

mountains. Each base is headed by an engineer from Societe Ingeroute, who is assisted by a dozen or so soldiers and several civilians from Tahiti's Public Works Department.

An example of the difficulty of their work was given recently by a Papeete newspaper when it described how at one stage it was necessary to survey more than 1½ miles of route to advance the road 500 yards.

Only half of the route—the outer ends—will be surveyed this year, leaving the most difficult parts still to be done.

After the survey has been completed, the choice of route will be checked in Paris by computer, then checked again on the ground before the actual work begins.

Tahiti's trans-island road therefore seems unlikely to be completed before the early 1970's. But when it is, it will open up some spectacular vistas to motorists that only a few hardy souls have hitherto seen from the ground.

Among the mountains skirted by the route are two of the highest in Tahiti—7,321 ft Mt. Orohena and 6,773 ft Mt. Aorai.

Orohena, which is less than nine miles from Papeete as the crow flies, was not climbed until the early 1950's. It is the highest mountain in the South Seas outside New Guinea.

UTA WANTS MORE AUSTRALIANS TO GO TO MOOREA

UTA French Airlines hopes to increase the percentage of Australian visitors to the Club Mediterranée, on Moorea, near Tahiti, by five or six times.

At present, American visitors make up about 90 per cent. of package deal visitors to the recently-opened village resort. UTA would be happier if Australians made up 30 per cent. of the visitors, since this would give the airline an improved passenger loading for its flights out of Sydney.

To boost the number of Australians visiting Moorea, UTA has carried out big promotion campaigns in Australia this year. It has also bought a half share in the club.

UTA's Moorea package deals offer all-inclusive prices. All meals are included in a Moorea holiday, and the only currency used in the village is a "token" which can be exchanged for drinks.

No meals

Many visitors to Fiji—French Polynesia's biggest tourist rival—would welcome a package deal along the UTA-Moorea lines. Very few package tours to the colony include meals, as Fiji hotels operate on an "a la carte" basis—visitors pay as they eat.

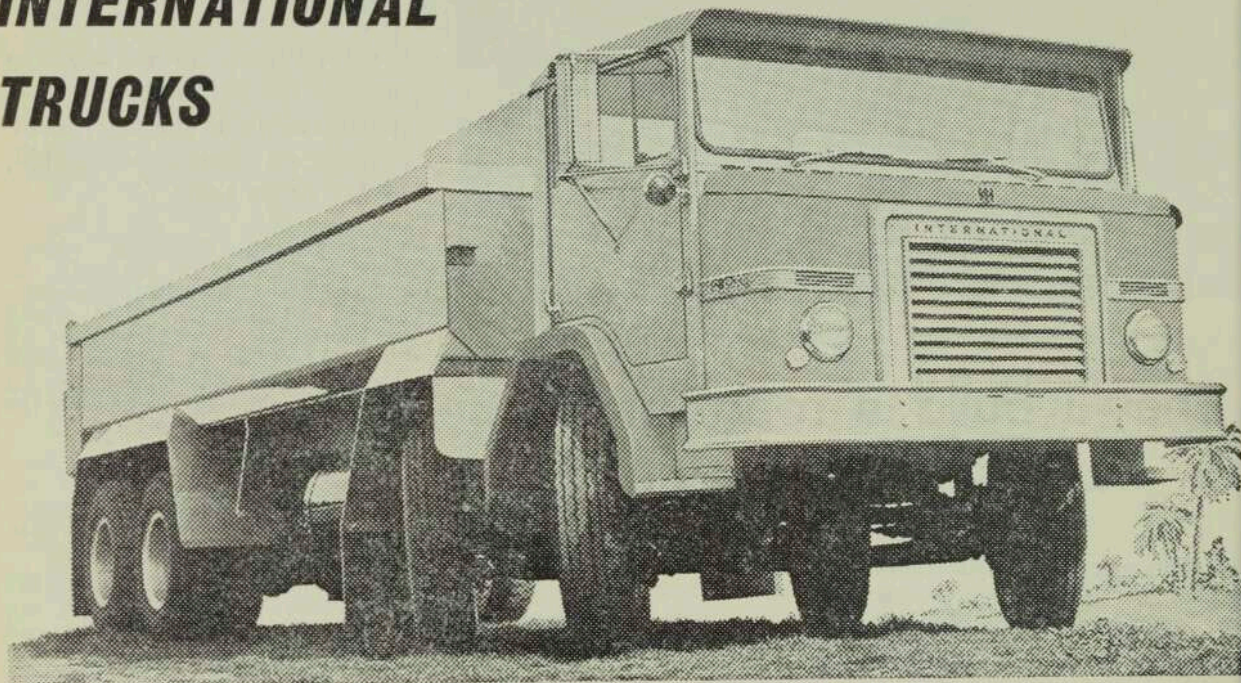
Although the air fare to Tahiti from Sydney is reduced by taking package deals to Moorea (which, incidentally, can only be booked with UTA), the cost of a Moorea holiday is still high for most Australians.

UTA is offering the following tours to Moorea, including return air fare by DC8 "stretch" jet and full accommodation: Sydney-Moorea, 16 days, \$A579; 23 days, \$A658; Auckland-Moorea, 14 days, \$NZ489; Los Angeles-Moorea, 14 days, \$US599, 21 days, \$US679.

With two more Mediterranean Clubs to be opened in the next 12 months in New Caledonia and French Polynesia, UTA is anxious to make the Moorea venture a success from the word go. If it is, the airline could take up interests in the future resorts.

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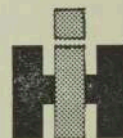
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THEY'RE GETTING HIP NOW ON NIUE

From a Niue correspondent

Life is changing on Niue. In themselves, many are little things, hardly worth a comment anywhere else—but it is the little things that make one conscious of the overall change.

As, for instance, the occasion when I was driving home early one evening and I passed a couple of bicycle riders, returning from the bush laden with food. I was momentarily startled by the loud music which emanated from them as we passed.

It was some moments before I realised they were carrying a portable radio and that they were listening to the evening programme from 2ZN Niue.

Evening broadcasts are new, and Niue has suddenly become a common thing for people to walk the roads, listening to their portable radios as they go. As I say, this may not be unusual in many places, but it is one of the changes that has come to Niue's 5,000 people, isolated on 100 square miles, 300 miles north-east of Tonga.

Another change was underlined with the announcement made early one Friday evening over the radio station that a dance that was to be held in the Araura Hall that night had been cancelled, "due to major faults in the instruments".

Incongruous

The instruments turned out to be electric amplifiers for the electric guitars, which all apparently broke down simultaneously. Without modern electronic amplification no music was possible.

Today all the bands that play at the many dances on Niue—bands with names like the Beaneaters, The Beach Kids, the Vampires, and the

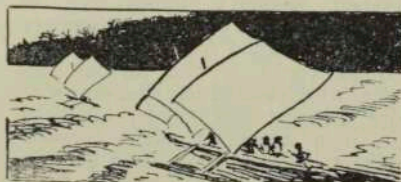
Coconut Crabs—are electronic, and here, surely, is one change which is rather incongruous for the South Seas, spiritual home of the guitar.

Since Niue has, as yet, no airstrip there are some things which, because they don't change, serve to remind us that this is the South Seas. We have recently gone through our regular mid-year period of complete isolation while the *Tofua*, the only regular caller from the outside world, went off the run for her survey in New Zealand.

No flour, no butter

Among the goods that were impossible to buy during this period were sugar, flour, butter and cigarettes. If you hadn't laid in extra provisions then you went without.

As the shortages were beginning



- Niue artist, Mrs. Nolarae Keown, sent us this illustration of one of the recent changes in local life.

to be felt the whisper went around that there was butter for sale at Liku village. Liku is 10 miles from Alofi, the main town, and the butter cost 44 cents a pound, but it was quickly bought.

In Alofi, when you can buy it, it is 40 cents a pound, and if you buy it in quantity on boat day you can get it for 37 cents a pound. Some people with deep freezers import their own supplies direct from NZ at 34.5 cents a pound.

I have just been reading a London newspaper report dealing with a survey of living costs in Britain, and see that NZ butter retails in London at 33 cents a pound, compared with that 44 cents for the same butter here on Niue.

There is an extraordinarily great difference in miles between Britain and New Zealand and Niue and New Zealand, so what the economic lesson is—or the moral—I'm not sure. But this is the South Seas, where the changes obviously are not always for the best!

Cheers for the Territory of Niugini, where the coconuts stand

Even before the result of the *South Pacific Post's* "Find a Name for New Guinea" contest was announced, some of my friends had remonstrated with me for spelling "New Guinea" as "Nugini". "New", they said, should be spelt "Niu", and of course they are right. The fact is that I was overawed by the authority of Neo-Melanesian's oracle, Fr. Mihalic, who spells it "Nu", perhaps because as an American he pronounces it "Noo". But he has been followed by most writers of Pidgin; and even the *South Pacific Post*, which now says that "Niu is a Pidgin form of new", calls its pidgin newspaper "Nu Gini Tok Tok". Who was I to say that they were wrong?

However, a 10-year-old Papuan girl, Ada Ole Anna Arisa, who is either more courageous than I am, or, more probably, has never heard of Fr. Mihalic, has now won the "Find a Name" contest with "Niugini".

I hail "Niugini" with enthusiasm, for two reasons. First, "niu" is the "right" way to spell "new", whatever Fr. Mihalic may say. And second, as Ada very properly points out, it means something to the Papuans whom we are asking to give up the name with which they have been familiar from childhood.

As a matter of fact, though Ada probably doesn't know this, "Niu Gini" has a very respectable history going right back to W. G. Lawes.

Entertaining

In the 1880's, while Britain and Australia were arguing about what should be done with the place, Lawes was producing school texts in Motu for use in his mission schools. I remember seeing a much thumbled copy of one of them during my early years in Hanuabada. It declared itself to be a Siogarapi Buka, and, in addition to introducing a number of ingenious and entertaining spellings for names of the world's countries, continents, seas and oceans, it told its young readers quite categorically that the name of *their* country was Niu Gini.

And this made good sense; because, as Ada has reminded us, "niu" in Motu means "coconut" and "gini" means "stand", and the young students of siogarapi had only to look up from their books to see coconut trees standing around all over the place.

As a result, a whole generation of young Motuans grew up believing that the proper name of their country was Niu Gini, and that it was just natural perversity which led Europeans to spell it in the crazy way they did.



TO THE POINT

WITH
PERCY
CHATTERTON

So congratulations to Ada Ole Anna Arisa, and loud cheers for Niugini.

Mind you, I still hanker after "Island of Gold", especially as I have been told that, as in English "island", the "s" in Portuguese "isla" is silent. "Ila del Oro"—a lovely name! However, it's too late now.

It becomes tempting to suggest the coconut tree as a national emblem. To placate the Highlanders and win over the die-hard Paradesians, we could depict a bird of paradise perching on one of the fronds.

From there we might go on to adopt the song "Papua" as our national anthem, changing "Papua" to "Niugini", and providing alternative words in Pidgin and English for those who don't want to sing it in Motu.

I FORGET whether among the muses there was a Muse of Irony. If there was, she must have been working overtime during the weekend following the ceremonial opening of the second House of Assembly. A Papua v. New Guinea Rugby match touched off a brawl among the spectators which developed into a riot all over town—a riot in which noses were bloodied, women's clothes torn off them, and weekend shoppers' groceries snatched from their hands.

Great credit is due to our riot police, who handled the situation with more restraint and greater effectiveness than some of their opposite numbers overseas have been exhibiting of late.

The irony is fourfold. First, the fracas was touched off in the field of sport, the Great Unifier; and I don't think that it's a sufficient answer to say that it arose among the spectators not among the players, because this particular form of sport has been promoted as a spectator sport.

Second, it was all touched off, I understand, by a crack from a chit of a Papuan girl to the effect that New Guineans couldn't be expected to play good football on a diet of sweet potatoes.

Third, it occurred at the end of a week in which more speeches had been made in praise of national unity than in any previous week in the history of the territory.

And lastly, it provided the sorry spectacle of Papuans and New Guineans bashing one another up over a "Papua v. New Guinea" match in which a majority of the players were neither Papuans nor New Guineans. Indeed, it has been queried whether some of them could properly be regarded as bona-fide residents of either territory.

Anyway, here's a suggestion for the Rugby League. Why not make next year's big match Expatriates v. Niuginians. Only palefaces with not less than five years' residence in Niugini to their credit to count as Niuginians. And no more cracks about kaukau, please!*

Will this incident have any effect on the current campaign for "one name, one flag, one anthem"? I don't

* Kaukau is the pidgin name for sweet potato.

think so; though I did hear of one indignant Papuan lass who exclaimed: "Papua is the name given to my country by Australia; it is still Australian territory; I want it to stay that way". A die-hard seventh-stater, apparently.

On the other hand, it may well bring home to many the urgent need for abolishing an artificial distinction by the adoption of a common name.

The trouble is, of course, that the emotions aroused by an incident of this kind are not easily forgotten. They lie dormant, ready to explode into violence again when touched off by some completely trivial incident.

I am all for a common name, but the mere adoption of one will not end deep-seated animosities overnight. It will just be one small step in the right direction.

In a paper which I wrote recently for the second Waigani Seminar, I pointed out that villages in Papua had often become Protestant or Catholic, as the case might be, for seasons which had nothing whatever to do with the rights or wrongs of the Reformation.

What happened was that dissensions within the Christian Church were seized upon as an outlet for ancient animosities which the imposition of the Pax Britannica had made more difficult of expression in traditional ways. Rapprochement between the churches may stop one vent; the adoption of a common name may stop another. But new vents will be found. At least, I hope so, because a volcano with all its vents blocked is liable to blow up. Perhaps one of the new vents will be politics.

The current emotional reaction against political parties in Niugini seems to be based on the assumption that if we don't have parties we shall be able to march bravely forward down the broad highway of economic and social development with our arms entwined lovingly round one another's necks, and none of us will be tempted to explore alternative routes.

This concept of unity is a mirage, and a dangerous one at that. The only sort of unity worth having is that which combines agreement as to our goal with tolerance of honest differences of opinion as to how to get there.

THE event of the month has been the publication of the UN Mission's report, which has confirmed the impression created by the mission during its visit that it was one of the sanest and best balanced missions



Ada Ole Anna Arisa. She won the "Find a Name" contest with "Niugini".

Photo: "South Pacific Post".

ever sent by the UN to take a look at us.

Once again the people of Papua have legitimate cause for complaint that the mission took no more than a token look at Papua, and gave no opportunity at all for its people to put their views before it, in spite of the fact that such of its recommendations as may be adopted by the Australian Government will affect their lives quite as much as those of their compatriots in New Guinea.

Two points in the report I find particularly pleasing. One is its recognition of the fact that there is a need for intermediate organs of government between the local government council level and the national level.

Reform

Whether its suggestion that the answer is to reform the district advisory council system is sound or not may be an open question. But the recognition that there is a gap to be filled fortifies me in my belief that I am not nuts on this subject, though of course those who abhor the Trusteeship Council and all its works may claim that it proves that I am.

The second point I welcome is the suggestion that to secure the bringing into production of unused land there are other possibilities than the wholesale conversion of communal to individual tenure, and that these possibilities should be looked at. The mission's idea of "occupation

licences" is one that is perhaps particularly worth looking into.

Staunch opponent though I am of any sort of discrimination, I cannot altogether go along with the mission's recommendation that separate "A" schools should be abolished.*

From the teacher's point of view, the problem of educating, in English, children (whatever their skin colour) who come from English-speaking homes is completely different from that of educating, in English, children who come from homes where English is not habitually spoken, and the approach has to be quite different in the two cases.

If pupils from these two groups were taught in a comprehensive school, they would still have to be separated, for educational efficiency, into "A" and "T" classes, and whether separate classes in one school would be better than separate schools is a very moot point.

EVERY mission leaves behind it its crop of funny stories, some factual, some embroidered, some perhaps apocryphal. The best one I have heard about the recent mission relates to a visit made to one of our institutions of tertiary education. After a number of questions had been asked and points of view expressed, the leader of the mission pointed out that, although there were a number of women students present, all the speakers so far had been men. The mission, he stated, would not hear any more male speakers until a woman had taken the floor.

The response was gratifyingly prompt. "Why was it", asked the girl student who rose to the occasion, "that the mission was composed entirely of men?"

I suppose that the inventors of slogans must always take the risk of a recoil. The other day, returning home from Konedobu, I found myself on the steep gradient of Lawes Road behind a petrol tanker which, judging by the nauseous cloud of black smoke belching from its exhaust, was not in perfect running order. Anyway, it was making very heavy weather of the steep slope, and, with a double yellow line on my right, there was nothing I could do but crawl along behind it in bottom gear.

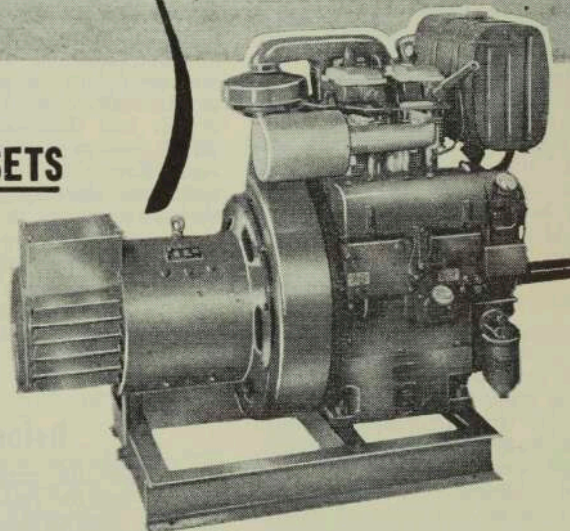
This gave me plenty of time before we reached the top of the hill to study and commit to memory the slogan painted on the tanker's rear. It read: "Go well. Go Shell".

* "A" schools are those in which an Australian (actually NSW) curriculum is followed. "T" schools follow a special Territory curriculum, which includes the teaching of English as a foreign language.



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The Editors' Mailbag

MAYOR LAROQUE

Sir,—I refer to the report headed
A win for Autonomists in New

developments in linguistics.

The other is that a colleague of
mine recently bought a scientific

Address wanted

Mr. H. S. Faddy, of the
Pearce Home, Butt Street, Suva,
an old PIM subscriber, is search-
ing for the address of Mr.
R. I. C. McGriggor, who at one
time was in the Fiji Agricultural
Department and whom he thinks
is in Scotland. Does
anyone know Mr. McGriggor's
address?

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the political upheavals and discontent that preceded independence hindered any satisfactory and continuing experiment.

Having at last come to the Pacific, we have so far been unable to learn whether there was any all-out attempt made to introduce Basic English as a *lingua franca* in the Pacific, and if so, why it was abandoned—if it has been in all areas. Can anyone enlighten me, and others who may be interested?

My curiosity has been deepened by two facts. One is that the Rev. G. Camden, of Santo, has recently found it necessary, as an immediate and practical means of communication, to translate into Bislama (New Hebridean pidgin) the Gospel of St. Mark, under the title "Gud Nyus long Jisas Kraus, Mak I Raiteni"—"The Good News which he has done most effectively with the aid of the newest

method to operate a service to Norfolk Island and New Caledonia on a regular basis and at the same time asked for government assistance in getting the service operating correctly.

Initially we asked for a guaranteed freight to be paid on a service operating every six weeks and for the guarantee to be available for the next three years. The department, however, was only prepared to assist the service for 12 months, when they would again review the position.

After the first 12 months, the department was not satisfied with the progress made, and against our protests they reduced the guarantee payable and decreased the sailings to every eight weeks. Their thinking in this matter was that the same amount of cargo would be offering in the given period, but with the lesser sailings the guarantee would, of course, be less and thus the

Minister of Overseas Trade, the Right Hon. J. R. Marshall, and he advised us to get the support of the exporters in forming this development service.

We accordingly arranged the necessary meetings and from these came the South Pacific Export Action Committee who were then charged with substantiating our earlier proposals to government that such a service was warranted in view of the increasing demand for New Zealand exports to the suggested areas.

SPEAC submitted proposals which supported our own proposals and detailed evidence of the need for such a service was sent to the department and the Minister in October, 1967, where it has been under consideration ever since by the department's experts.

Quite understandably our plans

d have a lesser pay-

believed the department made a tactical error in pulling back in the freights and advised them to be more elementary, in our belief we are agreed by all merchants and that when endeavouring to gain a regular trade a regular effort to gain the confidence of the exporters and buyers, and the government's view that the pull-back was hampering the service.

It was until about the year when we put our proposal to government to extend our service, to use a faster vessel, to New Caledonia (which was a terminal) to take to and the Solomon Islands. In other words our service was operated on a 35 day round trip covering the following islands, Noumea, Port Moresby, Honiara, Vila, and back to New Zealand. It was, we thought, a service received by the

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FIJI — SAMOA — TONGA

LETTERS

ould not be kept confidential, with the result that some months ago others made approaches to the government to enter the trade, and they were: the German Columbus Lines, which intends to trade from New Zealand to New Guinea; Messagerie Maritimes, which is also intending to trade from New Zealand, but only as far as Noumea; and the Reef Navigation Co., which is intending to trade between New Zealand and Noumea and other Pacific Islands.

We have never asked for a subsidy to be payable to us for this service, it merely a guaranteed freight that would, in effect, be a loan, and we have offered to repay the money payable to us in the form of a guaranteed freight once the service is operating profitably. Because of the lack of support we have received from the government and also because of the announced intention of the numerous other companies to enter the trade, we could not continue to run the service at a loss as we did in the past, and therefore our directors were reluctantly compelled to cut their losses and withdraw from the trade.

I personally was extremely sorry having to announce the decision to withdraw as a great deal of effort on our staff, both ashore and on board our vessels, had gone into this venture. I might add that our decision in no way affects the service Tahiti presently operated by Agga Dan.

I. A. McKAY
General Manager,

Holm and Company Limited
Auckland, NZ

"UNJUST AND UNCALLED FOR"

Sir,—May I, as a subscriber of your journal, be allowed to comment on Tun Sambanthan's speech reported by your Suva correspondent (*IM*, April, p. 18).

I was somewhat surprised to read the views expressed by him. Mr. Sambanthan and his colleagues were in Fiji on a goodwill visit, and as such, were entertained on behalf of the communities in the colony. His remarks regarding Indians were unfortunate and tantamount to interfering in the domestic affairs of a friendly country.

I am quite certain what he said is not the official policy of the Malaysian government. Regarding his remarks about Mahatma Gandhi, I am sure Gandhi would have made

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remarks for the benefit of the whole community and would have pleaded for better understanding.

It is a well established convention that any Commonwealth delegation visiting a Commonwealth or colonial territory ought to confine itself learning about country's affairs rather than making rash statements.

I believe his statement was unjust and uncalled for, and that it did not help to solve anything. Since the colony is passing through great changes, which in the long run will affect the general standard of living and political stability, the country needs more than anything, firm leadership.

By allowing an outsider to interfere in the internal affairs, the Governor and the government failed in their constitutional duties, and, in fact established a bad precedent. (The classic example is de Gaulle's interference in Canadian politics).

I have great pleasure in knowing many Malaysians in London, and practically everyone of them condemned the behaviour of Tun Sambanthan. My friends pointed out that Tun Sambanthan, as a member of the minority community in Malaysia enjoys all the rights and privilege in pari passu with the homogeneous communities.

For him to utter such remarks about a particular community in Fiji when on a friendly visit, was incomprehensible.

R. S. NAIKER

London, SW7.

NEW GUINEA CIVILISATION

Sir.—To many the opposition thrown up by some of the Bougainville natives to the operations of Conzinc Riotinto is considered foolish. However, I can see their point. It means the end of an era and though an era sometimes fraught with troubles and strife, one in which they could handle their own troubles. After all the traveller on the bullock dray was quite as happy, and a lot less prone to mental disorders than the traveller on the jets of today.

Also it ends an era in this country the end of the old time prospectors. This to me is a sad parting of the ways in history. To men like Mr. Crowe, Sharkey Park and the Leahy brothers, the driving force was not only the lure of a fortune overnight, but the flaunting of danger and hardship to see what was round the next bend.

Today, the men who will draw most of the profits are the men sitting in plush-lined apartments.

LETTERS

watching a televised show of a prospecting lease carried out by helicopter. Individuality has been computerised, like entertainment. Where once he enjoyed old time dances, he can now sit and watch pictures of Hollywood seductions and European hoodlums fighting with guns.

There are many who say, "Look what we are giving to the natives—roads, education, refrigeration and all mod cons". But what are we taking away? A life of contentment, with plenty of food to go round (this country is not India), a perfect sex life conforming to the laws of nature, a belief in spirits which helped keep down crime, and no lust to get all and in their own hands so they can make their neighbours slave for them.

When they love their neighbours and hate their enemies, the process is simple. Instead of the complicated process of supplying both sides with enough arms to keep fighting, they either feed them or eat them. Is the civilised process so far advanced? wonder how many of the potentates of civilisation would swap places with a leader of a tribe in the middle of New Guinea?

The poor, unfortunate, civilised native now has to work eight hours a day to get himself a pair of boots that he wouldn't need in his own environment. The only essentials a native needs to live, feed and house himself and a family are a scrub knife and a tomahawk.

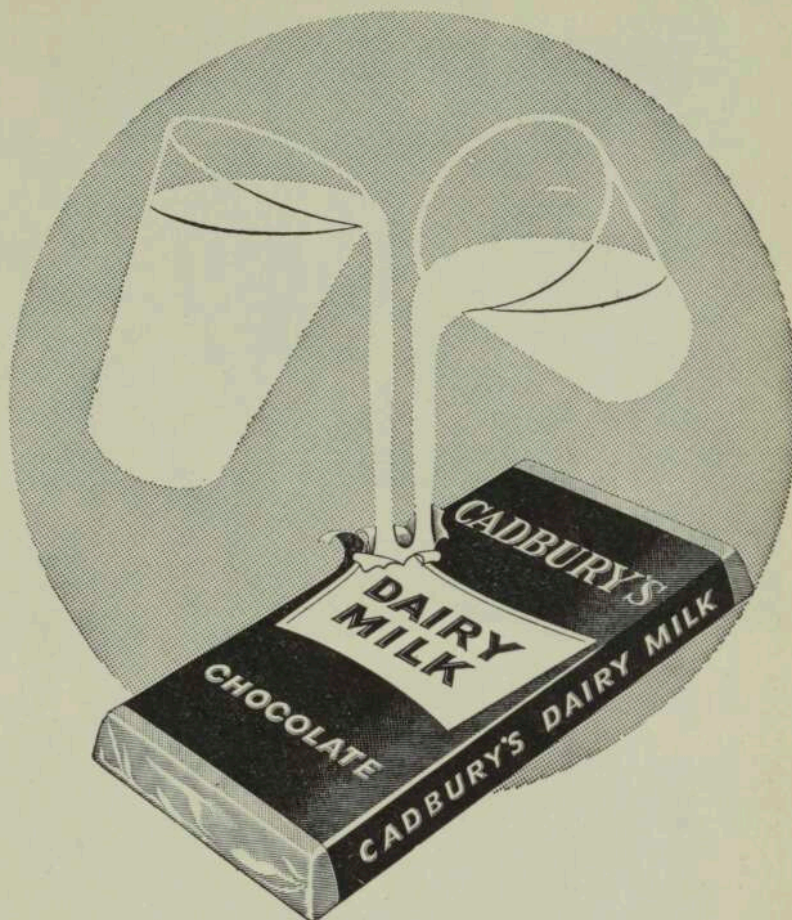
Outside the larger cities I can mostly be found with a pair of shorts and a pair of sandals, quite often without the sandals. I feel very sorry for the poor Royal P-NG Constabulary lugging those great clodhoppers around sandy streets.

LANCE H. WILKINSON.
Milne Bay,
Papua.

WHAT SORT OF A THIEF IS THE ROBBER CRAB?

Sir,—The robber or coconut crab (*Birgus latro*) is well known, by name at least, to most residents in the South Sea Islands. Despite this, one important point about its life history has so far eluded us—that is, whether it can or cannot open uninjured coconuts with its powerful claws.

Interest in this particular activity has been maintained ever since



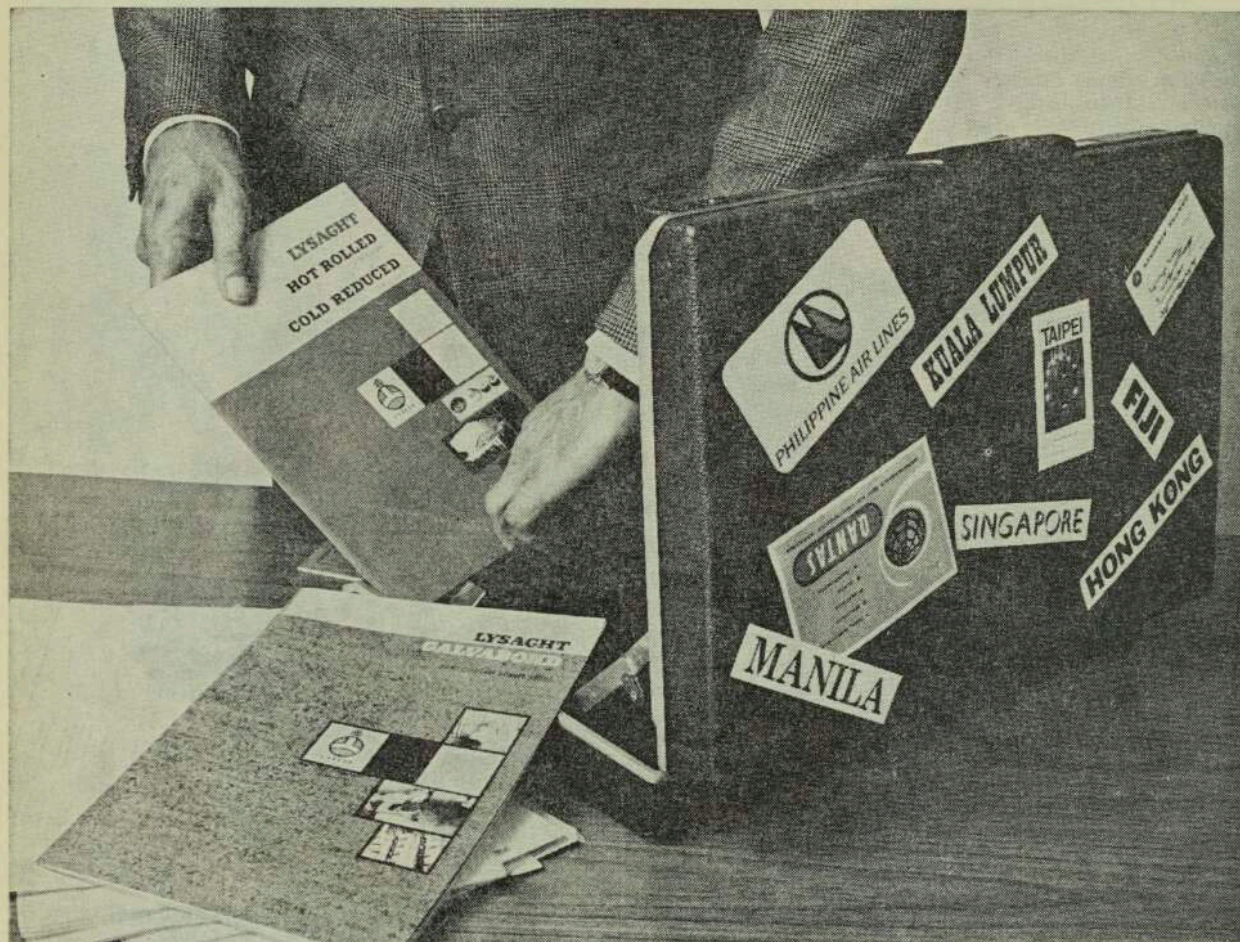
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● Two readers this month discuss this old photograph taken on the NG goldfields.

Darwin dealt with the habits of this crab during his visit in 1836 to the Cocos-Keeling Atoll.

Contrary to popular belief, Darwin at no time claimed to have witnessed the crab breaking coconuts, but merely reported that a certain Mr. Liesk had often seen the crab do this to fallen nuts. He claimed that nuts were not attacked on the palm.

The closest that anyone seems to have come to observing the feeding of the crab was on Malaupaina Island (one of the Three Sisters) in the Solomons about 80 years ago.

A Royal Navy surgeon, Dr. H. B. Guppy, of HMS *Lark*, disturbed a robber crab with a freshly-opened coconut on this uninhabited island. Captive crabs kept on board the *Lark* could feed only after coconuts had first been broken.

A Dutch scientist, A. Reyne, in 1938 confirmed that in Indonesia there is no convincing evidence that the crab can open uninjured nuts.

Finally, the late Dr. C. A. Gibson-Hill, as a result of observations on Christmas Island and Cocos-Keeling Atoll, agreed in 1948 that the crab is unable to break undamaged nuts and certainly does not climb palms in search of them.

It seems most likely that readers of *PIM* are in a very good position to clear up this vexing point about the feeding habits of the robber crab.

Anyone who has observed it feeding on uninjured nuts would be doing a great service if they could provide details of time and place. Unfortunately the crustacean is nocturnal as a general rule which makes clear observation very difficult.

R. A. LEVER

Surrey, England.

LEATHERBACKS IN NG

Sir,—In answer to your request for further information on Leatherback turtles (*PIM*, June, p. 57), these turtles are quite common along the coast of the Aitape Sub-district of NG's West Sepik.

I recently saw one which had been caught by plantation workers at Tapir Plantation, just west of Aitape. It took 10 men to turn it on its back and a tractor was used to pull it up from the beach.

It was just over 8 ft long and must have weighed half a ton.

Unfortunately it was not so lucky as the one caught in Fiji (*PIM*, March, p. 115), and ended up in the cooking pot. JOHN H. ALLEN.
Yalingi Primary "T" School,
via Aitape, NG.



Memories of the goldfields

Sir,—I was most interested in the photograph (*PIM*, May, p. 85) of a group of pioneer miners outside the old Salamaua Hotel, because I am the young fellow in the second row, doorway, carrying a white topee in his right hand.

Others in the group whom I recognise are Tom Prince, Bill Cameron, Ross Soden and Clem Hendry, and while I know for a fact that the latter is now dead the others could also be, as they were in a much older age group than the one to which I belong. I would set down the year as being 1928, as I was 26 at the time and am now 66.

In those days most of us were still walking into Edie Creek with our carriers and Clem Hendry was making good money as a Miner's Agent—looking after the carriers when they returned to the coast in charge of a boss boy, and then sending them back to Edie Creek with another load of stores.

The photograph revived many memories of the old Salamaua Hotel.

Outstanding amongst these was a Champagne Cork Derby. The more successful of the miners having a spell in Salamaua usually shouted a few rounds of millionaire's shandy (Champagne and Stout) and Bill Cameron, who was the barman at that time, once got the bright idea of recording the "shout" by having the bar "monkey" climb up into the roof of the bar and stick the corks

from the champagne bottles on the points of the roofing nails protruding through the battens.

Each of the "shouters" had the champagne cork from his shout nailed to a batten carrying his name and it then became a race among the more affluent ones to see who could fill his batten first. This was good business for the bar and cheap drinking for those of us who were still in the red at BP's, although after a week of it we were glad to get back on the road to Edie.

The winner of the Champagne Cork Derby was Harry Darby, the Barnardo boy who made a fortune on Edie Creek but met a tragic early end in Colombo on his way back to NG from a world trip. If my memory serves me right the runner up was a chap called Hector Wales, and while I can still see him in my mind's eye looking up and counting corks, all I can recall concerning him is that he was a miner from Queensland.

Another event which I well remember was the funeral of an old hand who most of us knew only as "Simmo". He died of blackwater

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ever and since he was a regular drinker at the pub it was decided to start his funeral from there. The "hearse" was a hand-cart pushed by two boys. Two of the mourners who had started Simmo's Wake the night before, and who were no longer capable of walking, rode on the cart with the corpse.

The marker for Simmo's grave was a simple wooden cross made from a condensed milk case, and whether by design or accident, the bar of the cross was made from the section of the case which carried the words "Stow away from boilers".

The sequel is that a week after Simmo was buried the waves from a violent storm washed out his grave, which was on the beach just above normal high water mark and broke up the coffin. When the storm subsided all that could be seen of Simmo was one of his hands protruding from the sand. While I cannot vouch for this, the story goes that his chief mourner put an empty glass in the sand and filled it with "Simmo's" favourite tipple.

I have not been back to New Guinea since I left it in 1934 and have been told that little or nothing remains of Salamaua to mark its existence. I still have many fond memories of it however, since I was married there and my son and daughter were born there.

A. C. ("SEP") UNDERWOOD.
Ladensville,
Widney.

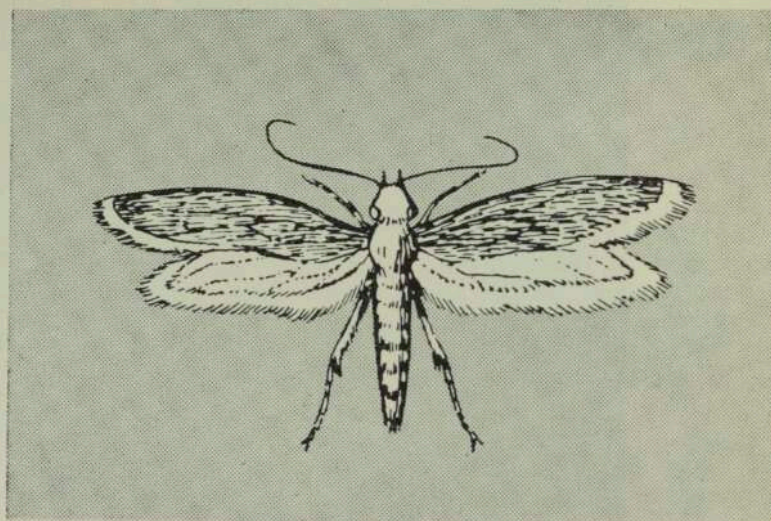
Sir,—I was greatly interested in the photograph in "Yesterday's" page of the PIM of the group taken outside the Salamaua Hotel in the late twenties; Errol Flynn and I stood and watched whilst Assistant District Officer Harry Downing did the mera work.

As a matter of interest I can identify many of those present, and perhaps some other "befores" can in the blanks.

On the extreme left is Bert Warren, barber from Casino; wearing a white hat is goldminer Otto Bissiter; then comes barman and liard-room keeper Bill Cameron, Tivoli juggler; beside him with white-edged hat is R. Newman, a crutier; next, wearing a Digger hat, "Budge" Beckett, a Londoner who came to Lae as a pilot for Jerry Antland but after one trip to Wau a Moth he gave it away as being too dangerous and reverted to doing odd jobs.

In dark trousers is Ross Soden,

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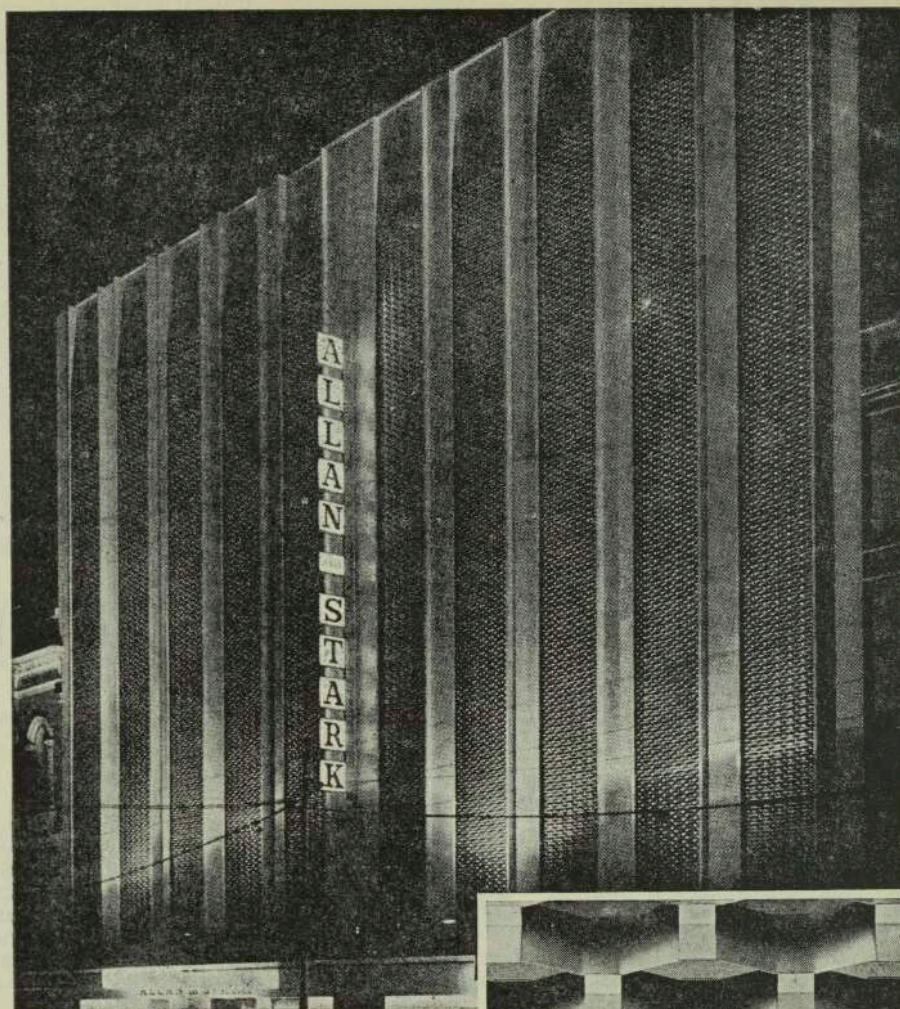
Keep your home safe from destructive moths

Don't let innocent appearing clothes moths destroy fabrics in your home. Clothes moths can in fact cause inestimable damage to your clothing, knitwear, blankets, pillows, carpets, curtains and soft furnishings for although the moths themselves are harmless, the eggs which they have previously laid hatch out into harmful larvae somewhere else in the home.

The most frustrating thing about this insect pest is the impossibility as a rule to detect the presence of the voracious larvae until the damage is already done. The greedy little grubs will feed on hair, wool, feathers and fur in the form of clothing, fabrics or woollens. Sometimes, however, they don't mind living on the pelts of your household pets and, if necessary, they will even devour the felts in your piano.

In grandmother's day, cloves were used, rather ineffectively to keep moths away from the doors of wardrobes. Today both moths and larvae can be destroyed instantly with a high-potency liquid aerosol spray that kills all insects in many respects on a pattern analogous to fumigation.

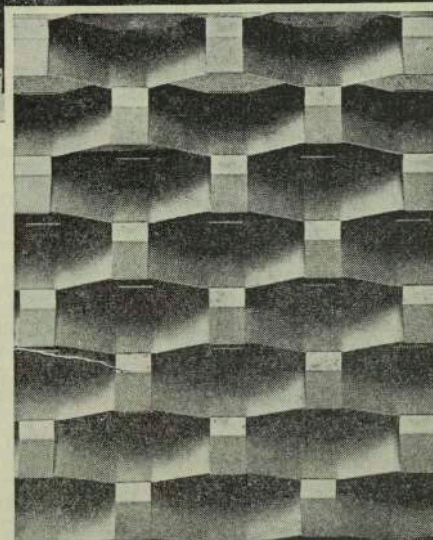
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member of a Sydney Jewish family; directly behind him stands Toby Miller, who later married "Tiger Lil".

Covered by the billiard cue is Keith Alderson, of Guinea Airways, and the gent with hat and tie is Clem Hendry, manager of a general miners' agency on the beach.

Against the wall is Paul Saliha, a "cranny" (Malay), who was a Burns Philp grocery counter hand.

As you say, many of these chaps are dead. Some did not long survive after the photo was taken—black-water fever, hard living and anno domini all took their toll.

BERT E. WESTON.

Short St.,
Heathcote,
NSW.

VAVAUNS—ANOTHER VIEW

Sir,—In reply to Mrs. Matheson's letter whitewashing the Vavauns (*PIM*, June, p. 59), I wish to congratulate her on her exceptional good fortune.

To my experience and knowledge, nothing is safe in Tonga unless properly safeguarded.

"PAPALANGI"

Suva,
(Name and address supplied).

ERIC FELDT

Sir,—I wish to thank you very much for the excellent article on the death of my brother Eric Feldt (*PIM*, April, p. 22), and also for the fine composition by Malcolm Wright (*PIM*, May, p. 77).

It is very comforting to know that he was so very highly regarded and popular for himself—and not for the position he held before being retired.

We, his sisters, are so proud of him and also of the fine example our parents installed in us when they adopted this country as their own.

MRS. LUCY SPENCER.
Brisbane, Qld.

A LETTER FROM SAIPAN

Micronesia has a South Seas spirit, too

Sir.—My husband and I have enjoyed reading *PIM* (introduced to us by an Australian friend working here) so much during the past year that we have decided to subscribe to it. Your features are interesting, and the tidbits of information I've personally gleaned from the magazine about the rest of the Pacific make me a little humble. All of this area spelled "exotica" to us when we came to Micronesia three years ago, and I hope someday we'll get to see the rest of what we've been reading about. There's still so much to learn!

I've said "rest of" twice, but with a certain purpose. Things are happening in our part of the Pacific, too, all contributing to the future of a unique people who've been in flux for quite a while. With four rulers (Spanish, German, Japanese, we Americans) making up their history since the 1600's, "change" isn't a particularly traumatic concept for them.

Nevertheless, there are many Micronesians who feel that any more changes will bring negative results. I'm an American and have my own views, but those are not the purpose of this letter. Here are three relatively new developments in Micronesia you might be interested in.

The article by Dr. Ron Crocombe (he was here in December, incidentally, and we enjoyed meeting him) about PCVs in Samoa, in your April issue, called to mind our own Peace Corps Volunteers, November, 1966, brought in the first two groups, which had been trained in Miami, Florida, and Molokai, respectively. They've been effective and industrious, teachers comprising the largest percentage, but willing to fit in wherever they are most needed and in whatever way.

(In Koror, Palau, last year, where we were living then, this sense of

community "spirit" was quite evident. We had just been ravaged by a severe—it was so unexpected and no one was prepared—typhoon, and afterwards, a large number of PCVs in education and other fields were transferred to the "Community Development" department, which at the time, was almost exclusively concerned with rehabilitation).

Fun to be a volunteer

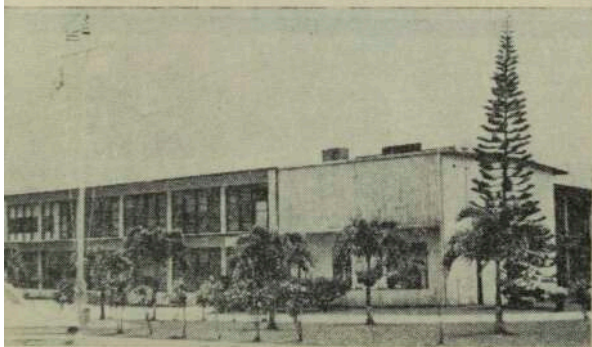
They are scattered throughout the six Trust Territory districts, in proportion to need and native population. Most of them live in "their" villages—close enough to school or other job situation so they can walk. A few own bicycles; larger vehicles, privately owned, are against Peace Corps policy. Palau seemed to have a unique housing plan for its volunteers compared to the other districts.

It would have been fun to be single and to be a volunteer there, where one could live right in with a Palau family, and learn a great deal more about the culture, than by simply living in a rented local house, albeit surrounded completely by other local houses, local families, no Americans.

In a couple of instances we knew the volunteer had become so much a part of his or her family that he was treated as a relative—with all the privileges and nuisances involved! One friend's "parents" even insisted on supervising her dating habits—the boy-girl aspect is another fascinating story I won't even go into here. Married couples, of course, lived in a separate house, as I imagine they do in the other districts.

Language mastery was bound to suffer a little in such a close situation, with the younger generation of

(Continued on p. 135)

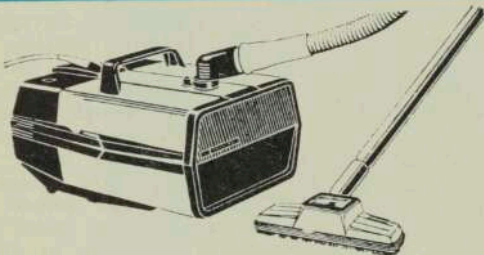


US Trust Territory
Headquarters on Sai-
pan. See letter above.

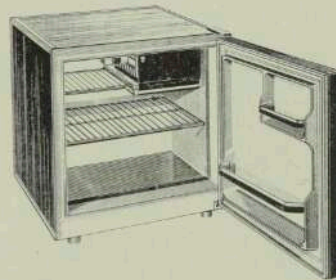


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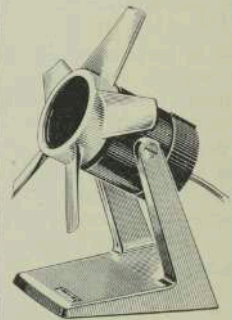


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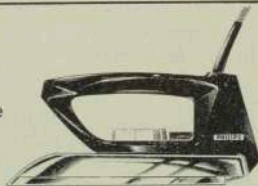


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PHILIPS



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CAROLINE SCHMIDT IS DEAD, BUT HER MEMORY LIVES ON

By Romola McSwain

Officially, she was known as Caroline Schmidt, but the natives and the old-timers of the district called her Carlina. She died in Madang on May 25, 1968, and the flowers massed on her coffin as it lay in the Catholic Church—exotic hibiscus, frangipani and orchids in a riot of colour—seemed to symbolise her own tumultuous career in New Guinea.

Of the six pall bearers, one was Australian, one German, three of mixed blood and one Chinese.

The dainty little children who stood on either side of the coffin during Requiem Mass displayed as much ethnic variation again, and the congregation represented one of the queerest cross-sections of territory society ever likely to be seen.

The people who stood in the drizzling rain, watching as the intense young men of her family sent the coronous rattling into the narrow grave, were there out of genuine affection for that tiny old lady. New Guineans, Dutch, German, Australian, Chinese, English—they all knew that this was the closing of a flamboyant era that began with the German occupation of the territory.

Just as there are various reports of Caroline's age, ranging from 80 to 90, so there are many stories of her life, embellished with the years, confused by the upheavals of two wars, and distorted by the faulty memories of old-timers.

This is the story she herself told me in her house on Modillon Road, near Matupit, Madang, early this year. It is as much a story of the early days of the territory—and of Queen Emma—as of Caroline herself.

She was born near Rabaul, of a Savian mother and a German father, Max Thiele, who worked with the famous Hensheim Company.

When she was a small girl, her father went to Batavia, leaving her at school in Singapore on his way. Later, she returned to New Britain to be brought up at Ralum by Mrs.

Parkinson, sister of the famous Samoan-American, Queen Emma.

She remembered being sent by Queen Emma, in an open canoe with eight other children, and three natives, to Nuguria Island where Queen Emma's brother, John Coe, was killed by natives, to find his head and bring it back.

When they reached the beach cemetery, they found that it was the custom simply to sit the dead bodies up under the trees.

"Some were fresh and still had the pipe between their lips and didn't stink," Caroline recalled. "Some were rotten."

Retrieved his head

The children screamed and ran away, but eventually retrieved a head, put it in a box and returned it in a company boat to Queen Emma. She buried it and erected a tall statue above it in memory of her brother.

Much of Caroline's childhood was spent running wild on an island in the Fead (Nuguria) group in the company of some of Queen Emma's other half-caste proteges. "We were very happy then—Emma loved us children."

At 13, Caroline married a German called Schmidt, a man much older than herself, who had been among a group of settlers brought out by the Administrator, Dr. Hahl, and given a piece of land at Baining to develop.

Caroline disliked the idea of the marriage, but Mrs. Parkinson, for whom she seems to have had little affection, told her: "An old man will look after you well."

Divorced

Two children, a boy and a girl, were born to Schmidt and Caroline. Later the family went to Madang, where Schmidt divorced his wife who was then only 19.

Heinrich Rudolph Wahlen, the trader, who bought much of Queen Emma's property in the islands, looked after Caroline.

Meanwhile, Schmidt had put the children in the Catholic Mission in Alexishafen, but Caroline did not like this arrangement and, with the help of the District Officer, sent them to

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Hard, pioneer days

their father, now working on Yap, in the Carolines.

He accepted the children and offered to remarry Caroline, but that spirited lady could not forgive him his treatment of her and refused. Instead, she went to work on a plantation at Serang, where, she claimed, she did some of the planting.

At Serang, Caroline met Karl Moeder and they planned to marry. But before they could do so, he died of blackwater fever at the age of 21, leaving Caroline with a baby son. Moeder was buried in the old Madang cemetery where his tombstone can be seen today.

'Stole' her away

Deeply grieved, Caroline returned to Serang to work. While she was there a planter named Schwarz came and "stole" her away. She went with him to Karkar Island, off the Madang coast, early in 1915, and lived on Marangis plantation, which Schwarz planted with the help of another German, Eidelback.

Paul Schmidt, better known as "Karkar" Schmidt, lived on the neighbouring plantation of Kulkul. (For "Karkar's" story, see *PIM*, Feb., 1958.) The planters had bought their properties with the profits from bird-of-paradise hunting in the Highlands.

Before long Schwarz and Eidelback had an argument over land at Marangis, and Schwarz bought out his partner's share. At this time Caroline began to take over much of the work, getting up at five each morning to milk cows, lining the labour and following them on horseback to the coconut lines to check their work, and even disciplining them herself when necessary. Schwarz spent much time in Madang and made frequent visits to the Sepik recruiting labour.

During one of these absences, neighbour "Karkar" Schmidt was attacked and severely injured by the people of Kurumlang village. The result was a punitive expedition from Madang, in September, 1915, in which a number of natives were killed.

Caroline recalls that the Karkars were rather war-like when she went there, but neither Schwarz, Eidelback nor she herself ever had trouble with them. Against Schwarz's wishes, she would go into the villages to make friends with them, and today some old Karkars still remember her with affection.

During this time Caroline bore three sons, including twins. These

ons later married women from New Britain and New Ireland.

In the 1920's, confiscated German properties on Karkar were finally sold to Australians. Schwarz (who, according to Caroline, never really believed he would lose his land) bought her and the children to the convent in Alexishafen, and later left the territory.

Independent spirit

But Caroline's independent spirit rebelled at the convent restrictions and she went to live on Sek Island, where the people gave her some land. She caught fish with both line and dynamite to keep her children "in eggs and butter".

In the late 30's, no longer young, and living alone on Sek, she was offered a home and companionship by the late Bill Tupling. "You've worked too hard for other people all your life," he told her. "Now you can rest."

They went to the Western Islands, Ninigo, but her happiness was short-lived. War broke out and she had to return to Madang. Tupling did a splendid job as a coastwatcher in Ninigo but was shot by pro-Japanese natives at Arawe. "The best man I have known," commented Caroline.

She continued to live on Sek with her son Franz, and his wife and children, until the Japanese took them off the island to Dugumor, beyond Bogia, where they lived with natives. By the time of the Japanese retreat from the area, the food shortage was acute and they were suffering quite severely.

There was tremendous excitement when Bill Macgregor sent them in their first supplies. It brought forth this response from Caroline: "Now we are safe to go back! He is our man kiap!" Macgregor sent them rice, beef, biscuits and sausages. "Man!" exclaimed Caroline, "We ate everything and ate all night. Man! We don't we enjoy it! We sang!"

They were brought out, Caroline on a stretcher, to Madang. Soon she was cooking for American officers—she was famous throughout the district for her superb cooking. Perhaps this was in gratitude for this, that the Americans and Australians helped rebuild her bombed house on Sek. The war ended and Caroline set out gathering her scattered family. She went to Rabaul to get her youngest son's two daughters. Fritz had been killed while dynamiting a mine, and his wife had died in childbirth. Caroline reared the two girls in her house in Modillon Road, and saw them happily married, and others themselves. This house,

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Today even a drastically de-vitalised complexion can be brought back to exceptional life and loveliness through the scientific discovery of a tropical moist oil which is unprecedented in its ability to restore natural, beautifying oil and moisture to the skin cells. Simply by smoothing this remarkable beauty fluid over the face and neck it is possible to encourage the skin to function as primarily intended, constantly maintaining its petal-soft smoothness and dewy perfection.

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Gay, indomitable

built on land given her by the people of Mis village, was a haven for many a child over the years.

Now her heart was set on finding her two eldest children, the offspring of Schmidt. She discovered that Schmidt had left Yap many years before, when it had been handed over to the Japanese after the Treaty of Versailles, and had returned to Dusseldorf.

In a convent

She wrote to Catholic missions, and to the Red Cross, and eventually she traced her daughter to a convent in America and her son to a university in America.

She corresponded with her daughter, "She wanted to come out to see me, but I told her not to. My son doesn't write to me. He's a big professional man—a doctor in philosophy. He wrote to his sister saying, 'Write to her and if she wants anything, she can ask me for it.'" Caroline's eyes flashed in anger at the thought of this message. "I got mad! I said: 'Tell him I want a taxi!'"

Caroline told me she was 89. Once a buxom figure, she was now fragile and stooped. She bitterly resented her failing eyesight, but she was still spry and her memory and her tongue were sharp.

She knew all the old identities in the Madang District—people like Roy Macgregor, Bill Macgregor (both recently dead); Jock McKay, Mo Johnson.

She showed me a large picture sent from Dusseldorf of her husband, Schmidt, lying in state in his coffin, a small picture of her daughter, the nun, in America—whom she loved dearly—and pictures of her many grandchildren.

Caroline's English was good and her pidgin can only be described as wonderful! But it was in German that she excelled. Until her death she gathered about her German residents of Madang, so that she could indulge her great love of this language. Germans have told me she spoke it perfectly and remained excellent company to the end.

Australians talked about her flair for cooking and her gay indomitable spirit in the face of many hardships; the people of Kauris village (near Madang) said: "Carlina was a good woman. She always helped us villagers."

She stood on her doorstep as I left, a fragile link with the heyday of German colonial life and the flamboyance of Queen Emma's empire. "Aufwiedersehen!" she said.

Brett Hilder

Profile

LIVELY LADY OF NEW BRITAIN



Sister Mary Editha is a lively lady of the Gazelle Peninsula, New Britain. She was born at Glenquarry, NSW, in 1890, and is one of the 10 children of Mr. and Mrs. Farquhar MacRae.

After attending the Glenquarry State School, Editha became a boarder at the convent school at Bowral. At the age of 15 she entered the convent of Our Lady of the Sacred Heart at Kensington, Sydney, and in 1907 made her religious vows.

During the next 20 years Sister Editha was a teacher at various primary schools in NSW and Queensland, and then spent 10 years at Thursday Island.

In 1938 Sister Editha arrived in Rabaul and was put in charge of the Yang Ching Chinese school. She was there when the Japanese occupied the territory.

When the allied bombing became serious, the nuns were forced to take shelter at the Ramale Camp near Kokopo, where all the missionaries were interned under terrible conditions for the next three years.

At the end of the war Sister Editha ran a school for natives and mixed-race children at Kokopo for six months with the help of Sisters M. Immaculate and M. Columba. She then went on leave in Australia, after which she returned to teach in Rabaul.

Sister Editha first resumed work with the Chinese school, and later taught at St. Joseph's Malay School.

After nine years in Rabaul she was sent to Vunavavar where she spent the next 12 years at St. Anthony's Primary "T" School. Here she took an interest in athletics, and her pupils won several territory championships. Three of them were sent to represent New Guinea at the South Pacific Games at Noumea.

Sister Editha celebrated her silver jubilee as a nun at Thursday Island, and her golden jubilee at Kensington with two of her colleagues, Sisters Adrian and Benedict.

Her diamond jubilee, at Vunavavar in 1967, was attended by friends of all nationalities.

She then went to Australia for a whistle-stop tour of NSW and Queensland to visit her countless friends and relatives. Her stops included Bowral, Canberra, Goulburn, Mayfield, Singleton, Tamworth and Ballina. She was interviewed by the Press and radio stations all the way home.

Her return luggage included a drum, a melodica, two guitars and 18 flutes, all gifts from admirers in Australia to enable her to start a school band at the Primary "T" at Napapar, near Rabaul.—BRETT HILDER.

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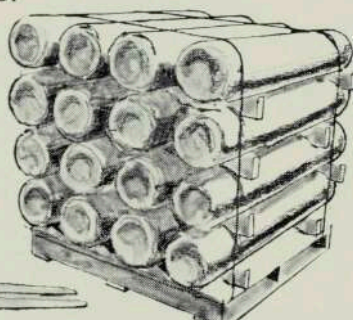
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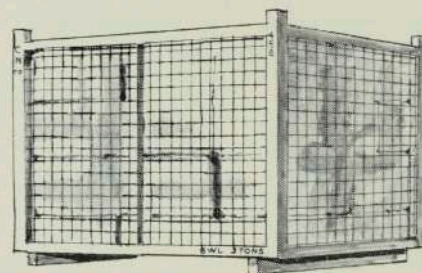
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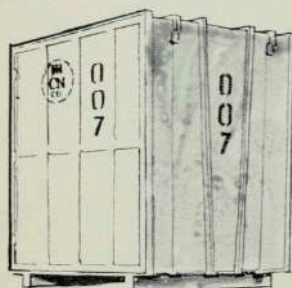
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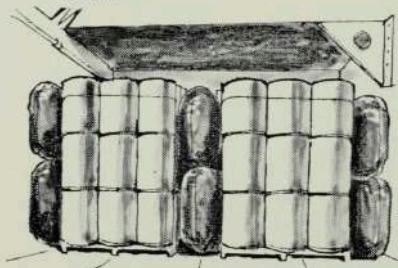
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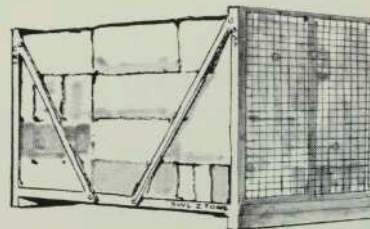
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The advertisement features a large illustration at the top showing the ship "ISLAND CHIEF" docked at a pier. Several forklifts and workers are visible on the pier, handling cargo. Below the ship, there are two smaller illustrations: one of a man in a suit (the ship's agent) and another of a man in a ship's officer's uniform (a ship's officer) looking at a document. The background of the entire advertisement is a solid blue color.

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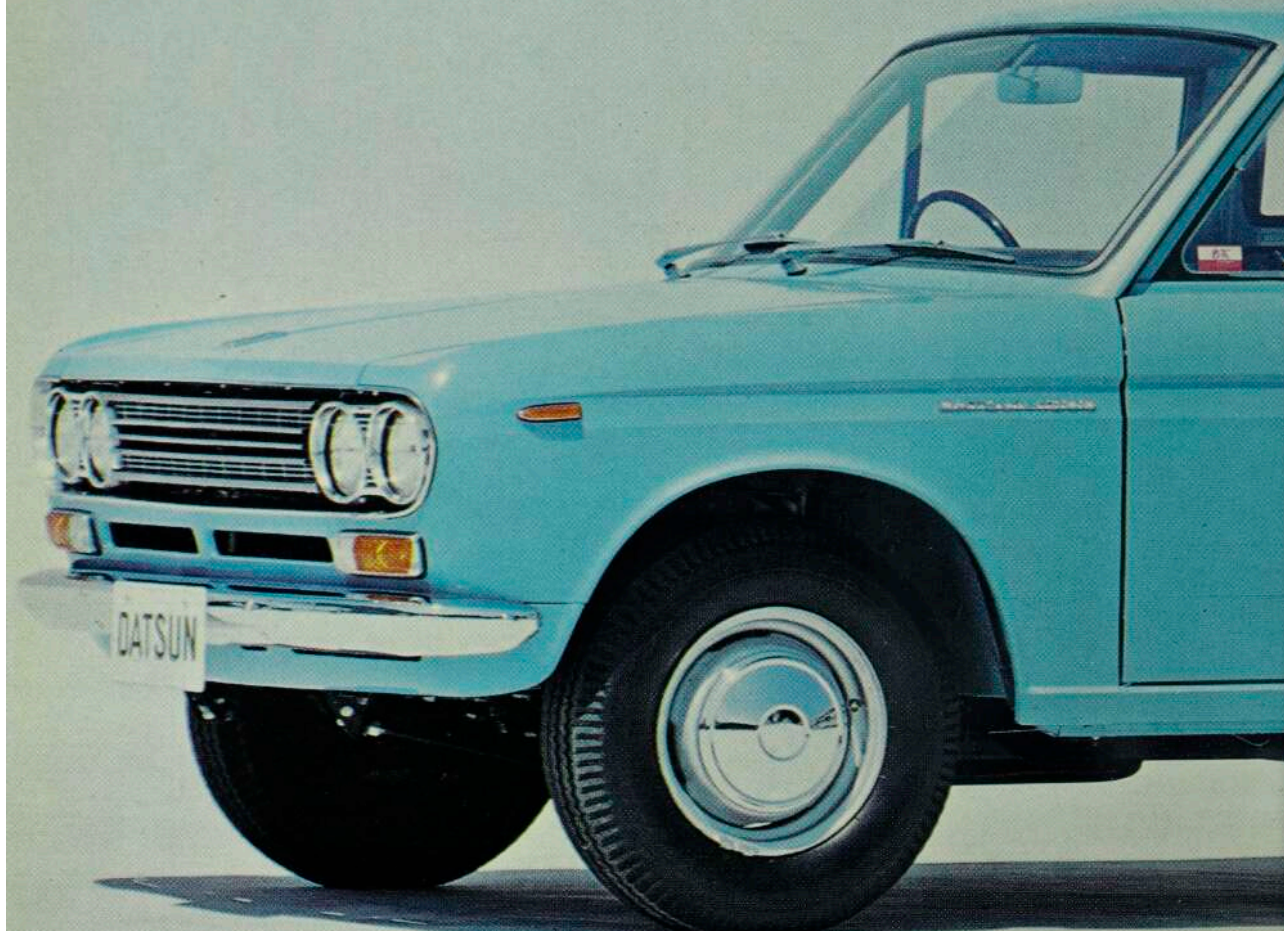
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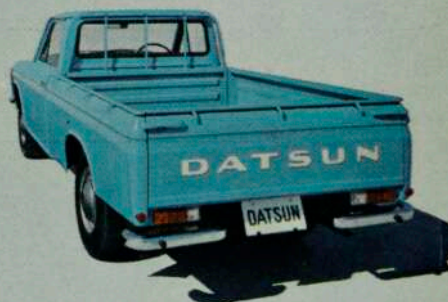
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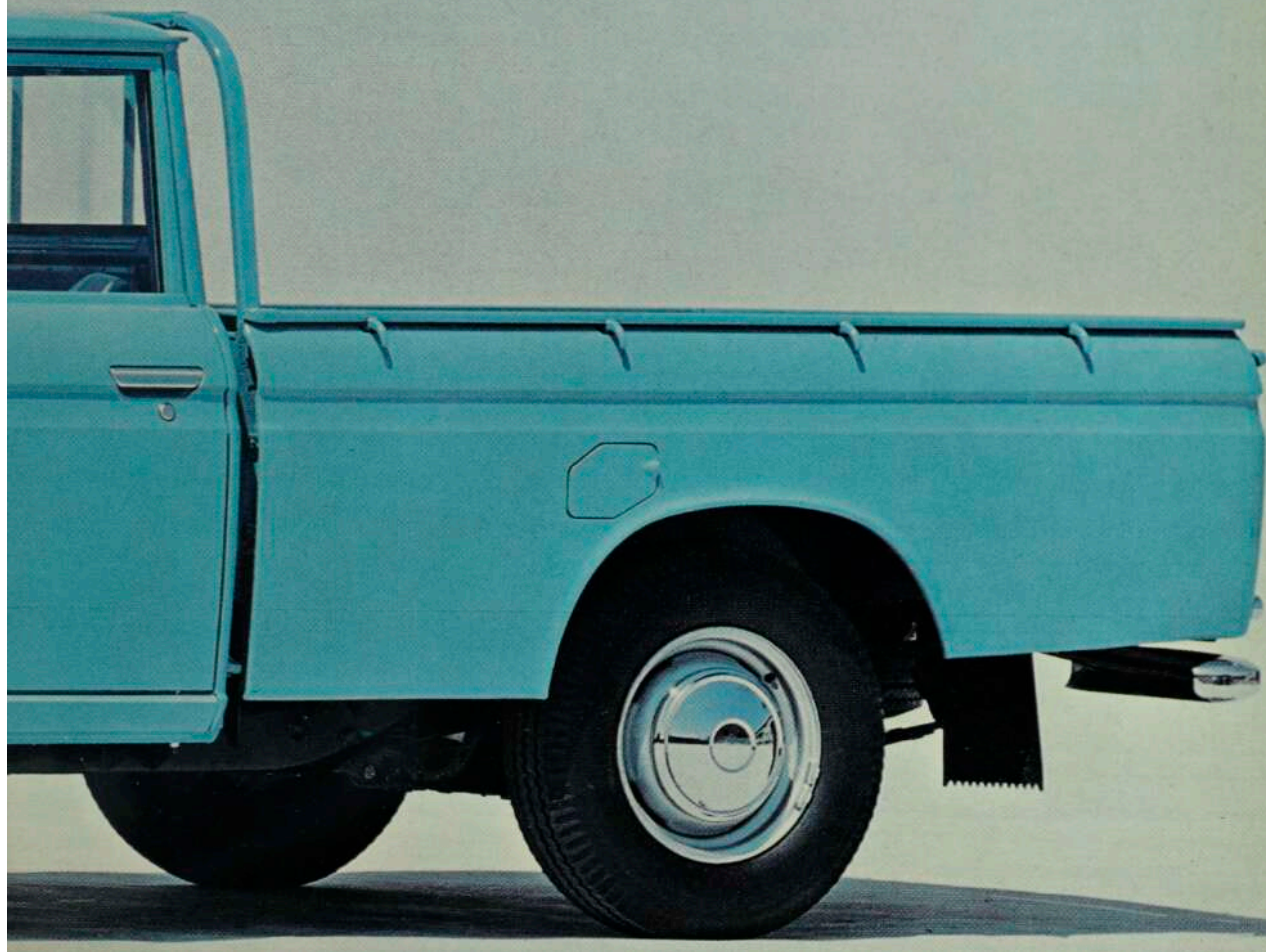
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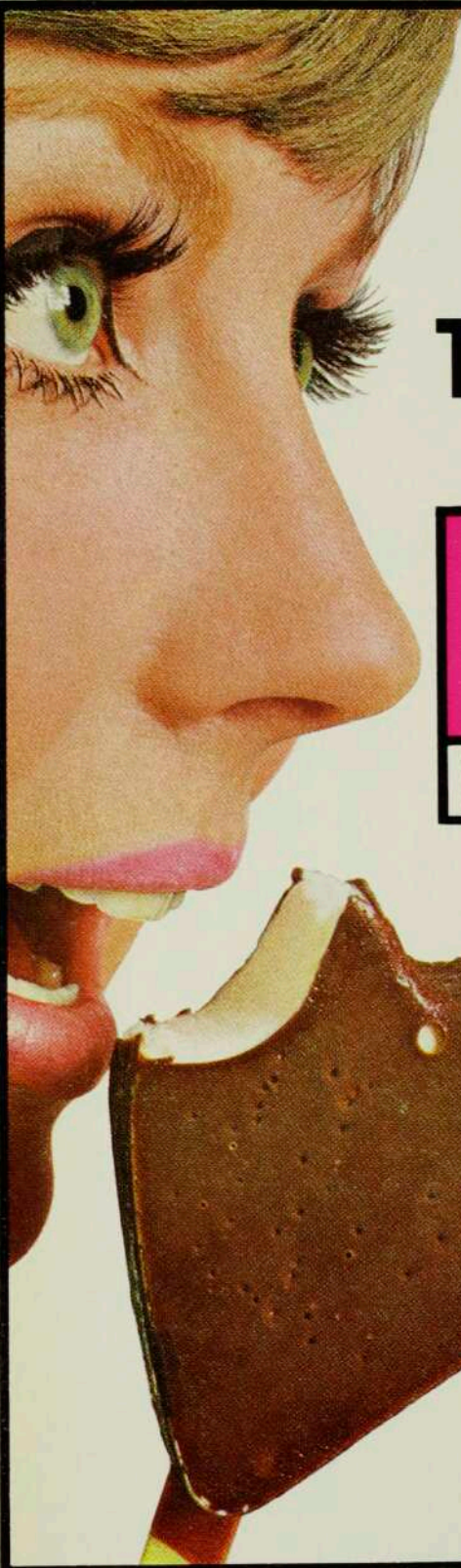
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*REGD. TRADE MARK

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*Pacific Islands
Monthly*

MAGAZINE SECTION

GEORGE MURDOCH, COLOURFUL PIONEER OF THE GILBERTS

By KEN MCGREGOR

Early in 1882, the small trading schooner *Sunbeam* limped into the wide lagoon of Abemama, Gilbert Islands. She had been badly damaged by storms off Majuro, in the Marshall Islands to the north, a few days before. Aboard the *Sunbeam*, a 20-year-old Scots adventurer named George Murdoch watched as several large canoes pulled out from shore and approached at a fast clip. Prominent in the largest canoe was a massive Gilbertese with a long mane of coal-black hair, who a few minutes later clambered aboard the *Sunbeam*.

This was the first meeting between George Murdoch and Tembinoka, despotic king of Abemama and nearby Aranuka and Kuria. It was a portentous meeting for both men. The Gilbert Islands' most powerful, most feared chief, was to create his own commercial empire with the whites—trading, running his own ships with European crews and captains. The young George Murdoch was to help him do it and then carve his own colourful niche in mid-Pacific history as a renowned and respected trader and administrator.

There are men alive today who can still fill in many of the details of Murdoch's career at first hand. But the full story of Murdoch has yet to be documented and it would be a story worth telling.

Tembinoka, that day aboard the *Sunbeam*, got right down to business. He needed a ship and he offered a large quantity of accumulated copra for the *Sunbeam*.

To the ship's master, Captain Hayward, and to Murdoch and another seaman, Charles Turk, he offered jobs as mariners and supercargoes aboard his trading fleet.

How he got there

All offers were accepted on the spot. The copra load was too good to miss, and the *Sunbeam's* New Zealand owners had paid only £40 for their now-damaged vessel.

For a few months after meeting Tembinoka, Murdoch lived on Abemama close to the king. When Tembinoka played cards in the evenings, Murdoch played also, though he rarely won a game because Tembinoka insisted always on the choice of the two hands.

Murdoch was soon put in charge of the copra plantation on the king's three islands, and also on nearby islands such as Nonouti. Trade in turtles, which abounded on Kuria, was also under his direction.

Atoll life, which is a fairly amphibious business, suited Murdoch, who had always hankered after the sea. Born in the small Scottish town of Dalbeattie in 1861, he had left home at 16 as an apprentice seaman on the barque *Loch Urr*, which made a return trip from London to Auck-

land. It was during a storm on this voyage that he had his right knee damaged. For the rest of his life he had a slight limp.

In 1879 he left Britain for New Zealand in the vessel *Wigtonshire*.

He was never to return to the land of his birth. In New Zealand, he had joined the *Sunbeam* which was bound for Majuro.

He prospered

Murdoch prospered from the time he landed in the Gilberts, but two of his former shipmates were not so lucky. Sometime in 1883, the year after the *Sunbeam* reached the Gilberts, Tembinoka sent Murdoch and Charlie Turk from Kuria to Abemama to help get a stricken vessel off the Abemama reef. They salvaged this vessel, *Rose of Fiji*, and brought her back to Tembinoka, who purchased her.

The king then sent Turk and 30 natives, male and female, to Aranuka to load *Rose of Fiji* with copra. Near Aranuka she was hit by a storm and the vessel drifted. After several weeks at sea she grounded on the reef at Nonouti. Billy Lowther, an old mariner who had been on *Sunbeam*, died from hunger on board, and Charlie Turk and the natives were found in a bad way. Due to privations suffered at this time, Turk died of dysentery at Nonouti.

Not long afterwards Murdoch himself escaped disaster when one of Tembinoka's vessels, *Coronet*, piled up on the Astrolabe Reef, Fiji, while delivering copra to Levuka for sale.

The ship's master, Captain Hayward, and crew managed to get off in the ship's boat, and in Levuka



The wrecked schooner, "White Rose", as she lay on the reef at Abemama.

Meeting with Robert Louis Stevenson

they chartered a small schooner to get them back to Abemama, where they found Tembinoka furious at the loss of his vessel.

Murdoch and Captain Hayward set off for New Zealand, where they chartered the schooner *Louie* for Tembinoka and brought her back.

Murdoch now decided he had time enough to do things for himself. Although his friendship and respect for Tembinoka continued until Tembinoka's death in the mid-1890's, Murdoch now began to carve out his own career.

He set up as a trader on Abemama in partnership with a young German, Paul Hoefflich, who had formally been at Jaluit in the Marshall Islands. Both learned the local languages and engrossed themselves in Gilbertese history and custom, Murdoch made a special study of the religious wars on Tabiteuea in the early 1870's.

Took a wife

Murdoch moved to Nea, Tarawa, about 1884, and took a wife—an attractive Gilbertese girl named Nei Takeiti. They had a daughter, Agnes, in 1885 and a son, Charles, in 1890.

Most traders in the Gilberts of those days married or lived with local girls. One of Murdoch's closest friends, a venerable trader on Nonouti, was said to have fathered at least half the children on that island.

This man traded regularly with Murdoch and died at a great age several years later. Other friends of the time included Captain C. Doughty, Messrs. H. N. Newton and G. E. L. Westbrook.

R. L. Stevenson

It is not certain if Murdoch ever met Robert Louis Stevenson during the latter's stay in the Gilberts, but Paul Hoefflich certainly did.

Hoefflich met Stevenson in 1889 at Abemama, and he later travelled in the old schooner *Equator* to Apia, Western Samoa. Except for a brief return visit in 1891, to liquidate his Gilbertese trading interests, Hoefflich didn't see Murdoch again, although they corresponded for many years. (Hoefflich died in May, 1942, after about 50 years in Apia.)

Among Murdoch's trader-friends were the famous "Jimmie" E. Smith and Andrew Turner of Nikunau,



Tem Tekenaiti and his sister (children of Agnes Murdoch) stand beside the tomb of Tembinoka, king of Abemama. This picture was taken in 1944 by Rob Wright.

E. Myers of Tarawa, Jim Myrne of Marakei, Frank Valero and Charlie Lowe of Beru, Jim Gleeson of Nonouti, Charlie Jones and Max Brechtefeld of Abemama, Alfred Restieaux, who left numerous progeny in the Ellice Islands, Jerry Flowers of Funafuti and Mike Shee of Maiana.

In those days there was room for individualists. Big trading groups like Burns Philp, the On Chong company and later W. R. Carpenter (who eventually took over On Chong) came on the scene at a much later period and, of course, since 1942 these too have disappeared from the colony.

One of the most bizarre characters Murdoch knew was Patrick Hird, a supercargo for Henderson McFarlane,

of Auckland, who died at Funafuti in 1900.

Hird had a huge beard and smoked a smelly pipe. From his mouth he would often trail a length of tubing which was concealed beneath his beard, went under his singlet and ended in the seat of his trousers. When Hird smoked he breathed fire out of his backside—a feat which gained him a special reputation.

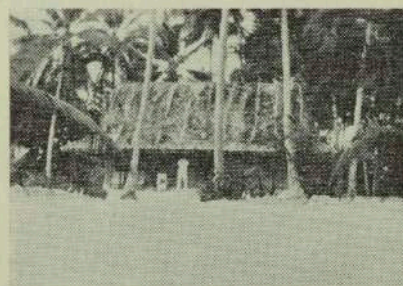
Early Battle of Tarawa

Murdoch was on Tarawa during the battle between north and south Tarawa in 1884. This bitter fight, in which many Gilbertese lost their lives, later became known as the "Battle of Nea".

More inter-tribal fighting on Tarawa about 1886 made it a dangerous place to live so Murdoch moved to Maiana. At Maiana he took charge of a Hensheim and Co trading station—he had in fact traded intermittently for this German company after he made a voyage to Jaluit in 1883.

In 1892 Murdoch joined the steamship *Montserrat*, which was recruiting labour in the Pacific Islands for Guatemala, Central America. No one could speak Gilbertese better than Murdoch and he proved invaluable to the shipowners during their operations in the Gilberts.

Then with 400 labourers, and together with shipmates Jim Gleeson



George Murdoch's native-built house on the beach at Abemama. The figure in white is Murdoch.

Peter Garrick and Charley Komaka-poi as overseers, he sailed for Guatemala on the vessel. With him went his seven-year-old daughter, Agnes, to be educated in San Francisco.

Murdoch remained four years in South America. By the time he returned to his wife and son on Abemama, he found that Captain H. N. Davies, of HMS *Royalist*, had proclaimed Abemama a British protectorate.

The first Resident Commissioner, Mr. C. R. Swayne, had arrived and then Swayne offered Murdoch a job as District Officer, in 1897, at \$200 a year. Murdoch decided to take it.

District officer now

His main duty was to set up and maintain a system of native magistrates on the widely scattered islands—the task of the magistrates being to handle purely native disputes.

As the infant government had no vessel of its own, Murdoch travelled about on regular trading ships, including the early Burns Philp steamers *Titus* and *Ysabel*, the company's chartered schooner *Louise J. Kenny*, the On Chong and Company vessel *runner*, or the German schooner *ttmer*.

In early 1902 he took time off to travel to Sydney with his wife to collect Agnes, who had now gone to Australia after completing her education in the United States.

The intelligent civilised Agnes, a beautiful part-European 17-year-old, found Tarawa very strange after her life in San Francisco. She had plenty of poise and spoke with an American accent. Her position must have been similar to that of Emma Coe (later New Guinea's Queen Emma) who returned to Apia, Western Samoa, in 1869 after her American education.

Mortelmans case

Murdoch's daughter spent a great deal of her time with Sarah andannah, the daughters of a trader Tabiteua, Alfred Hicking, but suitable prospective husbands were harder to come by than girl friends. Murdoch's wife—died in 1908 at the age of 37, Agnes, the beautiful girl with the San Francisco education, married the then Head Chief of Abemama, an illiterate despot. But that's another story.

One of the most interesting of Murdoch's experiences during his long period as District Officer was the Mortelmans case.

In January, 1908, Captain Isaac Handley, master of the auxiliary schooner *Louise J. Kenny*, captured at Tarawa a notorious pirate, Joseph Mortelmans, and his offsider, a young man called Skerritt.

Mortelmans had previously murdered the captain and mate of the Peruvian vessel *Nuevo Tigre*, from Callao, Peru. With the frightened youth Skerritt, he had then changed the vessel's name to *White Rose* and had sailed west across the Pacific to Abemama, but there the vessel had grounded on a reef.

Captain Handley took his two captives to headquarters at Betio, Tarawa, where the then Resident Commissioner, Mr. W. Telfer Campbell, and Murdoch took charge of them. The government chartered the *Louise J. Kenny* from Burns Philp and Murdoch then had the task of taking Mortelmans and Skerritt to Suva for trial. Both the captives were dangerous and Tarawa's small prison was inadequate.

After a lengthy trial, Mortelmans was sentenced to life imprisonment, which he served in New South Wales. Released in 1927, he was deported to his native Belgium.

As an administrator, Murdoch helped introduce a plan to train native orderlies at the small Betio hospital at Tarawa. He also started his own system of encouraging islanders to build all new houses



Agnes Murdoch and her two sons. This picture was taken in 1941.

about three feet above the ground, because on the low-lying atolls, rubbish was frequently washed into native houses, spreading disease.

George Murdoch was the only government representative many Islanders ever knew. He spoke their language and they trusted him to handle disputes when local magistrates failed. When he wasn't travelling he lived in a comfortable native house on Abemama.

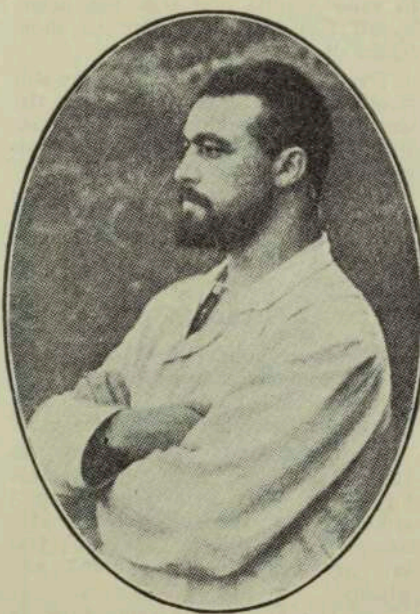
Retired

About 1917, when 57, ill-health forced Murdoch to give up his job as District Officer, and he settled down to growing copra on the four-mile long atoll of Kuria. He also owned a small trade store, but he closed the store in 1932 when the government began actively encouraging native trading societies.

Murdoch married again on his retirement from government service—to Mamie Randolph, daughter of an Abaiang trader, and they had eight more children before Murdoch died quietly on Kuria on September 19, 1936. He was 76.

George Murdoch's descendants are living today in the GEIC, Fiji and the Solomons. His second wife is still alive at the age of 85. The beautiful Agnes died about 1950, aged 65.

The present-day Murdochs include: Mrs. Dolores Fay, of Honiara; high chief Tekinaiti Tokatake, of Choiseul Island, BSIP; Jack Murdoch, David Murdoch, Sam Murdoch, Alec Murdoch and Mrs. Grace Murdoch, all of Tarawa; George Murdoch, Jr., of Kuria, GEIC; and Mrs. Ellen Milne, of Brewster Road, Suva.



Joseph Mortelmans, one of the last of the South Seas pirates, who was captured in January, 1908.

LIFE ON THE BIG POND

One of a series by Bill Dame

'WISHING WILL MAKE IT SO,' SAID MRS. EDMUNDS

Mrs. Edmunds was in her sixties and was a recently retired fourth grade teacher from Nebraska. She was a small, intense woman who had about her a "no nonsense" aura that most teachers seem to develop early in their career—and her retirement hadn't included the relinquishing of that authoritative mantle.

Accustomed to having her way in the classroom for over 40 years, she boarded the ship in Los Angeles fully expecting to see a whale before reaching Sydney three weeks later.

The budding tragedy lay in the facts that whales had never had to cope with Mrs. Edmunds' wishes before and that whales are where you find them.

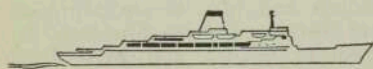
Everyone aboard soon knew of Mrs. Edmunds' quest and by the third day at sea her frustration was obvious. It was generally assumed that this was the first time in her life that she was out of control of the situation.

Up before dawn

Mrs. Edmunds would be up before dawn and would spend the day looking for whales. She had breakfast and lunch on deck and stayed well aft where she could scan the sea on both sides of the ship. She used binoculars frequently to study distant whitecaps and kept her camera ready for quick action.

During the heat of the day she sat under an umbrella and knitted, her eyes moving methodically from flashing needles to port, then to starboard, and then back again.

"There are whales out here and I'm going to see one of them," she said whenever anyone stopped to visit with her. "I read a ton of books about the sea and whales before I left Nebraska and I believe in positive thinking. There's an old song that explains it well. It's called *Wishing Will Make It So*. It goes like this: 'If you wish long enough, wish strong enough, it will come true. Wishing will make it so'."



The captain and his inspection party stopped to chat with Mrs. Edmunds one morning when the voyage was well into its second week and the captain said, "Mrs. Edmunds, I have officers on the bridge at all times. Whenever a whale or anything of interest is sighted, the information is announced on the loud speaker. Why don't you relax? Perhaps you'd like to see the movie this afternoon!"

Mrs. Edmunds replied that she could see movies in Nebraska, but not whales.

Two days before we reached Sydney, a Tasman storm made Mrs. Edmunds seek shelter in the Promenade Deck foyer. Those few people who spoke to her reported that her usual alertness was beginning to fade a little and that her determined face was beginning to show traces of disappointment.

The next morning the sea was still rough, but as the day progressed the storm was left behind and clear skies and no wind made the afternoon sparkle with a freshness and beauty that cheered the spirit. By late afternoon the ship was cutting across a pane of brilliant blue glass unmarred by ripples ahead.

Taunts

About an hour before sunset the small doubter stopped near Mrs. Edmunds and taunted, "There ain't no whales, there ain't no whales. . ."

Mrs. Edmunds was quick to answer. "If you were in my class I'd have you write the correct sentence on the blackboard fifty times. You don't say 'ain't no', you say 'aren't any'. There aren't any whales!"

But she took a lingering look at the sea and walked slowly to a deck chair where she sat down heavily, removed her hearing aid and went soundly to sleep.



And then, of course, it happened. The loud speaker cracked alive. "Ladies and gentlemen, we'd like to call your attention to a pod of whales just ahead. They'll be on our starboard side in a few minutes".

Asleep

The rails were quickly lined with excited passengers, but Mrs. Edmunds continued to sleep.

The engines were cut and the ship coasted along with the slow forward progress of the whales, their massive forms showing plainly in the glassy sea, their high spouting a never-to-be forgotten experience.

"Where is Mrs. Edmunds? Where is she?" Everyone on deck asked the same question. When she was found she was spoken to loudly; still she slept. She was yelled at; then a savage shaking of her by another lady roused her and the lady pointed seaward and shouted, "Whales!"

The crowd that had gathered instinctively parted so that Mrs. Edmunds could see the water goliaths which were now directly in front of her and very close to the ship. They were practically waving their flukes and dorsal fins and grinning as hundreds of camera clicked.

"Give her her camera!" someone ordered excitedly, and Mrs. Edmunds' knitting bag was thrust into her nervous hands. She fumbled for the camera, and the fumbling sent her ball of yarn rolling across the deck.

She finally raised the camera, but it was hopelessly ensnared in her knitting. She pulled frantically at the yarn to free the camera and in her haste dropped her knitting overboard.

The ship's photographer suddenly appeared and with deft movement quickly freed the camera and placed it in her hands.

She raised it and clicked. She took pictures until her roll was finished and the ship had begun to pick up speed. She posed regally against the rail as the photographer captured her and her whale ballet forever in deathless Kodachrome.

She stayed on deck victorious, lost in her own thoughts while watching the whales disappear in the ship's wake, until dusk hid the horizon.

Memories of Pitcairn

ALTHOUGH Captain A. C. Jones hasn't seen Pitcairn Island for years now—and it is extremely unlikely he will ever do so again, the retired mariner treasures some warm memories of the island and the Pitcairners from his small cottage in Kent, England, some 15,000 miles away.

He made more than 100 calls at Pitcairn over a period of 43-odd years in British freighters and liners, making his last call as master of the Shaw Savill vessel *Corinthic* on July 29, 1963.

On this occasion, because of a request from the Pitcairn Island Council, Captain Jones spent a too-brief six hours ashore farewelling the Islanders.

PIM got in touch with him recently and he mentioned he would be glad to hear from Pitcairners (his address "Glenisla", Seaton Ave., Hythe, Kent).

He remembered his first visit in 1919, when he was an apprentice aboard the Ellerman and Bucknall steamer *Katuna* en route to Sydney from New York, via Panama.

"We were passing Pitcairn about eight miles southwards, when a boat was sighted from our bridge, obviously trying to intercept us and attract attention," he said. "It eventually pulled alongside and we found that the 20 or so men aboard had fruit and curios for sale.

"They also had mail for posting. Captain McLelland, not being sure about quarantine regulations about isolated Pacific Islands, and having doubts about the wisdom of permitting such a large crowd on board, refused permission for them to board. A brisk business was done, mostly on the barter system—with fruit—most welcome—and curios.

"I traded a second-hand dungaree jacket and a box of three bars of toilet soap for two large baskets of fruit, a painted coconut and a piece of coral from Oeno Island (an uninhabited island, 65 miles from Pitcairn)".

Captain Jones, as an apprentice or officer, kept calling at Pitcairn hereafter in Shaw Savill ships such as the *Arawa* in the 1920's, the old *Karoa* in the 1930's and 1940's and finally as master of the *Corinthic*. His calls in the *Corinthic* were spread over 12 years and totalled 56.

And of course today it is regular routine for the Pitcairners to board passing ships for mail and the sale of curios.

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The undetermined fate of the beautiful little island of Samarai, off the eastern tip of Papua, was one of the many items of news in PIM 20 years ago. Was it to continue as commercial and administrative centre for the Milne Bay district or was it too small? Nobody had decided. The result was that very little rebuilding had taken place and while the "Big Firms" had recommenced trading in temporary buildings, Samarai hadn't regained its pre-war importance. Today, 20 years later, Samarai is still there, and so are the Big Firms, but there are moves directed towards a mainland headquarters. Chances are that Samarai will be undisturbed for many years yet.

OTHER items in PIM for August, 1948, included:

"NO comment" was the word from Canberra on riots on Nauru by 1,500 Chinese phosphate workers in June. Due for repatriation after completing their two-year indenture contracts on the island the Chinese had rioted when a ship arrived to take them home. Four Chinese were killed in clashes with white residents and a state of emergency was declared by the then Administrator, Mr. M. Ridgeway.

AFTER an absence of nine years, mostly on war duties around the Middle East, Africa and England, Burns Philp's steamer *Bulolo* was scheduled to reappear on her Australia-New Guinea run. She was to leave Sydney on August 17 for major NG ports.

MR. Hubert Charles Reed, an old-time resident of Western Samoa, died in Apia on July 20, aged 65. An Englishman, Mr. Reed had had an adventurous career before he settled in Apia shortly after 1914. He was known overseas as an expert on tropical agriculture and an authority on the various ruins on the Caroline Islands.

THE Isle of Pines was to be promoted as a tourist resort. New Caledonia's French Administration had agreed to subsidise a vessel *Mollie Pas III* to take visitors on the 30-mile trip to the island from Noumea. A venerable mariner, Captain Pons, owned the vessel.

PROPOSALS were being examined in Canberra for the erection of a big copra crushing mill in New Guinea (it wasn't set up until five years later, in 1953, at Rabaul). All NG copra had to

be shipped to Australia or Europe for crushing and many planters were anxious to have their products treated at their source.

IN 1948 there was an acute shortage of hotel accommodation in Suva. Fiji hosts were hard put to find beds for visiting hockey and football teams from overseas. One sidelight was that many Suva beds were taken up by "tenacious permanents" in the town's hotels who could not get other accommodation.

A NEW Guinean mental patient was at large in Port Moresby and night life in the town was "continuing rather nervously", PIM said. All houseboys lost their appetite for nocturnal "walkabouts" and many white residents were staying indoors.

WITH cocoa and copra production well up on the previous year's figures, the Western Samoan economy was

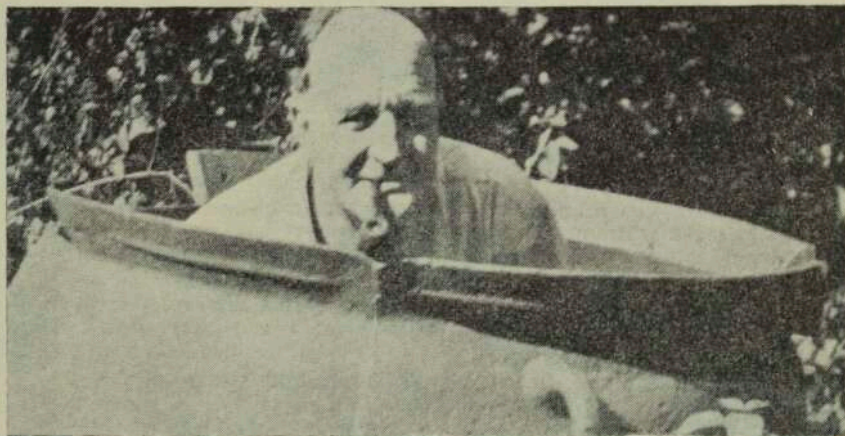
Yesterday

booming. Export values, for the first time in Samoan history, exceeded the million pound mark in 1947 and two new export industries, desiccated coconut and dried bananas, had helped considerably.

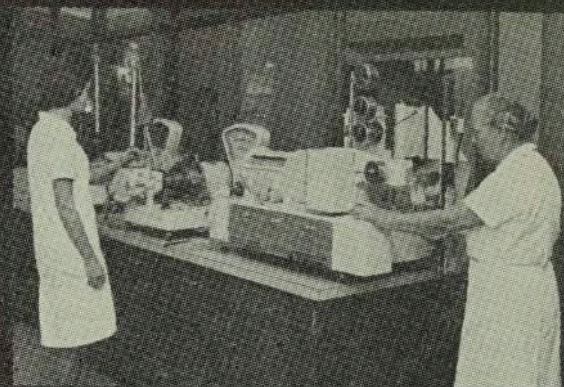
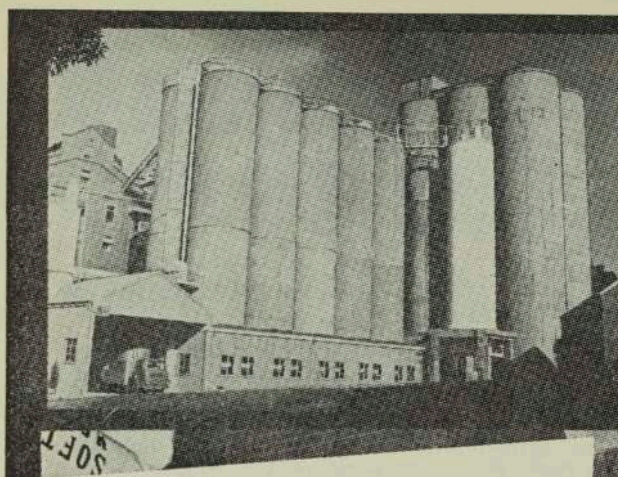
AMERICAN millionaires were reported to be paying up to \$5,000 each for berths on the luxury yacht *Corsair*, which was to make a cruise of the South Seas out of Los Angeles later in the year. A brochure published on behalf of the cruise painted the Islands pretty much as they were in the days of Captain Cook, with semi-dressed girls peering out behind waving palms.

MR. and Mrs. Charles Bentley celebrated their golden wedding anniversary in Suva on July 17. Mr. Bentley's father arrived in Fiji during the "cotton boom" of the late 1860's and settled with his family under primitive conditions on the upper Rewa River.

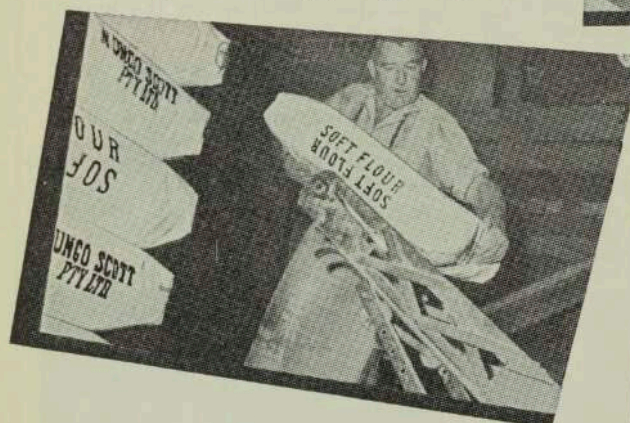
THE new Samoan flag was hoisted beside the New Zealand ensign at Mulinu, near Apia, on June 1 to mark the granting of partial self-government for Western Samoa. Soon after a new Legislative Assembly opened with official and elected Europeans and Samoan members.



The Venerable Archdeacon A. E. Teall, of the Melanesian Mission, and Captain Brett Hilder were walking along the shore of Aneityum, New Hebrides, one day when they came upon an iron pot. Well, it had to happen. The Archdeacon hopped in and Captain Hilder took this picture—which appeared in our August, 1948, issue.



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IN FIJI, A LINK WITH
THE ROMANTIC PAST

SHE HAS 128 DESCENDANTS — AND ROYAL BLOOD



Mrs. Vai Lolomoli Corrie, 86, of Suva, and
her grand-daughter, Mrs. Meta Hussain.

In his book, *Tahiti—Island of Love*, Robert Langdon gives us an intimate glimpse of the very early life of Queen Pomare IV, of Tahiti. She was a 14-year-old hoyden, Aimata, when her brother died in an influenza epidemic, and she assumed the royal title. This was about 1826.

says Langdon: "The new Queen is just at the age when Polynesian s go wild. . . . Abandoning the government to the chiefs, she spent days and nights having fun with s and girls of her own age".

According to Langdon, it was arently about 1830-32 that sionary George Pritchard became uential in Tahiti and "the Queen induced to give up her dissolute s and take an interest in govern- nt".

Romantic story

This ties in with a romantic story nd in the memories of Mrs. Vai omoli Corrie, 86, of Suva. ording to data given by Mrs. rie to a *PIM* correspondent, Mrs. rie is a direct descendant of an gular union between Queen are and a king of Tonga.

Mrs. Corrie has all the genealogical uils.

Queen Pomare, while very young, pursuing pleasure rather than ernmental duties, visited Nukua-. She then was about 17 years and she had a romantic affair a Tongan noble, whom she ribes as "Inoke Fotu, who later ame King of Tonga".

Aimata Pomare bore Inoke a son, just before she was obliged to return home and begin her long, unhappy reign as Queen of Tahiti; and her son was brought up by relations at Holonga, in Tonga. Later, Inoke became king of Tonga.

According to Mrs. Corrie, the

OLD JAPANESE BASE FOUND NEAR RABAU

Yet another reminder of the Japanese occupation of the New Guinea Islands has been unearthed on New Britain—the headquarters of the Japanese operations against the Allies in 1942-43.

Members of the Rabaul Lions Club discovered an extensive underground operational base recently at Malma-luan, five miles outside Rabaul.

The base, a few feet under the earth, had lain undisturbed since 1945. It included several tunnels and rooms—one of which appeared to have been a radar room.

Rabaul Lions hope to clean the base up and promote it as a tourist attraction.

king on one occasion visited Holonga, and was introduced to his illegitimate son, and made a fuss over him.

The son's name was Semisemilolo Oehau, and he married Akesa, who was half Tongan, half Rotuman. They had six children, all born in Tonga.

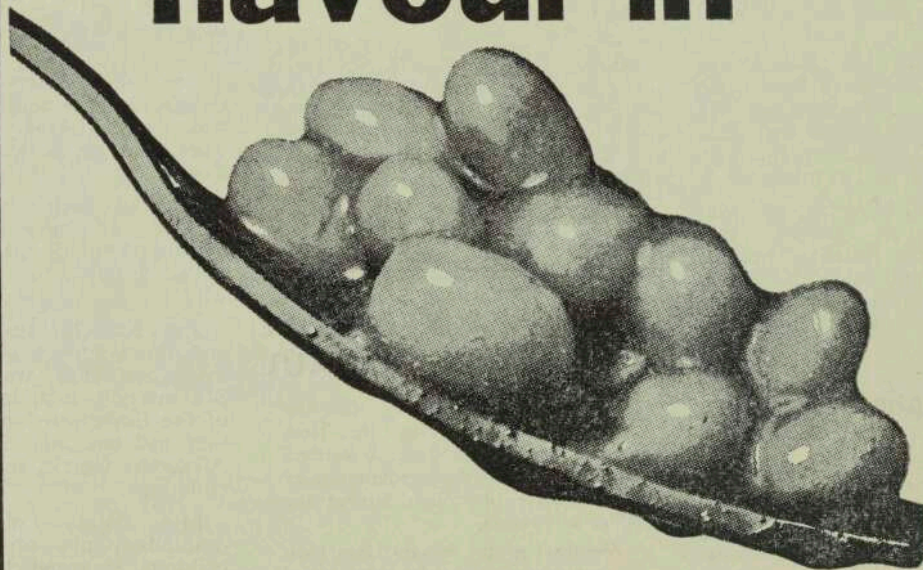
One of their girls was named Analea, and she married, in Tonga, Charlie Knowle, who was the son of an Englishman and his Tongan wife.

The Knowles had four children, and the youngest of these, born in Tonga, in 1882, was Vai Lolomoli. She married, first, in Fiji, a member of the Emberson family, of Fiji, and they had one son. She later married Alexander Corrie, and they had seven children.

Mrs. Vai Lolomoli Corrie's descendants now number 128 (seven children, 35 grand-children, 84 great-grand-children, and two great-great-grand-children).

If the old lady's memories are correct—and she is quite definite about her claim, and it has never been challenged—all of them can claim that they carry the blood of two royal families—namely, those of Tonga and Tahiti. The Tahitian royal family was pushed into discard by the French long ago, but the Pomare strain still is very much alive.

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BOOK REVIEWS



BEHIND THE OCTOBER REVOLUTION

On the face of it September 30, 1965, was an ordinary day in Djakarta. It was hot and steamy and the sun shone with unflattering force on statues and slums. The few buses running (there was a shortage of spare parts) were crammed full as they shuddered and groaned from stop to stop. At the American Embassy, the new Ambassador, Marshall Green, was preparing for a diplomatic function, and in the offices of the Communist Party newspaper, *Harian Rakjat*, newsmen were typing their daily dose for the paper tigers.

Nightfall, as ever, brought some relief from the heat and ugliness of the day. In the moonlight, Djakarta looked on a tropical beauty. Floodlights played upon the statues and the presidential palace, from which after dusk President Sukarno left, amid a commotion of cyclists and motor bikes, for a ritual rally. In the cafes the men sipped Java tea and talked and smoked.

But at Halim airbase, just outside the city, things were far from normal. Troops from all parts of Indonesia were gathering. Barked orders could be heard above the gear of troop trucks, and headlights picked out groups of soldiers. The troops were under the control of Lieutenant-Colonel Untung, and Major-General Supardjo.

At 1.30 a.m., on October 1, combat began to pull out of Halim. Their aim: to capture, dead or alive, the leading (anti-Communist) army generals, and to take over key installations in Djakarta. Their reason: to prevent a possible take-over of Indonesia by right-wing army elements, allegedly sponsored by the U.S., which would divert the country from the Leftist course set by Sukarno.

Six killed

By 4 a.m. squads were stationed outside the homes of the seven generals. Six of the generals were dead—three at the time of capture, three later at Lubang Buaya, 15 miles from Halim. The most important general, Abdul Haris Nasution, Minister of Defence, was captured.

Other troops in the city took key installations. At Halim news of the initial success was received with optimism. It looked as though the coup was going to succeed.

But the coup leaders had overlooked General Suharto, who had spent the day before the coup inspecting troops at the Djakarta suburb of Senajan. It was General Suharto who led the resistance to the coup, and within two days had smashed it in Djakarta.

Thus the feeling of optimism at Halim airbase was to turn to one of fear some 24 hours later.

But for two days it had been touch and go in Djakarta. The confidence felt by the plotters was reflected in the Communist Party newspaper, *Harian Rakjat*, which appeared on the streets on October 2 with a front

A MINI-PRICED NEW ZEALAND

In 1963 the New Zealand publishers, A. H. & A. W. Reed Pty. Ltd., produced one of those coffee-table sized pictorial books called "New Zealand". The colour and black-and-white illustrations had come from K. & J. Bigwood and the text was by M. H. Holcroft, a NZ journalist and author. The retail cost of that book was £5 (or \$10).

The same text and less elaborate illustrations by the same photographers have now been made into a modest, normal-sized book which will sell at \$1.75. It is printed in Japan, which is almost a foregone decision these days for any book with a great many illustrations.

It is not a propaganda book. The author has an easy style and manages to strike a good balance when discussing the pros and cons of New Zealand life and the foibles and strengths of the New Zealand national character.—JT.

(NEW ZEALAND. A. H. & A. W. Reed. \$1.75).

page story supporting the coup and its aim—even though by that time General Suharto had smashed the coup. This showed clearly the political colour of the coup, and discredited the Indonesian Communist Party (which was to be banned in 1966).

In the mopping up operations and



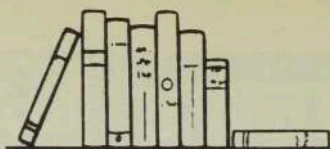
purge which followed, the communists and their sympathisers (almost to their third-cousins removed) were killed by the thousands.

Sukarno, the nation's leader since independence, the man who, by antagonising the west and leaning towards Red China, had cut his country off from valuable aid and brought it to the verge of bankruptcy, was discredited. Although he was not directly implicated in the plot, there were some critics who later suggested that he may have known what was going on at Halim airbase on the night of September 30-October 1, 1965.

Sukarno clung to office for another 18 months. After that Suharto took over.

With the failure of the coup, the costly confrontation with Malaysia was to end, and many people in non-Communist Asia heaved sighs of relief. Indonesia no longer merited banner headlines in Australian newspapers; it was Vietnam's turn.

All that, of course, is history. Sukarno and confrontation, like Eden and Suez before them, have passed through the political looking glass and they are now of interest only to historians, political scientists and the many earnest Alices who like to sit around a flagon and talk politics.



As an earnest Alice, I welcomed John Hughes' *The End of Sukarno*. Hughes', as one would expect from a Pulitzer Prize winner (he picked his up in 1967), has written a racy, readable book.

It's in the best documentary tradition (Hughes, born in England, has adopted the American method of depth reporting as well as American nationality).

It presents the story behind the coup and the events which followed without demanding a great deal of intellectual effort on the part of the reader: a sure guarantee of success.

Attractive

The portrait Hughes paints of Sukarno is fascinating (equally fascinating is his portrait of Suharto), and it confirms a feeling of mine about Sukarno—that though the man was a vain despot there was something attractive about him.

He had a grand sense of politics. He hammed it up so much that I can't help feeling that, at times, he

was laughing at himself and at the buffoonery of politics. He had a impish sense of mischief. He was an expert at playing on a worry.

For instance, before the coup, the state of Sukarno's kidneys had been causing concern among foreign diplomats. If Sukarno's kidneys were what then would happen to Indonesia? Which way would the count jump?

Hughes writes: "Sukarno himself undoubtedly aware of the stir his health was causing, did little to dampen the speculation. On several occasions, while addressing large rallies, he paused and ostentatiously slipped off his shoes because, as he confided to the crowds, his feet were hurting. The observers scuttled off to the medical reference books, there to discover that one of the symptoms of a kidney disease is swollen feet. . .

But then Sukarno had a penchant for taking off his shoes. Hughes tells us. Once he took off his shoes at a diplomatic dinner party and told the startled guests that he did so "to get the electricity out of my body."

At the time of going to press, *The End of Sukarno* is high on the best seller lists in Sydney—and deserved so. Anybody who cares for politics will care for this book.—SR.

(THE END OF SUKARNO. Angus & Robertson Ltd. \$4.95.)



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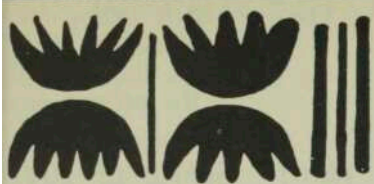
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KASSA' TOWNSEND'S JG MEMOIRS

In September Pacific Publications will publish a book of New Guinea memoirs by G. W. L. Townsend, who was something of a legend in his own time in the territory. It's called *District Officer* ("From untamed New Guinea to Lake Success. 1921-5") and that just about sums up its contents.

After the author had served 25 years in the territory, he went to the UN Secretariat in New York for more and although this is touched up briefly it throws an unexpected and interesting light on Townsend's character.

Tragically he died just as he had finished this manuscript, and it is due to the efforts of his widow, Mrs.

L. Townsend, of Queensland, that was preserved and will now, with the assistance of the Commonwealth Literary Fund, be published.

There is a foreword by Judy Ford, who knew Townsend and lived in the Sepik during his last years there.

During his years in New Guinea, W. L. Townsend was known as Kassa and fought three wars—the first two more prolonged than the third and last, which was against the Japanese.

Of the prolonged wars one was against head-hunters. "If you go doing and take heads", he told his subjects on the Sepik River, "I will cut you down and Government will hang you".

When the young men ignored his warning and took the heads that, for remembered time, had been their sport into adult society, Townsend, what he had promised. He hunted them down, sent them to Rabaul for trial and when he got them back as convicted murderers, erected poles where their crimes had been committed and saw them hanged.

Practical aid for Barrier Reef sailors

Most cruising yachtsmen who sail through the Pacific Islands hope to explore part or all of Queensland's massive Great Barrier Reef, which stretches for 1,500 miles and as much as 60 miles out to sea off Queensland. In all, some 80,000 square miles of reef waters and nearly 600 islands await enthusiastic sailors.

A book on this area for yachtsmen is overdue, and now cruising yachtsman Alan Lucas, of the 31 ft masthead ketch *Rendezvous* has filled the gap with the illustrated easy-to-read, layman's 182-page, *Cruising the Coral Coast*.

Lucas, who incidentally has appeared in *PIM's* Cruising Yacht columns with his attractive wife, Nina, has obviously put a lot of research into his book, which includes Spring tides charts, detailed maps of anchorage points on many of the major islands, such as Lindeman, Brampton and Hayman, and the bigger ports, such as Mackay, Cooktown and Cairns. Thursday Island is also covered.

In addition we get some unexpected information, such as descriptions of the deadly stone-fish, how to skin a crocodile, catch a goat, fix trailing fishing gear. He has also thrown in some history and a couple of yarns, but the main purpose of the book is to make available some practical information for yachtsmen or mere tourists. A general index unfortunately is missing, but at \$1.25 (from Horwitz Publications) this is a handy paperback.—KMcG.

His second war was against Rabaul bureaucracy — office-bound men of the territory's then capital, who could not see his vision of New Guinea for a forest of account-books; who harassed him over balancing his postage-stamps when he was trying, almost single-handed, to bring law to 16,000 square miles of primitive country.

His occasional exchanges with his departmental heads in Rabaul, sometimes waspish, sometimes whimsical, usually rebellious, he regarded as legitimate out-station sport, not to be taken too seriously.

But in 1941, when he was refused permission to enlist but was offered a certificate instead, he was incensed. Convinced that neither the Australian Government nor the New Guinea Administration was doing anything to protect the territory in the event of enemy attack, he resigned to return to the Army.

Although Kassa Townsend served in every district of New Guinea, his favourite district was the Sepik, particularly the mighty River itself and the unpredictable people who lived along its banks.

District Officer is a personal story but it also is the story of the Australian administration of New Guinea in its first 20 years, when the Mandated Territory was expected to pay its own way, and did, without any help from Australia. It is written with honesty, without whitewashing and without hindsight. It is often moving and sometimes hilarious.

District Officer will be illustrated and sell for about \$4.50 (272 pages).

Woodcarvers are people

The view of primitive art as anonymous art, submerged in a total group, has been changing as we become more aware of personalities and are less inclined to overrate the power of the primitive community. There will come a time, says Professor Adrian A. Gerbrands, in "Wow-ipits", when the West has an understanding of the motive forces of primitive art so that it will discard such terms as African, American or Oceanic art as being too coarse for proper identification. It will replace them with more exact indications, such as Central Africa, South-west New Guinea, and perhaps even smaller areas—even a single village.

Professor Gerbrands supports his views by presenting, in *Wow-ipits* (which means woodcarvers in the local language) the work of eight woodcarvers from one village in the Asmat region of south-west Indonesian West Irian.

Professor Gerbrands is a clear, readable narrator, able to bring to life the personalities of his woodcarvers, whom he selected because their skill is recognised by their own people. There are first-rate illustrations of the men, their methods and their results in this handsome book, which is as suited to the general reader as the specialist.—EW.

(WOW-IPITS. Published by Mouton and Co., The Hague, our copy from Paul Flesch and Co., Melbourne. \$9.50.)



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FIJI DEVELOPMENTS

(from p. 22)

in 1963 for £F4,500 from Mrs. G. Malley.

The island is four acres of sand and coconut trees six miles off Kaba point, south-east coast of Viti Levu.

Meanwhile, in three separate moves in July, Qantas took bigger interests in Fiji and New Hebrides Airways and announced its intention to study the hotel potential of the South Pacific with two major hotel-chain chains. These developments are:

- With its three partners in Fiji Airways, it has increased its investment in the airline by £F62,500, and when the other partners—Air New Zealand, BOAC and the Fiji Government—contribute equal amounts, the paid-up capital of this airline will be doubled—from £F240,000 to £490,000. The capital increase here is directly for the purchase of Fiji Airways' second prop-jet HS748 aircraft, due in Fiji in December.

- Qantas has bought a controlling 49 per cent. interest for an undisclosed price of New Hebrides Airways Ltd., by buying the entire shareholdings of Italian-born Noumea building contractor, Mr. A. Ardimanni (49 per cent.), and a small holding from Mr. R. Paul, NHA's founder (two per cent.). Owners of New Hebrides Airways now are Qantas, 51 per cent., Mr. Paul, about 25 per cent., Mrs. Paul, about 18 per cent., and New Hebrideans and others, about four per cent.

New Hebrides Airways currently operates the condominium's internal services in association with Hebridair a French-owned company with a minor shareholding held by the French airline, UTA.

Qantas bought shareholdings primarily to stop French interests from gaining a controlling hand in the joint operation, called Air Melanesia, and Qantas has no immediate plans to place NHA's two Drovers with their aircraft. BOAC is also soon expected to take up an interest in New Hebrides Airways.

- Qantas, Western International Hotels of the US and Travelodge Australia Ltd. have agreed to join in an investigation of the potentialities of hotel development in the "Australian region", the chairman of Qantas, Sir Roland Wilson, said on August 1.

Sir Roland didn't specify what he meant by "Australian region" but M understands this includes New Guinea, the Solomons, New Hebrides and Fiji.

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But although Tahiti is far-famed, which of us really knows anything about the island and its varied and colourful story? Robert Langdon tells it in full in "**Tahiti: Island of Love**", a newly revised edition of the book first published in 1959 and which has already sold 40,000 copies. Here is the real and fascinating story of Tahiti from its discovery to the present day.

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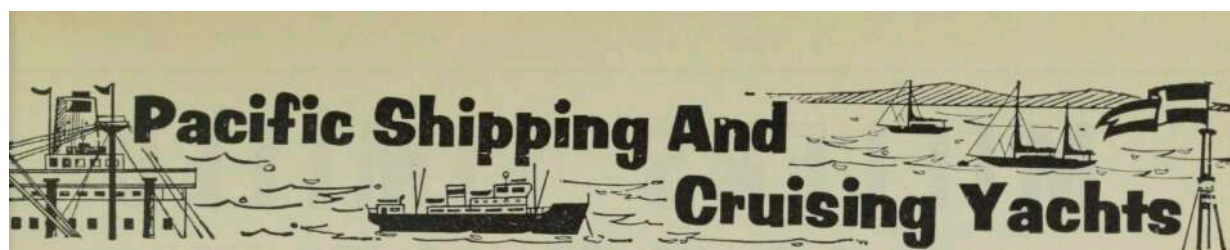
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D AUGUST, 1968—PACIFIC ISLANDS MONTHLY



They are dreaming of Suva as Islands shipbuilding centre

From JOHN CARTER, in Suva

"Pacific Islands governments, and others, have your ships built in the Fiji Government's shipyard and save money."

So far this advertisement has not been placed, and it may never be, but there are people in the Fiji Government who are dreaming of the day when Suva will be the shipbuilding centre of the Islands.

There is already the repair centre for the Asian fishing fleets based in Samoa, Tonga and Fiji.

The idea of Suva as a shipbuilding centre was crystallized in a few minds on the 15th when the Fiji Marine Department's latest ship, the steel-hulled m.v. *Rogovoka*, glided down the launchway in the government's shipyard at Walu Bay, Suva, following her christening by Lady Jackson, the wife of Governor Sir Derek Jackson.

Designed in Fiji, and built by local labour, she is a vessel anyone could be proud of. She is the second largest to be built by the government's Public Works Department, the biggest being the landing craft *Duiyabaki* which is 110 ft long against the *Rogovoka's* 78 ft.

Powered by two turbo-charged, cylinder Rolls Royce diesel engines, each developing 252 horsepower, the *Rogovoka* has a service speed of more than 12 knots.

She was designed by the government's naval architect, Mr. N. L. McKenzie, and the bill for her will be about £F32,000—for labour and materials only—which is cheaper than Fiji could have bought her overseas.

It was the last launching under the Public Works Department auspices. From August 1 the shipyard's activities will be controlled by the Marine Department under the Director of Marine, Captain A. J. Newport, who is likely to be one of the leading protagonists of the plan to build a national shipyard. The next launching is likely to

be a twin affair—two 36 ft, wooden-hulled launches which will be fitted out for general medical duties.

Why in wood? It's the department's policy, Captain Newport explained, that anything below about 40 ft in length will be in local timber, and, above 40 ft, in steel.

Ready for more

For one thing, building wooden hulls will help to preserve the craft of ship building.

Already in the yard, on one of the launchways, there is the keel of the next steel ship to go down to the sea, the *Seniua* (Seaspray), a 58 ft, high-speed vessel to be used for pilotage and port operations in Nadi waters. She will also be fitted for hydrographic surveys, search and rescue, mercy missions and general duties in western waters.

Another keel will be laid in about two months, the *Vuniwai III*, a

Conference on fish toxicity

An SPC conference at Rangiroa Atoll, Tuamotus, French Polynesia, on fish toxicity from August 19 to 23 will be attended by marine research workers from the Pacific Islands, Japan and the US.

In 1966, over 3,000 people—or eight per cent. of the population—suffered from fish poisoning on the island of Tahiti, and fish poisoning is a general problem in the South Pacific.

In The News This Month

Ariadne	Paulmarkson
Adi Maopa	Rebel
Ataruka	Renee Tighe
Arasjo	Rendezvous
Blue Water	Roiaata
Cap Frio	Rogovoka
Colorado del Mar	Roulette
Darnley	Seniua
Dear Dear Louise	Seraphin
Discovery	Siatukimoana
Driver	Slidre
Duiyabaki	Slidre Timur
Erava	Solo
Fairwind	Sorano del Mar
Highlight	Swanhilde
Holmburn	Sylvia
Jaques del Mar II	Tarmin
Jean Philippe	Thekla Christine
La Mouette	Treasure
La Boussole	Tui Caku
Lei Lei Lassen	Tuvalu
Manua Tele	Vaquero
Malekula	Vela
Matipo	Vula
Mundeamo	Vuniwai III
Nexus	Waka Toru
Oleana	Wallisien
Onehunga	Whisper

stretched version of the *Rogovoka*, which will be 89 ft long.

Next year work will start on a sister ship to the *Rogovoka*. She will be the same as the *Rogovoka* in every detail and will replace an auxiliary ketch, *Fairwind*, now working in western waters.

There are also blueprints ready for another landing craft which will enable the government to get rid of the expensive and inefficient tugs and barges which at present carry government cargo and equipment to the various centres and outer islands. Work on the landing craft will begin in 1969.

Here Fiji will break new ground. The landing craft will have a design unique in Fiji and many other parts of the world. She will have the ramp at the stern instead of the bows. The bows will be the normal shape, and the craft will beach stern first.

From scratch

And that is as far as the Marine Department ship-building plans go. What will happen after 1969?

Will government shipbuilding activities stop and the yard's labour strength be cut from its present 180 to about 20 or 30? Or will the government seek jobs from overseas?

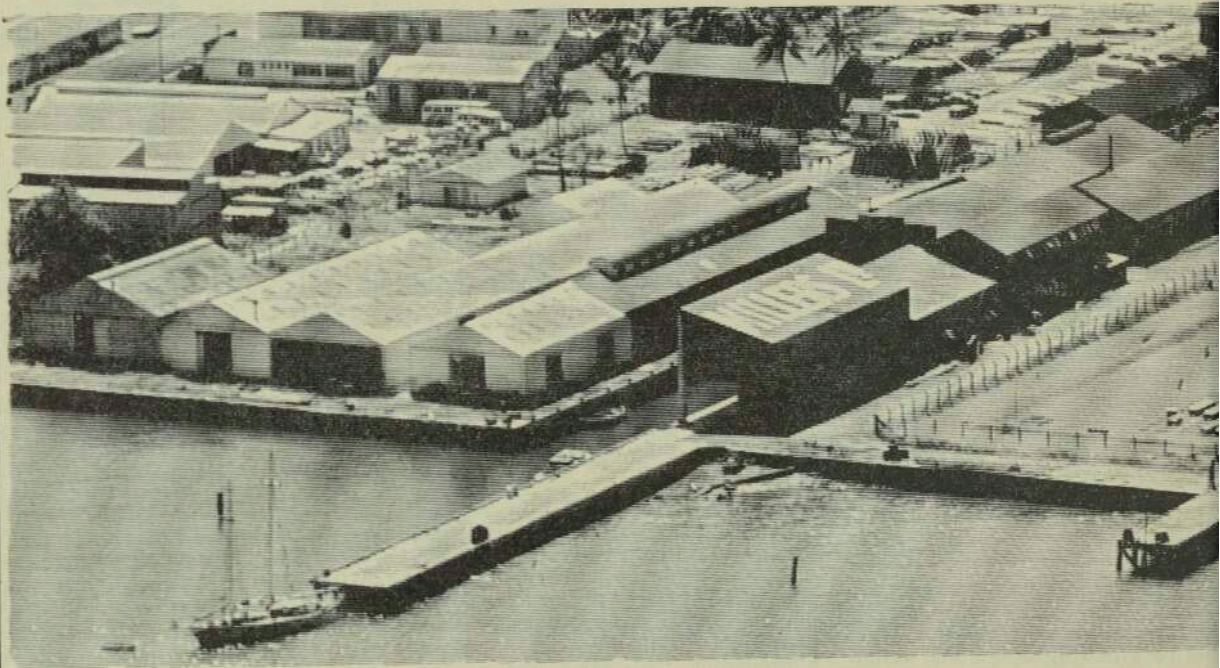
Fiji's first Director of Marine, English-born Captain Alan Newport has built up the Marine Department

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ost from scratch. Before it came being, it was merely an adjunct the Customs Department.

Captain Newport worked for a department comprising three divisions, able of undertaking government line responsibility in all its acts.

In January, 1967, the Port and hours division was created to look after all port operations, pilotage, co-handling, ship safety surveys the examination of masters and es.

Exactly a year later, came the division which now operates government's 35 ships, both cargo passenger, a job previously done the PWD, and also sees to the maintenance and expansion of marine gational aids—there are 42 lights more looming—machinery sur- and engineers' examinations.

The shipyard division comes into being on August 1, and that's the reason for which most of the thing will have to be done to make to a money spinner for Fiji.

There will be opposition from those the government, and outside, who all for private enterprise, and oppose any nationalisation.

Many will argue that it doesn't matter who builds the ships so long as they are built in Fiji, but at the present, outside the government, there are three shipbuilding and yards—Bish Ltd., Millers Ltd. Charles Whippy and Co. Millers the Carpenter orbit and Bish is a section of Burns Philp (with Sea) Ltd., and only Whippy local firm.

Profits from shipbuilding should be in Fiji if the industry grows, those in favour of the government shipbuilding yard carrying out overseas orders.

Overseas orders?

As far as government-approved are concerned, the shipyard work for about a year, but Captain Newport is one who is hoping government will decide to seek ships from overseas.

Over the years, and with financial assistance from the British Government, this shipyard has developed to the needs of the marine force," he said.

There are two covered launchways which ships of up to 150 ft length 300 tons launching weight can be built. In addition, smaller craft can be constructed on areas around launchway.

It would be most discouraging if shipyard and its labour force were allowed to run down for lack of opportunity and initiative."

He is fully convinced Fiji is the natural centre for shipbuilding and repair work in the Islands. Fiji is called the "Hub of the Pacific" so far as tourism and travel are concerned. She is also the natural hub for just about everything marine.

What about the cost? Captain Newport believes that Fiji can do as good a job as anyone in Australia or New Zealand—and at a lower price.

For labour and materials alone, the cost of the vessels built or to be built by the Fiji Government run out at about £F45,000 for the landing craft (110 ft); £F32,000 for the *Rogovoka* (78 ft), the *Vuniwai 111* (89 ft) and the replacement for the

Fairwind (78 ft); £F34,000 for the *Seniua* (58 ft) and £F5,000 each for the two wooden launches (36 ft).

And that's good value in anybody's language!

N. HEBRIDES BOAT RENAMED

Lakeleo, the touring vessel for the French Residency in the New Hebrides, was re-christened *Narcisse Cugola* in a short ceremony in Vila recently.

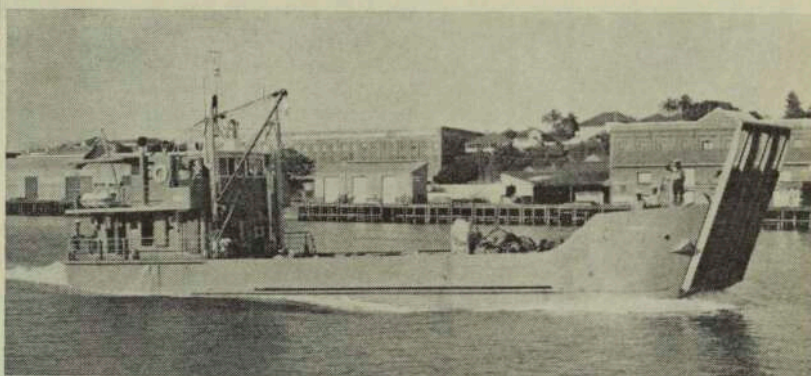
The new name will perpetuate the captain's name of the French vessel, *La Condorde*, *Narcisse Cugola's* skipper is Captain Roger Garrido.

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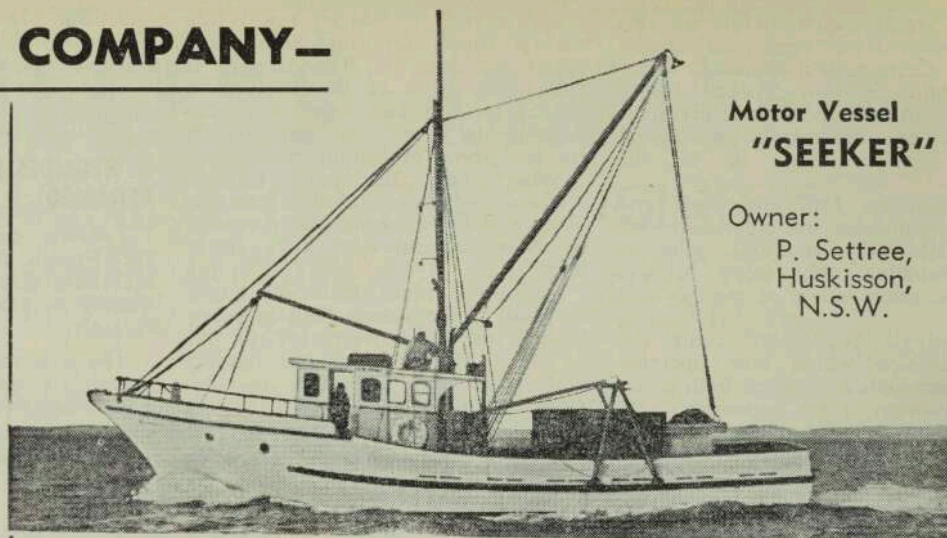
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			cu. in.	litres	B.H.P.	R.P.M.	B.H.P.	R.P.M.	B.H.P.	R.P.M.
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3LW	or	3	255	4.184	42	1,300	47	1,500	—	—
4LW	107.95mm.	4	340	5.579	56	1,300	62	1,500	71	1,700
5LW	×	5	426	6.974	70	1,300	78	1,500	89	1,700
6LW	152.4mm.	6	511	8.369	84	1,300	94	1,500	107	1,700
6LX	4½" × 6" or 120.65 mm. × 152.4 mm.	6	638	10.450	110	1,300	127	1,500	144	1,700
6L3B	5½" × 7½" or 139.7 mm. × 196.85 mm.	6	1,105	18.103	150	1,000	172	1,150	195	1,300
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Captain Athol Rusden.

CAPTAIN RUSDEN HITS HIS CRITICS

New Hebrides shipowner Athol Rusden told *PIM* in July that the wrecks of three of his vessels—the *Tuvalu*, the *Wallisien* and the *Matipo*—were due to a “consistent run of bad luck”.

He denied rumours in shipping circles that lately he has made more money in insurance claim cheques than in his lost vessels than his shipping activities.

Captain Rusden said that his shipping troubles had been caused, in part, by the fact that he has been operating from Auckland and has not been able to keep as close an association with his captains as he might.

He is planning to return to Vila, New Hebrides, in late July aboard his 10-ton trader *Paulmarkson* and run operations personally from Vila or Vila.

Captain Rusden said he had received much adverse criticism in the New Zealand and Fiji Press concerning the wrecks of the three ships.

“One NZ report had me on board the captain of the *Tuvalu* when she was completely lost on rocks near Wellington, NZ, in January, 1967,” he said. “In 21 years of sailing everything from yachts to freighters around the Pacific Islands I have never personally wrecked a vessel.

“It’s true I was on board the *Sorona del Mar* when she was burnt at Santo, New Hebrides, in 1964, but she didn’t hit anything—her rol drums caught alight while ding and she was burnt to the water line.”

Captain Rusden has received only two insurance cheques—one for \$8,000 for the loss of the *Tuvalu* and another for \$A15,000 for the loss of the *Sorona del Mar*.

“In both cases these ships were worth far more to me than these sums because I had spent considerable sums on improvements to them,” he told *PIM*.

“To say that I deliberately wreck my ships is preposterous—the captains of these three ships would all have to be involved with me, as I was on board none of them when they were wrecked.”

He said he was “greatly disturbed” at the delays in the findings of the Fiji inquiry into the grounding of the *Matipo* in May, 1967. “I feel the delays are unjustified. They have also caused me a great deal of inconvenience”.

Captain Rusden said the inquiries

had already cost him over \$NZ5,000 in legal fees, although no final decision had been reached.

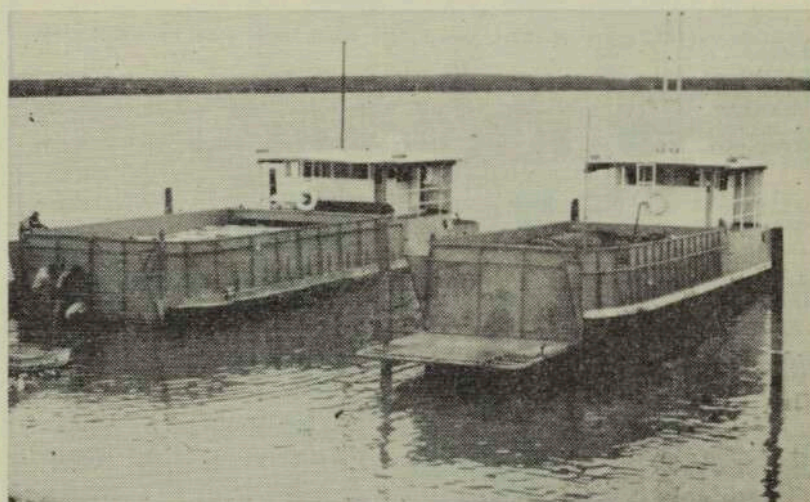
He had not received “a penny” of the £Stg.26,000 insurance on the *Wallisien* with London brokers. The *Wallisien* had cost him £Stg.26,500, he said. The inquiry into the loss of the *Wallisien* was to reopen in Suva in August.

In July attempts to refloat the stranded freighter *Matipo* off a reef near Noumea were abandoned and the freighter was offered for sale in New Caledonia and Fiji on a “as is, where is” basis. The *Matipo* was insured with London brokers for her cost — \$NZ60,500. Captain Rusden

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said he had spent at least \$NZ6,000 more on her in improvements.

Captain Rusden said his fleet of island traders had been reduced with the recent sale of two of his vessels.

He has sold his half share in the 1,200-ton trader *Colorado del Mar* to an Auckland business associate, Mr. Leo Moriarty. In July the *Colorado del Mar* was in Brisbane, and Mr. Moriarty was seeking further work for her.

He has also sold his small trader *Tui Caku* to a Vila businessman, Mr. John Taplin, who is now operating the vessel in the New Hebrides.

Captain Rusden told *PIM* of the movements of two more of his ships.

Paulmarkson, in drydock in Launceston, Tasmania, in July after completing 22-months work for an American firm, International Geophysical, was scheduled to return to Vila in late July and start a cargo service between the New Hebrides and Fiji, as well as operating inter-island services in the New Hebrides.

Darnley has been chartered out to a NZ firm for crayfishing operations in the Chatham Islands.

Captain Rusden said his future plans included a regular run out of NZ to the New Hebrides, New Caledonia and Norfolk Island, with occasional calls at Fiji.

KARLANDER INTRODUCES SIXTH CARGO VESSEL

Karlander New Guinea Line Ltd will introduce its sixth cargo vessel—*Slidre Timur*—onto its Australia-New Guinea and Solomons runs in early August.

Slidre Timur will leave Sydney on August 10 and call at Brisbane, Lae and Madang before returning to Sydney. The service will be operated monthly.

Another Karlander vessel—*Slidre*—will begin trading in the Solomons and New Britain in late August calling at Honiara, Kieta and Rabaul on a five-weekly basis. *Slidre* has limited refrigeration space.

NEW CARGO SERVICE OUT OF AUCKLAND

A new cargo service with a 914-ton coastal freighter *Jean Philippe* began in early July from Auckland to Norfolk Island, Noumea, Vila Wallis Island, Suva, and return.

The new service is an attempt by the freighter's owners, Reef Shipping Co. Ltd., of Suva, to win the trade worked by the Holm and Company Ltd. vessel *Holmburn* on a similar route, excluding Fiji and Wallis Island.

Holmburn was withdrawn from service in mid-June following the announcement that Columbus Line was to run a service from NZ to Melanesia. Holm was not granted a NZ government subsidy to extend its service to NG (*PIM*, July, pp. 31, 97 and this issue, p. 55).

Mr. C. N. Fawcett, of the *Jean Philippe's* NZ agents, told *PIM* this ship would run a five weeks' service.

He said he hoped by early 1969 *Jean Philippe* would be fitted with refrigerated space. Currently, she has only space for dry cargo.

Jean Philippe, formerly called *Onelunga* when she plied the Auckland-South Island of NZ run for Fletcher Trust and Investment Ltd., was built in 1948 and is capable of over 10 knots.

She is to be manned by European officers, Fiji officer cadets and crew.

GEIC SEAMEN GET OVERSEAS TRAINING

A group of 16 Gilbert and Ellice Islands seamen returned to Tarawa in late June after two months overseas working on the Columbus Line vessel *Cap Frio*, which regularly trades between North America and Australia.

The seamen did the trips as part of the GEIC's marine training scheme.

They left Tarawa on April 8 and

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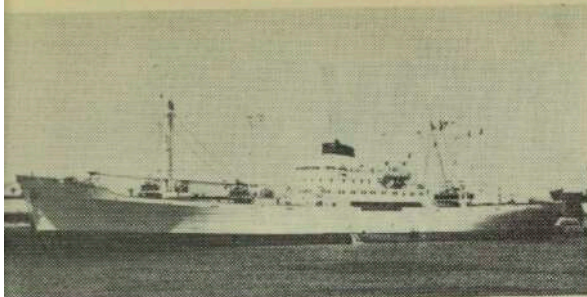
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The "Cap Frio", which took a GEIC crew, is a regular caller at Tarawa.

few to Vancouver, Canada, where they boarded the *Cap Frio*.

On return to Tarawa, the seamen said that they had enjoyed working on an overseas vessel. "Our one complaint would be about the danger of being frozen in United States and Canadian ports", a spokesman, Teoaniman Roreti, said.

SHIPPING LINES UP FREIGHT RATES BY 25 PER CENT.

Freight rates for Karlander New Guinea Line vessels and the Societe Maritime Caledonienne vessel *Jacques del Mar II* increased by up to 25 per cent. from July 1 for Australian cargoes for Norfolk Island and Honiara, BSIP.

New rates are \$A30 per ton of 40 cubic ft or 20 cwt Sydney/Brisbane to Norfolk Island, and \$A32 per ton of 40 cubic ft or 20 cwt Sydney/Brisbane to Honiara.

Old rates were \$A24 per ton to Norfolk and \$A28.50 per ton to Honiara.

F. H. Stephens Pty. Ltd., Australian agents for the two firms, said the change in rates was due to "increased costs and stevedoring increases". It had been "some considerable time" since freight adjustments were made to these two areas, the company said.

NG COASTAL SHIPOWNERS' ASSOCIATION FORMED

The Territory Coastal Shipowners' Association, representing eight coastal shipowners from Port Moresby, Rabaul, Lae and Madang, was formed in late June in Lae.

This followed earlier talks in Rabaul among representatives of 20 shipping companies in NG (*PIM*, May, p. 101). Although less than half the original participants in the talks have joined the association, the eight members represent the main ports of NG.

Mr. M. W. Fishwick of Rabaul has been appointed secretary-manager of the association.

Among the main objects of the

association:

- Safeguarding the rights and interests of its members.
- Providing a forum for dis-

cussion of problems associated with coastal shipping.

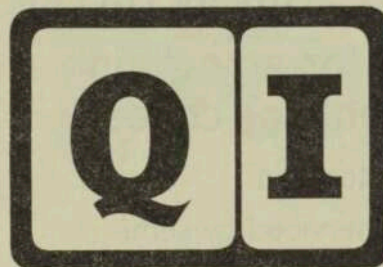
● Opposing any unlawful competition or unlawful practices in the trade.

Mr. Fishwick told reporters in NG that the association was not formed to increase coastal freight rates. However, he admitted there could "be an increase in these rates at a later date".

The association's first project would be to study coastal vessel operations to rationalise services. The administration would also be asked to license overseas vessels trading in NG, he said.

Next association meeting would be held in September.

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PORT MORESBY, SAMARAI, LAE, MADANG, RABAU, KAVIENG—Burns Philp (New Guinea) Limited. Resident Officer at Rabaul: A. Leong. Resident Officer at Lae: J. D. Maclean

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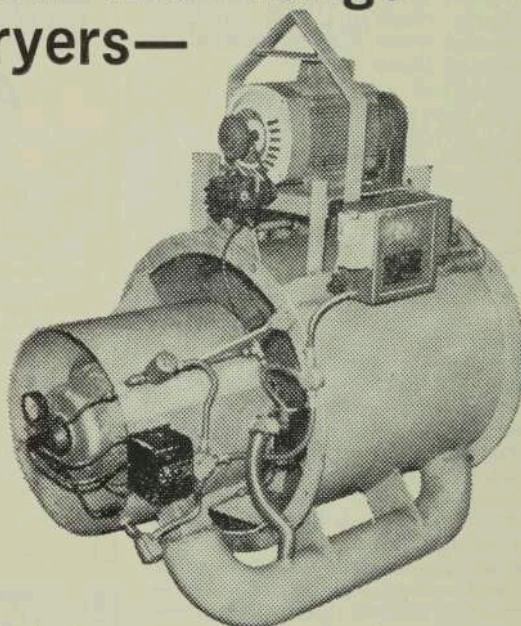
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ASP3242/68

THEY HAVE SUNK THE 'MANUA TELE'

Despite a bid of \$US73.60 for her from a group of San Francisco schoolchildren, the American Samoan inter-island trader and passenger vessel *Manua Tele* was sunk by government coastguards 10 miles out of Pago Pago in early July.

It was a sad end to an even older tale of the trader's many misadventures in American Samoan waters over the past 20 years.

Manua Tele first appeared at Pago Pago in 1948. She was then owned by the people of Manua. A refurbished 124 ft minesweeper, she was to operate an inter-island service among the three main Manua islands and a return service to Pago Pago. Managerial difficulties forced the government to take her on as charter in 1951.

In 1956 she was handed back to the Manuans who operated her until 1965. They kept her operating with government loans, and made only small profits.

From 1965 until the time of her sinking she lay rusting in Pago Pago harbour. The Manuans simply could not afford the repairs she so desperately needed.

ADI MAOPA' STARTS WEEKLY CARGO SERVICE OUT OF SUVA

The 56 ft island trader *Adi Maopa*, named after the mother of the late Sir Lala Sukuna, recently began regular weekly cargo and passenger service out of Suva to three islands in the Lau Group—Moala, Matuka and Totoya.

A familiar sight in Fiji waters for many years, the trader spent 22 years in government service. Her current owners, Ono-i-Lau Shipping Company, have removed one of her two engines and installed a 76 hp diesel engine.

With a crew of nine, and master Mas Kevu, she carries up to 600 lbs of copra and 25 passengers—maintaining an important link with the island's outer islands.

NEW WHARF AT LORENGAU, MANUS ISLAND, NG

Work will begin this year on a new wharf at Lorengau, Manus Island, NG.

At present Lorengau, Administrative headquarters for Manus district, does not have a wharf capable of handling overseas-going ships.

The only overseas vessel calling, the Burns Philp passenger-cargo vessel *Malekula*, offloads its cargo at lighters.

A few miles east of Lorengau is a

large Royal Australian Navy wharf at Lombrum.

Although the *Malekula* is allowed to tie up there, she is permitted only to offload or load cargo for Lombrum. The *Malekula* has, therefore, to make a separate call at Lorengau.

The decision to build a wharf for Lorengau will complement navy plans to spend \$3.5 million to restore part of the huge maritime defence complex on Manus, announced early last year (*PIM*, May, 1967, p. 105).

'ARASJO' HITS REEF ON MAIDEN VOYAGE

In her maiden voyage around New Guinea coastal ports in early July,

the 1,100-ton trader *Arasjo* was grounded for about 24 hours on a reef near Cape Vogel, Milne Bay.

Operated by the Pacific Islands Shipping Co. Pty. Ltd., *Arasjo* will complement the work of the company's other vessel, *Frisia*.

HYDROGRAPHIC MISSION

The French hydrographic vessel *La Boussole* arrived in Papeete at the end of June for a period of work in French Polynesia.

Built near Rouen in 1962, *La Boussole* is a sister ship of *L'Astrolabe*. The two vessels were named after the ill-fated ships of the French navigator La Perouse.



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Cruising Yachts

● **MUNDEAMO**, 38 ft ketch, with Phil and Virginia Dutcher, was to leave Papeete in August with plans to arrive in NZ by mid-November. *Mundeamo* returned to Papeete on June 28 after cruising the Society Islands for two months (*PIM*, June, p. 111).

● **REBEL**, 35 ft US trimaran with Marvin and Ann Glenn, was cruising the NSW coast in July with plans to reach Lord Howe Island in September and NZ in October. *Rebel* had been based in Sydney for several months after a cruise through the Pacific Islands last year.

● **ROULETTE**, 35 ft ketch, with Messrs. J. Aitchison, L. Burroughs, A. Meech, and C. Campbell, all of NZ, reached Rarotonga in early July from Waitangi, NZ, via Raoul Island, Kermadecs.

During the stormy seven-week voyage, *Roulette* was listed as missing for a few days in July. Originally bound for Papeete, she was forced to shelter at Raoul Island from rough weather.

● **WAKA TORU**, ketch-rigged trimaran, was to leave Sydney in mid-August for Noumea, Suva and NZ with her owner-skipper Mr. W. Shute, 45, his wife and three children Joanne, 16, Rosamund, 12, and Richard, seven. Mr. Shute hoped to recruit four "non-smoking girls" as crew in Sydney before setting out.

● **THEKLA CHRISTINE**, 60 ft steel cutter, with skipper and owner Ernst Gunther Eggers and crew W. Eggers, G. Gnats and R. von Harder, reached Rarotonga on June 28 from Nukualofa (*PIM*, July, p. 112). After a week's stay in Rarotonga, *Thekla Christine* was to sail for Aitutaki, Tahiti, the Tuamotus, Hawaii and Mexico, before returning to Sydney.

● **SWANHILDE**, NZ concrete-hulled ketch, left Rarotonga on June 1 for Tahiti with skipper-owner Bernard L. Skinner, his wife and two children, and two friends, Roy Dickson and his wife. They are on a world cruise, with scheduled stops at Hawaii, the west coast of the US, Mexico, Panama, the Caribbean and Europe.

Mr. Dickson and his wife intend to fly from Tahiti to Germany, where Mr. Dickson is entered in an

international yacht race on the NZ yacht *Rainbow*, already shipped to Germany.

● **ROIATAA**, 32 ft cutter, with skipper Neil Gillard and crew Alan Bell, Bryan O'Donnell and Owen Cotterell, was to leave Nukualofa in late June for Suva and to receive repairs before proceeding to Noumea, Brisbane and Sydney. *Roiataa* had a rough 14-day passage from Auckland to Nukualofa. Her top sides, rails, boom mast and dingy were extensively damaged.

● **ATARUKA**, 32 ft cutter with Rollie and Judy McManus and friend Dick Seabroke, was to leave Brisbane in July for the Great Barrier Reef.

● **BLUE WATER**, 42 ft American ketch, arrived in Bora Bora early in July from NZ and Rarotonga. Adverse winds on the last leg made easting hard to come by and slowed the trip to nine days. Skipper and wife, Dick and Sylvia Gard, had high praise for the beauty of Rarotonga, and for the new internal self-government. They add it is still possible to get a three-course meal in a hotel for \$NZ1.00.

Plans are to remain in Tahiti during August before departure to the Marquesas. From there it will be either South America via Pitcairn, Easter, and Juan Fernandez, or return to Honolulu.

● **SERAPHIN**, 46 ft American trimaran, with skipper-owner Fred Zurbuchen, his wife and two children,

TONGAN SOCIETY TO THE RESCUE

The Tongan Society of Auckland has come to the aid of four Tongan yachtsmen left in NZ after their 54 ft yacht *Siatukimoana* was wrecked off Ocean Beach, NZ's North Island, in mid-June (*PIM*, July, p. 112).

The Society opened a fund for the men when they were granted a month's stay in NZ by the NZ Immigration Department. Nearly \$100 was raised by July.

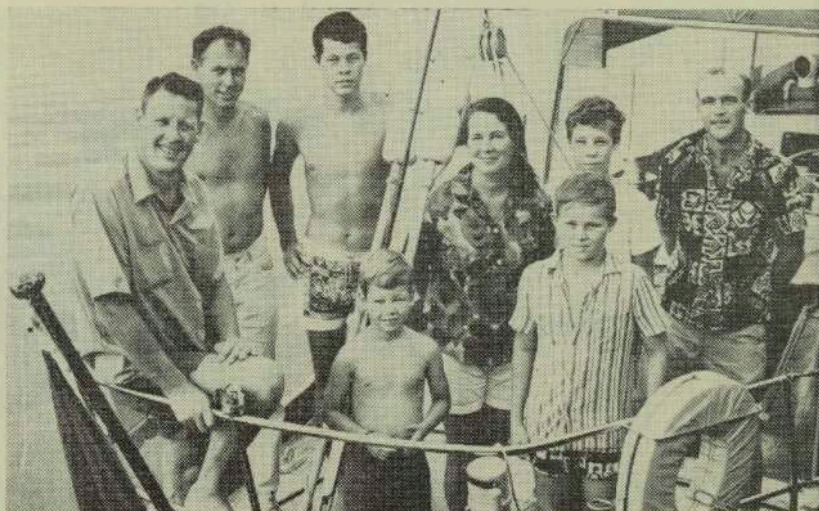
The Tongans—Malakai Tapealavi, Viliami Havilili, Tevita Pomale and Alfred Vaitulala—intended to obtain jobs and pay their return fare to Nukualofa.

Their ketch was abandoned in late June after several unsuccessful salvage attempts.

reached Rarotonga on June 17 from Aitutaki. *Seraphin* was badly damaged last December by the hurricane that swept the Cooks. Mr. Ber Mycroft of Aitutaki helped to repair her.

The Zurbuchens plan to call at Bora Bora or Tahiti before sailing home to San Francisco. Last year they made stops at Hawaii, the Line Islands, Rose Island, Samoa and Suvarrow.

● **VAQUERO'S** owner, American



Luxury Canadian 62 ft ketch "Driver" recently paid calls to Apia and Pago Pago. Aboard the "Driver" on her current extensive cruise of the Pacific Islands are Ph Graham, his wife, Joan, and their four sons Phil, 17, Chris, 15, Bruce, 11, and Laurence, eight. Stops since then have included Rarotonga and future calls will be made at Tonga, Fiji and Noumea.—Photo by Andy Forsgren.

yachtsman Charles "Chuck" Kenahan, 49, who was found dead in the 32 ft cutter at Pittwater, Sydney, in January (*PIM*, May, p. 10), died from "overwhelming alcoholic poisoning" the Sydney City coroner, Mr. J. J. Loomes, found July. Police gave evidence that Mr. Kenahan, who was unmarried, had previously been a cowboy in the United States. He had had no known relatives. "Chuck" was popular with cruising yachtsmen and appeared in these columns several times.

● **NEXUS**, 30 ft fibreglass sloop, with Charles "Chuck" Harris and Barry Ross, reached Lyttelton, NZ, in June after a 27-day passage from Rarotonga.

In a note to *PIM* "Chuck" said *Nexus* received a great welcome on arrival at Lyttelton by the Press, television and radio. He said that he and Barry intend to travel around NZ before sailing into the Pacific again.

● **SYLVIA**, 47 ft motorsailer from San Diego, California, which arrived in Papeete in early May after a 23-day passage from Acapulco to Pukuhiva, was to spend several weeks visiting the Societies before heading north for Hawaii. Aboard were Bob and Sally Welles and their three sons, Bob Jr., Bill and Scott.

● **VELA**, 41 ft yacht, with Ed and Marilyn Pollack and their three children, Jodi, Roy and Paul, was to return to Hawaii from Papeete in August. *Vela* reached Papeete on June 2 after a 24-day passage from Hawaii.

● **OLEANA**, 36 ft trimaran with Ed and Nancy Dawes, was to leave Papeete in August after a cruise of the Society Islands. *Oleana* reached Pukuhiva on June 8 after a 27-day passage from Mazatlan, Mexico.

● **DEAR DEAR LOUISE**, 28 ft trimaran, reached Bora Bora in late June, en route to Rarotonga.

● **ERAVA**, 30 ft cutter, with Ed and "Mike" Sibthorpe, was to leave Papeete in mid-July for Hawaii. Earlier this year *Erava* was damaged on a rough three-day trip from Pukuhiva to Papeete. On June 28 she returned to Papeete after another, more successful, cruise—a 10-month tour of the outer Society Islands (*PIM*, June, p. 111).

● **DISCOVERY**, 33 ft ketch with Bob and Carol Hogan and their two children Sharri and Robbie, reached Pukuhiva, Marquesas, on July 1, en

route to Hawaii from Papeete. *Discovery* made a cruise of the outer Society Islands earlier this year (*PIM*, June, p. 111).

● **RENEE TIGHE**, 30 ft ketch, with owner Earl Koepke and Carl Lewis, left Bora Bora in mid-May for NZ or Australia, via the Cooks. She was in Avatiu, Rarotonga, on May 28.

The ketch made a cruise of the outer Society Islands earlier this year (*PIM*, May, p. 110).

● **LEI LEI LASSEN**, 26 ft fibreglass sloop with singlehander Johann Trauner, left Papeete in mid-May for the Cook Islands and Suva.

● **TARMIN**, 25 ft sloop with

singlehander John Sowden, left Papeete in mid-May for a cruise to NZ via several Pacific Islands. *Tarmin* began cruising from the Balearic Islands, off Spain, in November, 1966.

● **RENDEZVOUS**, 31 ft plywood ketch with Alan and Nina Lucas, was at Mourilyan, Queensland, in early May en route for Africa, via New Guinea.

● **LA MOUETTE**, ketch, with Lennie and Carol Foxcroft, was at Thursday Island early this year. The Foxcrofts have been living aboard *La Mouette* off the island for several months.

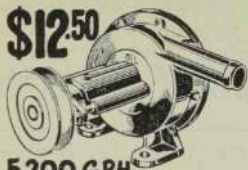
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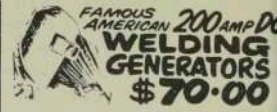


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Harry Gilbert's 36 ft gaff-rigged cutter "asa" (above) was last reported in Jalofa, with plans to push on to Fiji, New Hebrides and Port Moresby by September. Mr. Gilbert's fiancée, Miss thea Mackellar, is accompanying him.

ARIADNE, 70 ft NZ motor-h, owned and skippered by an island businessman, Mr. Tom land, spent a couple of hours und inside Naqoro Reef, Kadavu, in early July before she was ated. *Ariadne* was reported in gan waters in June.

SOLO, 57 ft Sydney yawl, with s-born skipper Vic Meyer, 62, his female crew, Mary Peitsch, and Alison Holster, 33, was to e San Francisco in early August a month's stay for further ic cruising. *Solo* made a trans- fic crossing earlier this year out ydney. She reached Suva in April 1, May, p. 112).

WHISPER, 37 ft American o with Hal and Margaret Roth, at Hososhima, Japan, in April a 1,529-mile direct trip from m which took the Roths 17 days. *Whisper* was last reported at Ponape, ern Carolines, in February (*PIM*, p. 109).

ne Roths advised cruising yachts- to miss stops at Guam. ually Guam is not an island", said, "it is a huge aircraft carrier by a very hostile US Navy. There

is no public transport. Prices of all goods have been so inflated by local merchants that you feel like taking a hammer to their heads.

"Identical Japanese ship biscuits cost less in the Caroline Islands than in Guam, and small ships are definitely not welcome in Guam's Apra harbour or at Agana where the 20-ft wide entrance channel has an unmarked S-curve inside the barrier reef and the leading marks put you right on the coral—nice!"

● **HIGHLIGHT**, 35 ft NZ trimaran, with David and John Glennie and crew, recently returned

to Picton, NZ, after a three-year cruise of the Pacific Islands which included stops at Rarotonga, Papeete, Suvarrow, Huahine, Moorea, Pago Pago, Apia, Fiji, Aneityum (New Hebrides), Noumea, Brisbane, Surfers Paradise (Queensland), Norfolk Island and Lord Howe Island.

● **TREASURE**, 45 ft cutter from England with John and Maureen Guzzwell and their two children, was to leave the Bay of Islands, NZ, later this year for further cruising of the Pacific Islands. The Guzzwells arrived in NZ in January, 1967 (*PIM*, May, 1967, p. 109).

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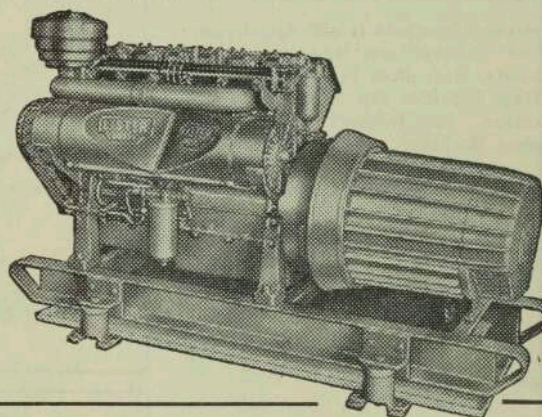
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From the Islands Press

THE reaction in seafaring circles to the suggestion at a Fiji Visitors Bureau meeting . . . that seamen are the principal factor in the spread of venereal disease in Fiji has been prompt and emphatic.

To talk of "crews of ships and people of that sort", as the bureau's managing director did, was unnecessarily offensive, and quite properly brought a strong reaction from the Suva Port Chaplain and the Harbourmaster.

Like the "single men in barracks" of whom Kipling wrote, men who are long at sea do not necessarily "grow into plaster saints", but to try to load on them the main blame for the alarming increase in prostitution in Fiji is unjustified and unreal.

Ships were coming to the colony long before existing trends became evident.

The members of the Visitors Bureau would do well to lift their heads and open their eyes, and stand outside some of the more notorious of Suva's hotel bars when there is an influx of tourists, to learn the truth of what is happening.

It does no credit to the reputation of the bureau as a responsible body, and no real good to Fiji, to pretend that the undoubted benefits which tourism brings to the colony have no counterbalancing factors, and that visitors, individually and collectively, cannot possibly do wrong.—*Editorial in "The Fiji Times", Suva.*

VILLAGES in the Mussau Emira Islands, off the north coast of New Ireland, have developed their own self-help schemes.

A patrol officer back in Kavieng from the islands, said some of the villages have set up benevolent funds and building societies.

The patrol officer, Mr. W. Parsons, said monthly village collections of 20 cents were being made to help the elderly, sick or jobless.

Village committees, which decided how the money should be spent, put it to such uses as paying school fees for children whose parents were out of work.

Mr. Parsons said that some villages had also started building societies to help those who wanted to build or repair houses.

The monthly contribution to these societies was 50 cents.—*News item in the "South Pacific Post", Port Moresby.*

THIS is the time to go job hunting for June graduates, and there's nothing more important in looking for a job than your appearance. The people who do the hiring are going to look you over carefully, make votes on your manner and appearance.

Making a good impression, a business-like impression, this is, begins at the top, with hair.

Long, stringy hair generally doesn't fit in with the ideas of an employer who is looking for someone to work around an office or to represent the firm.

Hair should be attractive and styled in a coif that is suitable for working in an office.—*Editorial in the "News Bulletin", Pago Pago.*

BEFORE the thoughts of Queen's Birthday have cooled too much in our minds I should like to suggest a way in which subsequent ones could be improved.

The event is held on a public holiday but if you attend the parade and stay for the merry-making you stand a good chance of spending the next day in bed suffering from heat exhaustion. . . .

If the parade formed part of the climax of the day at about seven in the evening, life would be easier for everyone—participants and spectators alike.

If this change were adopted, the day would become a real holiday and the parade would be worth travelling 22 miles to watch. We men could even wear suits without looking as if we were tailors' dummies which have somehow been put in the wrong window. — *Letter from John Watson, Bikenibeu, "Colony Information Notes", Tarawa.*

AT a recent meeting of the Mul Local Government Council in the Western Highlands, a "weapons carrying rule" was passed.

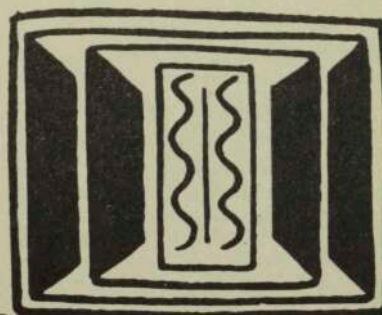
The rule states that no one is allowed to take part in any meeting, discussion or conference while in the possession of a weapon of any kind. . . .

This rule is intended to avoid "heat of the moment" attacks with axes or other weapons at these gatherings where tempers are liable to flare suddenly.—*News item in the "Times Courier", Lae.*

COCONUT TREES, WITH TOURISM COMING? Too right! Not everybody will "get rich quick" from tourism, and Rarotonga is getting more people every day. Pigs and chickens have to be fed, drinking nuts are needed at pictures and dances, and thousands of coconuts a week go into *tai akari* and *tai monomono*. Coconut trees make the island more beautiful for visitors. **PLANT THEM NOW!** — *News item in the "Cook Islands News", Rarotonga.*

HAVE YOU ANY OLD CLAMSHELLS? If you have any small to medium sized clamshells (*gege*) lying around your house, would you please bring a few to the Community Development Office. We need 25 to 30 for our South Pacific Commission visitors to use as ashtrays.—*Official announcement in "Tohi Tala Niue", Niue Island.*

IT is the responsibility of parents to make sure that children are not late for school. Many students, especially from the secondary school, arrive at school up to an hour late. Latecomers seriously disrupt the school. They miss the morning assembly and the first lesson of the day. Once children miss lessons it is difficult for them to catch up. So parents, help your children by sending them to school on time.—*Announcement in "The Bulletin", Nauru.*



People

● Mr. M. T. Khan, Assistant Registrar-General, in the Fiji Crown Law Office, has been promoted to Registrar of Titles, and Mr. G. Mishra, crown counsel, has been appointed legal draftsman. Mr. Ron Richmond, who earned a Bachelor of Science Degree in geology and a Master's degree in geophysics at Hawaii, has become the second local geologist to join the Geological Surveys Department. In the Chief Secretary's Office, Mr. V. D. Prasad has been appointed Establishment Officer—the first local appointment to the post. And the Fiji Government now has its first female Administrative Officer, Akanisi Serukalou, a BA from Auckland, the daughter of Jekope and Ulita Serukalou of Viwa Island.

● The Resident Commissioner of Niue, Mr. L. A. Shanks, left Niue in late June to take up a new post as chief executive officer for administration with the NZ Health Department, Wellington. He and Mrs. Shanks were given a long series of farewells by the islanders, who paid tribute to the progress made on Niue in his time there, by having put particular emphasis on development projects such as the building of the island's first airstrip and a coconut development scheme. The Deputy Resident Commissioner, Mr. B. T. Good, will act as Resident Commissioner until a permanent appointee is decided on.

● Mr. G. Cox, Deputy Director of Public Works, Fiji, since 1965, left Fiji in July on pre-retirement leave. He is returning to Britain. Mr. Cox served for 10 years in the Solomons before going to Fiji. Dr. H. E. Knowles also left Fiji in July. Formerly consultant radiologist at the CWM Hospital, Suva, Dr. Knowles was to take up an appointment in Perth, WA. He joined the British colonial service in 1947 and arrived in Fiji about 18 years ago.

● Mr. K. Farnell, the assistant controller international of the Australian Postmaster-General's department arrived in Nauru recently to advise the Republic on international postal matters. He was scheduled to stay in Nauru for four weeks. Meanwhile, Mr. Doug Cavenett, his wife and three children, have arrived in Nauru. Mr. Cavenett, the new sub-accountant with the Treasury Department, will concentrate on aspects of international postal administration.



ENGAGED-MARRIED. Miss Janet Hapworth and Mr. Brian Wood (top) at their engagement party in Port Moresby recently, and (below) Miss Callie Tennant and Mr. Noel Witcombe following their recent marriage in Port Moresby.

Photos: Larry Chin.

His arrival complete's the team of overseas appointees to the Treasury Department since independence. Others are Mr. D. Ferrier, secretary, Mr. I. Constable, accountant, and Mr. L. Lozanic, sub-accountant.

● Mr. Ken Phillips, who headed Conzinc Riotinto explorations for copper on Bougainville from 1964 to 1966 (*PIM*, July, p. 83), was recently appointed chief geologist for a joint minerals exploration venture in all the Pacific Islands by two major American corporations—Dillingham and Signal Oil. He has been a popular figure in NG and the Solomons, checking out several mineral "prospects" in these areas. Islanders are likely to see him back on the job in coming months.

● Mr. Robert Packham, 19, of Auki, Malaita, recently won the Solomons open golf championship, played over 36 holes at the Honiara Golf Club's course, Guadalcanal. His win was quite a triumph for Malaita's dedicated band of golfers (*PIM*, Jan., p. 30), who play on a

home course referred to by Honiara golfers as "a chip and putt" course. Honiara boasts a bigger course, but obviously not better golfers.

● Mr. Guy Chaussy has taken his appointment as assistant general manager of UTA French Airlines to Australia, based in Sydney. He has worked for UTA for the last 11 years in Paris and Sierra Leone.

● Mr. Kim Mahnkopf, manager of Tonga's Dateline Hotel since opening in September, 1966, will take up a new job in September—as general manager of the Tradewinds Hotel, Suva. Mrs. Coral Clipstone, formerly of the Intercontinental Hotel, Auckland, will be the Tradewinds assistant manager.

● Joseph Prokop, a handsome young Tahitian electrician, won the title of Tahiti Tane (Mr. Tahiti) in a contest at Paea, Tahiti, in mid-June.

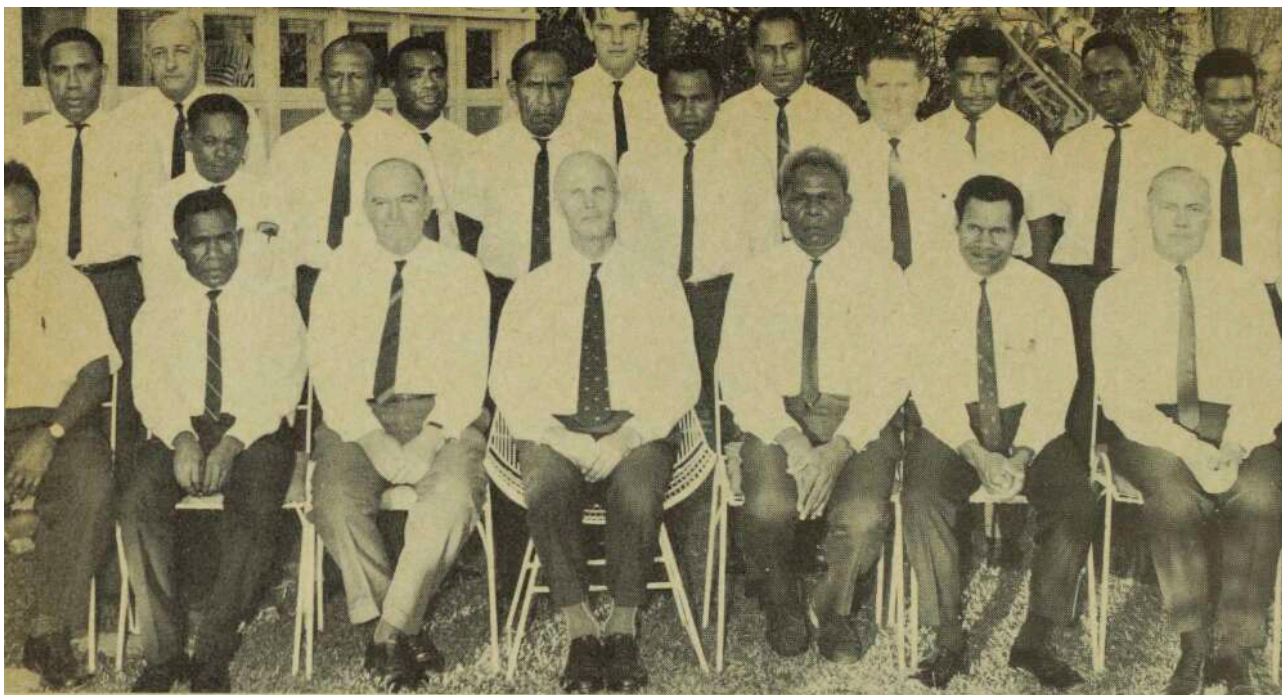
● Mr. A. M. Holland, secretary of Coconut Products Limited, a R. Carpenter NG subsidiary, has been appointed to the board of CP, which is currently responsible for the group's Ulaveo desiccated coconut plant near Rabaul.

● Mr. Brian Walker, a W. Carpenter employee for 15 years, has been appointed assistant manager of the group's new desiccated coconut plant at Ulaveo, Rabaul, New Britain. The plant's former assistant manager, Mr. C. W. Johnson, has transferred to Carpenter headquarters at Port Moresby where, among other things, he will be responsible for the group's executive cadet training scheme. The plant manager remains Mr. Hans Rothkirch.

● Airan Hyland, of Tarawa, who recently married to Miss Hilda Lae of Auki, Malaita, at Auki. Airan, who had just completed a two-year course at the Auki Boat Building School, returned to Tarawa soon after the wedding and Hilda was expected to join him in Tarawa late July.

● Fiji's Miss Hibiscus, prettiest Annette Lepper, has been visiting Australia, doing her bit to promote Fiji tourism. A Pacific photographer took the attractive picture opposite in the Sydney office of the Fiji Travel Service where Annette worked briefly as a travel consultant. Her hometown is Savusavu.





Above, P-NG's new Ministerial Members and Assistant Ministerial Members and members of the Administrator's Executive Council of the House of Assembly outside Government House, Port Moresby. Front row, left to right: Toua Kapena (Labour), Sinake Giregire (Posts and Telegraphs), F. C. Henderson (Assistant Administrator, Economic Affairs and senior official member), the Administrator, Mr. D. O. Hay, Matthais Toliman (Education), Tei Abal (Agriculture), L. W. Johnson (Assistant Administrator, Services). Middle, left to right: Tore Lokoloko (Health), Lepani Watson (Assistant Ministerial Member for Co-operatives), Kiabelt Diria (AMM, Local Government), Siwi Kurondo (AMM, Forests), Joseph Langro (AMM, Information and Extension Services), Roy Ashton (Public Works), Joseph Lue (AMM, Technical Education and Training), Meck Singiliong (AMM, Rural Development). Back row, left to right: T. Ellis (official member), Angmai Bilas (Trade and Industry), Tom Leahy (additional elected member on Executive Council), Oala Oala Rarua (AMM, Treasury), Andrew Wabiria (AMM, Lands).

Fiji solicitor Mr. M. T. Khan, one of the nine members of Fiji's Federation Party which comprised the Opposition in the Fiji Legislative Council until they walked out last year in protest against the Fiji Constitution. Mr. Khan has since resigned from the party. Bi-elections for the nine seats will begin on August 31.



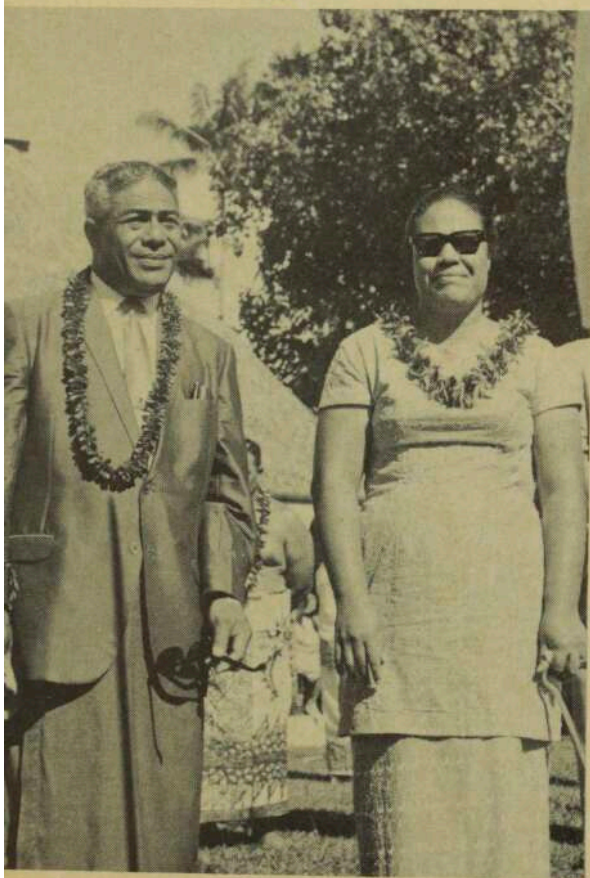
This Polynesian Airlines DC4 had just arrived at Faleolo Airport, Western Samoa, from Fiji—and it was the end of a day's work for these cheerful Samoan air hostesses. Picture by Rob Wright.

WHO ARE THEY?

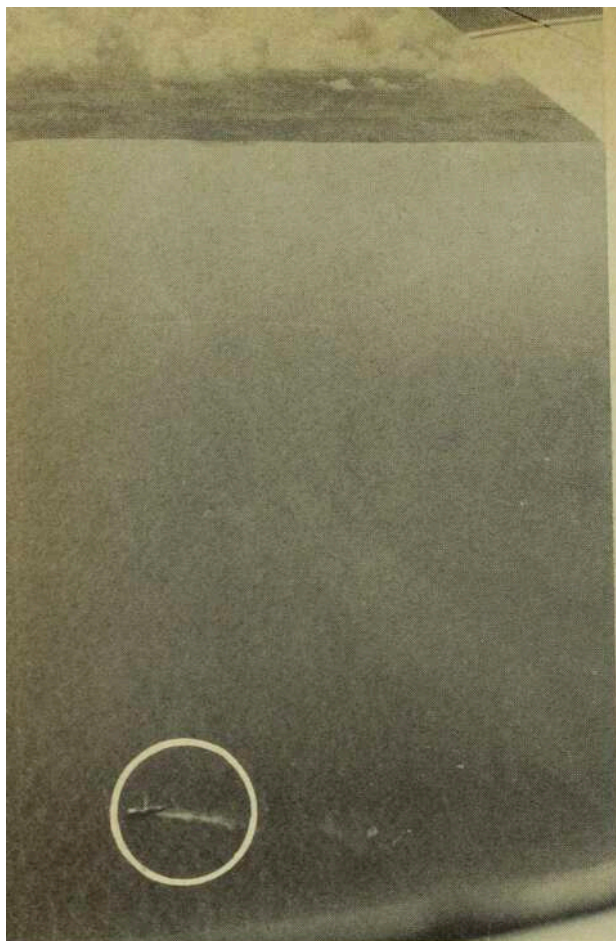
Question-time for old-timers. At right is the NG Treasury staff, Rabaul, in 1921. The then Treasurer, Mr. W. R. Bailey, now living in NSW, is seated second from left. Mr. W. Sinclair (seated left of Mr. Bailey) and Mr. Benson (extreme right, back) have also been identified, but who are the others? P-NG's present Treasurer, Mr. A. P. J. Newman, would be grateful if some old-timer could name some of them so the picture can hang at headquarters, Port Moresby.



Below, Western Samoa's Head of State, Malietoa Tanumafili, with Mrs. Fiame Mataafa, wife of the Prime Minister, at the independence celebrations in June.



Pioneer Catholic missionary, Rev. W. A. Ross, SVD, was in Port Moresby from Mt. Hagen recently to present a paper to the Waigani seminar, on the history of the Mt. Hagen mission. He first walked into Mt. Hagen from the Madang coast in 1934.



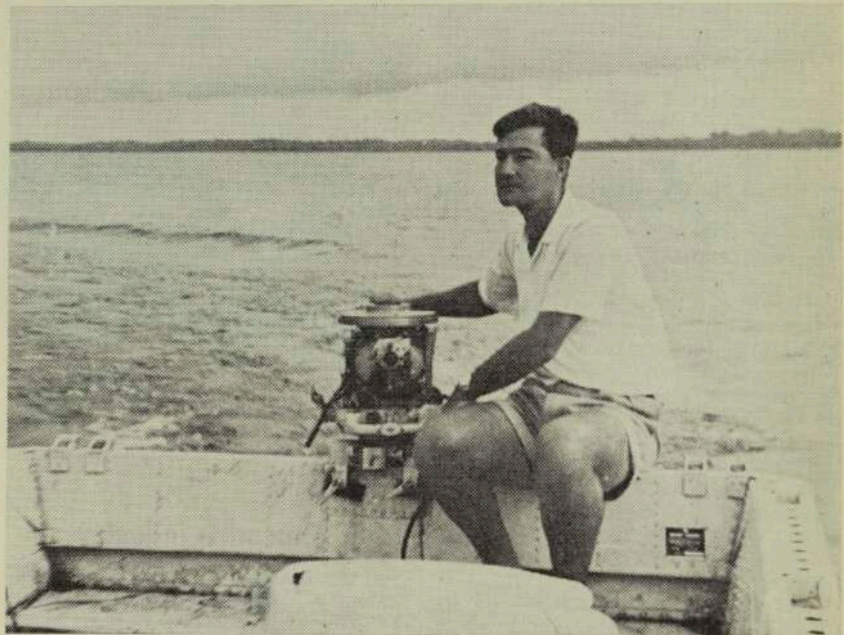
Oil hopes for Papua's depressed West

WEST P-NG, from the Gulf of Papua to the borders of West Irian, is a land of contrasts. The world's most up-to-date oil prospecting equipment is being used in the Gulf. And a few hundred miles away men are eating one another. At left, the Philips Australian Oil Co. rig, *Glomar Conception* (circled), was photographed from 6,000 ft by a staffman as it drilled its Maiva No. 1 well early in June. It was just 10 miles off the cloud-covered coast. To the right of the rig can be seen spoil from the drill. A few days after this picture was taken the well was plugged—without any traces of oil or gas being found—and the rig was moved four miles north to drill another well, Iokea No. 1. Oil may yet make the depressed West rich. Below, two warriors from the far reaches of the Fly. Both of them come from warring cannibalistic tribes and from areas where even rubber growing (which some people consider the only economic chance for the Fly River people; see opposite) is not possible. The warrior being given a shot against yaws is from the Gubusi tribe; the other, with the bone-pierced nose, is from the Biami tribe.



Business and Development

WHAT DOES THE FUTURE HOLD FOR THE FLY RIVER ?



A man with a business interest in the Fly is Warren Dutton, manager of the Lake Murray Buyers' Society, who was recently elected MHA for North Fly.

What hope is there for the people who live by the Papua-West Irian border on the muddy, mosquito-ridden banks of the Fly River? The UN World Bank Economic Mission to P-NG in 1963 virtually wiped off the Western District as a worthwhile cash cropping area.

Coffee or cattle at one time looked like being possibilities, but Australia's quarantine regulations now prevent the growing of coffee or the raising of cattle within 20 miles of the West Irian border.

P-NG's senior agricultural officers had a nerve-racking experience with coffee rust near Port Moresby two years ago, and they don't want another outbreak entering through West Irian.

And if stock diseases crossed the P-NG/West Irian border there would be a risk of the diseases being transmitted to Australia's 80 million cattle.

New Guineans along the border appear to be left with rubber as the only reasonable cash crop at this stage.

By European living standards, rubber is barely worth growing. It brings only 15 or 16 Australian cents a pound delivered to Australia, even with the subsidy. Production costs practically negate the effort of growing it.

But in P-NG the Administration believes rubber at 15 or 16 cents a pound is still worthwhile for village

people who can keep their production costs down by communal effort.

District Agricultural Officer for Western Papua, Mr. Ian Pendergast, says rubber seems the only possibility now to raise the standard of living of the local people.

First rubber

The first rubber in Western Papua was planted at Madiri Plantation in the lower reaches of the Fly River about 1909, but it wasn't until two years ago that the Administration began "pushing" rubber among village people.

The Western District now has 500 acres under rubber in village projects, and it may reach 1,200 acres by early next year.

New plantations are being opened up alongside the waterway linking the Fly River with Suki Lagoon, at Kawok Village south-west of Kiunga, and at other villages north of Kiunga.

Papua's Regional Agricultural Officer Mr. Fred Kleckham, says some of the rubber trees near Kiunga have grown more rapidly than any other trees in Papua.

But it's a battle convincing village Papuans that they should get on with the job of planting rubber. In the Kiunga area, they've had only 31 years of European contact, and life hasn't changed much in that time—except that today there is more law and order.

The villagers live largely by subsistence gardening, and any government scheme without very rapid and substantial profit leaves them fairly cold.

"They may not like being told what to do now, but their children may, in a few years," he says.

There are plenty of irksome psychological problems, too, in trying to get rubber planted on a big scale.

One of the latest is a report filtering across to Kiunga from Mindiptanah in West Irian that the villagers at Mindiptanah are going to get much more money per pound for their rubber than villagers in Papua.

The Dutch planted rubber at Mindiptanah after the war, and it seems the Indonesian authorities are trying to rejuvenate the scheme.

Somebody from Mindiptanah

Although business—in the form of rubber plantations—may get going along the Fly, the river is still of more interest to the botanist than the businessman. Recently Mrs. Andree Millar, a P-NG Forestry Technical Officer made a trip up the Fly with Papua's Regional Agricultural Officer, Mr. F. Kleckham, and the Western District Agricultural Officer, Mr. I. Pendergast ("PIM", July, p. 61). Picture shows Mrs. Millar and party collecting botanical specimens on the Fly.

wandered into Papua, telling the Kiunga people they'd never make much money out of rubber on the money the Australians would be paying for it.

The upshot now is something of a government anti-propaganda campaign around Kiunga to make sure Papuans go on growing rubber despite their doubts about the price they'll get.

There are 60,000 Papuans in 40,000 square miles in the Western District. The World Bank Mission virtually recommended that the Administration give the district up as a bad job, because of nature's utter economic depression of the area.

The soil is leached continually by rainfall up to 250 in. a year in some areas.



The Western District must be the most inhospitable 40,000 square miles of land anywhere in P-NG, but Australia cannot ignore the district's 60,000 people.

Crocodile industry

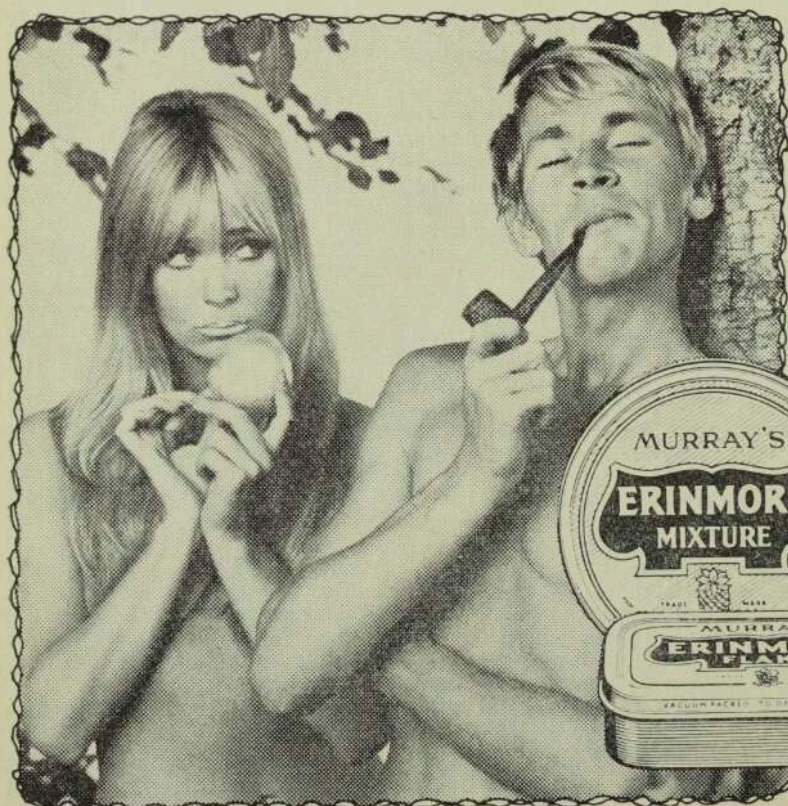
The Lake Murray crocodile industry makes the 3,500 Lake Murray villagers the richest in the district, with an estimated \$300,000

going into their pockets this year.

But the Australian Administration cannot prevent the wholesale slaughter of young crocodiles. The industry at Lake Murray is becoming tougher every day, so the government is stepping in with rubber as a backstop.

Manager of the Lake Murray Buyers' Society, newly-elected MHA for the North Fly Mr. Warren

(Continued on p. 146)



Nothing
can tempt
you away...

once you
experience
the unique
flavour and
distinctive
aroma of
ERINMORE

IMPORTED

FINE
TOBACCOS
SINCE 1810

MURRAY'S OF BELFAST
NORTHERN IRELAND

Bright future seen for Burns Philp

A rise in dividend for 1967-68 from 10 per cent. to 12½ per cent. coupled with a detailed analysis of its investment holdings and growth prospects by a Sydney firm of stockbrokers put the Islands merchant and investor Burns Philp and Co. Ltd. in the news in July.

Not surprisingly the company's \$1 shares on Australian Stock Exchanges did their best for several years in July, with highest sales recorded at \$4.95—\$1.70 above prices recorded earlier this year.

BP directors announced a final dividend for 1967-68 of 7½ per cent., payable on August 30. This restored the 12½ per cent. payout for the first time since 1952.

The directors said that of the added 2½ per cent., 1½ per cent. was to be regarded as a bonus because of the unusual character of the financial year just ended, when abnormal dividends were received from certain subsidiaries due to changes in balancing dates.

They hoped that circumstances would permit the company to pay 1968-69 dividends on the basis of 6½ per cent. interim and 6½ per cent. final, indicating a steady 12½ payout in future years.

A few days before the announcement was made, Hattersley and Maxwell, stockbrokers, released a 4-page rundown on the big firm for their clients. The report recommended BP as a "blue chip stock favourable to any serious investor". BP's diversification and prospects for growing profits provided a "sound base" for continued income growth and capital gain, the report said.

It listed seven factors to support its recommendation:

- The expansion of the markets in which BP operates. Economic growth in Australia should average around five per cent. annually and islands economies between seven and 12 per cent. a year.

- A continued widening of activities and increased penetration of existing markets.

- Tax benefits coming from the change of place of incorporation of the New Guinea subsidiaries from Australia to NG.

- Shipping losses to be substantially reduced by 1968-69.

- BP's policy not to expand its investment portfolio but to invest more money in trading activities and turn a higher income.

- A more aggressive attitude to commercial opportunities and the implementation of up-to-date management investments.

- The end of the drought in New South Wales—expected to increase sales in BP NSW country stores.

The report's most impressive pages were the two last ones, which listed BP's holdings in companies quoted on Australian Stock Exchanges.

Worth some \$50 million (not counting unidentified listed shares, securities and loans worth another \$10 million), the portfolio is composed of mainly banking and insurance holdings (45 per cent. of portfolio), retailing (24 per cent.), mining and oil (11 per cent.) and breweries (three per cent.).

Among the more interesting holdings are:

Shares	Company	Value
220,000	Bank of NSW	\$1.6 m.
229,880	Bankers and Traders (with Queensland Insurance, nearly 40 per cent. of this company)	\$0.9 m.
173,640	BHP	\$3.9 m.
248,000	Carpenter, W. R.	\$0.5 m.
10,058,400	Coles (8.5 per cent. of this company)	\$12.5 m.
58,012	CSR	\$0.3 m.
335,000	Commercial Banking Company	\$1.2 m.
302,500	National Bank	\$0.9 m.
130,098	North Broken Hill	\$1.2 m.
2,944,000	Queensland Insurance (49 per cent. of this company)	\$18.8 m.
185,638	Tooth (brewers)	\$1.3 m.
37,600	Steamships Trading	\$25,568

Second bank for N. Caledonia

New Caledonia is to get its second bank—the Bank National of Paris, a bank representing two French banking institutions. The new bank is expected to give strong competition to the Rothschild-associated Bank of Indo-China, which until recently issued the currency of New Caledonia.

'PIM' backs the winners

In the Business and Development section of *PIM's* February issue, *PIM* strongly recommended investors to buy shares in Islands companies because of the unusually low prices of the shares at the time and the bumper prices ruling for copra and cocoa.

Five months later—in mid-July—readers who may have bought 100 shares in each of the five New Guinea plantation firms and the four Islands traders named by *PIM* would see a capital appreciation of over 25 per cent. on their original investment.

Without taking into account

FIRST EXPORTS OF NG D/COCONUT

First minor shipments of New Guinea desiccated coconut have reached major confectionery buyers in Europe and Australia. Many of the buyers are reported to be impressed with the product, the first NG desiccated coconut in 20 years, and orders are shortly expected to follow through five selling agents in Australia and London.

The desiccated coconut is produced at a W. R. Carpenter plant on Ulaveo Plantation, outside Rabaul, New Britain, and while commercial production is running at least six months behind schedule, the desiccated coconut is expected to be a good seller overseas and a new addition to NG's restricted list of exports.

brokerage charges, the February cost of the shares on Australian Stock Exchanges would have been less than \$A1,400.

These shares were worth nearly \$A1,800 in mid-July. Of the nine public companies all have shown gains. The two biggest, Burns Philp and Co. Ltd. and W. R. Carpenter, have made significant gains, especially BP.

Commercial notes around the Islands

- Oil Search and Esso Exploration's first well on Ini Island, in the Gulf of Papua, was spudded in on July 25, and drilling was proceeding at 1,050 ft. The well was on schedule with plans announced earlier this year and was the first land well sunk in Papua for over two years (Phillips have been conducting extensive off-shore drilling since early this year in the gulf).

- In its first move into the New Guinea truck-carrying business, F. H. Stephens Pty. Ltd. a major Australian carrier better known in NG as the managing agents for the Karlander NG Shipping Line, recently bought the assets and goodwill of Abco, a major Lae-based transport company.

F. H. Stephens paid the shareholders of Abco, a private company, an undisclosed amount of cash and 30,000 of its own 50 cent shares (currently selling at well over three times par on Australian Stock Exchanges).

F. H. Stephens' directors described

Lae as "the most rapidly developing NG centre".

● A "principal anomalous zone of copper extending over one square mile" has been discovered north of the Cultus Pacific NL—Pacific Island Mines Ltd. gold workings at Mt. Sisa on Misima Island, Papua.

Cultus reported this in July and said the first stage of a programme of geological mapping and sampling of stream sediments on a 22-square mile lease on the island had been completed. The second stage, which includes shallow rotary drilling, was to start in late July.

● Two Australian mineral and oil prospecting companies—Exoil NL and Transoil NL—have applied for a 800-square mile prospecting area over the Manus District of New Guinea to search for bauxite, copper, iron, gold and silver.

Exoil will have a 70 per cent. interest in the venture, if approved, and Transoil 30 per cent. Surveys several years ago showed slight indications of bauxite in the area.

● Concrete Industries (NG) Ltd., a subsidiary of the Australian firm of the same name, is now manufacturing three new products in New Guinea—concrete agricultural pipes, fibreglass septic tanks and fibreglass well liners.

The company has been operating in NG for 10 years and is making the new products at its Lae and Port Moresby factories.

Copra market 'extremely sensitive'

"Following the serious drop in copra prices over the last few weeks, it is not at all surprising to find the present world market extremely sensitive and nervous," Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board, said in Port Moresby on July 24.

He added: "At the beginning of the month prices were fairly steady at around \$US195, but suddenly went to \$US214 as a result of US buyers purchasing what would normally be considered a modest tonnage.

"However, the market dropped off in a day or so to \$US200 and has remained at that level over the last week or so. It seems likely that Philippine copra will average very close to \$US200 for this month.

"Considerable quantities of sunflower oil and fish oil have become available recently for European consumption. In addition, as a result

of good farm fodder crops and seasonal conditions, butter supplies have shown a large increase. Consequently there has been a marked decline in the crushing of highly priced copra and palm kernels and although there does not appear to be any possibility of improved prices for some time, laurics still hold a very good place in the food sector, and particularly in the manufacture of detergents.

"For these reasons it is unlikely that prices will fall much lower than around the \$US195 level."

Fiji copra down, down, down . . .

Some Fiji copra producers wondered recently whether the sudden fall in world copra prices had finally knocked the bottom out of the Fiji market.

In late June and July, the Fiji Coconut Board adjusted Fiji prices for copra downwards no less than five separate times, slashing top grade prices by over one-third and lower grade prices by nearly half.

Prices dropped from £F97/10/-, £92/10/- and £81/15/- on June 23 to £59/2/6, £54/5/- and £44 on July 22.

On June 16 the board decided to "freeze" prices at their-then levels despite big falls in London prices of over \$A40 per ton. On June 19 the Fiji Coconut Advisory Council supported the board's action despite a further fall meanwhile of about \$A10 per ton on world markets.

But a week later the "freeze" was off in Fiji.

June 24 saw the first drop in Fiji's prices, with about a £F6 fall announced by the board for all three copra grades; July 1 saw another change, a fall of £8 announced for all grades; July 8 saw another drop of £4; July 15 saw the fourth and biggest whack of the lot—a £13 fall all round. July 22 saw another £7 drop announced.

On July 22 the board announced that prices were effective "until further notice", which, on past performances apparently meant that further changes were likely.

The bitter taste of tea

There was more than a little irony in the recent news that a Burns Philp and Co. Ltd. subsidiary, BNG Trading Co. Ltd., had won a contract to supply the New Guinea Administration with some \$30,000

worth of low-grade tea from Communist China.

The contract was awarded despite objections from two territory tea producers — Okka Industries and Kurumul Plantations — who submitted unsuccessful tenders of NG Highlands tea for the same contract.

"Buy local tea and support local products" the two companies protested.

The Administration apparently takes the view that NG tea drinkers aren't connoisseurs—they drink mostly low-grade teas like most Australians. Whereas the thinking behind the young but ambitious NG tea-growing projects is to sell high-grade tea on world markets (in the early 1970's). The industry hopes it will fetch prices of 4/- or 5/- on the London markets.

The irony is that NG's biggest investor in tea is BP's competitor in the territory—the W. R. Carpenter Group—which is spending some \$2 million on the planting and processing of tea. But, BP has not spent a cent on trying to grow tea in NG and does not have any plans to get involved.

W. Samoa bans Fiji meat now

Fiji exporters of canned meat to Western Samoa received a slap in the face in July when imports of Fiji canned meat were banned by the Western Samoan Government. Although this was a blow to Fiji's small meat-canning industry, it did not unduly trouble the average Samoan. Our correspondent in Apia reported late in July that the loss of Fiji canned meat had been accepted without much complaint.

Fiji is the second country whose meat has been banned in Western Samoa. The first was New Zealand, whose corned beef was banned last year.

There was talk in Apia in July of extending the ban on New Zealand meat to cover mutton flaps. However, this seems unlikely. At 15 cents a pound, New Zealand mutton is still one of the cheapest meats available to Samoans.

The high price of imported food was the official reason for the ban on Fiji meat and the continued ban on New Zealand meat. However, where New Zealand is concerned, the reasons probably go deeper.

The Western Samoan Government has not forgotten New Zealand's action following devaluation, when some prices for Western Samoa remained unchanged, although Samoa itself did not devalue.

Produce Prices

Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 9/7 Fiji; 98 French Pacific francs; \$1.23 Western Samoa; \$1.00 Tonga; 9/3 sterling and \$1.12 USA.)

COPRA

PAPUA-NEW GUINEA—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus is available). Prices generally tally with ruling rates in Philippines.

P-NG purchase prices for copra delivered main ports in August were hot-air dried, \$163 per ton; FMS \$160 per ton; smoke-dried, \$158 per ton.

Fiji—The Fiji Coconut Industry Board fixes the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account freight, taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Taveuni. Prices in Suva until "further notice" were: 1st grade, £F59/2/6; 2nd grade, £F54/5/-; CAS, £F44. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents—the local firms—and sells the copra on the open market with a portion of Abels Ltd., NZ. Prices in July were \$WS127 for grade one, \$WS127 for grade one in dried, and \$WS114 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. July prices to buyers were \$T85 first grade and \$T73 second grade.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian shippers; and the balance on to the open market. Prices on July 22 were: 1st grade, \$140; 2nd grade, \$136; 3rd grade,

\$126 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at \$67.20 per ton for first grade.

NEW HEBRIDES—Copra sold direct by planters to France and Venezuela. Official market. Price on July 16 was \$75 (7,500 Pac. Francs). French price was 951 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 July, August, and September, have been fixed, subject to freight adjustment, at \$NZ229.32 first grade, hot air dried; \$NZ227.22 first grade, sun dried, and \$NZ225.66 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 "Sucuwalu" and "Loaloe" 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 July 22 they were £Stg.283/9/- per ton, c.i.f., UK Spot.

On July 25, 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, \$555, in store NG ports \$493 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney, on July 25, was: Grade 1, £Stg.282/10/-; grade 2, £Stg.250.

New Hebrides.—beach, Vila, Santo, \$250 per ton.

Solomons.—4 cents a lb delivered to a fermentary, 3½ cents a lb at buying points.

COFFEE.—P-NG: July 25, Quote No. 1, good quality A grade 39c to 42½c per lb; B grade 37½ to 41½c; C grade 35c to 37c; X grade 36c to 39c and native X grade 34½c to 35½c (ex-store Sydney).

CROCODILE SKINS.—On July 25 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—\$2.80 per in., f.o.b. main 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 July 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 July 25, 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, \$A1,250 per ton; A \$1,450; B, \$1,800; C, \$1,900; D, \$1,220; E, \$840 and EE, \$600 f.o.b. Thurs. Is.

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.

Solomons.—\$160 per ton (orders over 2 tons), \$168 per ton (under 2 tons), f.o.b. Honiara.

Stock Market

LAST SALES SYDNEY

	June 24	July 23
A. Lemon .50	.78	.87
ANG Hold. 1.00	.78	1.00
Ball Plantations .50	.60	.68
Burns Philp 1.00	4.30	4.83
Burns Philp (SS) 2.05	3.60	3.75
Camelec .50	.56	.58
Carpenter .50	2.25	2.50
Choiseul Plntn. 1.00	3.20	3.50
C.S.R. 1.00	6.05	6.30
Dylup Plntn. .50	.73	.73
Fiji Industries 1.02	2.30	2.20
Hackshalls .50	1.78	1.75
Kerema Rubber .50	.21	.25
Koitaki Rubber .50	.66	.62
Lolorva Rubber .50	.30	.30
Makurapau Plntn. .50	.50	.52
Mariboi Rubber .50	.25	.25
Plantation Hldgs. .50	.45	.40
Queensland Ins. 1.00	6.20	7.50
Rubberlands .50	.20	.21
Sogeri Rubber .50	.53	.54
Stn. Pac. Ins. .50	1.85	1.85
Steamships Tdg. .50	.83	.84
Watkins Cons. .50	.96	.95

OIL AND MINING SHARES

C.R.A. .50	20.00	19.20
Cultus Pacific .25	.75	.62
Emperor .10	2.77	3.05
NG Gold Ltd. .35	.82	.70
Oil Search .50	1.45	1.24
Pacific I. Mines .25	.50	.51
do. rights	.48	.25
Papuan Apin. .50	.68	.78
Placer Dev.*	26.50	29.50

* No par value

Sydney stock exchange share price index for ordinaries on July 23 was 616.76. On June 24 it was 599.76.

RUBBER.—P-NG price is based on Singapore rates, which on July 19 were: Prompt nominal shipment 55 Malayan cents per lb; Aug., M54½ cents per lb and Sept., 54½ cents per lb (all about 17 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: July 25 — 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 Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on July 25 were: white and yellow label processed, standard packs, \$5.55, green label, \$5.45, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, July 23, Philippines, in bulk, \$US195 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast, \$US182.50 per short ton.

COCONUT OIL: LONDON, July 23, Ceylon, 1% in bulk, £Stg.156 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, July 19, Spot 19½d Stg. lb; Sept. 54½d Stg. lb.

EXCHANGE RATES

Fiji.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australian dollar on Fiji pound, buyer 0235, seller 2.0576. Fiji-London, £F104.5 £Stg.100.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller 1 to \$WS Tala 1.2470.

NORFOLK IS., PAPUA-NEW GUINEA. Australian currency used: no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (jointly with Australian dollars), Wallis and Futuna Islands and Fr. Polynesia. French Bank, Sydney, on July 25, quoted: Selling, Papeete, 98 Pac. francs to US \$; Papeete, 90 Pac. francs to US \$; Papeete 18 Pac. francs to 1 French franc conversion rate: 1 Pac. franc equals 0.55 French franc. Paris-London: Buying 11.9 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

THE BANK LINE

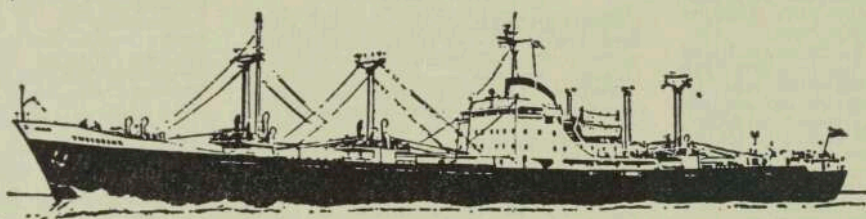
MONTHLY SERVICES
UNITED KINGDOM AND CONTINENT
TO AND FROM
PAPUA, NEW GUINEA AND THE SOLOMON ISLANDS

ALSO:

FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT



U.S. GULF/AUSTRALASIA SERVICE VESSELS CALLING AT
FIJI, ETC., WHEN SUFFICIENT INDUCEMENT OFFERS FROM U.S. GULF PORTS



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

SOUTHERN CROSS—NORTHERN STAR
Linking the
PACIFIC ISLANDS with . . .
England, West Indies, New Zealand,
Australia and South Africa

One Class liners, Southern Cross (20,000 tons) and Northern Star (24,000 tons)—air-conditioned with the latest in amenities. Regular sailings approximately every six weeks via Panama Canal and South Africa, calling at a selection of the following ports: Fiji, Rarotonga, Tahiti, Acapulco, Balboa, Curacao, Trinidad, Barbados, Miami (Pt. Everglades), Bermuda, Lisbon, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, Wellington, Auckland.

For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.

Tahiti. Messageries Maritimes, Papeete.

Cable Address: Messagerie Papeete.

SHAW SAVILL LINE



S.S. "Northern Star"
(24,733 TONS)



Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of Sweden, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks 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. Sleigh Ltd., 115 York St., Sydney (2-0253).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne. Calls are also made every 10 weeks at Sukarnapura.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Valmate from Sydney to Lautoka, Suva including transshipments for Vavau and Nukualofa, and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Aauranga (NZ) for timber.

Details from Union Steam Ship Co. of NZ, 247 George St., Sydney (2-0528).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton, returning via South Africa.

Details from Chandris Line, 135 King St., Sydney (28-2451).

Sitmar Line, with four liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Balboa, Panama, via NZ, Fiji or Papeete.

Details from Sitmar Line, 22 Bridge St., Sydney (27-4521).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC (with transshipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver.

Details from 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, Talohae (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).

AUSTRALIA - P-NG

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 vessels Papuan Chief and Island Chief operate a two-weekly service from Sydney to Brisbane, Port Moresby, Lae, Madang and Rabaul.

Details from Swire and Yull Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line's six cargo vessels leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, Glzo, 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 Rabaul, Lae and Fulleborn, and return.

Details from Auscan Shipping Pty. Ltd., 68 Pitt St., Sydney (27-9886).

Messrs. Keith Holland Shipping Company uses a small motor vessel Jardine to operate fortnightly services from Cairns, Queensland, to Port Moresby and Daru, and return.

Details from Herbert S. Craig, Box 12, Port Moresby (2728).

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. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yull Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleight Ltd., 115 York Street, Sydney (2-0253).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transshipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Kweilin and Kwangtung operate a monthly cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via NZ and the Far East.

Details from Swire and Yull Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ

Royal Inter-ocean 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 Inter-ocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA TAHITI - AM. SAMOA - FIJI

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, Papeete, Pago Pago, Apia, Suva, Lautoka and Noumea returning to Japan direct.

Details from Swire and Yull 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 Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Burns Philp (SS), 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 - 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.

NZ - NORFOLK IS. - N. CALEDONIA - NEW HEBRIDES - WALLIS IS. - FIJI

Reef Shipping Company, Suva, operates a three-weekly service from NZ ports to Norfolk Is., Noumea, Vila, Wallis Is. and Suva, and return to Auckland.

Details from Trans Pacific Marine, 29-31 Fort St., Auckland (41-873).

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 (26-6701).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakal operates a seven-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniui. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia) Pty Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora.

Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafouou, 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., 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., 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. Honolulu 0935, dep. 1100, arr. San Francisco 1845 Tues., Thurs., Sun.
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. (Aug. 18, Sept. 1): 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. (Aug. 11, 25): the DC8's end and start at Auckland, leaving at 2205 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.

0815, arr. Los Angeles 1905.
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.

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.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "SAMOA MARU" V-9

Dep. JAPAN Sept. 30.

GUAM October 5.

PAGO PAGO October 15.

APIA October 15-16.

SUVA October 18-19.

*LABASA October 19-20.

LAUTOKA October 21-22.

NOUMEA October 24-25.

VILA November 5.

SANTO November 6-7.

* Subject to cargo inducement.

Heavy lift and reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Fiji Maru", V-20, End October.

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.

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 Sat.

Fri.: Dep. Los Angeles 2345, arr. Papeete 0500 Sun., dep. 0745, arr. Nadi 1030 Mon., dep. 1115, arr. Noumea 1215 Sat.

NZ - AM. SAMOA, TAHITI or HAWAII - USA

PANAM (with 707's)

Mon.: Dep. Auck. 2359, 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 2145, 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. 1610, arr. Manila 1905, dep. 1945, arr. Hong Kong 2230.

Fri.: Dep. Hong Kong 0900, arr. Manila 0940, dep. 1025, arr. Pt. Moresby 1725, dep. 1810, arr. Syd. 2140.

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.

UNION STEAMSHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES

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NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAUL—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

● *PIM's shipping and airways schedules are correct to time of publication.*

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 1450. Flight extends NI-Auckland-NI Wed., Sat. only (See "NZ-Pacific Islands").
Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1850.

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.
Fri.: Dep. Melb. 0700, arr. Syd. 0825, dep. Syd. 0910, arr. Pt. Moresby 1250.

SOUTHBOUND

Ansett-ANA: Mon.: Dep. Pt. Moresby 1415, arr. Bris. 1655, dep. 1800, arr. Syd. 1910, dep. 2000, arr. Melb. 2110.
Wed.: Dep. Pt. Moresby 1200, arr. Bris. 1440, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.
Fri.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1615, arr. Syd. 1725, dep. 1800, arr. Melb. 1910.
Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710, dep. 1800, arr. Melb. 1915.
Sun.: Dep. Pt. Moresby 1130, arr. Bris. 1410, dep. Bris. 1500, arr. Syd. 1610, dep. Syd. 1800, arr. Melb. 1910.

TAA: Tues., Thurs., Sat., Sun.: 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.

TAA and ANA each operate a weekly DC4 from Sydney to P-NG with cargo only.

QUEENSLAND - PAPUA

TAA (with Fokkers)

Tues.: Dep. Townsville 1110, arr. Cairns 1215, dep. 1315, arr. Pt. Moresby 1535.
Thurs.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Fokkers)

Thurs.: Dep. Cairns 1325, arr. Pt. Moresby 1545.
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.

Sat.: Dep. Auckland 2230, arr. Nadi 0120.
NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)

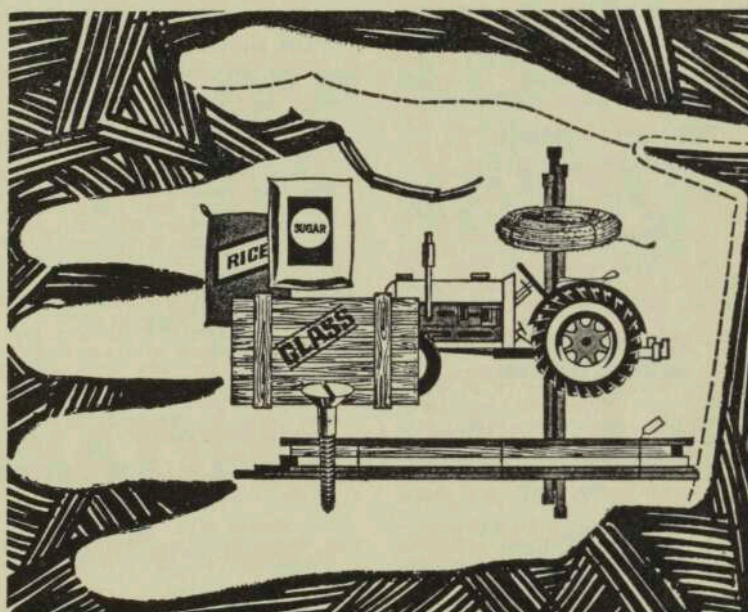
Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445.
Wed., Fri.: Dep. Pago Pago 1600 (cross Dateline), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

NZ - NEW CALEDONIA

AIR-NZ and UTA (DC8's)

Sun.: Dep. Auckland 1300 for Noumea, arr. 1445, dep. 1600, arr. Auckland 1930.
Wed.: Dep. Auckland 1230, arr. Noumea 1415, dep. 1020 Thurs., arr. Auckland 1340.

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Lae, Rabaul, Madang—New Guinea Company Limited.
Port Moresby—Island Products Limited.



AUSTRALIA WEST PACIFIC LINE



NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)
Sat.: Dep. NI 1600, Auckland, arr. 1945.
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.
Tues.: Dep. Papeete 0645 for Auckland (cross Dateline), arr. Wed. 1030.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)
Alt. Tues. (Aug. 27, Sept. 17, 28): Dep. Santiago 0100, arr. Easter Is. 0700 (24-hour stopover), dep. 0700 Wed., arr. Papeete 1500.
Alt. Sun. (Sept. 1, 22): Dep. Papeete 1900, arr. Easter Is. 0700 Mon. (24-hour stopover), dep. 0700 Tues., arr. Santiago 1900.
Details from Mr. J. Federer (31-4366), Sydney; or Tahiti Tours, Papeete.

FIJI - GEIC - NAURU

FIJI AIRWAYS (with HS748)
Alt. Sun. (Aug. 11, 25): Dep. Suva 0600, arr. Nadi 0635, dep. 0720, arr. Funafuti 1020, dep. 1105, arr. Tarawa 1435, dep. 1520, arr. Nauru 1650.
Alt. Mon. (Aug. 12, 26): 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.

NOTE: An additional fortnightly service operates here, leaving Fiji on alternate Sundays and returning on alternate

Mondays (Aug. 18, 19). Times are the same as above.

FIJI - TONGA

FIJI AIRWAYS (with HS748)
Wed., Sat.: Dep. Nadi 0610, arr. Suva 0645, dep. 0715, arr. Tonga 1015, dep. 1100, arr. Suva 1200, dep. 1300, arr. Nadi 1345.

FIJI - WESTERN SAMOA

FIJI AIRWAYS (with HS748)
Wed.: Dep. Nadi 1100, arr. Suva 1145, dep. 1240, arr. Apia 1640 Tues.
Tues.: Dep. Apia 1720, arr. Suva 1920.

HAWAII - AM. SAMOA - TAHITI

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.

HAWAII - MICRONESIA - GUAM

AIR MICRONESIA (with 727's)
Sun.: Dep. Honolulu 0700, arr. Johnston Is. 0845, dep. 0915, arr. Majuro 1005 Mon., dep. 1035, arr. Kwajalein 1120, dep. 1150, arr. Truk 1210, dep. 1255, arr. Guam 1530, dep. 1615, arr. Saipan 1650.
Sat.: Dep. Saipan 0850, arr. Guam 0925, dep. 1010, arr. Truk 1035, dep. 1120, arr. Kwajalein 1540, dep. 1610, arr. Majuro 1655, dep. 1725, arr. Johnston Is. 2215, dep. 2245, arr. Honolulu 0025.

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)
Tues.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1215, dep. 1530, arr. Noumea 1725.
Fri.: Dep. Noumea 0800, arr. Vila 0955, dep. 1315, arr. Santo 1420, dep. 1450, arr. Noumea 1730.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA (with DC4)
Second Wed. each month.
Wed. (Aug. 14): Dep. Noumea 0800, arr. Wallis 1530.

Thurs. (Aug. 15): Dep. Wallis 1100, arr. Noumea 1630.

NEW GUINEA - WEST IRIAN

TAA (with DC3's)
Fortnightly flights leave Lae, via Wewak, to Sukarnapura and return the next day (Aug. 12, 26).

P-NG - SOLOMONS

TAA (with Fokkers and DC3's)
Tues.: Dep. Pt. Moresby 0700, arr. Lae 0800, dep. 0900 for Buka, Munda, Honiara, arr. 1630.
Wed.: Dep. Honiara 0740 for Munda, Buka, Rabaul, Lae, Pt. Moresby, arr. 1415.

TAHITI - USA

UTA-French Airlines (with DC8's)
Mon.: Dep. Papeete 0900, arr. Los Angeles 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. Honolulu 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. Honolulu 1040, dep. 1200, arr. Pago Pago 1610, dep. 1655, arr. Papeete 2045.

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES (with DC3, DC4)
Daily: Dep. Apia 1415, arr. Pago 1500, dep. Pago 1545, arr. Apia 1630.
Sat.: Dep. Apia 1800, arr. Pago Pago 1845, dep. Sun. 0645, arr. Apia 0730.

W. SAMOA - TONGA

POLYNESIAN AIRLINES (with DC4)
Sun., Wed.: Dep. Apia 0800, arr. Tonga Mon., Thurs. 1025.
Mon., Thurs.: Dep. Tonga 1115, arr. Apia Sun., Wed. 1345.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC3, DC4)
Thurs.: Dep. Apia 0800 (cross Dateline), arr. Wallis 0835 Fri., dep. 0855, arr. Nadi 1200.
Sat.: Dep. Nadi 0600, arr. Wallis 0910, dep. 0930 (cross Dateline), arr. Apia 1210 Fri.
Sat.: Dep. Apia 0800 (cross Dateline), arr. Nadi 1020, dep. 1120 Sun., arr. Apia 1600 Sat.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and a HS748 operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.
Details from Fiji Airways, Victoria Parade, Suva.

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Air Pacific, with Beech Baron aircraft, operate regular services to Ba, Bureta, Korolevu, Nadi and Nausori.
Details from Air Pacific Ltd., Suva (Phone 25137).

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying-boat, operates regular services to Bora Bora, Huahine, Papeete, Raiatea and Tangiroa.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's, DC6's and Grumman SA-16 flying-boats, operates regular services to Guam, Koror, Wajalein, Majuro, Ponape, Rota, Saipan and Yap.

Details from Continental Airlines, International Airport, Los Angeles, California.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's, Twin Otters and Aztecs, operates regular services to Baimuru, Baiyer R., Balimo, Banz, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Finschhafen, Iaraina, Goroka, Gurney (Samarai), Macquinet Bay, Kandrian, Kavieng, Kerema, Kieta, Lae, Madang, Malalaua, Manus, Minj, Misima, Mt. Hagen, Munda, Nissan Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Wabag, Wakunai, Wau, Wapenamanda and Wewak.

Ansett-MAL, with Fokker Friendships, DC3's and Piaggios, operates regular services to Aitape, Ambunti, Angoram,

Banz, Bulolo, Erave, Goroka, Hayfield, Ialibu, Kainantu, Kagua, Kavieng, 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 Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Ouen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, 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 Dove and Beech Baron aircraft, operates regular services to Auki, Avu Avu, Barakoma, Honiara, Kira Kira, Marau, Mono, Munda, Sege and Yandina.

Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

GAMES PROGRESS

(Continued from p. 25)

Guam: Athletics, basketball, boxing, judo, lawn tennis, netball, softball, swimming, table tennis, volleyball, weight lifting.

Nauru: Soccer, athletics, basketball, boxing, lawn tennis, Rugby Union, swimming, table tennis.

New Caledonia: Soccer, athletics, basketball, boxing, judo, lawn tennis, swimming, table tennis, volleyball, weight lifting, yachting, Rugby Union.

New Hebrides: Soccer, athletics, basketball, golf, judo, lawn tennis, Rugby Union, yachting.

Papua-New Guinea: Volleyball, athletics, swimming, water polo, Rugby Union, Soccer, Basketball, netball, softball, lawn tennis, table tennis, weight lifting, boxing, golf, yachting, judo.

Tonga: Athletics, basketball, boxing, volleyball, weight lifting, yachting.

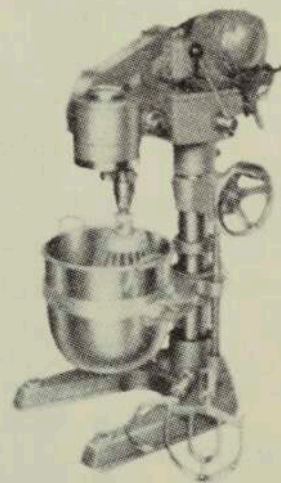
Wallis and Futuna: Soccer, athletics, boxing, volleyball, weight lifting.

Western Samoa: Athletics, boxing, golf, lawn tennis, table tennis, weight lifting, yachting.

Cook Islands: Athletics, lawn tennis, netball, boxing.

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Index to Advertisers

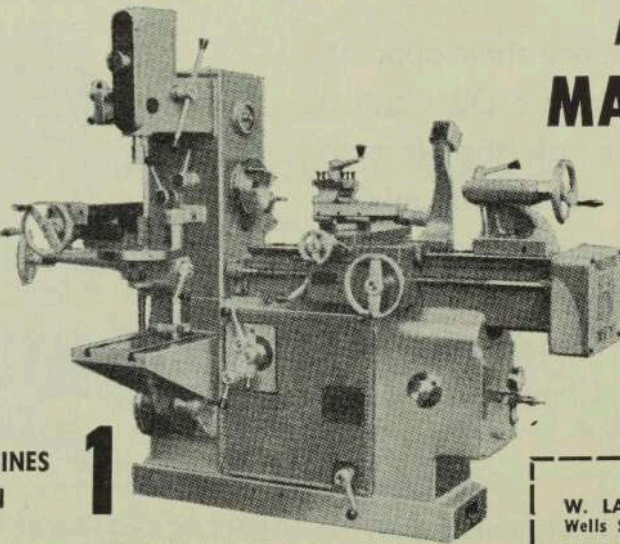
Adams Industries . . . 63, 69, 145, 147	Classified . . . 130	Karlender New Guinea Line 45	Rothmans of Pall Mall (Aust.) Ltd. 71
Air India International . . . 40	Coe, Peter Distributors Pty. Ltd. . . . 138	Kennedy, Captain W. L. . . 100	Royal InterOcean Lines . . . 44
Akai Electric Co. Ltd. . . . 7	Commonwealth Industrial Gases Ltd. . . . 4	Kerr Bros. Pty. Ltd. . . . 141	
Amalgamated Wireless (Australasia) Ltd. . . . 11	Crammond Radio Co. . . . 140	Kraft Foods Limited . . . 77	
Angliss, Wm. & Co. (Aust.) Pty. Ltd. . . . 12	Cystex 147		
Arnott, Wm. Pty. Ltd. . . . 2, 3	Daiwa Shipping Line . . . 123	Latham, W. & Co. Pty. Ltd. 128	Sebels (Aust.) Ltd. . . . 83
A.S.P. Overseas Pty. Ltd. . . . 102, 106, 129	Direct Disposals Trading Co. 106	Lingard Investments Pty. Ltd. . . . 142	Shaw Savill & Albion Co. Ltd. . . . 120
Australian International Travel Centre . . . 45	Dunlute Electrical Co. Ltd. . 108	Lysaght, John (Aust.) Ltd. . . 60	Small & Shattell Pty. Ltd. . 127
			Southern Pacific Insurance Co. Ltd. . . . 145
Bacardi International Ltd. . . 14	Earlwood & Canterbury Permanent Building Society Pty. Ltd. . . . 17	Marine Contractors Pty. Ltd. 99	Stapleton, J. T., Pty. Ltd. . 144
Baker, W. Jno. Pty. Ltd. . . 130		Massey-Ferguson (Aust.) Ltd. 134	St. Bede's College . . . 92
BALM Paints Ltd. . . . 5	Ferrier & Dickinson Pty. Ltd. . . . 98	Mendaco 146	Stewarts & Lloyds (Dist.) Pty. Ltd. . . . 140
Bank Line (Australasia) Pty. Ltd., The 120	Fiberglass (A/asia.) Pty. Ltd. 135	Mick Simmons 147	Steel Boat Building Co. of Australia 106
Beechcraft Australia . . . 13	Filmo Depot Ltd. . . . 146	Millers Ltd. 96	Sullivan (Export) Ltd. . . . 148
Bergius-Kelvin Co. Ltd. . . 94	Ford Sales Co. 84	Morris Hedstrom Ltd. . . . 56	Suttons Motors 43
Bethell, Gwyn & Co. Ltd. . . 126	Fordigraph Pty. Ltd. . . . 142	Mortgage Underwriters of Australia 57	Sydney Church of England Girls' Grammar School . . 93
Blum, A. J. & G. 43	Frigate Rum 42	Motel Lodge 44 43	
B.O.A.C. 34	General Foods Corporation N.Z. Ltd. 10	Mungo Scott Pty. Ltd. . . . 86	T.A.A. cov. ii
Braybon Bros. Pty. Ltd. . . 54	Gillespie Bros. Pty. Ltd. . . 62	Murray, Sons & Co. Pty. Ltd. 116	Tait, W. S. & Co. P/L . . 133
Breckwoldt & Co. Wm. . . 144	Grove, W. H. & Sons Ltd. 143		Tatham, S. E., & Co. P/L 16
British Tobacco Co. (Aust.) Ltd. 6	Handi Works Pty. Ltd. . . 138	Nederland Line & Royal Rotterdam Lloyd . . . 46	Temmah Products Aust. Pty. Ltd. 146
Brittenden & Co. 12	Harris, Keith & Co. Ltd. . . 148	N.G. Aust. Line 72, 73	Tooth & Co. Ltd. 143
Brockhoff Biscuits Pty. Ltd. 9	Heinz, H. J. & Co. (Aust.) Ltd. 88	Nissan Motor Co. Ltd. . . 74, 75	Toyota Motor Sales Co. Ltd. 78
Brownbult Ltd. 136	Hellaby, R. & W., Ltd. 68, 105	Nixoderm 146	Turners Supply Co. Ltd. . . 147
Brunton & Co. 141	Hornibrook, M. R. (Pty.) Ltd. 97	Northern Hotels Ltd. . . . 42	
Bryant & May 8	Hutchinson, Robert Ltd. . . 132	Nylex Corporation Ltd. . . 18	Unilever Australia Pty. Ltd. 76
B.P. 1, 103, 141, cov. iii			Union Steam Ship Co. of N.Z. Ltd. 124
Cadbury-Fry-Pascall Pty. Ltd. 59	International Harvester Co. . 50	P.A.A. 48	Vieta Mowers 145
Carnation Company Pty. Ltd. 58	Johnston, J. Stanley 90	Pacific Islands Transport Line 124	Vi-stim 145
Carpenter, W. R. & Co. Ltd. 131, cov. iv		Pacific Publications Pty. Ltd. 67, 92	Weymark Pty. Ltd. 146
Chellaram, D. 107		Papua-New Guinea Printing Co. Pty. Ltd. 107	Whites Aviation 146
		Philips, N.V. 66	Wilhelmsen, W., Agency P/L 125
		Polynesia Line Ltd. . . . 100	Wunderlich Ltd. 64
		Qantas 46	Yorkshire Insurance Co. Ltd. 147
		Qld. Insurance Co. Ltd. . . 101	Zeiss, Carl, Pty. Ltd. . . . 92
		Rabone Chesterman Ltd. . . 10	



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DEATHS OF ISLANDS PEOPLE

Mr. Gordon Russell

Mr. Gordon Foulis Russell, one-time mariner, writer, shark fisherman and weather expert in the Cook Islands, died in Wellington Hospital, NZ, on July 8. He was 64.

Born in NZ, and educated in NZ and the UK, Mr. Russell served as deck officer in the merchant service from 1920 to 1928. For the next 10 years he worked in NZ as a farmer and advertising consultant. Then he went to Fiji where he fished for sharks and did coastal work for the merchant navy.

In 1944-45 he owned and skippered the schooner *Cimba*, and did a spell of oceanographical work. In 1952 he moved to the Cooks for the NZ Meteorological Service and he remained there until 1961, when he took up a job as a marine meteorological officer in Wellington.

Mr. Russell wrote for various newspapers and magazines—including *PIM*—on Pacific and maritime subjects.

He was a quiet man who easily made friends and had many throughout the South Seas. He leaves a widow, Mary, and two children.

Mrs. Kati Whitcombe

Mrs. Kati Esther Whitcombe, who spent many years in the Islands, died at her home in Auckland, NZ, in July.

She married John Douglas Whitcombe in 1911, and from 1915 to 1917 the couple lived in Fiji, where Mr. Whitcombe worked for the Customs Department. In 1917 they moved to Tonga, where, after working as a produce inspector, Mr. Whitcombe became a teacher.

In 1929, the couple returned to NZ, and since 1958 Mr. Whitcombe has been *PIM*'s representative there.

Mrs. Whitcombe leaves a husband, six children (four daughters and two sons), 18 grand-children and four great-grand-children.

Mr. Wallace Warden, MBE

The death occurred in Sydney in June of Wallace Wynter Warden, who lived on Taveuni, Fiji, for 30 years until 1954. He was 77. During his period in Fiji, from 1924 to 1954, he managed a number of plantations or Coubrough Estates. Through wise management he kept the labour force intact through the copra depression.

He had served in France in World War I as a lieutenant, being severely wounded and being Mentioned in

Despatches. He was invested with the MBE by the Queen in 1953 for his services to the community. After his retirement he lived at Mollymook, near Ulladulla, NSW, until his death.

He leaves a widow, Dorothy, two sons and a daughter.

Mrs. Olivia Jones

Mrs. Olivia Jones, better known to her many friends in the New Hebrides as Mrs. "Billy" Jones, died recently at her home in Springwood, near Sydney.

She first arrived in Vila in 1932 with her husband, Stan, who worked for the next two years as an accountant for Burns Philp (New Hebrides) Ltd. In 1938 the couple returned to Vila and for the next 20 years Mr. Jones worked in Vila as manager for BP.

With most of the women in the New Hebrides, Mrs. Jones was sent to Sydney in 1941 when Japanese invasion looked close.

She returned to Vila in 1945 and became popular as a hostess and bridge player, and she was a familiar sight at the many tennis parties held in Vila in the 1950's.

Her husband, who "retired" in 1958, began working again in 1962 and is currently manager for D. A. Gubbay Pty. Ltd., which has New Caledonian and New Hebrides interests. She is survived by her husband and a daughter.

Mr. Norman Akehurst

Mr. Norman Akehurst, who arrived at Rabaul, New Britain, in 1953 and for the past 12 years had worked as a buyer of scrap metals for overseas companies, died recently in Rabaul. He was 54.

Mr. Akehurst is survived by his wife and two children.

Rev. George Nakaora

The Rev. George Nakaora, president of the Methodist Conference in Fiji, died in Suva, on June 30, aged 57.

He had been installed as president only a year ago, succeeding the Rev. Setareki Tuilovoni.

The Rev. Nakaora was born in Rotuma, and trained as a school-teacher. He was ordained in 1943.

He held a number of posts in the Methodist Church in Fiji and Rotuma.

The Rev. Nakaora leaves a widow and 13 children, 12 of them from a previous marriage.

Mrs. Emily Channer

Mrs. Emily Mary Channer, one of Norfolk Island's oldest residents, died in Norfolk Island Hospital in late June, aged 81.

She was a suffragette in England before 1914, and an active Red Cross worker during World War I. Her old home opposite Queen Elizabeth Avenue in Taylor's Road became known as Channer's Corner. For the past few years she was a cheery and talkative patient of the island's hospital.

Mrs. Betty Lovell

Mrs. Betty Therese Lovell, wife of Mr. Max Lovell, former Fiji policeman and hotelier, died in Melbourne on June 24, aged 42.

She and her husband were well known throughout Viti Levu, where Mr. Lovell managed several hotels in the Northern Hotels chain. She is survived by her husband, three daughters and three sons.

Mr. Edward Wilson

Mr. Edward Wilson, a popular resident of New Guinea for over 20 years—mostly as a senior clerk with the Department of Civil Aviation at Madang, died recently in Madang. Mr. Wilson was in his fifties.

He leaves a widow and children in Australia.

Chief Mariwota

Chief Mariwota, a long-time chief of Nguna Island, north of Efate, New Hebrides, has died on Nguna, aged 84.

Mariwota's father was ruler of Nguna when the Reverend Peter Milne arrived in 1870 and bought some land known as Taloa for the Presbyterian Mission. Mariwota is survived by his daughter, Dulcie, wife of Mr. J. Tavituale, and his son, John Taripu, Nguna's current chief.

Pastor Zurecnuoc

Pastor Zurecnuoc, a venerable Lutheran leader in the Morobe District of P-NG, died recently at Sattelberg, near Finschhafen. He was in his eighties.

He was one of the first New Guinea pastors appointed by Lutheran missionaries in German pre-World War I days and did much to help European missionaries understand New Guineans.

He was a good speaker and composed numerous hymns. Pastor Zurecnuoc married twice and had 14 children, one of whom is Zure Zurecnuoc, a member of the House of Assembly, 1964-68.

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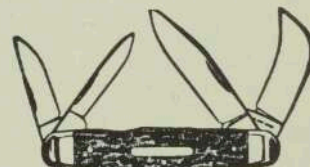
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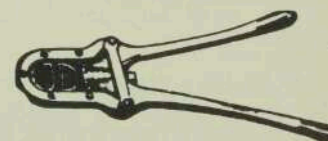
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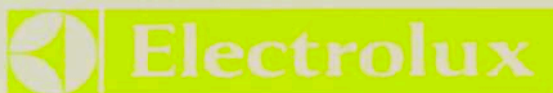
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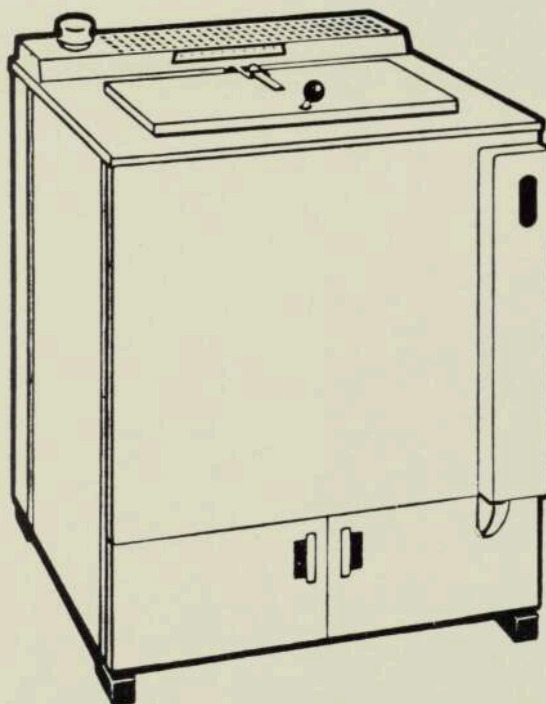
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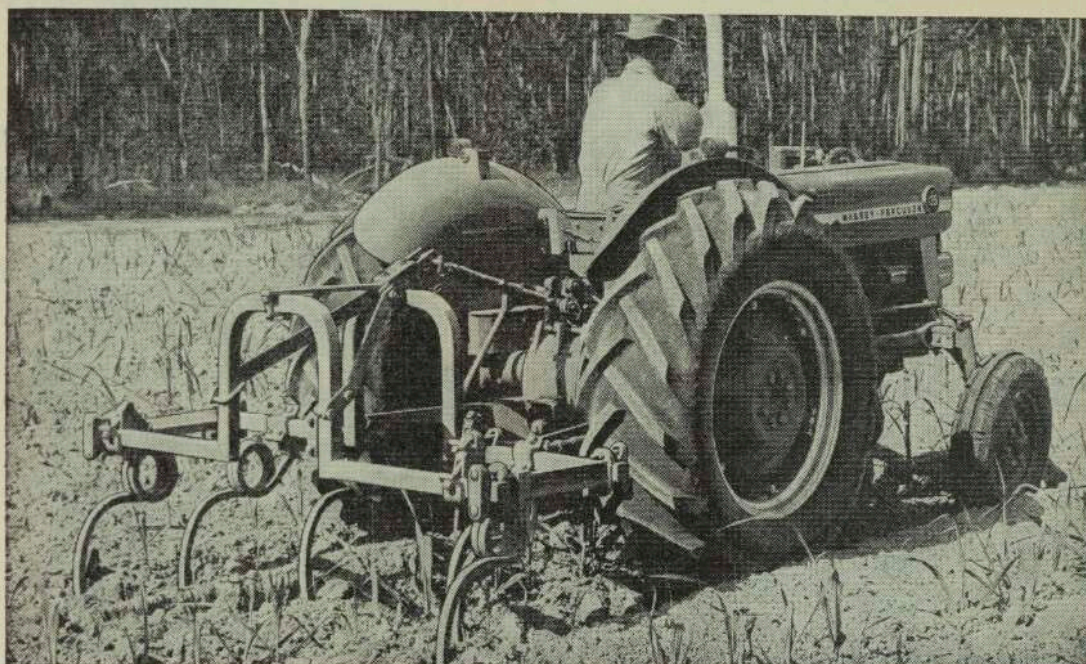
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LETTERS

(Continued from p. 65)

Palauans attempting to speak (or not-speak) a newly-memorised English word for every Palauan word a hunter tried out. There are now upwards of 750 volunteers, and staff, all of these districts, 70 in Saipan alone. The trend, as Dr. Crocombe suggests re Samoa, will be an increase, and to quote his final paraphrase, "... being for them or against them is of little relevance ... the importance is in getting the most value from their presence".

Another item which might help to place us on the map out here (sure, we're on the map. But the majority of Americans have never heard of Micronesia; though places like Samoa, Fiji, roll off the tongue honorifically, largely because there's no fiction on the market about them) has been the building and completion of Saipan's newest—and only "modern-style", on such a large scale—hotel, the "Royal Taga".

This is, by anyone's standard, a lovely place, and derives its eye-catching name from history. Belief in ghosts, either ancestor spirits, or spirits, still goes on here, though Chamorro people are reluctant to show it to Americans. One of these "ghost-monas" was the famous Taga Tinian (another Marianas island close to Saipan), a Giant gifted with superhuman abilities.

Air conditioned!

The "Taga" is where we go for an evening of glamour, for a rendezvous to Stateside standards (which we don't wish for, *most* of the time). The food is good, but more important than that is atmosphere. Quite a contrast to be sitting in an air-conditioned, candle-lit dining room with a broiled lobster (one of a number of good selections) in front of you, gazing out at a swimming pool decorated by night-lights ... drive by, a few minutes later, a lack of tin and wood waiting to be put to use for someone's makeshift home. (We've been through another typhoon recently—this one much worse, and with more noticeable damage).

The hotel is full most of the time. Japanese tourists and other organisations are the most frequent visitors. The hotel was built by a private, Japan-based firm, but has been an inspiration for ground plans in every

district. Continental Airlines will be the controlling force for future tourism.

This brings me to item three. Continental Airlines, of California, has at last introduced us to the Jet age. On a sunny (as most mornings are here) Thursday morning, May 16, the first tell-tale streaks of jet-power could be seen in the sky, a good distance away.

When the streamlined beauty, a 727 with "Air Micronesia" proudly emblazoned on its sides, had landed and its loud (extra-loud to our sensitive ears, used for so long to the muted grumbles of our DC4's) engines had ceased fire, all those who had gathered at the airport here were given an inspection tour. Those plush bluish seats, four together! Air-conditioning! Meals and snacks and magazines and pillows!

But it seems as if some sort of eulogy should be due ... and none was made. The two DC4's which served the Trust Territory for twenty-some years won't be forgotten easily. They could be compared to old friends who, when nothing else is going on, are always good for a few laughs.

I feel safe in a homey sort of plane like the DC4. Jets are known for their crashes. Don't think I'm some sort of crank. Progress is important, but so is reminiscing. The DC4's have been put to pasture now; they will be sold in the United States to the highest bidders.

We enjoy living out here where the weather is always balmy, and where there's a certain day-to-day excitement just in *living* here, at this point in history.

We're watching the interior workings of that vague word "Progress", watching a small area exert itself to catch up to what the rest of the world had been doing more leisurely. Exert itself almost greedily, too.

Well, I've written this letter, not knowing anything about your publishing policy. Perhaps other issues we've missed have noted some of TT's developments. We could add a personal word or two about the four typhoons we've lived through, "eye-witness", as it were. All were in little more than a year, and three took place here on Saipan—since last November, 1967.

Thank you for a wonderful little magazine, and with continued interest.

DAPHNE (Mrs. JAMES A.) STANTON.

Saipan,
Mariana Islands.



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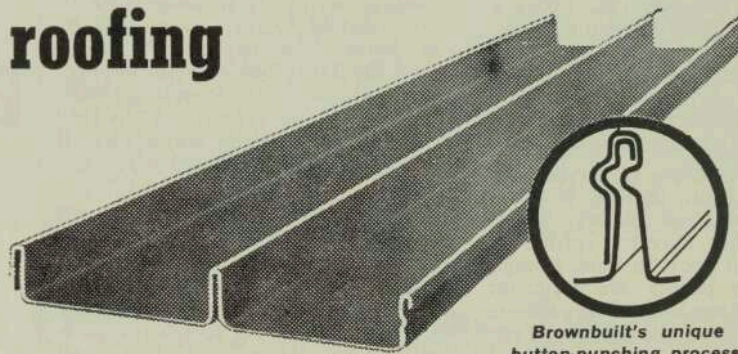
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BB:P19

THE PRACTICAL PLANTER



HOW TO PLANT AND MARKET VANILLA, THE ORCHID SPICE

Vanilla is no newcomer to the Pacific Islands. For many years it has been grown on Tahiti, and now Tonga—where the spice has been cultivated experimentally for several years—hopes to produce vanilla on a commercial scale. This article on vanilla, the fourth in a series on spices, is based on information supplied by the British Government's Tropical Products Institute.

The principal commercial varieties of vanilla are *Vanilla planifolia*, the name of the Mexican, Bourbon and other vanillas, and *V. tahitensis*, the name of Tahiti vanilla. In the West Indies, chiefly the French Colonies, *Pompona* is cultivated, but yields an inferior form of vanilla.

The plant, a climbing orchid, requires a moist tropical climate, and needs a light, friable soil, rich in humus. It is grown in partial shade, where trees cannot be used for support, posts or trellises must be erected for the purpose.

Although vanilla can be grown from seed, cuttings are almost invariably used. They are taken from healthy, vigorous plants, and vary in length from 1 ft to 12 ft according to local custom. Those raised from cuttings, planted at the beginning of the rainy season, come into bearing in one or two years, while those from short cuttings take three or four years.

The ground at the foot of the support is heavily dressed with vegetable mulch and levelled; several pieces of the cutting are laid on it, covered with soil or leaf manure. The remainder of the cutting, containing at least two nodes, is tied in several places to the support—any one end being turned back and tied on similarly.

The plant begins to grow within a few weeks. The supports are usually spaced 9 ft apart, one vanilla plant being grown on each support.

Once established the plants have to be trained to grow to a convenient height, and new growths must be pruned in. The soil, especially over the base of the plant, must be kept covered with a mulch, and nine or ten months before the flowering begins the growing tip of the vine

is cut off—to encourage the production of flowering shoots.

Essential

Daily attention is essential when the plants are in flower, since, except in Mexico (the natural habitat of the plant), the flowers are not visited by bees, and it is therefore necessary to fertilise them by hand. To produce long pods, which fetch the highest prices, the number of flowers to be fertilised is usually reduced by hand-picking a certain proportion from each plant.

After harvesting, the vines must be pruned of the old flowering stems. Constant watch for pests and diseases is necessary throughout the season,

and support trees, where these are used, also require attention.

The curing and drying of the pods of vanilla are of much practical importance, since they have a great effect on the value of the final product.

If left to ripen on the plant, the pod, which is at first green, gradually turns yellow (beginning at the lower end) and splits open. It continues to darken, changing through brown to black, and takes about a month to ripen fully. The characteristic vanilla odour, which is not present in the freshly ripened pod, develops as the pods darken. If left to themselves the pods dry up and become brittle and odourless.

Mexican vanilla: Sun curing is the



These trees are used to shade and support vanilla cuttings in a Tahiti plantation.

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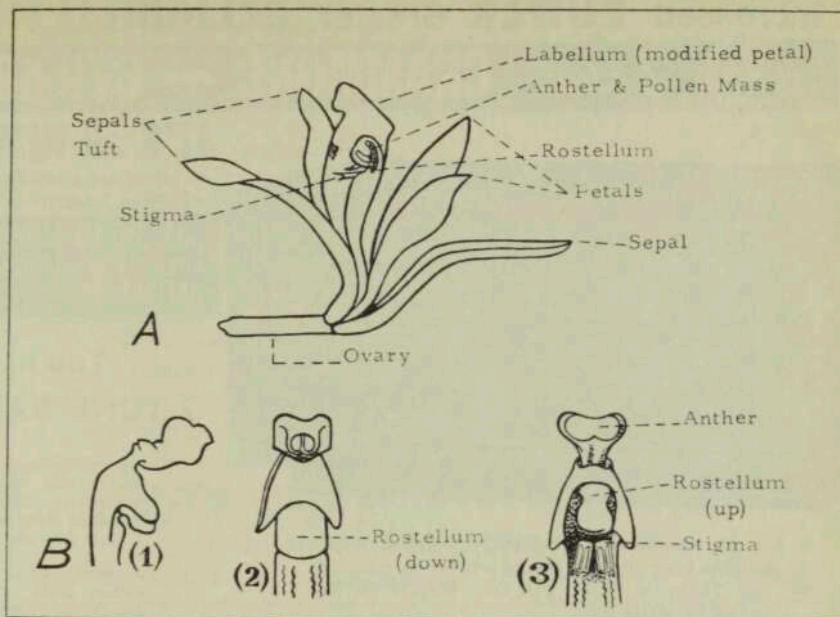
inary method of curing adopted in Mexico. The pods are picked when they are just beginning to turn yellow at the end; if allowed to remain on the plant beyond this stage there is risk that they may split. The pods are then spread out in single layers on shelves ("camillas") in a clean place which is well ventilated and protected from rain. They are left 24 hours during which time they lose moisture and shrivel. During this stage they are sorted according to their degrees of ripeness. The pods which show a tendency to blacken are pared thinly with castor oil.

Spread in the sun

The next day the pods are spread on tables in the sun, preferably against a whitened wall facing south. The tables are covered with a cloth on which are placed woollen blankets of a dark colour (to conserve the heat), and on these the pods are spread out, singly, with their thick ends towards the sun. Before sunset, the pods, which are very hot, are placed in boxes which have stood all day in the sun. The boxes are lined with blanket material that has also been exposed to the sun. The pods are piled in the boxes with their thick ends in the centre of the box, and the blanket is folded over the top of the pile. In this condition, with every caution to conserve the heat, the



Healthy specimen of a vanilla plant in Puvu, Tahiti.



A—Parts of the vanilla flower. The anther, rostellum and stigma are of chief interest in hand pollination. At B (2), the end of the column is shown with the rostellum down. In hand pollination this rostellum (or flap) must be lifted, as at B (3), in order that the male organ (anther) can be pressed against the female organ (stigma). A side view of the column is shown at B (1).

Pods undergo the process known as "sweating".

After 16-22 hours they have usually acquired a dark brown colour and are removed from the boxes. Any pods that have remained green are set aside and treated in ovens (see below).

The pods are then allowed to dry for a period which may last from 20 to 30 days, according to the weather. During this period they are placed on the "camillas". On fine days pods are exposed to the sun for one or two hours at the hottest part of the day. They are also subjected again during this period to the sweating process some four or five times; this number should not be exceeded or the pods may become soft and discoloured.

If the weather is unfavourable for sun curing, oven curing is used. The oven process requires close attention and skill in order to avoid loss of material through faulty curing.

Tied up

The pods are tied up in bundles, of flat rather than cylindrical shape, each consisting of from 100 to 400 pods. Each bundle is wrapped in a woollen covering, then enclosed in sacking, and tied up with cord. The bundles are then placed in an oven.

The oven has been previously

heated, and the fire removed. The temperature at which the treatment commences is between 89 deg. Cent. and 125 deg. Cent., according to the number of bundles to be treated (the larger the number the higher the temperature).

An average number of bundles to be treated at a time is from 16 to 20, for which the commencing temperature would be 111 deg. Cent. to 115 deg. Cent. The oven should first be heated to a higher temperature than that at which it is to be used, and then allowed to cool to the required temperature.

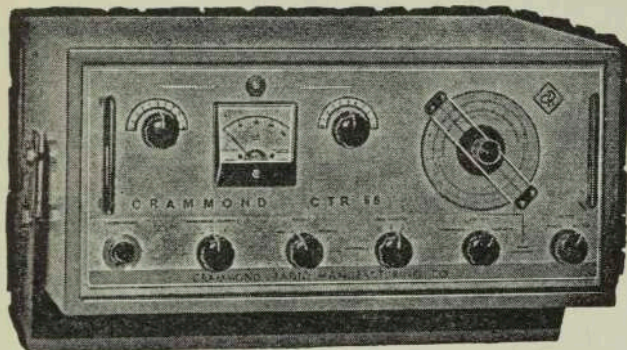
When the oven is at the correct temperature, the bundles are placed in it by means of a rod with a hook at the end, and the oven is closed.

Depends on weather

After 16-22 hours the pods have generally acquired the proper colour, though it is a common practice after about 12 to 14 hours to remove and examine one bundle in order to discover how much more treatment is necessary. Should the temperature have become too low, the bundles are temporarily removed and the oven is re-heated.

When the bundles are finally removed from the oven they are wrapped in blankets in order that they may cool very slowly. The

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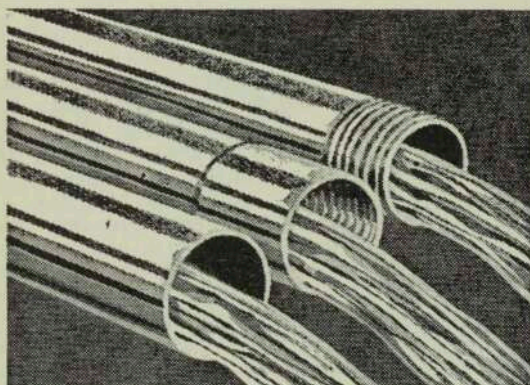
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et day they are exposed in the or on the "camillas", according to the weather.

For the next 20 to 30 days the ds are dried in the same way as sun-cured pods, and are "sweated" or five times.

During the drying process the pods are carefully inspected, and any that are mis-shapen or unripe, or that have split open, or show mould or abnormal crystallisation, are separated and placed in different classes according to their particular defects.

Finally the pods are graded according to colour, firmness and gth. They are made up into packets of 50, and packed in tin cases, each box containing 60 packets of the same grade.

Methods used in other countries:

Madagascar and Reunion a process that is commonly employed is treatment with hot water. This is known as the "boiling water" process because when it was introduced water at boiling point was used. Today temperature of 60 deg. Cent. to 65 deg. Cent. is regarded as more satisfactory.

The pods are placed in baskets according to grades, and the baskets are dipped into a cauldron of hot water for two to three minutes according to the grade—the larger pods longer the treatment. Alternatively the pods can be exposed to steam. With this method the pods are placed on a perforated shelf over a boiler near boiling point.

After treatment the pods are dried for a few moments, and, while still damp, are transferred to "sweating" cases. They are then exposed in the open air for six to eight days until they reach the proper condition, and are finally allowed to dry slowly in the shade in a well ventilated drying case.

Less elaborate

Less elaborate methods are used in other countries. Thus in Peru the pods are immersed in boiling water, hung up to dry in the open air, and after drying for some 20 days they are smeared with castor oil and tied up in bundles.

Well prepared vanilla pods should be long, fleshy, supple, very dark brown to black in colour, somewhat irregular in appearance, strongly aromatic, free from scars and blemishes. Quality beans are usually hard, thin and brown or reddish-brown in colour. Split beans should be marketed separately and are regarded

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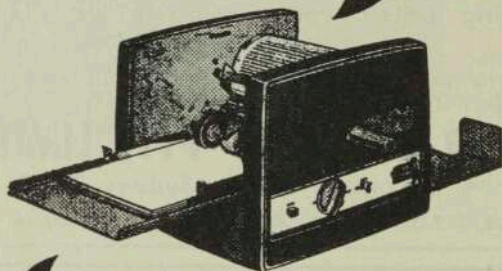
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as somewhat inferior to whole bean of the same grade. The moisture content may be as high as 45 per cent in the top grades and as low as 10 per cent. in the poorest grades.

Commercial supplies of vanilla are graded primarily on a geographic basis as follows:

● **Tahiti vanilla.** Tahiti vanilla is prepared similarly to the Mexican vanilla. The Tahitian plantations were developed from stock obtained from Mexico, and this stock, in its new environment, has gradually developed a flavour reminiscent of coumarin. Tahiti vanilla is characterised by esters only, and it is marketed in six grades. The first four grades consist of sound unsplit beans of varying lengths, the fifth grade includes beans of all lengths, and split or scabby beans, and the sixth (and most inferior) grade consists of damaged beans.

Mexico its home

● **Mexican vanilla.** Mexico was the original source of vanilla and still produces the finest quality, although the quantity is relatively small in relation to total supplies. Mexican beans are marketed in seven grades ranging from beans of exceptional quality to the most inferior. Moisture content of Mexican vanilla varies from about 40 per cent. down to about 20 per cent. Whole pods are sold either in bulk or in neat bundles of 50 to 90 each.

● **Bourbon vanilla.** This vanilla includes all the beans grown in Madagascar, the Comoros, Reunion, the Seychelles and Uganda. Madagascar is by far the largest producer of vanilla. Bourbon vanilla from Reunion, Madagascar and the Comoros is usually produced in five qualities—extra, first, second, third and fourth. Split beans are marketed separately in corresponding qualities. The beans are tied only in the middle. The bundles are packed in tins lined with grease-proof paper containing 16 to 22 lb each.

● **Java vanilla.** Java produces vanilla of the Bourbon type, but current production is much reduced owing to the destruction of many of the plantations during World War II and the subsequent political disturbances. In the US, Java vanilla is used for extraction purposes, as it is said to give higher yields than other forms of vanilla; in France, however, Bourbon vanilla is preferred. Java vanilla is classified in



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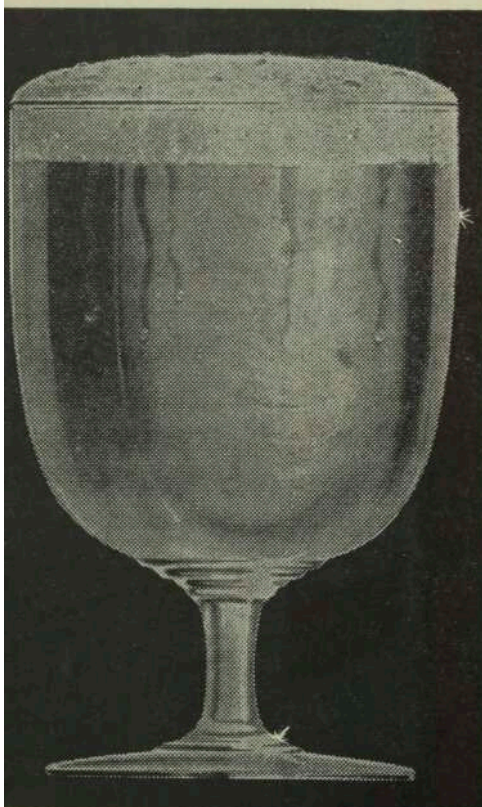
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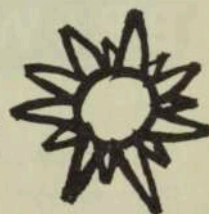
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"prime", both whole and split, "re-also whole and split, and "second quality".

• Other varieties. A number of other countries produce small quantities of vanilla, but the only ones of any commercial importance are Dominica and Guadeloupe. Dominica (and in St. Lucia and Vincent), in the British West Indies, *V. planifolia* is cultivated, while in French West Indian territories Guadeloupe and Martinique, produce an inferior form of vanilla known as "vanillons", derived from *pompons*. The methods of preparation used in these West Indian Islands generally resemble the Mexican.

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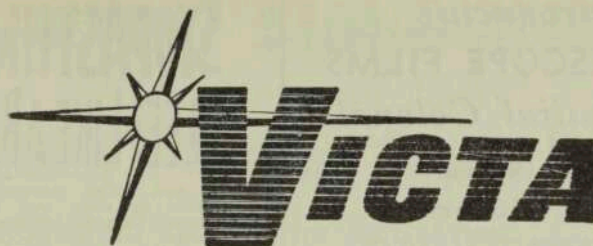
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Fly River's future

(Continued from p. 116)

Dutton, says the crocodile indust
is on the way out.

As a precaution against collaps
the society has just bought 45,00
rubber seedlings, many of them fro
Malaysia.

Australia is fighting an uph
battle in Western Papua. The 60,00
village people in the district w
probably always be farmers, but
District Agricultural Officer I
Pendergast puts it, "you've got
have a stout heart to be a farmer
this area".

No promises

In Port Moresby, one of t
superiors summed up: "Looking
the whole thing dispassionately, t
Western District has little or
future. We cannot promise t
people anything really worthwhile.
and I suspect that quite a few
them know just how tough their liv
are going to be, when the rest
the territory is on a good ca
income.

"And I think, too, that a lot
the Western District village peop
realise that we, the Europeans, a
trying to force them into a ca
economic system that we, the Eur
peans, spend most of our time tryin
to get out of. A pretty cynical sur
mary, but pretty close to the truth

For 15,000 or 16,000 of t
Papua's in the Western Distri
there's very little immediate chan
of any cash income—those arou
Ningerum on the Western Iri
border, the estimated 5,000 arou
Olsobip in the foothills of t
Hindenburg Range and the St
Mountains, and the estimated 5,0
Biami, Supei, Kubor and Kom
people in the Nomad Subdistrict.

Unless there are dramatic develo
ments over the next few years, t
Ningerum, Olsobip and Nom
people are going to continue livin
much as they do now—almost
they were living 1,000 years ago.

Nomad might have a slight a
vantage—on the surface. The stati
has a house of permanent materi
for an agricultural officer, but Po
Moresby says it knows nothing abo
the house, and has never planned
send an agricultural officer
Nomad.

Director of Agriculture Mr. W. I
Conroy, says that Nomad has h
only a preliminary agricultur
survey—"and the area is impossi

"There's no plan for anything
Nomad. We may be able to he
them with their subsistence for
crops—nothing else I'm afraid."

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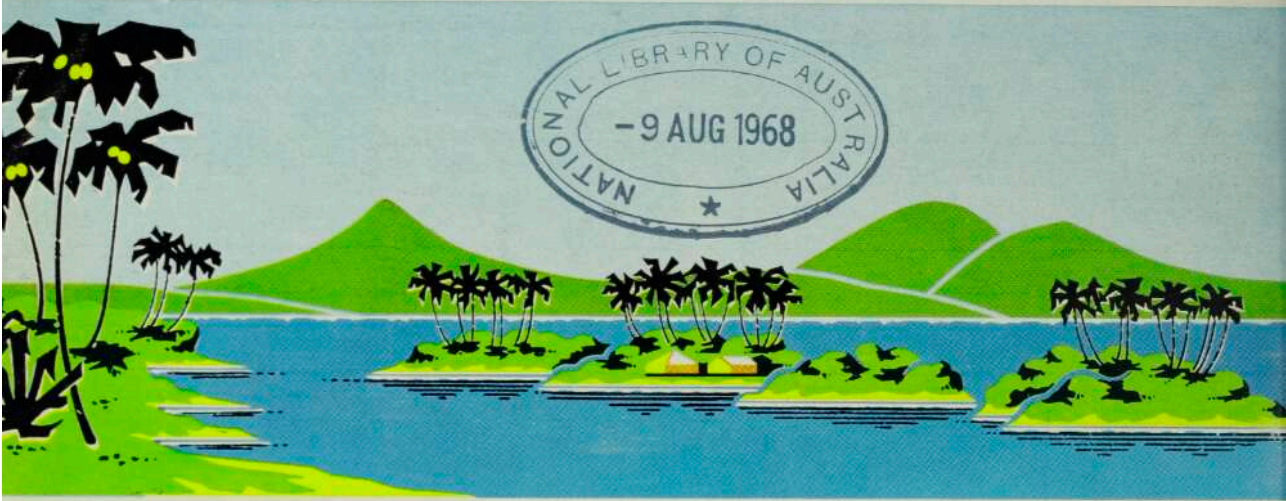
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