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Pacific Islands Monthly

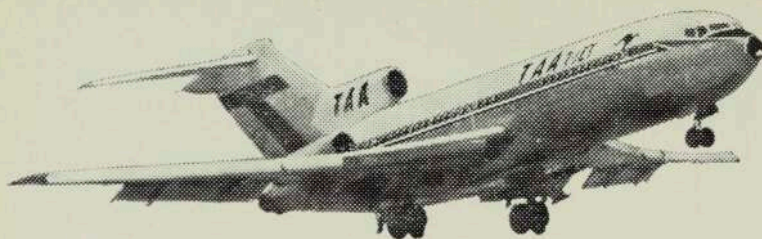


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SEPTEMBER, 1968

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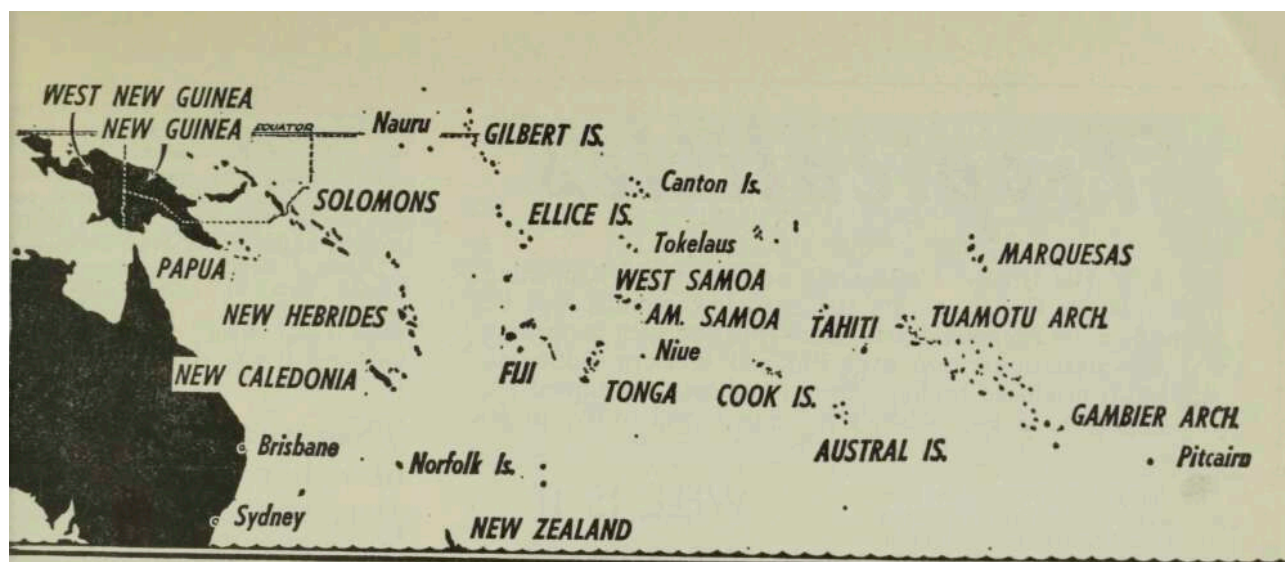
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SEPTEMBER, 1968 — PACIFIC ISLANDS MONTHLY



Vol. 39, No. 9, September, 1968

PACIFIC ISLANDS MONTHLY

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Tropicalities

Is it The Bomb? Undoubtedly any unnatural happening in the South Pacific during the next few months will be blamed on the French nuclear tests—and one such happening was the mysterious haze over Fiji and Western Samoa in August. It produced brilliant sunsets and sunrises, turned the sun to blood-red and reduced visibility in Fiji to five to 10 miles.

At the same time people in Port Moresby were complaining about a haze which had hovered about south-eastern Papua for more than a week in August. At one stage visibility at Port Moresby airport was reduced to one mile.

There were no hard and fast explanations for either phenomenon.

However, a random check of atmospheric radiation made at Apia Meteorological Observatory early in August showed radiation to be twice the normal background level.

Some suggested that the cause might be volcanic ash from the New Hebrides, but the Nadi Meteorological Office had not been notified of any eruptions.

The Nadi Airport forecaster said that because of the prevailing winds, dust from the French tests could reach Fiji only by travelling east around the world—and there had not been enough time for it to do this.

And in Port Moresby, the Meteorological

WELL, IS IT THE BOMB?

logical Office said that the Papuan haze was caused by industrial smoke (i.e., smog) from the cities of Australia. According to the Met Office, the smog had moved in an arc through the Coral Sea and the Solomons to Papua.

Could this arc have extended as far as Fiji and Western Samoa? Could it be that the idyllic South Seas are becoming the victims, not of The Bomb, but of smog?

There is probably some very ordinary explanation, but, like our maiden aunt, we prefer to suspect the bomb.

How to put your foot in it and win

AUGUST'S international fishing contest at Korolevu, Fiji, had its fair share of minor disasters, not the least being the Fiji team's forced withdrawal on the opening day of the contest.

Fiji team members, Mr. D. Ellerton, Mr. George Rawnsley, the Australian Commissioner, Mr. R. N. Birch, and Mr. Syd Gould, had to return to Suva after the windscreen on their launch, *Inez*, was smashed.

Their opponents, a team of enthusiastic New Zealanders, took home the Air New Zealand Trophy for the winning team, plus the Prouds Trophy, the Gokal Trophy, the Burns Philp Trophy, the Millers Ltd. Trophy, the Tip-Top Trophy and the K. Witherington Trophy.

The Tip-Top Trophy (for the heaviest billfish) went to New Zealander Mr. C. Shields, who brought in a 128 lb sailfish—a new Fiji record.

The contest had its humorous moments, including the time a 70 lb wahoo revenged itself on Mr. Ken Wiles, 38, of Papatoetoe, Auckland.

Mr. Wiles, who took the Prouds Trophy with a 79 lb wahoo, trod on the smaller fish while it was lying in the cockpit of the *Sere-ni-Wai*.

"When I stepped over it my foot slipped into its mouth—which it promptly closed," explained Mr. Wiles, who went home with an additional trophy—three stitches and a bandaged left foot.

"Not me, a couple of other fellows"

CAPTAIN Fred Ladd did not have a narrow shave while flying in the Solomons about two months ago, as we reported on page 41 of August PIM.

According to Fred himself he was out fishing on the reef that day. It all happened to another pilot who was taking a load of Solomon Islander passengers from Henderson Field on Guadalcanal to a Mission strip at Avu Avu. We quote Fred:

"On approach to the airstrip, the pilot had under-carriage selection trouble and landed wheels up—a perfect landing for this mode of arriving back on earth. The aircraft was not badly damaged and the passengers were not aware that anything untoward had occurred until they were vacating the aircraft and found it unnecessary to use the steps."

We hope this sets the record straight. Captain Ladd was one of the late Harold Gatty's pioneer pilots on Fiji Airways. He now runs his own charter air service in New Zealand and went to the BSIP earlier this year on a three months' contract to relieve a pilot on leave from the local air company.

They died because they ate their dead

THE fatal disease, kuru, peculiar to the Fore people near Goroka, New Guinea, for at least 70 years, is caused by ritual cannibalism, practised by these Highlanders up till the mid-1950's.

This fact has been suspected for several years now but in Sydney in August, a New Zealand doctor, Dr. R. W. Hornabrook, put firmly on the record, his view that the brain disease among the Fore Highlanders stemmed from their former flesh-eating days.

"Kuru is the first chronic disease of the nervous system in man which

Bikini's Bomb exiles return

Talking of nuclear tests in the Pacific, the former residents of Bikini Atoll, Marshall Islands, are to be returned to Bikini after 22 years of exile on Kili, another Marshall atoll.

The 150 Marshallese (now numbering about 300) were removed by the United States in 1946 so that 20 nuclear tests could be conducted on the atoll. The last of these tests was in 1958 and the atoll is now safe enough for the Bikini Islanders to return home.

Over the next two years, they will be completely resettled on the atoll, and a new community centre will be built for them.

has been shown to be caused by an infective agent — cannibalism," said Dr. Hornabrook.

He was speaking at the Australian Medical Association congress, held at Sydney University. Dr. Hornabrook returned to Wellington Hospital before the congress ended but he was expected in Port Moresby in late August to take up his new appointment—Director of the P-N-G University's planned Institute of Human Biology.

The doctor said that kuru, an organic disease of the nervous system, was confined to the Fore linguistic group of the central NG Highlands.

"Kuru is a common disorder in the Okapa sub-district and has come to be a dominant factor in the culture of the local people," he said. A kuru sufferer would lie down and die six months to three years after developing the disease.

Dr. Hornabrook said that Drs. R. and Shirley Glasse in 1963 first drew attention to the fact that Fore informants agreed that kuru was not known to their ancestors and at first made its appearance in one village at the turn of this century.

"They also drew attention to the generally-held description of the spread of kuru among the Fore over the next 50 years. By 1957 kuru cases were occurring over an area of 1,000 square miles; between 100 and 200 people were succumbing each year.

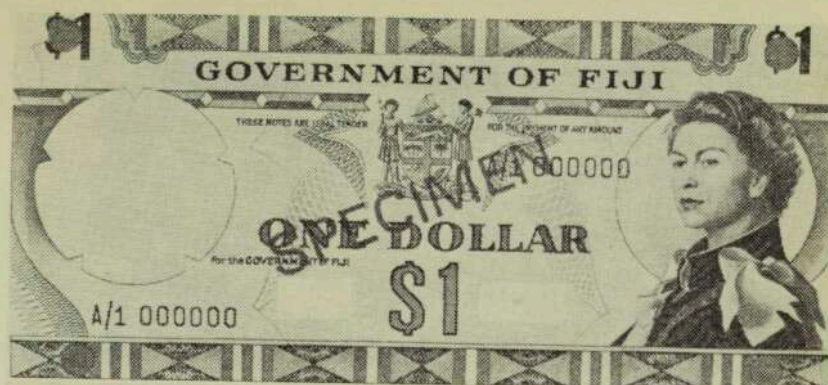
"In the last 10 years there has been a gradual reduction in the total number of cases. There have also been changes in the age and sex incidence.

"Children are no longer affected and although young women still comprise the bulk of the cases, there are now a significant number of adult male patients."

Dr. Hornabrook said that chimpanzees inoculated with tissue taken from dead human kuru victims had developed the disease themselves. Research on the chimpanzees showed that kuru was a virus, he added.

The phenomenon of kuru was first recorded after the war by anthropologists and in 1957 Drs. Vincent Gas and D. C. Gajdusek identified it as a disease and described the evidence of it in a combined medical paper.

Following this publication the disease received world publicity and was popularly known (but not to doctors, who objected to the term) as the "laughing death" because victims were unable to control their emotions in the last stages and their movements, and sometimes their laughter, appeared exaggerated.



The Fore people had a history, until recent years, of ritually eating portions of their own dead—as a gesture to the departed.

They're smuggling in corned beef

Western Samoan farmers are in a big flap, mostly over mutton flaps. They want a ban on importation of mutton, canned fish, eggs and poultry. They have already succeeded in excluding "Pisoupo"—canned corned beef. (PIM, Aug., p. 118).

But they are vigorously opposed by householders and merchants. The first want competition to keep prices down and the second want to retain a profitable business.

Prime Minister Fiaame Mata'afa supports the proposed ban on the grounds that the price of mutton flaps (rib and belly portions) is out of proportion to their food value. But the Legislative Assembly is sharply divided. There will be many a lengthy "fono" before the matter is settled.

Meat imports into Samoa last year totalled 700 tons, 80 per cent. of which was mutton flaps. To provide the same weight in local beef at an average of 500 lb per animal would require 3,500 additional animals a year.

Last year the commercial beef slaughter was only 1,351 head. The first three months of this year 606 head were marketed as meat. But even at this rapid rate of increase, critics point out that it will be several years before local production can meet present demand, let alone the demand of an increasing population.

The imported mutton, 95 per cent. of which comes from New Zealand, is landed for 9 Samoan cents a pound, wholesaled for 10c and retailed at between 13c and 15c. Local beef wholesales for 13c and retails for 20c for stewcuts and 40c for steaks. Beef from New Zealand and Australia sells for the same prices.

Fiji's Minister of Finance, Mr. H. P. Ritchie, in August released the designs for the colony's new 50 cent and one dollar notes — for security reasons, minus signatures. Pre-changeover operations are being conducted with the utmost secrecy but it's believed Fiji's decimal currency has actually arrived from Britain and is now happily biding its time in the Treasury vaults at Suva. D-day is January 13 next. The 50 cent and one dollar notes will be basically the same in colour as the notes they'll replace. Each incorporates the famous Anni-goni portrait of the Queen and to avoid confusion, the value has been shown in both words and numerals. The notes also feature the Fiji coat of arms and tapa motifs.

The controversy over the proposed ban inflated demand for mutton so greatly that when a shipment of a ton of it missed the boat in New Zealand recently, its Samoan consignee had it air-freighted.

Retailers and Samoan Customs Department report that canned fish such as sardines and mackerel have rocketed in consumption since the corned beef ban last year. New Zealand corned beef had been landed for 9c a lb and sold over the counter for 40c.

The sardines and mackerel are only 15c a lb, and fresh marlin and other seafood can be bought at the two canneries in nearby American Samoa for the same price.

Even so, the demand for the more expensive corned beef is so great it is being smuggled into Apia. Recently Customs officers caught a taxi driver leaving the wharf area with his car's luggage compartment full of large cans of it, just as a New Zealand ship was departing.

To alleviate the problem, the gov-

ernment is encouraging the raising of rabbits and poultry, both of which thrive in Samoa, but without much success.

One poultry farmer has 5,000 hens producing up to 180 dozen eggs daily, but complains that he cannot sell them all because eggs are being imported from Australia and New Zealand. The current price of eggs is 70c a dozen, grade A large.

The same goes for chickens. Large quantities of frozen poultry come in from the United States each month at 40c a lb in preference to the local supply at the same or lesser price, despite protests of government agricultural officers.

It's Australian (Republican) Rules

FIJI may boast its Rugby prowess, and Australians of the southern states may deplore the lack of competition from overseas in their version of the national sport, but Nauru has the answer to them both.

A by-product of the Nauruan invasion of Victorian secondary schools over the last decade or so is a growing band of dedicated Australian Rules players in the island republic.

Although Australian administration of Nauru ceased last January, football is one part of Australian life that seems certain to remain a permanent feature of Nauru. Nauru has special links with Geelong, the chief port for ships plying from Nauru.

President DeRoburt recently watched a Geelong match from a special Presidential box, and is reported to have invited the Geelong team to visit Nauru. If they did, they might find the ground and the temperature a little rougher than they are used to, but one thing they would find for sure—a mighty welcome.

For the second successive year, a full season of Australian football is being played in Nauru, concurrent with the Victorian League season. Every Saturday afternoon at four o'clock the Nauru airstrip takes on the appearance of any southern Australian town where the community is small enough to permit car parking around the ground.

A large section of the population rings the oval, which is marked by a line of sand poured on the darker ground, with cars, trucks, Jeeps and Land-Rovers and an odd assortment of other vehicles becoming grandstands and sun shelters for the big game.

Onto the field trot two husky teams of 18, booted and clad like



PORT MORESBY PERSONALITY

For the past four-and-a-half years, Joy Scragg, wife of P-NG's Director of Public Health, Roy Scragg, has been president of the Port Moresby Branch of the YWCA. The association is expanding quickly, and Joy is kept busy.

Originally from Adelaide, where she worked as a nurse, Joy arrived in the territory in 1950. She settled in Port Moresby after three-and-a-half years in Kavieng. She is on the committee of the Horticultural Society, and is noted for her excellent flower displays. For five years in succession she won the championship prize in the society's flower show. Joy has a family of three boys and a girl, all of them at school or university in Australia. One of the boys is studying medicine. — *Sibyl Lloyd*.

any native Australian sides, despite the 85 degree temperature. The teams, which represent government departments and enterprises such as the Nauru Co-operative Society and the British Phosphate Commissioners, play under names like Panzer, Elco and Hawks.

The Hawks are the Police team, last year's champions and current favourites.

Most of the players are Nauruan, but the field umpire is always an Australian. He bounces the ball, and a mighty leap and a punch sends

the ball well out to a team mate waiting for a kick. Plenty of boisterous rivalry for a mark leads to some scrappy fumbling as players mix it willingly, striving for possession.

The play goes back and forth until a long ranging kick finds its way safely into the hands of the full forward right in front, who kicks between the portable steel posts for a goal. The posts *have* to be portable an aeroplane has to land here next day!

Around the outskirts of the crowd cruises a Land-Rover with a sign proclaiming "Iced Drinks". Players can wilt, but spectators appreciate a cool orange cordial, so the vehicle stops now and then while members of the Apex Club sell (for charity) drinks to the thirsty crowd.

The hard ground provides a few grazes, the keenness of the game will perhaps bring on some fisticuffs that the umpire quickly quashes, but on into the sunset they slog out the final tally of points. A goal brings an excited round of tooting car horns, and some teams even have their band of feminine supporters dressed in the team colours, cheering wildly at every forward movement.

The pressure is perhaps not up to that on the Melbourne Cricket Ground or the Adelaide Oval—for one thing there is only one game each week, so that teams play about once in three weeks. But there is practice three times a week all the same, and when the semi-final and final rounds are played, the excitement grows high.

1967's Grand Final, played on the same day as Melbourne's, produced a thrilling match, followed by all the celebrations, including a Grand Ball, that such an auspicious occasion warrants.

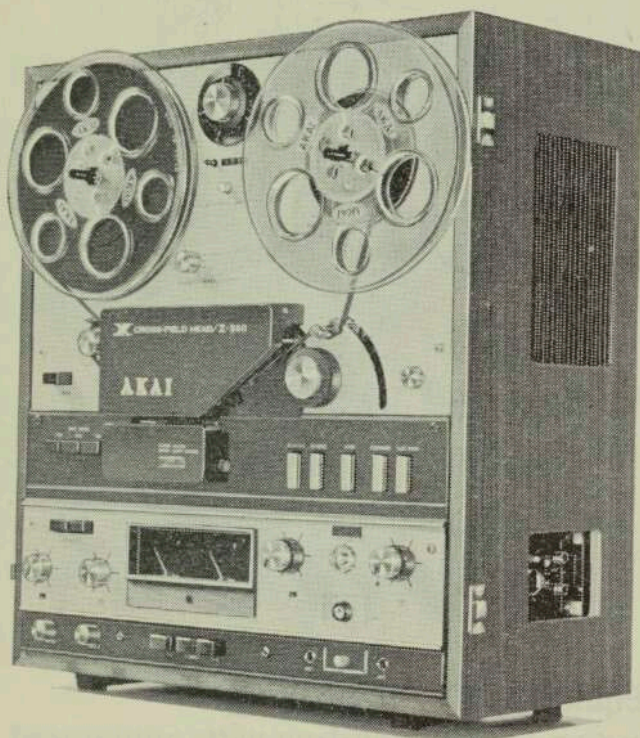
The third rib of the law

YET another masculine stronghold will topple in Fiji before the year is out. The Suva Police Force is to be invaded—for the first time—by women police officers.

This enlightened move was announced in the Legislative Council by the Chief Secretary, Mr. G. P. Lloyd, who said finance had recently been made available for the establishment this year of a section of women police in Suva. Further funds will cater for a similar section at Lautoka in 1969.

It is intended to start with six women in Suva, employed on the basis of a 36-hour duty week at special constabulary rates.

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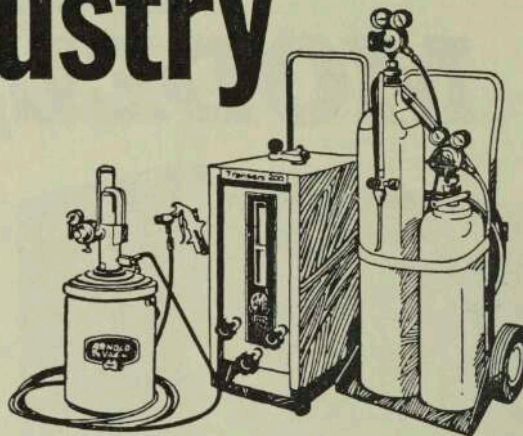
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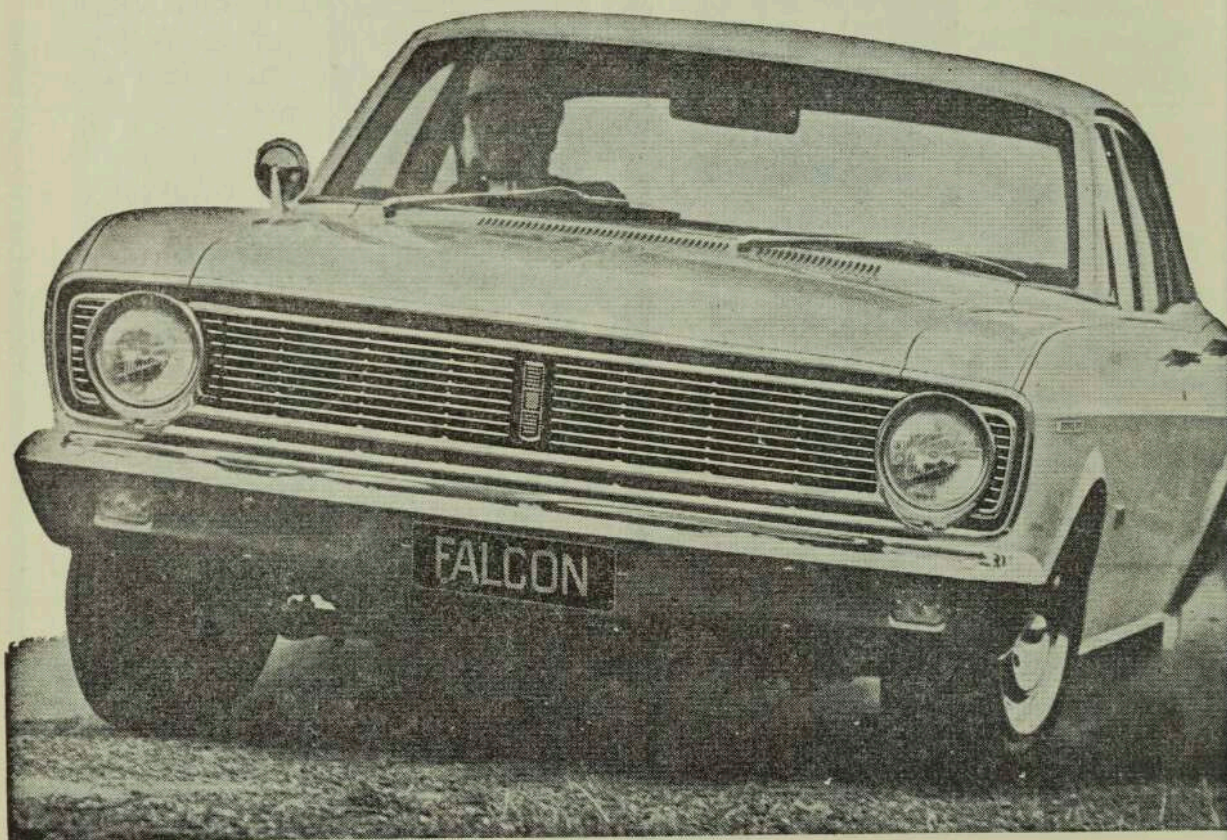
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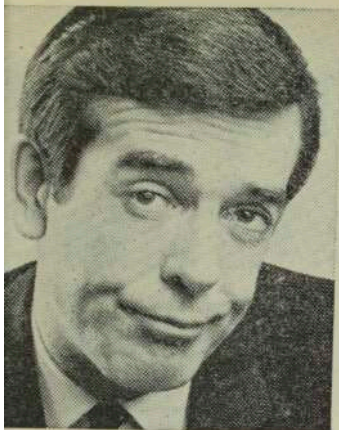
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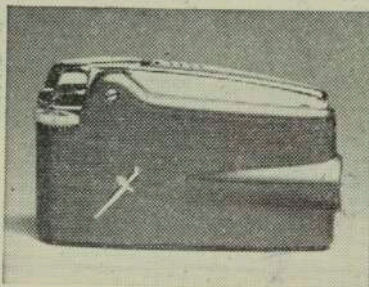
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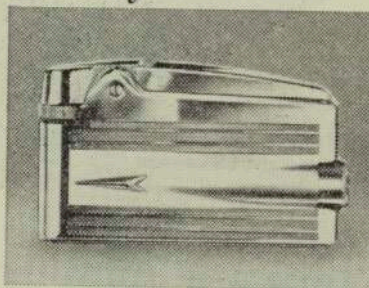
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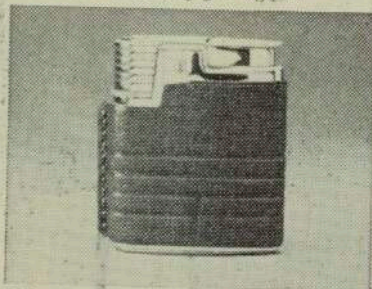
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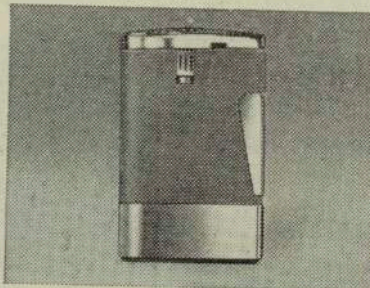
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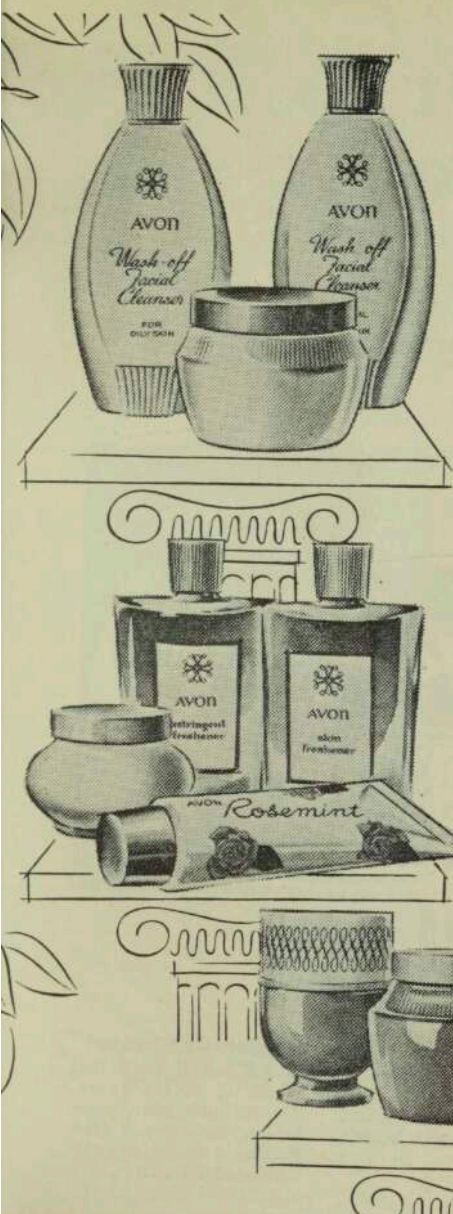
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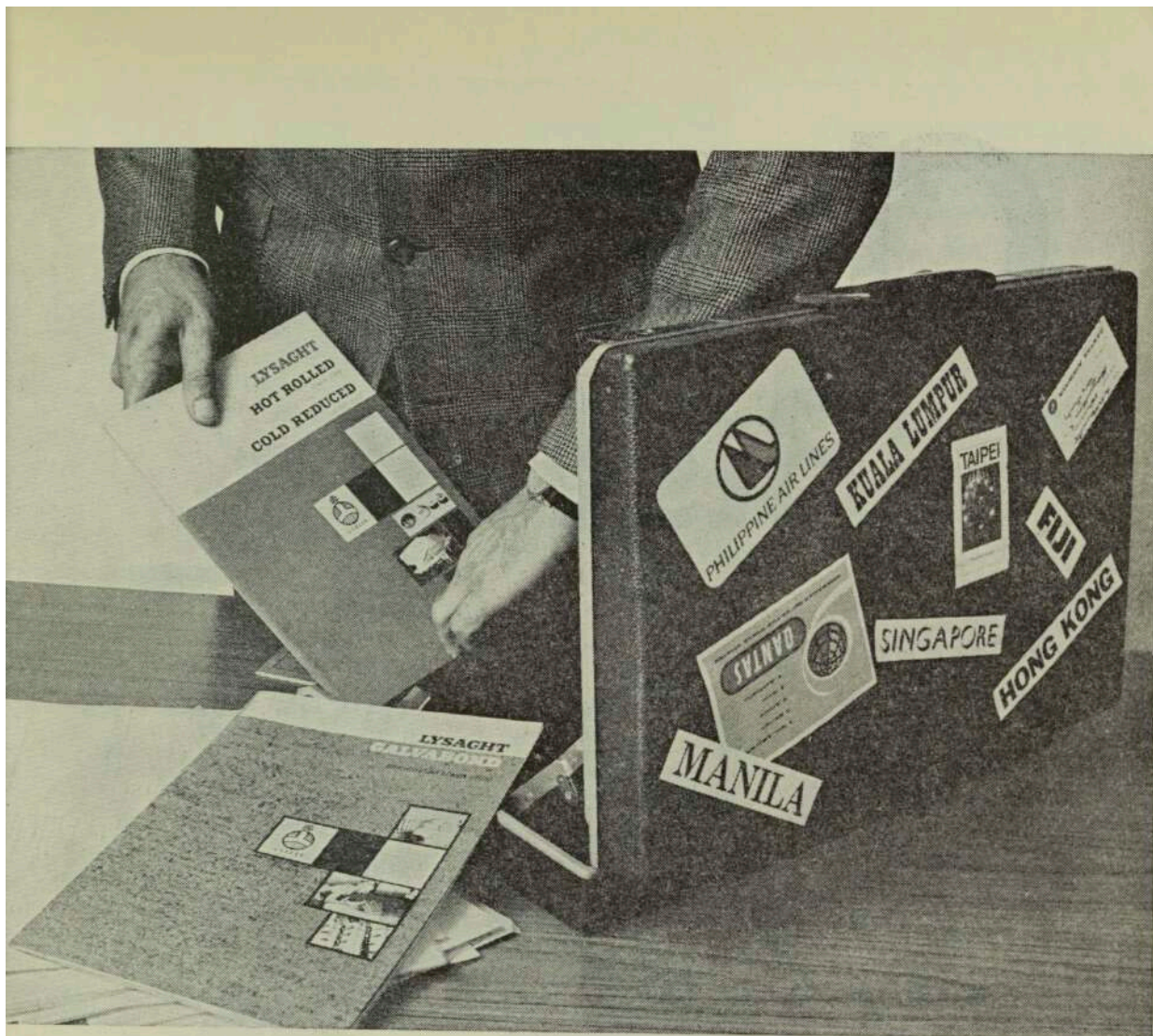
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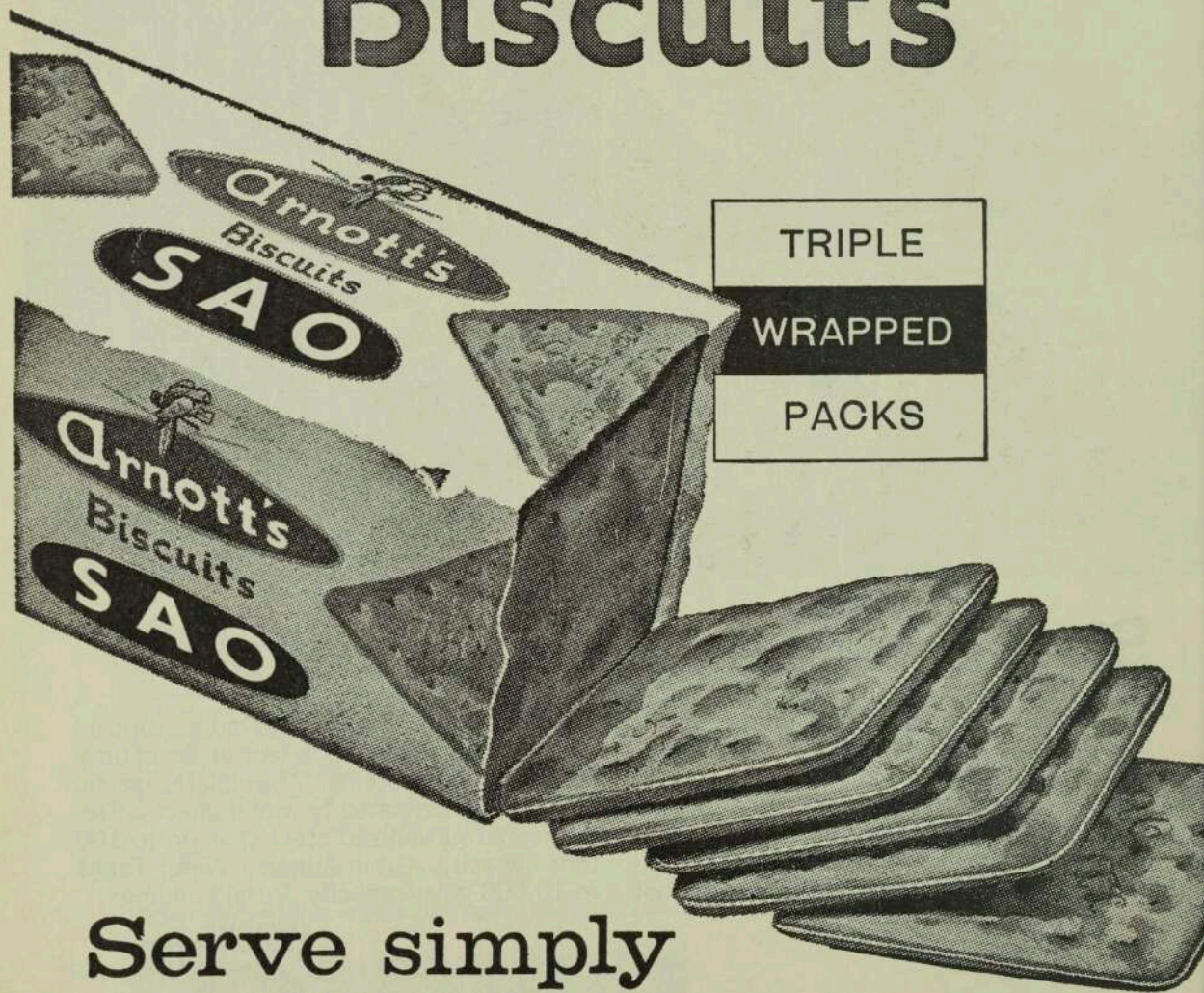


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UP FRONT

with the editor

Although they have lately been getting some newspaper attention through expressing their views on apartheid to a visiting South African Ambassador, the students of Papua-New Guinea's young university don't normally go in for demonstrations. I don't go along with the apprehensions of some New Guinea people who claim the students are more ready to demonstrate than get down to serious study.

They study all right. They work hard. During a recent couple of weeks in New Guinea, when there was a seminar at Waigani, I spent a lot of time on that campus, and I concluded that the New Guinea students behave pretty much as university students do everywhere.

If there is a difference it's in the application with which the Port Moresby students apply themselves to their studies. Most of them find the university hard work.

It takes 60 hours of their week, because most of them are on government scholarships they keep their noses well down. If they lose their scholarship they know they could be out on their ear, for cash is a fairly godmothers are commodities in short supply where they come from. Their scholarship provides them with pocket money of about \$100 a year, and not much more to earn anything more. They work hard because nobody who didn't have a solid background of English, didn't have the early spur of elastic competition that can be found in any good state school in Australia, can afford to coast at a university.

The problems of simply "fitting" to university life can be difficult enough—and that's what I want to talk about here. To make the point, I quote from an interesting series of one-off papers made available to freshmen at P-NG, covering advice on personal relationships, vocational and methods of study. I came across them by accident and the set is worthy of wider distribution.

Here are some of the points they give:

- Try to understand your parents. Remember that your parents probably have a harder life than you have. They were children during the war and this may have made things more difficult for them than it was for you growing up in the 1960's. Some of your parents are not educated. Almost none of your parents are as well educated as you are. Still, they know more than you do about a lot of things, and you must realise that they have advantage of experience which you must respect.

- Accept responsibility. Act like an adult and everybody, including your parents, will treat you as one.

- Don't feel guilty about growing up. If your parents are reluctant about allowing you to grow up and think you should not have any independent ideas of your own, then don't feel guilty about the fact that you do have these feelings. Rebellion against the authority of parents can be managed peacefully and needn't cause any split in family relationships.

- Remember that nastiness, spreading rumours, gossiping, loud arguments, remarks made about people that they can overhear . . . are all signs of immaturity. People who are mature find it possible to get along well enough with others even if they don't like everybody. In a group as large as this one there are bound to be some people that you do not like. Remember also that there will also be people who dislike you. But this is no barrier to co-operation and consideration. Spend your leisure time with those whose

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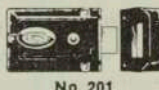
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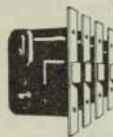
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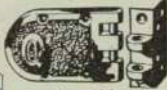
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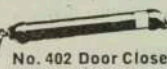
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THE COVER: For most visitors, first introduction to Suva comes via the overseas wharf, and its cruise ships, here photographed by Rob Wright. But what's Suva like for a resident? Sue Wendt has something to say about it on p. 55.

company you enjoy but be polite to everybody.

● Threats of sorcery, beating and murder should be taken for what they are—threats. Nobody can actually kill you without getting into very serious trouble himself. Point this out, and anyway don't give him the opportunity! Your attitude to sorcery ought to be that it can only be worked if you allow it to. Illnesses are often psychological rather than physical. This does not mean that the symptoms and the actual illness are imagined or don't exist. They are there all right as they are just as serious as if the cause was physical. You can stand die of an illness which has no known physical cause because you are psychologically prepared for it. Sorcery works in this society as psychosomatic diseases exist in European society because *everybody* is guilty of *something*. Therefore everybody is anxious and afraid sometimes and this is where a threat of this kind can work. So get help if you are worried.

● In the old days it was wise for villagers and older people to discourage [marriage] relationships outside their group because people were still suspicious of each other and because the bride price should go to the village and not to a stranger's place. Now people are moving around more freely and these factors don't count as much. But people remember the old rules though they've forgotten the reason for them. It is wise not to offend unless you can't help it. But if you are genuinely attached to somebody who comes from a place your own people would disapprove, then you must decide for yourself whether the relationship with the people are more important to you, and either discontinue the relationship or explain how you feel to the people and take whatever consequences are involved. . . . It's your life and your decision.

And as a tailpiece, some practical intelligent advice on how to behave at the table: "Eat quietly; a certain amount of noise with foods like celery or apples can't be helped but slurping soup or coffee is bad manners".

—Stuart Ind

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There's progress in the New Hebrides — but it's not political

From a Vila correspondent

The condominium of the New Hebrides has made some progress since Kathleen Woodburn published 20 years ago her book called, *Backwash of Empire*. When she published that, Whitehall showed little interest in the territory that was shared by Britain and France under a protocol proclaimed at the turn of the century. But the progress that has been made has not been political.

Economic progress came with the appointment of Mr. J. S. (later Sir John) Rennie as Resident Commissioner after World War II. With his arrival the British Government at long last acknowledged its responsibility in education; activities of the voluntary agencies were correlated and a college for the training of New Hebridean teachers was built.

The progress which Sir John commenced continued, and two years ago Mr. Fred Lee, British Secretary for the Colonies, gave an assurance in an address inaugurating Radio Vila that Britain had no intention of withdrawing from the New Hebrides. This was a statement which was heard with relief by French as well as British residents of the Condominium.

There has been material growth and expansion in both the British and French sectors of the economy since then. Burns Philp has erected a new store in Vila; an equally impressive Condominium office block will soon be ready for occupation right beside it, and new administrative offices have been built by the French administration.

Buoyant economy

With this material growth and expansion there has been further evidence of a buoyant economy with the substantial surplus announced by the Condominium Treasurer at the end of last year.

Politically, the Protocol is still the yardstick by which every proposed political change must be measured. And when two administrations share the government there must be compromise, which prevents decisions being made quickly. While both administrations may strive to find the greatest common factor, the result is more often the lowest common nominator. Thus constitutional development has been bogged down. There was a major step in 1958, when the first meeting of the New

Hebrides Advisory Council was inaugurated with 12 unofficial members (four French, four British and four New Hebridean, all nominated by the two Resident Commissioners) and two Condominium officers as official members, plus the two Resident Commissioners as co-presidents.

The number of unofficial members has increased since then, with a proportion of the members elected. But new plans for a further constitutional step, which was expected by 1966, have not been formulated because of lack of agreement between the two metropolitan governments.

The life of the Advisory Council has had to be extended and we have now got to the stage when some

decision must be made for the future.

The Local Government council system, inaugurated 10 years ago with so much promise, has been bogged down like the Advisory Council.

No enthusiasm

The first councils, complete with a chairman, secretary, and a built-in taxation system, were created to fill an administrative vacuum left by the decline in authority of the village chiefs. But today they function merely after a fashion, with no great enthusiasm on the part of the elected members; in some areas the people have expressed definite opposition to them. The town council for Luganville



The people of Tanna, an island in the south of the New Hebrides, cling to their ancient customs and face the camera shyly. These children are grouped near a John Frum red cross, symbol of Tanna's cargo cult.

has met with the same attitude, because it is only an advisory body.

Local councils would have more opportunity to function if they had more work to do, and if they had officers who could guide their activity.

Certainly sections of the Condominium have made progress in talking together over these past 10 years, but they have made no progress in acting together. The Advisory Council has not become a body which is representative of the citizens of the New Hebrides, and the two national administrations have not conceded authority and responsibility to a single Condominium administration.

Probably the only Condominium department which is a true Condominium service is the Postal Department, which provides facilities which everyone needs. All its officers are paid entirely from Condominium revenue, and it is responsible for earning a considerable proportion of Condominium funds. But there is no unity in the other departments.

Separate marine services

There is not, for instance, a Condominium Medical Department as such, but there are three medical services—a Condominium one and national medical services for Britain and France. Yet there would be great advantages if all these services were to come under one unified direction.

The same applies to the marine service, of which there are three separate ones. How much more effectively could manpower be used if these were made into one department (for one thing, there would be a more efficient distribution of surface mail to the outer islands!).

The New Hebrides constabulary, concerned with the maintenance of law and order in the Condominium, is still divided in to two sections. They get together when guards-of-honour are required to welcome visiting VIPs.

Education problem

There is still no Condominium Educational Department, even though the Advisory Council agrees to a subsidy of £Stg.61,000 to be divided between the two national administrations.

With the experience gained after all these years there should be evidence of common action with education. The two administrations should surely place a proportion of their subsidies in the hands of a joint service instead of dispersing them to their own nationals.

It is all very well for the national

(Continued on p. 151)

"Me no wantem cencus", Santo's bushmen said

Although the New Hebrides has been jointly administered by Britain and France for more than 60 years, there are still parts of the large island of Espiritu Santo which have never been brought under effective administrative control and where little is known about the inhabitants.

This is stated in a recently-issued 500-page report on the Condominium's first census, which was taken on May 28, 1967.

The report says that nearly 2,000 people are estimated to live in the untamed parts of Santo, which are known as the Santo bush.

These areas have had a long history of nativistic movements resulting mainly from unhappy contacts with Europeans. The Santo bush also contains the highest mountains in the Condominium, and as these are linked with a system of steep ridges and deep valleys, they have helped to keep it isolated.

Despite the human difficulties and mountainous terrain, census officers, in conjunction with a WHO anti-tuberculosis team, made an effort to make a census of the bushmen. But they finished up with a list of 832 people who refused to be enumerated.

When asked why they would not co-operate, most of the bushmen simply said: "Me no wantem" and refused to be more explicit.

Anti-European feeling

The worst area for non-co-operation was the Upper Jordan Valley where only 13 of the estimated population of 313 were prepared to give details about themselves to the census officials.

"The almost complete failure of the census in the Upper Jordan Valley can be attributed to the long history of anti-European feeling in this part of Santo," the report says.

The report adds that census officers also ran into uncooperative New Hebrideans on the island of Tanna, where the John Frum cargo cult has created difficulties of administration since World War II.

However, the census on Tanna was conducted with considerably less difficulty than was at first feared. Only about 500 people were not enumerated out of a total population of nearly 11,000.

The main finding of the census was that the total population of the New Hebrides on May 28, 1967, was 77,988.

92 p.c. New Hebrideans

Of this figure, New Hebrideans numbered 72,243, or 92.6 per cent. The biggest of the other ethnic groups were: Europeans, 1,773; Polynesians and Micronesians, 1,270; and part-Europeans, 1,151.

The non-New Hebridean population tends to be concentrated in the urban and periurban areas of Vila and Santo, the report says. But the New Hebridean population in those areas is growing, and each town now contains, respectively, about 3,200 and 2,500 New Hebrideans from other islands besides those locally born.

There is an increasing tendency by young New Hebridean men to drift away from subsistence and village agriculture to more sophisticated occupations.

On this subject, the census report says: "Whereas 80 per cent. of males aged more than 30 years who were gainfully employed were engaged in subsistence and village agriculture, less than 60 per cent. of those aged 15 to 29 years were so occupied".

The report goes on to say that the New Hebridean population is probably increasing at about 2.5 per cent. per year, which means that it will double in less than 30 years if the estimated growth rate continues.

Work force

By 1982, the New Hebridean work force could be nearly 30,000 compared with fewer than 20,000 in 1967, while the increase in the number of school-age children is likely to be of similar magnitude or even larger.

Despite a surplus of males of most ages, the New Hebridean birth rate is more than double that of

SUVA'S "LITTLE OPERA HOUSE"

Critics called it a "little Sydney Opera House" because of the cost, but there's really not much comparison between Suva's £400,000 Town Hall and the multi-million dollar edifice at Sydney's Bennelong Point. For one thing, the Suva building is complete—for another, the main hall can be used for opera. The Town Hall features a restaurant (with—of all things—medieval decor), a central auditorium that can seat 734 people, elaborate murals and a refreshment bar. It was opened in August by Fiji's Governor, Sir Derek Jakeway.



most populations of European origin, while the rate of natural increase (45 births and 20 deaths per 1,000 population) is considerably higher than the corresponding rate in Australia (19 and 9 per 1,000).

After reviewing estimates of the population in the New Hebrides since Europeans discovered the group in 1606, the report says: "There can be little doubt now that much of the old thinking about disastrous declines in population numbers in the New Hebrides should be discarded.

"Too many writers have accepted uncritically estimates of pre-contact populations which had no more foundation in fact than the assumption that a large island must have a large population, and the bigger the island the bigger its population must be.

Labour traffic losses

"At the other end of the time-scale, they have relied—equally uncritically—on inadequate or incomplete population estimates, so that the extent of the decline in numbers has been doubly exaggerated.

"In addition, epidemics and perhaps some chronic diseases which have been introduced have been assumed to fall equally on all populations whatever their size or distribution; and despite all evidence that it was not, the labour traffic to Queensland and Fiji is generally depicted as a one-way movement from which practically no one returned.

"The effects of epidemics on population size and structure, and thence on subsequent growth cannot be assessed, but the direct loss to the population through the labour trade was probably little more than 10,000 people over a span of 40 or more years, and this represents a loss of only a few hundreds each year."

Full self-governing Fiji is 'inevitable'

From a Suva correspondent

Stressing the constructive policies of his own Alliance Party and the destructive aims of the Federation—"If they are the party of smashing down, we are the party of building up"—Fiji's Chief Minister, Ratu K. K. T. Mara, talked during last month's policy speech of the inevitability of a fully self-governing Fiji.

But he was adamant about the need to maintain Fiji's link with the British Crown. "Reckless and irresponsible men," he said, "would not stampede the government into pointless and harmful courses." He dismissed the Federation Party's contention that it will smash the Constitution as being another way of saying that its members were "bankrupt of ideas and believe only in destruction".

Full self-government, said Ratu Mara, would follow "ordered and systematic handover of power", without "chaos and anarchy in the streets".

He told delegates at the Alliance Party convention at Lautoka that the party was itself re-drafting the Constitution to meet the needs of the self-governing Fiji which was not now far off.

The delegates (over 700) unanimously approved a resolution calling for more constitutional talks with Britain before the Fiji general elections in 1971. The 11 aims outlined by the Chief Minister as Alliance Party policy were:

- A steady, progressive move towards internal self-government, main-

taining Fiji's links with the British Crown.

- The welding together of one nation, while recognising and respecting the different cultures, traditions and special contributions of Fiji's richly-varied communities.

- The most vigorous prosecution of economic development, having regard to the needs and aspirations of the people.

- The encouragement of new industries and investment.

- A rapidly expanding tourist industry, with the widest possible spread of its benefits.

- The closest attention to the needs of the sugar industry, both internationally and at home.

- Social justice and educational opportunities for all.

- Accelerated localisation to give Fiji's people the opportunities their education fitted them for, and a bigger share in shaping the country's future.

- Improved health services.

- Improved roads, postal and telecommunication services and shipping.

- Vigorous encouragement and assistance to the co-operative movement.

Several of these are predictably



A. D. Patel.

restrained, lacking the glitter of Federation Party leader, Mr. A. D. Patel's golden promises of free education for all children, free medical service, old age pensions and so on.

It is not a platform with much oomph or appeal for the individual, as is Mr. Patel's, but it is far more credible. Whether the poorer people will be tempted by the glitter or settle for the solid, unsensational assurances of the Alliance Party is being decided as this issue of *PIM* goes to press. (Polling in the by-election to fill the nine Legislative Council seats forfeited last September by the Opposition begins on August 31 and continues until September 7).

Party seeks affiliation

In a pre-election development, the National Democratic Party—a predominantly Fijian political organisation which claims membership of over 5,000—decided to seek affiliation with the Federation Party.

The party's general secretary, Mr. Apisai Tora, said implementation of the decision would depend on negotiations between the NDP's executive committee and the Federation Party on matters of policy.

Mr. Tora told more than 100 delegates at a National Democratic Party meeting at Naboutini on August 14 that he favoured affiliation with a large political party.

The party's president, Mr. Isikeli Nadalo, said the Alliance Party had held the helm of government for two years with no sign of progress seen or felt and that other races in the colony were enjoying the liberty of full national rights, were well educated, financially stable and politically mature.

POPE'S ENCYCLICAL WILL MAKE IT HARDER FOR FIJI

From a Suva correspondent

Pope Paul's decision on birth control has not exactly been received with enthusiasm in some important quarters in Fiji—a colony where there is official encouragement for people to control the population growth.

Mr. R. L. Munro, president of the Family Planning Association of Fiji, described the Pope's ruling against all forms of artificial birth control as "disappointing". Which was putting it mildly, considering his own organisation's efforts towards stemming the colony's population explosion.

"The association would hope that married couples, irrespective of their religious beliefs, would know that children are the main sufferers from excessive family size and that control of family size is a basic human right attainable by methods which, although not sanctioned by Pope Paul's encyclical, are nevertheless ethical," Mr. Munro said.

His anxiety was probably heightened by the fact that only a week or so before the Pope's decision was announced, the results of the 1966 Fiji Census was published.

One of the most urgent points stressed was the need to create more jobs for the growing number of men looking for work.

Figures indicated that the number of young men seeking employment over the next 10 years would be eight times greater than those who would normally be expected to retire during that time. The position looked like becoming particularly acute in the major industry of cane farming.

In addition to that, a Medical Department report—also published before the Pope's encyclical—showed that the overall infant death rate in Fiji, which has been falling for years, was now among the lowest in the world.

Obviously any force opposing birth control, particularly one as strong as that emanating from Rome, must cause concern to a body which is doing its utmost to curb Fiji's population growth.

And although the Roman Catholic population of Fiji is a surprisingly low 8.6 per cent. of the total, the effects of such religious rulings, ac-

cording to Mr. Munro, can be more widespread than the numbers indicate although the real effects will probably be felt in the Roman Catholic pockets of population, such as those at Taveuni and Sigatoka.

By coincidence, the Family Planning Association's 1967 annual report came out exactly a week after the encyclical—and it contained a warning that Fijians were adopting family planning far too slowly.

"Unless Fijians are to lose the benefits of planned parenthood, much more will have to be done to persuade their political, religious and other leaders that family planning is as important for Fijians as it is for the rest of the developing world," the report said.

It warned that without planned parenthood, Fijians would lose the advantages of better living standards, better education and healthier mothers and children in an improving family and national economy.

It stressed also the gravity of the future for Fiji unless its self-sufficiency in food production was vastly improved.

Nevertheless, despite the slight air of pessimism, the report showed that the gospel, as carried by the association's 16 branches in Fiji, is having an effect.

It said that 32.5 per 1,000 could be used as a close approximation to the true 1967 birth rate (the exact figures are confused by the fact that the 1967 registrations contain an unusually high number of births relating not to actual 1967 births, but to those occurring in previous years).

Deducting the estimated death rate of 5.01, Fiji now has a growth rate of about 27.5 per 1,000—a big improvement on previous years.

Population details

The figures also showed that the birthrate of Indians in Fiji is still dropping faster than that of the Fijians, with the Indian rate being 32.01 per 1,000 and the Fijian rate 36.48 per 1,000.

The population—as estimated up until December 31, 1967—was shown as consisting of:

Indians, 250,513; Fijians, 208,468; Europeans, 13,499; those of mixed descent, 10,414; Polynesians, Micronesians, Melanesians, 8,017; Rotumans, 6,177; Chinese, 5,716; others 152 . . . making a total for Fiji of 502,956 people.

The report also said:

"The association believes that family planning is a proper part of sex education and that sex education on a comprehensive scale, should be part of the school curriculum."

Pressure on NZ to change migrant policy and Fiji watches with interest



By Kathleen Hancock, in Auckland

Recent pressure has been put on the New Zealand Government for an increase in the rate of assisted migration to New Zealand. The NZ Manufacturers' Federation, which supports an increase, has reported that there are vacancies for skilled workers in many manufacturing industries and has said that if these vacancies were filled jobs would be created for semi-skilled and unskilled workers.

Any change in New Zealand's immigration policy will be closely watched in the Pacific, especially in overcrowded, under-developed Fiji.

Last year New Zealand placed a total ban on the three month working permit so popular with citizens of Fiji, both Fijian and Indian. And permanent immigration into New Zealand from Fiji is so difficult as to be just about impossible.

If an increase in the rate of NZ immigration is granted, will this mean a continuation of the old European/Polynesian bias?

Limitations

Cook Islanders, as New Zealand citizens by right, may enter the country freely. Samoans receive favourable treatment and immigrants from Northern and Western Europe have little difficulty in becoming new settlers. But there are strict limitations on the entry of citizens from non-European countries, even if they are British citizens.

The New Zealand Immigration Department operates on no formal quotas and entry is largely at the discretion of the official concerned in each individual transaction. The operation of the system leads to a suspicion on the part of non-Europeans and non-Polynesian Islanders that the immigration laws are racist. They certainly give scope for the exercise of prejudice. In Fijian eyes, New Zealand is

beginning to look a bit like those two-faced figures with a smiling countenance to the fore and a nasty grimace to the rear. She is generous with aid to Fiji—willing to send scarce teachers to help raise the colony's educational standards—and the donor of a magnificent gift of buildings and amenities to Fiji's new University of the South Pacific.

But to Fijian and Indian, Kiwiland is beginning to take on something of the aspect of the old-time lady bountiful, who was always willing to take hot soup to the needy villagers, but would have fainted if any of them had presumed to enter her drawing-room.

Nevertheless, during the period when the temporary labour permit system was operating between New Zealand and Fiji, immigrants crowded in great numbers into small houses and flats. Housing conditions deteriorated fast and caused values to drop in the areas affected.

Both Fijian and Indian had high standards of cleanliness at home; but temporarily transplanted into an unfamiliar environment, they tended to get slack. This was partly due to all-male households.

There were several contributing factors to this state of affairs.

The air fare to New Zealand was high. Rents were also higher than the immigrants had expected. Expensive, warm clothing often had to be bought. And all these out-

- Fiji is overcrowded and under-developed. Many people in Fiji would like to work in NZ as they had been doing until last year when NZ placed a ban on the three-month working permit.

goings, combined with the short period of the work permit, forced workers to pack the greatest possible number into the smallest possible space. Only by these means could they hope to save enough to be able to take money home, which was the whole object of the exercise.

Ordinary, tolerant New Zealanders began to regard all short term workers from the Islands as a threat to living standards.

When this became evident, some of the companies that engaged regular batches of labour, especially from Fiji, set up a kind of private welfare service for their temporary workers. Personnel officers kept an eye on living conditions.

The men were helped to find accommodation at a reasonable rent. And both Indian and Fijian employees were counselled on the necessity of turning a hand to "women's work", if they wanted to keep healthy themselves and remain on friendly terms with their fellow citizens.

Highly regarded

When they could still enter New Zealand on working holidays, Fijians and Indians were highly regarded in factories and assembly plants. The personnel manager of one large plant told me he'd like to see the scheme reinstated, with the permit covering a longer period—say, six months or a year.

"They've just got the hang of things when they've got to leave," he said.

But even on the old terms, he'd

like to see them back. "We're still putting men on," he said. "We don't advertise these days, but we take men on through relatives or friends, or even off the street."

As far as New Zealand's farming community is concerned, many farmers would welcome back Indian scrub-cutters, in spite of the fall in farm prices. Generally farmers praise both the output and the outlook of the Indian farmers they formerly employed on a temporary basis.

"They did a darn good day's work," one farmer told me. "They were always willing and cheerful—not like the lot we're getting now."

The unemployment bogey has always been made good use of by the opponents of multi-racial immigration into New Zealand, especially the Federation of Labour.

Economy now healthier

Rising unemployment figures were given as the reason for banning the work permits issued to Fiji. But New Zealand's internal economic situation is widely considered healthier these days than it was when over-full employment was helping to create a work force with more than its fair share of drifters.

New Zealand, as part of S-E Asia, is anxious to get together in the areas of trade and defence with India, Thailand, Singapore and Malaysia, not to mention her nearer Islands neighbours. It's hard to see how she can look her fellow negotiators in the eye over the conference table while her immigration laws discriminate against their nationals.

And with her experience of the enemy drive towards Fiji during the Pacific War, it would seem obvious that good relations with this neighbouring island group, eventually to become independent, are very important.

No Fijian, Indian, Singapore Chinese or Thai expects New Zealand to open her doors at random to all comers. But they would like to see the same criteria applied to all immigrants, regardless of race or colour.

Insistence on a certain standard of education would be understood. But a screening according to race is likely to be misinterpreted. In the US the old quota system discriminated harshly against Asians in particular. But recently the "national origin" provisions in the US immigration laws were wiped out completely.

If New Zealand expects her Pacific neighbours to co-operate with her in trade and stand with her against possible aggression, she needs to look to her social attitudes.

BACKGROUND TO THE FIJI BY-ELECTIONS

From a special correspondent in Suva

The by-elections for nine vacant Indian seats in the Fiji Legislative Council, being held in Fiji in the first week of September, have been brought about by the walkout of the nine members of the Opposition in the Council at the end of last year. The Opposition walked out in protest against Fiji's new Constitution, which came into effect in 1966.

The constitution was framed at a conference in London in July, 1965, attended by all the elected members of the old Legislative Council (Fiji, Indian, European), plus the Governor and some high UK officials.

The conference decided that the new council should be elected on communal rolls—Indian, Fijian and General—with other rolls for cross-voting across all communities; but a vocal section of the Indians, the Federation Party, demanded a common roll.

A common roll, of course, would have given the Indians now the largest community in Fiji, political control of the Crown colony, now emerging into independent statehood. It was rejected emphatically by the Fijian, European, Chinese and mixed-race communities, and by an influential section of the Indians.

After the general election in

October, 1966, the new council comprised:

Ex-Officio Members (3	European;
1 Fijian)	
Fijians (9 on communal roll, 3 from	
cross-voting roll, 2 nom. by Council	
of Chiefs)	1
Indians (9 from communal roll, 3	
from cross-voting roll)	1
Europeans (6 from general roll, 3	
from cross-voting roll)	
Chinese (1 from general roll)	

Total membership 4

The Indian Federation Party won all the nine Indian Community seats with the following majorities:

Suva	2,89
Tallevu-Rewa	2,54
S. Central Viti Levu	2,73
SW Viti Levu	3,57
W. Viti Levu	4,09
NW Viti Levu	29
NE Viti Levu	1,84
North and East	1,09
NE Vanua Levu	2,55

An analysis of the official return of that Indian Communal election showed:

Votes for official Federation candidates	43,17
Votes for other candidates, generally anti-Federation	22,63

Total valid votes cast in this (Indian) section of the general election 65,70

This meant that about 65 per cent of the Indian voters supported the Federation Party; about 35 per cent voted for non-Federation candidate

Racial bitterness

The nine Indian Federation Party members took their seats in the new council as the official Opposition. They would not associate with the other three elected Indians. The latter, with all the members representing other races, had grouped themselves as the Alliance and became the Government Party, headed by Ratu K. K. T. Mara.

After a number of sittings, during which they showed increasing opposition and racial bitterness, the nine Federation Indians walked out

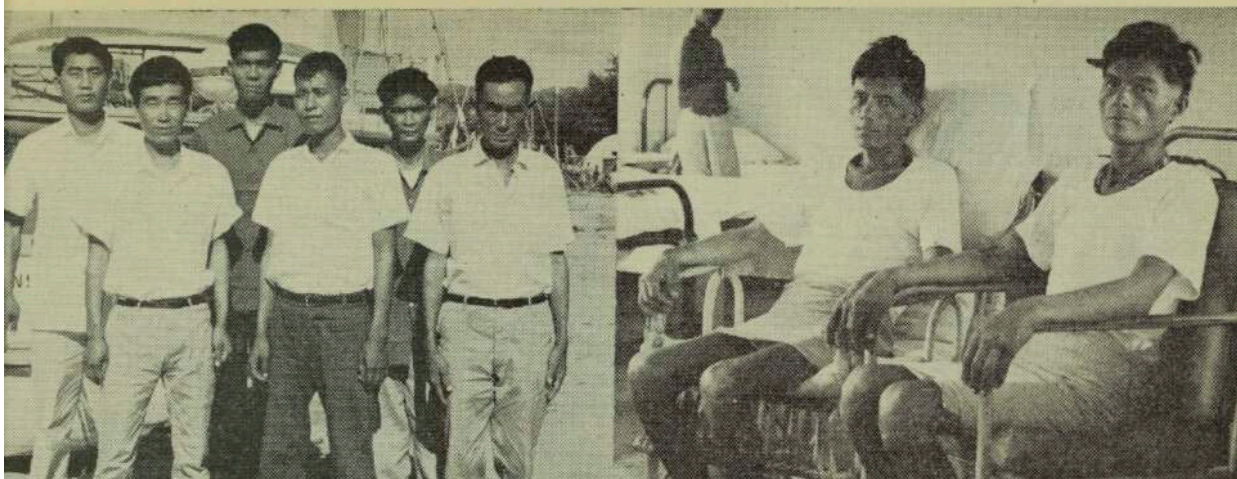
(Continued on p. 127)

No job for harbourmaster

In August, Tonga decided not to renew the service contract of Captain J. C. Hozack, the kingdom's Chief Harbourmaster and Marine Superintendent for the past three years.

Captain Hozack, popular in shipping circles, had returned to Nukualofa in early August after completing a special three-months' port and navigational course in Australia, at the kingdom's expense. Soon after arrival at Nukualofa he was told his contract would not be renewed. He flew back to Sydney.

His virtual dismissal by Tonga, after completing a shipping course which would have been of extra value to the kingdom, came as a surprise to everyone. It's understood that another European will be appointed to the vacant post.



...T, the first group of "Hsienchin" survivors after treatment in Honiara hospital. "Hsienchin's" captain, Chi Son Chin, is second from left. RIGHT, the last two survivors still in hospital—they are brothers and were picked up after 69 days at sea.

ADRIFT FOR NEARLY THREE MONTHS

Nearly three months after the Nationalist Chinese fishing boat *Hsienchin* burned and sank off Rotuma on June 5, the South Pacific gave up the last of the boat's survivors—700 miles from Rotuma in the Solomon Islands.

During July and August, the outrageous story of the survivors, of their dead shipmates, reached the outside world from Honiara, capital of the Solomons.

The story of the privations of the Chinese seamen adrift on the *Hsienchin's* three rafts has two comparable "castaway" sagas in recent years—the *Minerva Reef* Tongans, missing for four months in 1962, and the Cook Islands drifters, missing two months in 1963.

The *Hsienchin's* 11 survivors were covered clinging to tiny rafts in remote Solomon Islands weeks after they had been presumed dead.

After treatment in Honiara's hospital, the survivors told reporters what had happened when the *Hsienchin* had gone down.

Search abandoned

Of *Hsienchin's* 20-man crew, one was drowned soon after abandoning ship. The remaining 19 boarded three rafts built of glass fishing floats, bamboo and 44-gallon drums. Raft One, with six men under Captain Chi Son Chin, took 39 days of drift more than 700 miles until it reached a small beach near Taipei, on remote Santa Cruz.

When news of these survivors reached Honiara, Australian and NZ

aircraft scoured the entire area for six days.

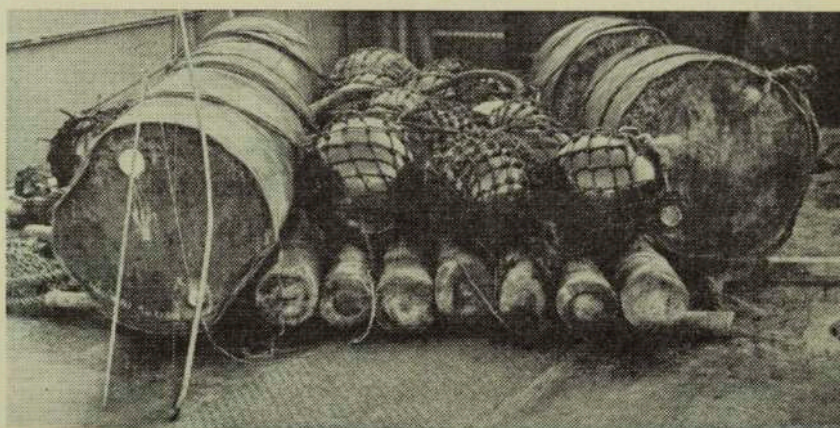
During the search Raft Two turned up, on the opposite side of Santa Cruz. Of the four men aboard, one died shortly after landing. His three shipmates rested for several days on Santa Cruz before being taken to Honiara hospital.

On July 29 the air search was abandoned, and most people considered that Raft Three containing nine men, was lost.

Then, in the early hours of August 11, the raft was spotted off the coast of San Cristobal by the inter-island trader, *Vula*. On board were two brothers, Lee Ah-wong and Lee Ah-yung. They were starved, sunburnt and almost lifeless. They had been at sea for 69 days. Their seven shipmates were dead.

With the three rafts accounted for, *Hsienchin's* crew list read: one drowned, eight dead from privations and 11 alive.

In late August, after a couple of days rest as guests of Honiara's Chinese community, Captain Chin told how he and the five men aboard his raft endured their 39 days at sea. For the first nine days the three



The raft (upside down) which carried the last of the "Hsienchin's" survivors 700 miles from Rotuma to the Solomons. A bow and arrow, with which the survivors attempted to shoot birds, lean against one of the drums on the left.—All photos by Ted Marriott.

rafts were roped together. There was no fresh water and the only food was five pounds of biscuits.

Raw fish

The rafts were separated by heavy seas on the ninth day. Soon after, the biscuits were finished and for six days no one had anything to eat. Rain water was caught in plastic raincoats and the tops of glass fishing buoys.

A fishing hook was filed from the tongue of a haversack buckle and three to four pound fish were caught. Also, flying fish landed on the raft. All fish were eaten raw.

Once all were thrown into the sea when the raft capsized.

The raft was becalmed two miles off Fataka Island, 300 miles to the south-east of Santa Cruz, but by this time all were too weak to swim to the island. Ten days later winds, a shirt-made sail and biscuit-tin oars helped drive the raft onto Santa Cruz.

On Santa Cruz Taibe villagers took the seamen by canoe to Graciosa Bay, where the Chinese met the touring District Commissioner for the Eastern Solomons, Mr. John Russell. And thus the big search began to reclaim men who had long since been presumed lost at sea.

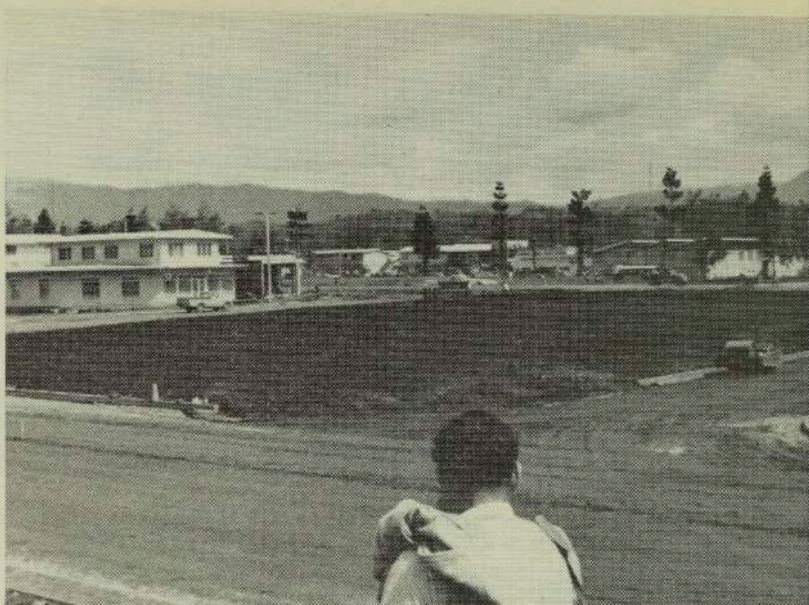
Pacific council planned

The formation of a Pacific regional council to improve regional co-operation and understanding has been proposed by the Leader of the Opposition in New Zealand, Mr. Kirk. The council should include New Zealand, Australia, Fiji, Western Samoa, Tonga, Niue, the Cook and the Tokelau Islands, he said.

It would establish agreement on such matters as Customs and immigration, fishing zones, defence, education and the development of under-developed countries.

Such a council could later be extended to take in Indonesia, Malaysia, Thailand, the Philippines and perhaps Japan, said Mr. Kirk. Eventually North American interests could be included.

Representatives of countries in the proposed council would be members of their parliaments rather than members of their governments, said Mr. Kirk. This would give member countries a broader political knowledge of one another.



Not a safe landing place for aircraft now is the former airstrip at Mt. Hagen in NG Western Highlands. The airstrip has been moved out of town, and new commercial buildings and roads have been built on the old airfield, which has become part of the town's business area.

Administration faces challenge on NG salaries

From an AAP-Reuter correspondent in Port Moresby

The P-NG Administration could face its first major challenge in the territory's new House of Assembly when it begins its budget session on August 26.

At this second meeting (the new 94-member House was inaugurated in June), the government members, who are in the minority, will be faced with a private member's bill seeking a committee of inquiry into the territory's 14,000 local New Guinean public servants. It will be introduced by Mr. Percy Chatterton, of Port Moresby, a former missionary.

It has the support of the territory's Public Service Association, which has for years been pressing for higher salaries for its local members. The association is confident the bill will be carried.

It also has the support of the Pangu, the House's only party of substance, and is likely to appeal to a number of other members who are former public servants.

The Administration has not yet decided its attitude to the bill.

But an Assistant Administrator, Mr. L. W. Johnson, said: "In the past the Administration attitude has been firmly that public servants' salaries are a matter for arbitration."

If, as this indicates, the Administration does oppose the bill, some of its Ministerial and Assistant Ministerial Members will be in an embarrassing position.

Three of them two years ago publicly supported the association's case for higher salaries at an arbitration hearing. But as Ministers, they will be expected not to publicly oppose the Administration.

Their only loophole would be to abstain—and even this would be seen as a blow to the Administration's authority.

Mr. Chatterton said he wants the committee to inquire into the appropriateness of present salaries "for the maintenance of an efficient, dedicated and contented public service".

He would ask that the commission consist of five members, appointed by the territory's Chief Justice. The commission would report to the Minister of External Territories and the House.

The move is the latest in a battle begun more than three years ago by the territory's public service association. It lost the long first round when the Public Service Arbitrator, Mr. L. G. Matthews, rejected most of its claims.

A grim Mr. J. C. Maree, South African Ambassador to Australia, bundles briefcase and umbrella into his car at Jackson's Airport, Port Moresby, as students from the University of P-NG register their disapproval. Critics of some of the placards and some of the demonstrators feel that they were scarcely calculated to change South African thinking.—"South Pacific Post" photo.

APARTHEID BROUGHT THE BANNERS OUT

From LEO MORGAN,
in Port Moresby



The students of the two-and-a-half-old University of Papua-New Guinea staged their first demonstration at Jackson's Airport, Port Moresby, in late July, against the South African Ambassador to Australia, Mr. J. C. Maree. Mr. Maree was returning to Canberra after a "familiarisation" tour of Port Moresby, Lae and the Highlands.

As the *South Pacific Post* had reported, it was inevitable that the university should eventually join the national ranks of university demonstrators. The demonstration, rally, received a lot of publicity. The reports were favourable and very critical.

The *South Pacific Post* in particular was cynical of the demonstration and claimed that our motives were not shown. It also suggested demonstrations should be confined only to basic issues, and that we were expected from our (are) leaders".

Racist

Some of these views would be held by a majority of territory Europeans, especially those who would rise for the sake of criticising, not necessarily because they did particularly care to offer any constructive.

The way I see it, as a university student and participant, the demonstration against the racist and repressive policies of the South African Government had clearly-defined objectives. It was directed against Africa's policy of apartheid,

at a white minority having all the power, property and prestige (as we have in this country) and it was a protest against Mr. Maree's half-truths, evasive answers and his arrogance in answering student questions at a meeting previously held at the university.

In the meeting, I for one failed to see how Mr. Maree could describe all the separate tribal groups in South Africa as separate nations and then describe the Dutch and English there as one separate nation, when it is obvious that the only thing that unites them is the colour of their skin. We students could not also understand why Asians, according to Mr. Maree's reasoning, could be honorary white men. Would that be because they, like the Boers and

English, are predators and settlers? It seemed to me that when Mr. Maree spoke about nations, he really meant races.

The demonstrators have been condemned for displaying such signs as "Black Power" and "Maree Stinks", and "Go to Hell". But I think we had every right to use the "black power" cliché in a demonstration against apartheid. For too long it has been a case of "white power" (and there is no justification involved).

Frustration

But we did have such signs as "We Condemn Apartheid", "No Separate Nations Here", "Integrate Not Segregate", and those few signs that suggested Mr. Maree should go to hell could be related to student frustration in not getting satisfactory answers to their questions at the meeting. In any case, in any demonstration there are always a few slogans unpalatable to some people.

Many of the students hope to see a peaceful multi-racial society develop in this country. But such a society could not develop if we had white people "hating" black people and black people "hating" whites, and while white people lived in one section of the town and blacks in another (as in South Africa).

The demonstration was peaceful and lawful. It was against apartheid, and not against the Territories Minister, Mr. Barnes, and the Australian Government for allowing Mr. Maree into our country, as some reports said.

Czech protest in P-NG

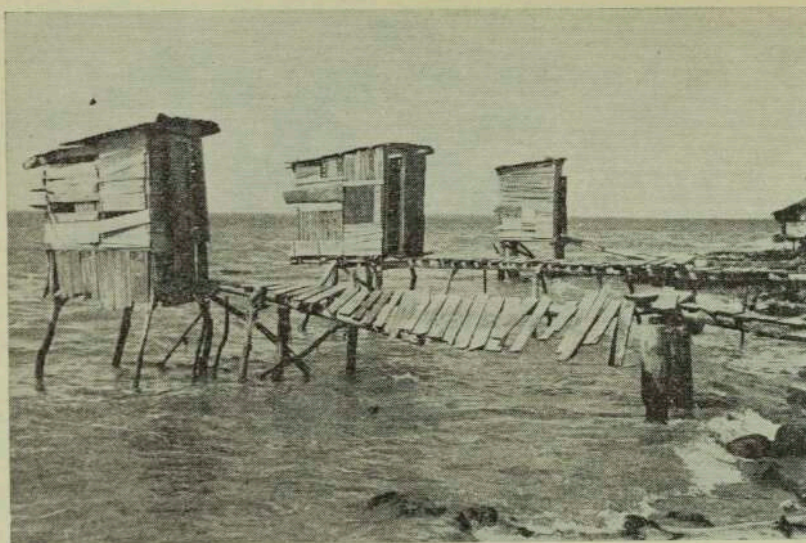
Papuans and New Guineans streamed into churches in Port Moresby late in August to sign a petition protesting against Soviet aggression in Czechoslovakia.

The petition was organised by all churches in Port Moresby.

A spokesman, Father A. F. Meaney, said about 5,000 signatures were collected.

Some churches put signs up in Pidgin explaining the background to the crisis.

The petition was to be sent to the Soviet Embassy in Canberra.



Samoan privy is (somewhat hesitantly) on the way out

From GLEN WRIGHT, in Apia

The ugly, incongruous lagoon privy that has marred the tropically picturesque shoreline of Western Samoa for so long may soon be a thing of the past. Its replacement is the water-sealed toilet, a simple and cheap device being energetically introduced by the Peace Corps.

Some 400 of these toilets have been installed in the past few months, accompanied by a noticeable reduction in the number of beach outhouses. Acceptance increases as the price reduces. Cost per unit is now down to \$WS1.40.

The outhouse is an accoutrement of societies without plumbing the world over, but the lagoon privy has been a special feature of Samoan life. It is a rickety shack of clap-board or palm-frond, sheltering a board seat perforated by oval holes and set on stilts over the water at high tide and the coral at low. It is reached by a pier of loose rock or teetery timber.

Not very sound

This offence to the eye and nose was introduced in the 1880's by a zealous medical missionary who theorised that the sea was a better place for disposal of human waste than the earth. Aesthetically and scientifically offended devotees of the South Seas mystique have been ever since trying to get rid of it.

The theory of that Victorian medic was never very sound. Because of encircling reefs, tides that wash many shores do not go out to sea but remain in placid lagoons, and so does the waste.

The water-sealed toilet is simple and effective. It consists of a concrete bowl with rump-shaped opening on top and metal trap in the bottom, quite like the ones used in modern homes. The bowl is flanged around its under edge with an extending ring. The unit is set over a hole in the ground and earth is packed over the flange.

The bowl is flushed by pouring in a gallon or two of water, which washes the waste into the hole below, leaving enough clean water in the trap to seal the pit and prevent odour from escaping.

The convenience is being installed in existing outhouses in the interior; the only new pits and structures needed are for replacement of the lagoon latrines.

However, the Samoan changes his habits slowly, despite his avowals

● Western Samoa's famous privies, the US Peace Corps has its way, they may soon be replaced by simple, cheap, water-sealed toilets. Although the author of this article attributes the lagoon privies to a mission, PIM has always been under the impression that they were introduced by the late Dr. S. M. Lambert, of the Rockefeller Foundation, in a campaign against hookworm.

to the contrary. He is not beating at the door of the Peace Corps headquarters demanding immediate delivery and installation of its unfanged plumbing fixture.

In at least two instances he not only rejected the idea outright but has replied with large-scale countermeasures. The lagoon outhouse in a village near Apia on the road to the airport recently fell apart from sheer old age. Despite Peace Corps pleas to accept water-sealed toilets in its place, the people voted for retention of the old and familiar.

They replaced the little old one with a large new one: iron-roofed wooden building painted gleaming white. Community-sized, it has two rooms, one for men and the other for women; each has many holes of various sizes.

Peace Corps "of no use"

Perhaps this is the village from which comes the writer of the following, a theme submitted anonymously to a teacher by an upper first student at an Apia college.

"Great expectations of the people from the Peace Corps of charity and new ways of living and helping the adults to know changes from long ago to nowadays. But the Peace Corps not doing this. They just come here to have the villagers labour and serving them. The Peace Corps girl in my village seldom has a face and is always stuck up. No interest of the people in Peace Corps is weaker and weaker. They think the Peace Corps of no use at all and dislike them."

The first contingent of Peace Corps Volunteers arrived here in October, 1967. There are now 10 of these university-educated young Americans scattered over the nation.

They serve as aides in education, public health, agriculture, public works and economic planning as specialists in law, pharmacy, dentistry, nursing, civil engineering, architecture and economics. In addition, the Corps conducts clinics in arts and crafts to develop individual artistic creativity and community cottage industry.

POLYNESIAN AIRLINES STANDS DOWN PILOTS

Withdrawal in August of the certificate of airworthiness for its chartered DC4 aircraft threw the Apia-based Polynesian Airlines Ltd. into confusion. The airline quickly revamped all its schedules using only its two remaining DC3's, and stood down, temporarily, most of its pilots and engineers.

Polynesian's chairman of directors, Mr. E. F. Paul, said the airline could not bear the burden of paying all its salaried staff while it remained short of equipment, with a grounded DC4.

Hopes were that an aircraft similar to Fiji Airways' HS 748 could be chartered to replace the DC4.

"We are helping a newly independent nation become self-sufficient," says young, personable, Corps director David Ziegenhagen.

In so doing, he says, the volunteers undergo the unique experience of coming assimilated into the moan communal social system. They literally become members of the family units which make up each village and district. They work on the farms, help fill the family larder, contribute to the common purse, and abide by the rules as established by the Matais, or chiefs.

They have 24-hour-a-day jobs and are dominated by the strong-willed moans, who are very selective in accepting what the volunteers offer.

Go native

As a result the volunteers tend to "go native" at first. But, says Ziegenhagen, they recover soon and begin to express their individualities. However, Samoans do not take kindly to undertaking assignments for anyone except their chiefs. Inevitably friction develops because the Corpsmen are trying to teach them to do things.

Consequently, as in the student's case, the Corps is often criticised by the Samoans, who either do not understand that what they complain about stems from their overlordship of the volunteers, or don't, upon experience, like the changes they have asked for.

Nonetheless, director Ziegenhagen says that the longer the Corps is here, the less criticism it receives. By and large, the government is enthusiastic about the programme.

"WILLIE" WATSON: 40 YEARS AN ISLAND TRADER

One of the Cook Islands' most successful citizens, and one of Rarotonga's oldest identities is cheerful, optimistic William H. Watson.

"WILLIE", as he is known to his European friends (and "Viri Vokotini" to his Maori friends) was born in Scotland. In Rarotonga, he worked his way up from near-subsistence level during the depression of the 30's to become one of the Cook Islands' most prominent citizens.

These days "Willie", and his charming wife, Marie, keep two homes, one in Cambridge, New Zealand, and one in Avarua, Rarotonga. They spend New Zealand summers in Cambridge, and the Cook Islands' cool seasons in Rarotonga.

In an interview in Avarua recently, "Willie" told our Cook Islands correspondent, W. H. Percival, how he had come to settle in the Cooks.

"As a boy in Scotland I read every book I could get about the South Sea Islands. I developed an irresistible urge to reach the Islands and become an Islands trader. So I came here in 1928," he said.

But "Willie" didn't go directly to the Cooks from Scotland.

After being demobilised from the Argyll and Sutherland Highlanders after World War I, he had spent several years working in the coal mines in New Zealand and Australia.

However, he never lost his urge to settle in the Islands. In New Zealand, in 1928, he met a Captain "Topsail" Jack Williams who "sold" the Cooks to him. A week after that

meeting "Willie" was on board the SS *Makura* bound for Rarotonga.

For two years "Willie" worked for a firm on Rarotonga. Then, on May Day, 1930, he took out his first trading licence.

With modest capital (and faith and determination), he opened a small general store in Avarua. He worked alone from 6.30 am to 9.30 pm, and sometimes had to work on Sundays.

About a year later he bought a billiards table and opened a billiards saloon. This increased his income, but also his hours of work.

In 1933 he married Marie Peyroux, the daughter of Jean Peyroux, a Frenchman, and his Polynesian wife. Marie cheerfully helped "Willie" in the store, and also made cakes and bedspreads which sold quickly.

The next milestone in "Willie's" career was when he bought out W. H. Grove and Sons store in Rarotonga.

Partnership

He began to buy and export copra, mother-of-pearl shell, cowry shell, hula skirts, shell necklaces, dried fish, tomatoes, citrus fruit, and locally-made hats and mats. All this was in addition to his regular business in groceries, hardware, drapery and fancy goods.

In 1943, when the bottom fell out of the trade in pearl shell brooches and similar items "Willie" Watson went into partnership with Harry Scott and established a small clothing factory on Rarotonga. (*PIM*, Oct., 1962, p. 39). Many setbacks and difficulties had to be overcome, but the business prospered and expanded.

"Willie" became a member of Rarotonga's Island Council, and was the mover for a Cook Islands Legislative Council.

For nine years he served the Cooks, first Island Council, then on the

"Willie" Watson and his wife, Marie.



Legislative Council and finally on the Legislative Assembly.

In October, 1958, "Willie" Watson stood as a native member against 15 Polynesians. Old hands scoffed at his chances, but many Cook Islanders remembered what he had done for them in the depression and the lean years of World War II. They stood behind him solidly and, without looking for votes, he romped home an easy winner with 1,609 votes—884 votes ahead of his nearest rival.

More schools

From the outset of his political career "Willie" Watson stressed the need for secondary schooling in the Cook Islands. As a result, Rarotonga's Tereora College was opened on February 18, 1954, and Junior High Schools were built on Aitutaki, Atiu and Mangaia some years later.

He was one of the first to battle for a pure water supply for Rarotonga, and big improvements, at great expense, have been carried out during recent years. In January, 1967, Mr. George L. Chan, a public health engineer with the South Pacific Commission, demonstrated how a plentiful supply of pure water can be obtained cheaply on Rarotonga by means of water galleries. (PIM, May, p. 67).

"Willie" campaigned successfully for improved medical service and internal self government for the Cook Islands. (The Cook Islands became internally self-governing in August, 1965). And, it was "Willie" who, in 1951 helped found the Cook Islands Crippled Children's Society.

Destroyed by fire

Fire completely destroyed "Willie's" store in Avarua in November, 1957. Undaunted, he immediately began to build a much larger one.

It was opened in December, 1958, and it is the largest store in the Cook Islands. The 6,000 sq. ft. supermarket was constructed almost entirely by local labour. Today, the permanent staff of United Island Traders is 48 and 10 extra staff are employed on busy Saturdays.

In 1955, "Willie" took his wife and their two children, Betty and Jean, on a tour of Europe which lasted 14 months. Five years later "Willie" and his wife toured Europe, Russia and the US and, in 1965, took a combined business and pleasure trip to Australia, the Philippines, Hong Kong and Japan.

BIG INDUSTRIAL DEVELOPMENTS IN FIJI

From a Suva correspondent

Important developments in two of Fiji's major industries—sugar and copra production—have occurred just when public attention was focused on the by-elections to fill the nine vacancies in the Legislative Council.

Both developments are concerned with the relationships between growers and millers in each industry; and only persons deeply involved can really understand the technical points now under argument. But they are important.

A new sugar-cane contract, between millers and growers, will be required next year. Drafts now are being prepared for the Sugar Advisory Council.

When the Alliance Party, which is directly influenced by the Chief Minister, Ratu Mara, met in pre-election convention in July, it announced that it would recommend 13 changes in the existing contract.

The rival Federation Party also sought many changes.

Chief Minister Mara was attacked by the Federation on the proposed 13 changes; and was obliged to explain and defend them. As some of these changes were in favour of the growers, and against the sugar company, the Chief Minister was made to appear as a critic of the company.

The mouthpieces of the Federation Party have been attacking the Chief

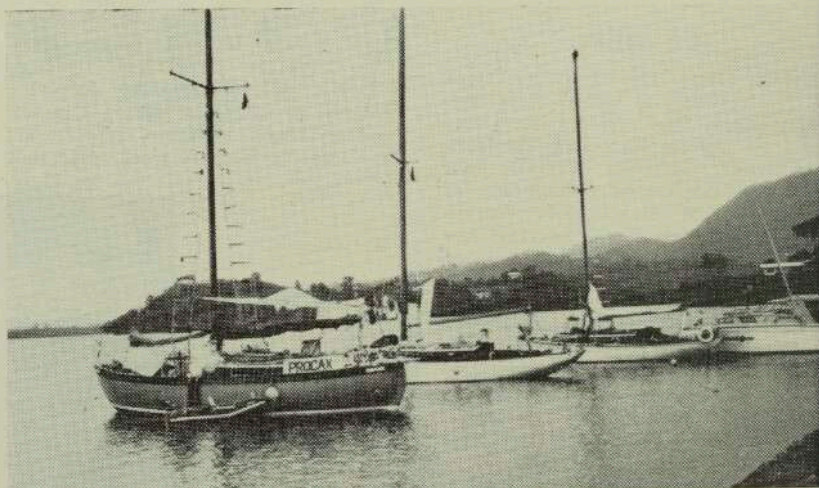
Minister with such virulence that the campaign has tended to become anti-Mara just as much as anti-British. In any case, the sugar industry has now become involved in political wrangling, which everybody, wanted to avoid.

Thus with copra. When copra prices nose-dived in July, the copra-milling (or Carpenter) interests protected themselves by announcing some pretty drastic cuts in the rates and conditions under which they accept copra from the growers. The new rates were criticised by Fiji interests, who argued that the millers should carry a larger share of the losses represented by the calamitous change in the market.

Public comment

The copra-millers, of course, defended themselves and, as there is no government marketing organisation such as the Papua-New Guinea Copra Marketing Board, there was public comment. The government spokesmen — especially the Chief Minister — became slightly involved on the side of the copra-producers (mostly Europeans and Fijians). Again, it appeared to be a little embarrassing for the Chief Minister, for it is the policy of his government to maintain good relations with the big corporations which control so much of the economy of Fiji.

It only goes to show the difficulties that beset the feet of an honest Chief Minister, who tries to walk in fair balance between Fiji's producers and the powerful corporations which buy their products.



Fiji's new Tradewinds Hotel, in the Bay of Islands four miles from Suva, is attracting not only tourists for its beds, but yachts and cruising yachtsmen for its mooring berths. Many cruising yachtsmen are finding the Tradewinds area a convenient spot to spend a week or two between islands.

Australia now has a South Pacific Colombo Plan (but it's broke)

By STUART INDER

If we make an exception of Papua-New Guinea, for whose administration Australia is directly responsible, Australia's friends and neighbours in the islands of the South Pacific don't get any extra consideration from this year's Australian Budget, brought down in Canberra in August.

P-NG gets \$9,408 million more than last year, for a total Commonwealth grant of \$87,353 million, and she'll need every cent, and more, for the big job of development that is yet to be done in that territory. Norfolk Island, the only other Australian South Pacific territory now that since Nauru's independence of January (and Nauru paid its way with phosphate profits anyway) gets the same Australian hand-out as last year—\$66,000 for general administration and an additional 10,000 for restoration and maintenance of its tourist-attracting coral ruins (which it also got last year).

Australia's contribution to the South Pacific Commission is down this year—\$257,300 compared with 69,000 last year. Only about 57,000 of last year's contribution was spent.

They'll share what's left

The rest of the South Pacific will have to share a mere \$420,000 to be made available under Australia's South Pacific Aid Programme — exactly the same as last year.

This is the first time since the scheme was started in 1965 with 100,000 that there has been no release.

But there is a gleam of hope. At some time since the last Budget, without any publicity at all, the aid programme has dropped its insistence on being a plan for distribution of technical aid only, and the way is now clear for it to develop into a South Pacific Colombo Plan.

Until this year the plan has been called ASPTAP—Australian South Pacific Technical Aid Plan. Under it, South Pacific territory (not Australian) could ask for, say, machinery to be installed in a technical college, but it could not ask for money to build the college itself. It could ask for the provision of engineers to design a new road, but could not ask for money to build the road.

Restricted as it was, this assistance was welcomed in the South Pacific, but there were hopes in the Pacific that the plan would in time be widened. There were signs last year that the men of Australia's Department of External Affairs responsible for administering the plan were beginning to be less fussy about how the money was used in the Islands.

Anxious

External Affairs has in fact been anxious to widen the scheme, but it has had Cabinet and Treasury to contend with.

I understand that External Affairs budgeted for a much bigger increase in the South Pacific Plan this year, but despite an overall increase in Australian aid to developing countries

this year other commitments absorbed all the money. This isn't good enough. The South Pacific is in need too.

ASPAP (without the "T") is a fine vision, but it would remain just a vision without the money.

Certainly Australia's expenditure on external economic aid has increased at a much faster rate than both national income and total government spending since 1958/9. All told, Australia has provided, as outright gifts, more than \$1,130 million in official economic aid to developing countries since the end of World War II.

The total amount to be provided this year is \$155 million—comprised of \$15 million in multilateral programmes, \$41 million in bilateral programmes and \$98 million for P-NG.

Aid for P-NG

The P-NG handouts do, of course, comprise a big percentage of total aid payments each year. Of the \$1,000.5 million paid out since 1958/9 (including the 1968/9 estimate) \$668 million has been allocated to P-NG.

According to a comparative table published with this year's Federal Budget, Australia now ranks second only to France in the proportion of overseas aid it gives, when expressed as a percentage of national income.

The French figure (for 1967) is

Like all the other Islands in the South Pacific, Tonga is doing her best to promote tourism, but she is not finding it easy — there are stumbling blocks. For instance, the proposed internal air service can't get off the ground because Vavau airstrip (right) has not been granted official approval. Pilots say that crosswinds in the area make landing dangerous.



0.98 per cent. Australia is 0.79, followed by Belgium and the Netherlands each with 0.60, the US and Germany with 0.53 and Britain with 0.49.

It would be an interesting study to see how the aid figures were compiled in the various countries.

France, like Australia, gives a big proportion of its overseas aid to its own territories. But does the aid figure given for Britain take into consideration such British handouts as the grant to sugar-producing countries (Fiji is one) to offset the poor world prices for sugar? For Fiji this is a valuable consideration.

It could be that the aid table might take on a different appearance with closer examination.

But undoubtedly Australia has a good, and improving, record of external aid grants. What is needed is more attention to the needs of the South Pacific, in addition to such requirements as India's Indus Waters Scheme and the Special Commonwealth African Assistance Plan.

FOOTNOTE: To be found in the "other services" section of the Prime Minister's Department 1968 Budget appropriation is a sum of \$7,000,—the cost of the official visit recently of President Hammer DeRoburt of Nauru. It compares with \$20,000 for the visit of the Emperor of Ethiopia.

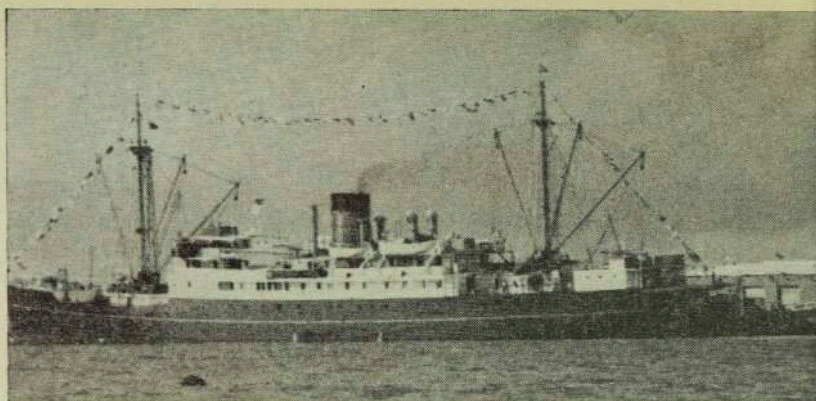
Indonesians kill 162 in West Irian

Indonesians had killed 162 Papuan tribesmen in the two-year-old rebellion of the Arfak tribe on the Manokwari coastal area of West Irian, Indonesia's Army Chief, General Panggabean, admitted in Djakarta in August.

General Panggabean said a further 138 tribesmen had been taken prisoner and a total of 3,539 tribesmen had surrendered since the uprising started in late 1965.

His statement followed the words of General Sjarif Thajeb that "perhaps 20 West Irianese" had died in the uprising in 1965. General Thajeb said this when he visited NG earlier this year with a six-man Indonesian parliamentary delegation.

He said Indonesian air force planes had strafed unoccupied open ground at Manokwari to "scare" West Irianese. Manokwari is about 400 miles west of Sukarnapura, West Irian's capital.



The "Matua" berthing at the deep-water wharf at Apia, Western Samoa, where she was as familiar a sight to Samoans as she was to Fijians and Tongans in other ports.

The Islanders say farewell to "Matua"

To many Pacific Islanders ships are just about as important as people, sometimes more so, so when the venerable Union Steam Ship Company vessel *Matua* made her last calls at islands ports in August, after 32 years service, hundreds of Islanders turned out at each port to give her a fitting farewell.

On her final call at Nukualofa, the *Matua* was farewelled by some 500 people who packed Queen Salote wharf. She presented a handsome sight silhouetted against the grey dawn.

A few moments before leaving a white pennant was unfurled from the *Matua's* main mast to a distance of 371 ft—one foot for every month of service.

Two rockets

The tail of the pennant was caught and tied back with a fine line, so that it curled and billowed in the breeze. The reflection of the ship's lights on it, in the early dawn, made it look like a comet in the sky.

Two rockets were fired and *Matua* was away, her siren answering the call of other vessels in port, while the Police Band added its farewell.

Tongans will remember her best for the time she evacuated all the people from Niuafu'ou, or Tin Can Island, after the volcano on the island erupted in 1946.

Suva gave the *Matua* no less enthusiastic a departure. Amid dozens

of rocketing fireworks and a chorus of sirens from other ships in port she sailed out of the Bay of Islands to the sounds of Isa Lei and Aul Lang Syne from the Fiji Military Forces Band. A *Matua* office dropped a huge salusalu off the bridge into the sea.

Emotional

A plaque presented by the people of Fiji in 1946 in appreciation of the *Matua's* war service was returned for safe-keeping, amid emotional speeches from the ship's master, Captain Peter Bennett and the Mayor of Suva, Councillor L. G. Usher.

After a speech of his own, the Minister for Communications, Works and Tourism, Mr. C. A. Stinson, read a message from the Governor, Sir Derek Jakeway.

Captain Peter Bennett had spent many years on USS Islands run, having also commanded *Matua's* sister ship *Tofua*.

USS is to replace *Matua* temporarily with a 2,808-ton trader, *Taveuni*.

GEIC'S House examines colony's "big problems"

Drunkenness and the "crime wave" on Tarawa were two of the main topics discussed at the second meeting of the Gilbert and Ellice Islands Colony House of Representatives, held at Tarawa in late July and early August.

A six-man committee, including four islanders, was set up by the House to examine the colony's liquor licence ordinance and the means of enforcing it.

Motions carried varied from calls for a basic wage and minimum hours to be set for domestic servants to possible government restriction on Bingo and card playing.

The GEIC's top politician and chief elected member, 43-year-old Reuben K. Uatiao, took a big part in debates.

In his opening address to the House, the Resident Commissioner, Mr. V. J. Andersen, again stressed the big problems facing the colony—its isolation from overseas markets and major shipping routes, its rapidly increasing population, its few economic resources and the vital revenue that would be lost when phosphate supplies from Ocean Island are worked out about 1980.

Mr. Andersen said the GEIC would be "lucky" if it reached half last year's record production of copra because of a severe drought. However, this position had been relieved somewhat because of higher world prices for copra this year.

Business lost

Fiji Airways' HS 748 fortnightly service through Tarawa to Nauru had failed to attract the hoped-for increased freight and passenger traffic because of high air fare and freight rates, and the "out and back nature" of the service, he said. Tarawa had also lost most of the business derived from small planes stopping off, on delivery flights from North America to Australia. These planes were calling at Pago Pago because Canton Island airfield was now closed.

He said 1967 was a successful financial year—revenue amounted to \$3,800,000 and expenditure was \$3,160,000, down on the revised estimate because the colony's new vessels could not be delivered and paid for in 1967.

Referring to crime and drunkenness, Mr. Andersen said government procedures for money control had been "tightened up" and training

programs for Islanders would emphasise integrity, honesty and the ability to resist "bubuti" pressures. He recommended to the house that a select committee examine liquor legislation because of the increase of crimes involving liquor.

Mr. Andersen said that the per ton costs of phosphate mining on Ocean Island were being reduced to the lowest level possible, and, in turn, the maximum sum of money available per ton exported was available to the Banaban community as royalty and to the colony as phosphate taxation.

Independence question

He commented on the recent Banaban petition to the UN Committee of 24, seeking UN support for the independence of Ocean Island as a Banaban state.

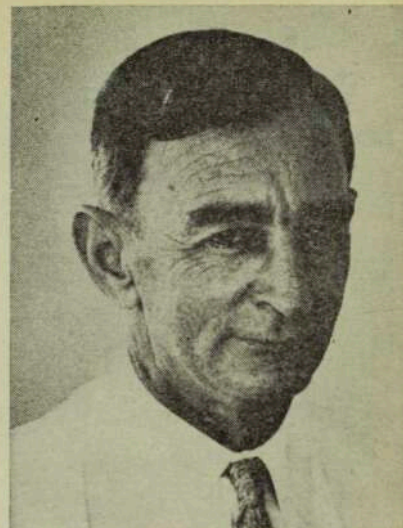
"I am sure that the people of the GEIC, and their elected representatives, do not accept that there are any grounds for agreeing to the creation of an independent state on Ocean Island," Mr. Andersen told the House.

"The chief elected member went to New York in June to oppose the Banaban petition in the Committee of 24. To the best of my knowledge the committee has not recommended that Ocean Island should be independent."

Talking of family planning, Mr. Andersen said islanders should limit the numbers of children in their families. "The unavoidable, inescapable answer is that the land, food and work cannot be so stretched and that now is the time to limit a family to two, or at the most three, children," he said.

"There are those who say, 'But why doesn't the government find land in other countries where our surplus population can live and work?'. Let me tell you that it is not for want of trying.

"Our Pacific neighbours have their own population problems and need their land and their work for their own people. The metropolitan countries have immigration policies which shut the door to the entry of settlers from this country, or demand highly specialised skills in their im-



Mr. V. J. Andersen

migrants, which our villagers do not possess, or are impossibly remote in terms of cost and distance.

"The BSIP has in recent years taken in almost 2,000 settlers from this colony, but these settlers have created difficulties and the protectorate is not at all enthusiastic about accepting more people from our islands.

"We have, however, invited three members of the protectorate's legislative council to visit us later this year, so that they can see for themselves the poverty of the land and the work we do to assist ourselves in the outer islands."

Mr. Andersen said resettlement could not "appreciably" reduce the population of the GEIC. "The plain, bald truth of the matter is that, if the people of this colony want a reasonably satisfactory future for themselves, their children and their children's children, they must be prepared to adopt the family planning techniques available to them."

Mr. Andersen said the GEIC's constitution had been in force little more than seven months and the occasion was only the second meeting of the House of Representatives.

"Perhaps it is premature to mention it, but I can see value in members giving some thought to the next stage of constitutional development for the colony. This stage can only be decided upon after very detailed examination of the several possibilities open to us and the timing and nature of this next step should be a matter for the people of these islands and you, their elected representatives."



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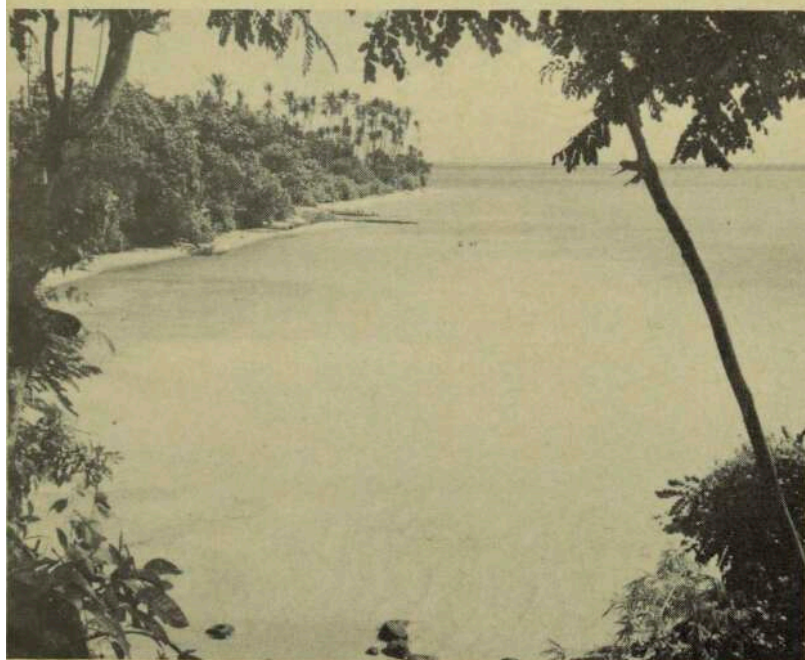
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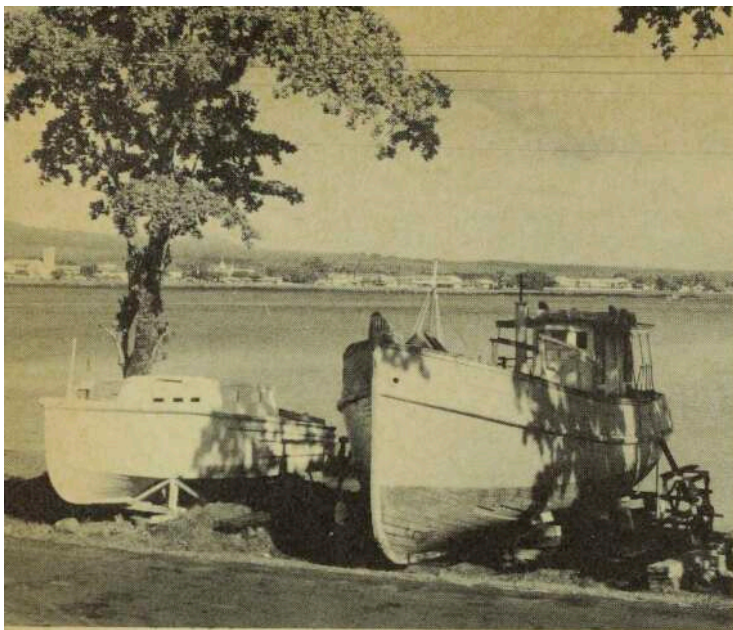
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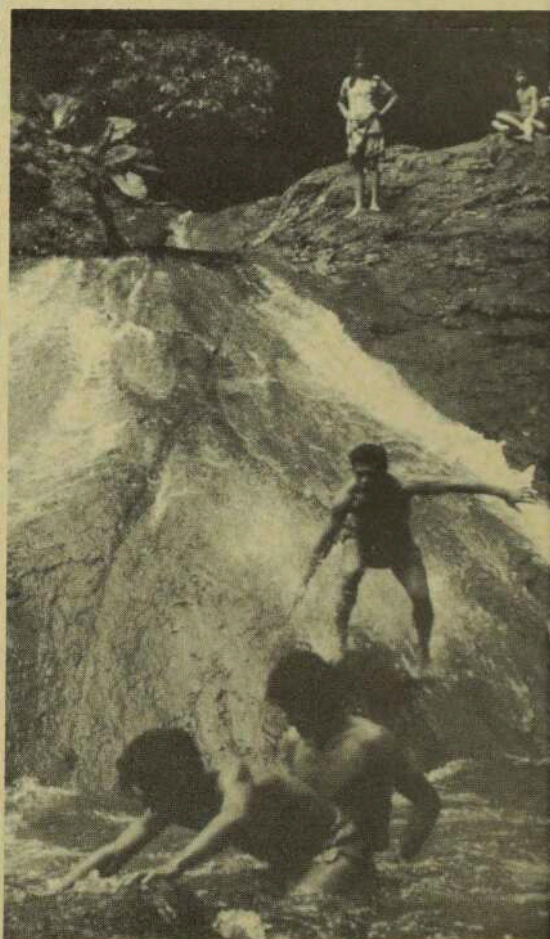
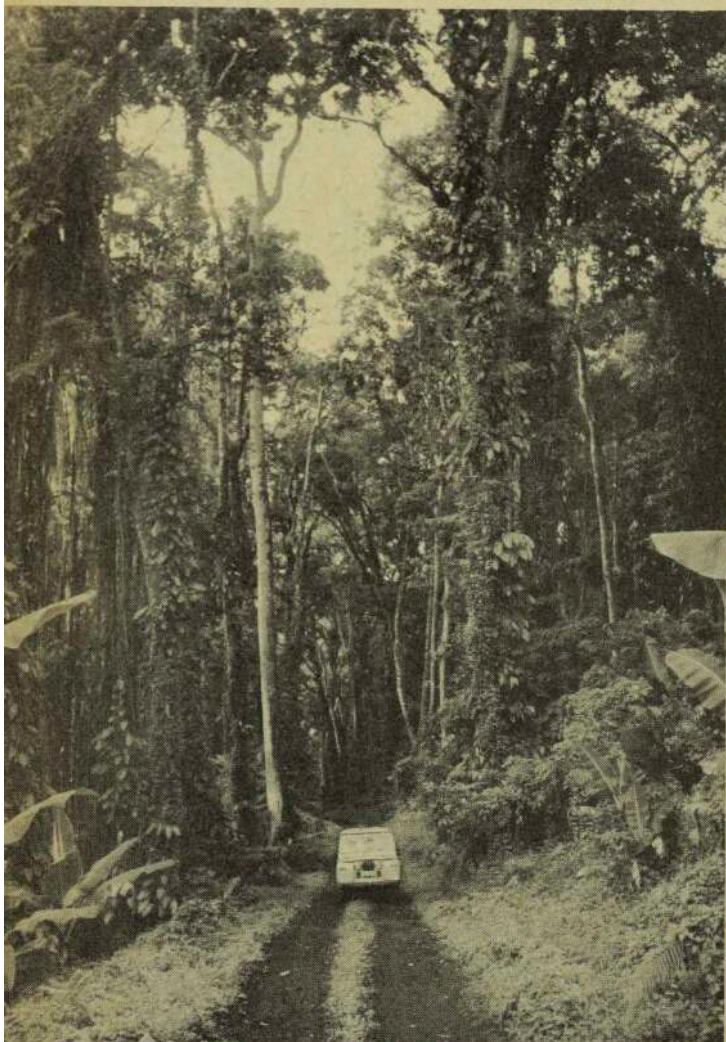
Bustling W. Samoa

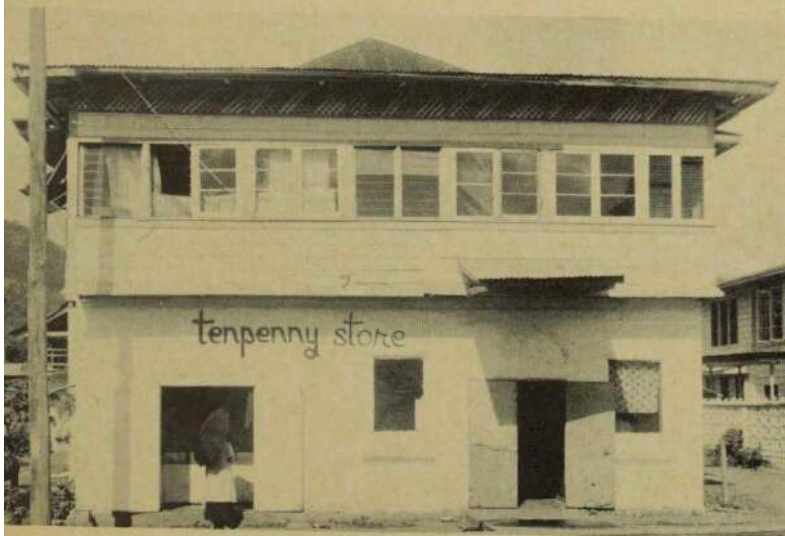
INDEPENDENT Western Samoa — cosmopolitan, fast-developing yet serene—is a land in an ideal setting. Samoans know about traffic jams and business conferences and Alka Seltzer. But they also know the sound of the wind in the palm trees and the sight of the moon over a peaceful lagoon. Above, the famous “Beach” — Apia’s main street—which runs the entire length of the town’s foreshore. BP’s dominates the scene. Next to BP’s is the Post Office and next to that is the Bank of Western Samoa. Just a few minutes drive away is the idyllic beach (left).

(Over)



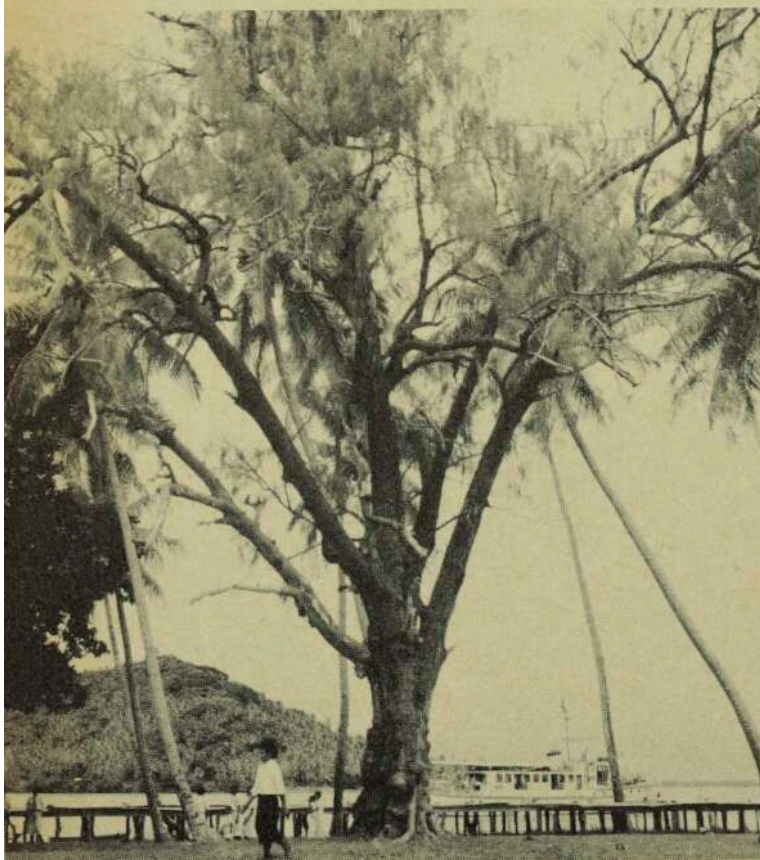
Samoans, like all Polynesians, love messing about in boats. The two boats at left are at Matautu, just outside Apia (which can be seen across the harbour). Samoans are also great ones for the land—although in Western Samoa the land is often wild as the picture (below left) shows. These tall trees of Savaii Island are the ones that interest Potlatch Inc., the American timber company which recently signed a \$6 million deal with the Western Samoan Government (*PIM*, Apr., p. 22). Below, the Sliding Rocks of Papasee'a, just 15 minutes drive from Apia. There are three sets of sliding rocks here. The first is for children, the second is for women and the third (pictured) is for men.





This group of singers and dancers (top) performs for guests at Aggie Grey's Hotel in Apia. Above, Prime Minister Mata'afa's home on the outskirts of Apia. The building is a combination of Samoan and European architecture. And left, one of Apia's little oddities—the Tenpenny Store. Nobody is quite sure how the building—a cafe—got its name, but Fiji photographer Rob Wright (who took all the pictures on these pages) suggests that ten pennies will buy a cup of tea.

Lau's islands in the sun



Above, mist-shrouded Vatu Vara in the Northern Lau Group. An eccentric American millionaire once owned the island. Gossip had it that he paid for everything in gold, so a rumour naturally got about that there was a cache of bullion on the island, and Vatu Vara became known as "Treasure Island". Left, an historical tree. In the middle of the last century, a Tongan Chief, Ma'afu, who ruled the Mualevu in Northern Lau, crushed a rebellion on the island. To commemorate the occasion Ma'afu planted the tree (at left). The Lau Group is today becoming a tourist attraction, as the story opposite tells. Photos are by Rob Wright.

● Our girl in Suva, Sue Wendt, recently took a trip on the 'Tui Lau'. She sent us this report.

THE SHIP THAT WILL BRING TOURIST DOLLARS TO LAU

Not so long ago a sturdy Norwegian-built cargo vessel with the name *Alta* on her bow regularly plied a hazardous route through some of the world's iciest seas, hundreds of miles north of the Arctic Circle.

Commissioned in 1950 for service along the rugged north coast of Norway, the 701-ton *Alta* was named after the tiny fishing village in Altenfjord where the giant German battleship *Tirpitz* was sunk by the Royal Air Force in the closing years of World War II.

Recently however, this itinerant Norwegian lady has found herself a place in the sun—but not the Midnight Sun.

Now named the *Tui Lau*, she's the latest addition to Fiji's inter-island fleet (PIM, Aug., p. 47). Under the command of youthful captain Don Wendt, one of Fiji's oldest masters and the first to obtain an extended ticket, she recently began a weekly service carrying cargo and passengers between Suva, Cakaudrove and the beautiful, remote islands of Lau group, east of Viti Levu.

Colourful ceremony

Naming the ship in July (during a colourful ceremony which included the presentation of *tabua* and the rowing of a *tanoa* of *yaqona* over her bows) the Vunivalu of Bau, Ratu George Cakobau, predicted that the *Tui Lau*—the second vessel to be acquired by the Maritime Co-operative Shipping Association Ltd.—would play a vital role in the economic advancement of the Fijian people.

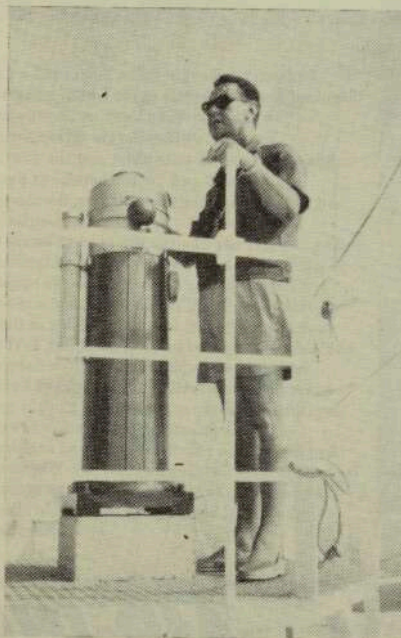
Through their membership of Fijian co-operative societies, hundreds of Lau and Rabi Islanders own a part of the *Tui Lau*. Ultimately, her profits will be theirs—and, on paper at least, the potential profits seem considerable. According to Captain Wendt's estimation, a five-day trip with capacity passengers and cargo freight charges are £F4/10/- per ton) would gross £3,500. Total costs would be around £1,200.

The islanders' excitement at participating in such a creditable venture is evident whenever the ship arrives

at a new port of call. They stream aboard to examine their "property", exclaiming with awe at her size and fittings, even trespassing up to that sacrosanct preserve, the bridge, to chat with Captain Wendt—who remains unperturbed by such ebullient behaviour.

For its passengers—32 first class, 27 second class and 47 economy—the *Tui Lau* is a new and fascinating experience in shipboard informality and it's a trip to stir the pioneer spirit. Round trip fares cost £37/10/- for first class, £22/10/- for second, and £12/10/- for economy, with half fare for children under the age of 12 years.

Scattered as they are over thousands of square miles of ocean



Captain Don Wendt, 34, master of the "Tui Lau", who brought the ship from Norway to Fiji in June. The trip, via Panama, took two months.

travel

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(their aggregate area totals 178 square miles) the islands of Lau have a peculiarly elusive quality. When anchored in the lee of one, its nearest neighbour is generally wreathed in the blue mist of distance and the fact that relatively few people can quote statistics about Lau adds mystery. You feel you're the first to tread those fine white beaches—and certainly the spontaneous excitement of the local populace indicates how few European feet have paved the way.

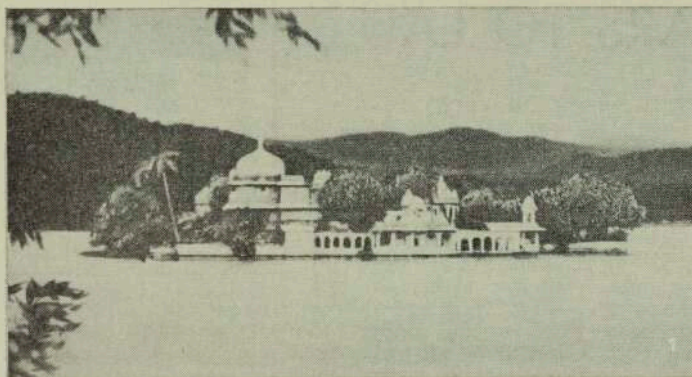
During a recent voyage in the *Tui Lau* we made our first overnight stop at Vanua Balavu, the largest island in the group, with an area of 20 square miles.

Part of the southern section of Lau, Vanua Balavu is closer to Tonga than to Suva and it was at the village of Lomaloma that a Tongan chief called Ma'afu established a Tongan community in 1855. The 300 or so villagers, even if born in Fiji, still consider themselves purely Tongan. Strangely, they were the first Lauan inhabitants we were to meet.

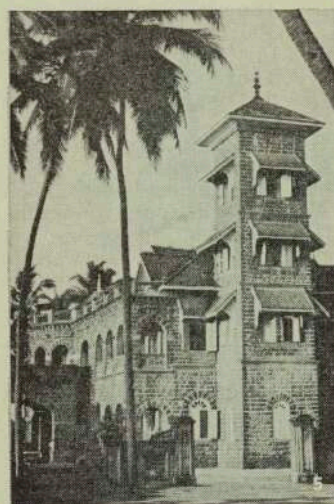
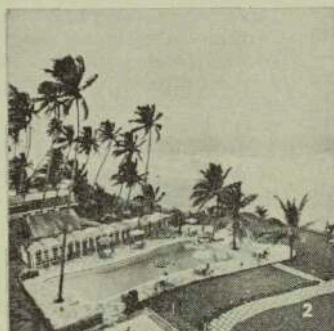
Having dropped anchor a little after sunset, we faced a journey through unrelieved darkness, by punt and on foot, to reach Lomaloma, once an important cotton-growing centre. Here, we were treated to an impromptu display of Tongan action dancing and singing, a rare sight in Fiji unless imported. The Lomalomans, with an eye to supplementing village revenue, hope to polish their performance a little and present it as a regular tourist attraction—they're aware of the tide which can follow the first ripples of tourism.

Among passengers on my trip—which took in Cikobia, Katafaga, Lakeba, Nayau, Oneata, Moce, Komo, Kabara and the Vanua Balavu ports—was the new Roko Tui Lau, Pita Matasau, who was transporting his family and furniture to Lakeba, administrative centre of the group. A learned, eloquent Fijian from the province of Lomaiviti, the new Roko is enthusiastic about the advent of

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tourism as an added source of income from Lau.

"I am very very anxious to do my best for the people of Lau, particularly in financial matters," he said. "Lau might be one of Fiji's most affluent provinces, but the money could be used more wisely.

"There's so much to be done in the field of education. There are still many out here who never go to school at all. Tourism may help a little towards financing a better system."

An airstrip at Lakeba, he added, could be an enormous advantage bringing tourists to the area—though ships like the *Tui Lau* could always play a valuable dual role in carrying both cargo and passengers.

At this stage though, the islands of Lau are still unchanged, and the villagers still relatively free from what some consider the corrupting effects of commercialisation. Even the occasional bare-breasted maiden can be seen.

You can buy a necklace of shells for 2/- and on the sleepy island of Moce some of the best tapa cloth can be had anywhere is available at a quarter the Suva market price.

(Moce is also remarkable for its nine inhabitants, who've obviously heard nothing of the dangers of population explosion. I stopped counting at 40 but I'm sure there are quite as many dogs, all related, there are children. And there are plenty of those.)

Viewed purely in its role as a cargo-carrying vessel, the *Tui Lau* will undoubtedly live up to Ratu George Cakobau's predictions of great economic benefit. But to the islanders themselves—and particularly the new Roko Tui Lau—its most interesting contribution will be in bringing the outside world in. At the rate the tentacles of tourism are reaching out, it shouldn't be too long before far-flung Lau is in the swing of things, comparatively-speaking.

● UTA French Airlines will support moves for expansion of South Pacific excursion air fare rates at the annual meeting of the International Air Transport Association at Cannes, France, in mid-September. The airline, which calls its proposals "promotional tariffs", wants to attract more Australians who haven't flown before into its two Islands draw-ards—Papeete and Noumea.

Here's a tough one!

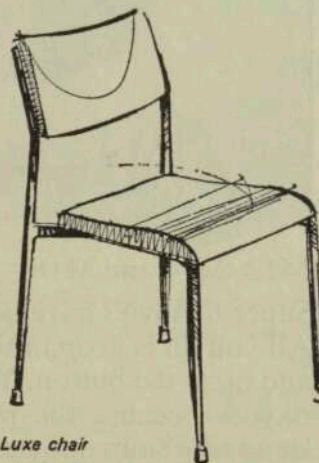
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PanAm announces more Pacific runs— and Qantas protests

By a staff writer

The Australian Government, under pressure from its national airline, Qantas, strongly opposed Pan American's plans to almost double its trans-Pacific services from September 6.

Without prior approval from Australia, PanAm Director for Australia, Mr. Rush S. Clark, said in mid-August that his airline would increase flight frequencies between Sydney and the United States from seven to 12 times a week.

But a week later Australia granted PanAm only two of its five new proposed services, giving PanAm nine flights a week each way, the same as Qantas.

PanAm's statement won the company a lot of publicity—as did a similar one earlier this year that PanAm would inaugurate weekly flights from Sydney to Tokyo, via Guam. Australia objected shortly before the proposed first flight, and the service was never begun.

If PanAm had won approval for 12 services it would have been offering better frequencies on Qantas' home ground.

Qantas, of course, doesn't want this to happen. If it ever does, Qantas will insist on increased frequencies for itself and another termination point on the west coast of the US—Los Angeles.

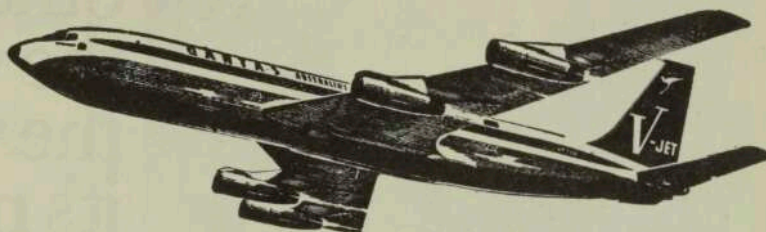
Mr. Clark said PanAm's new services would include non-stop flights from Honolulu to Sydney, thus making the first two-stop (Honolulu and San Francisco) flights from New York to Sydney.

With load factors below 40 per cent, on trans-Pacific air traffic at present the argument for sharply increased frequencies is hard to understand.

To strengthen and widen its influence on regional Pacific Islands routes, Fiji Airways Ltd. welcomed its fifth and sixth partners in August—the Tongan Government and the Western Pacific High Commission.

With a limited number of shares, the new partners will take up seats on the airline's crowded board (Fiji Airways is equally owned by Qantas, Air NZ, BOAC and the Fiji Government). Their inclusion in Fiji Airways means that the airline can in-

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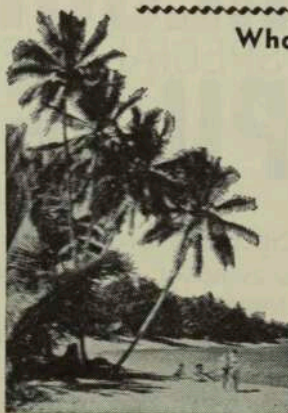
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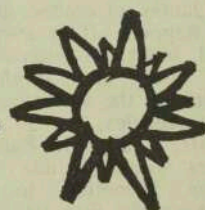
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increase its flights to Honiara (commission headquarters since 1952) and Nukualofa.

Shortly after this news, the Fiji Government announced that it was holding "aviation talks" with the Western Samoan Government. It is possible Western Samoan Government, or the Apia-based Polynesian Airlines Ltd., may become Fiji Airways' seventh shareholder.

Also, Fiji Airways could become a minor shareholder in Polynesian Airlines, particularly following the late August news that Pan American's plans to start flights between the two Samoas in September has been called off. The Western Samoa Government blocked PanAm following cries that the service would put Polynesian out of business.

Meanwhile, many were asking that one of Fiji Airways' major bugbears has been getting its four owners to agree on policy and equipment in the past, what will happen in the future with two additional opinions to contend with?

AFTER over 20 years of a trans-Pacific air "infrequency", Canadian Pacific Airlines will start its first weekly Australia-to-Canada air services, via Fiji and Hawaii, on November 1, using 135-passenger DC8's.

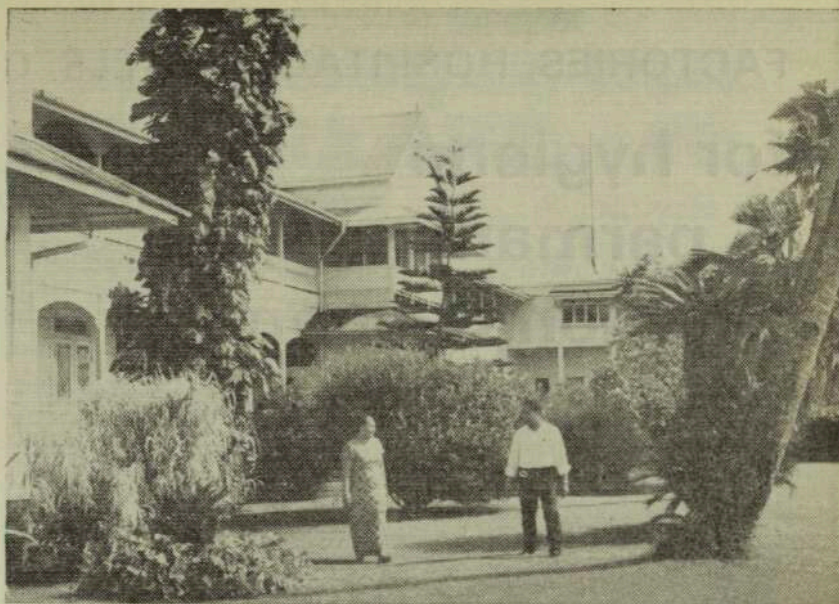
After November, the Australian airline Qantas will also change to weekly its fortnightly flights with Boeing 707's from Sydney to Vancouver, via Fiji, Hawaii and San Francisco.

CPA has operated fortnightly since its first trans-Pacific commercial flight, with a 32-seat pressurised DC4, on July 13, 1949. The fortnightly schedule has been hard to sell. Now, CPA is hopeful traffic will build up—it does, CPA will introduce to the run 199-passenger DC8-63 "stretch" jets shortly after June, 1969.

CPA feels Canadians want to see more than just Australia or New Zealand when they travel the South Pacific route, and they will promote tours to NG from Australia, through their selling agents in the territory—Unsett.

Canada also has extensive mineral and timber interests in the territory Placer, International Nickel, Cultus Pacific and Bougainville Development Corporation), and CPA can count on some steady business, from these quarters.

A new weekly service six weeks after the International Air Transport



Association's chin-wag over air fares at Cannes, France, in mid-September, would also give CPA bigger nails to drive if it continues to press for big cuts in trans-Pacific ordinary fare rates.

In the past, CPA has won itself some publicity with its repeated calls for air fare cuts on the South Pacific—exposing the only cracks in the ranks of the six trans-Pacific operators in this area. At the September Conference, opposition to any substantial air fare cuts is likely to be too strong. But there are hopes that a compromise may ensue in the form of extended excursion fares.

THE Gilbert and Ellice Islands Colony has called for airline operators to make proposals for an internal air service in the colony. Aided by heavy construction equipment transferred from the defunct nuclear testing site in Christmas Island, the colony is stepping up work on airstrips on main islands of the widely-scattered group. A light plane on July 10, made the first landing since World War II on a mud-rolled 2,600 ft airstrip on Abemama and a second strip on Tabiteuea is expected in September. Air Pacific Ltd. and Fiji Airways Ltd. are reported among those airlines interested in running the service.

FRENCH Polynesia's internal airline, RAI (a subsidiary of UTA-French Airlines), hopes to begin four-times-a-week return flights between Papeete and the newly-built airstrip on Moorea, 12 miles away, with a new Twin Otter aircraft. RAI is obviously expecting a considerable

Apia's Casino Hotel, built in German times, has beautiful grounds. Australian Travelodge has a plan for upgrading it (see below). Photo is by Rob Wright, of Fiji.

leap in the number of travellers to beautiful Moorea now the partly-UTA owned Hotel Mediterranean resort is getting underway. Support by Australian tourists for the resort is still below hopes.

VISITORS to Western Samoa in the first half of this year totalled 3,972 to show an 8.4 per cent. increase over the same period for last year. Visitors from the United States jumped 38 per cent. to 1,662, but visitors from New Zealand showed a slight fall. Average age of the visitors was 43 and average stay almost four days.

The increase in visitors is expected to accelerate over the second half of the year, says PIM's Apia correspondent.

These results are slightly ahead of predictions made by travel consultants several years ago, which claimed that by 1970 visitors would total 20,000 annually, and that the tourist industry would shortly be one of Samoa's largest money earners.

In line with the growth of the tourist industry, several big hotel plans are in the negotiating stage. The Australian company of Travelodge has now put forward plans to the Government for a \$1m upgrading of the Casino Hotel now owned by the Government Hotel Development Corporation (PIM, Aug., p. 41); and a group of United States investors has put forward pro-

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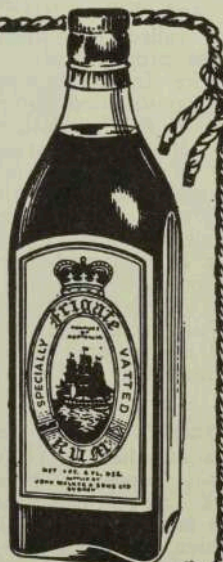
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osals envisaging a \$14m hotel on the site of the old quarantine station at Ianmeasina, a couple of miles out of Apia.

An engineering consultant on this project arrived from New Zealand in August. Plans include reclamation of a part of the lagoon to provide a better beach and swimming, and a marina for small craft and water skiing.

A GOOD example of the kind of tourist development going ahead in Papua-New Guinea without any loss is to be found in the tourist resort which Mr. and Mrs. A. E. Cridland have established at Wanigela, in Collingwood Bay, on the very beautiful but little-known northern coast of Papua.

Mr. Cridland was once a well-known resident magistrate for the Papuan Administration. He retired in 1940 and bought a rubber plantation at Cape Nelson in the Collingwood Bay area, and, although driven out temporarily by the Japanese invasion, he and his family have lived in that area ever since.

Learning of the eagerness of visitors to the territory to see something of the real P-NG, he established a tourist resort at Wanigela. Parties of up to 20 people are taken to Wanigela for a stay of from three days to a week and are accommodated in a series of houses made of native materials, with modern amenities.

Tours for Americans are organised by Mr. Lars Eric Lindblad, of Lindblad Travel Inc., New York, who leads tourists to the most interesting places off the beaten track. All of the tours to P-NG have followed the same procedure—to Port Moresby for lunch and then direct to Wanigela by air. (The Cridlands have been up with BOAC and TAA.)

The American tours have proved so successful that advanced bookings have been made for 1969 and '70, for about 16 people in each party of tourists.

TAA brings 14 people at a time to Wanigela and they stay there for three days after visiting the Sepik and Highlands.

Miss Alma Colomba, a tour conductor for Grandi Viaggi, of Turin, Italy, takes parties of Italian tourists to Wanigela.

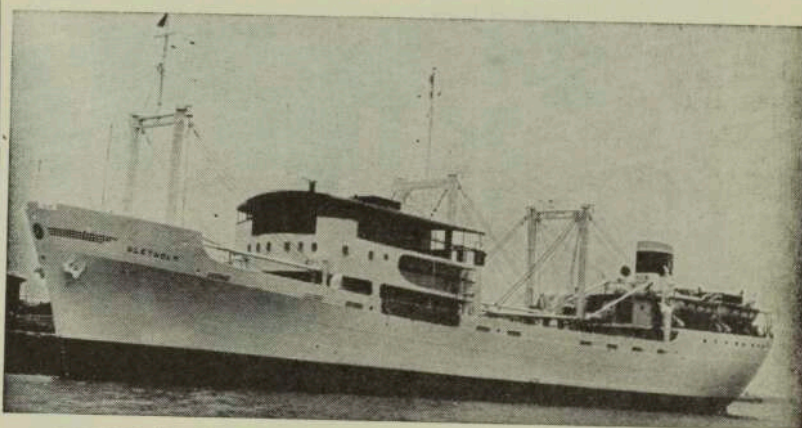
Tourists who visit the Wanigela resort can travel by boat and canoe along the coasts and rivers and visit quiet little beaches and the native villages.

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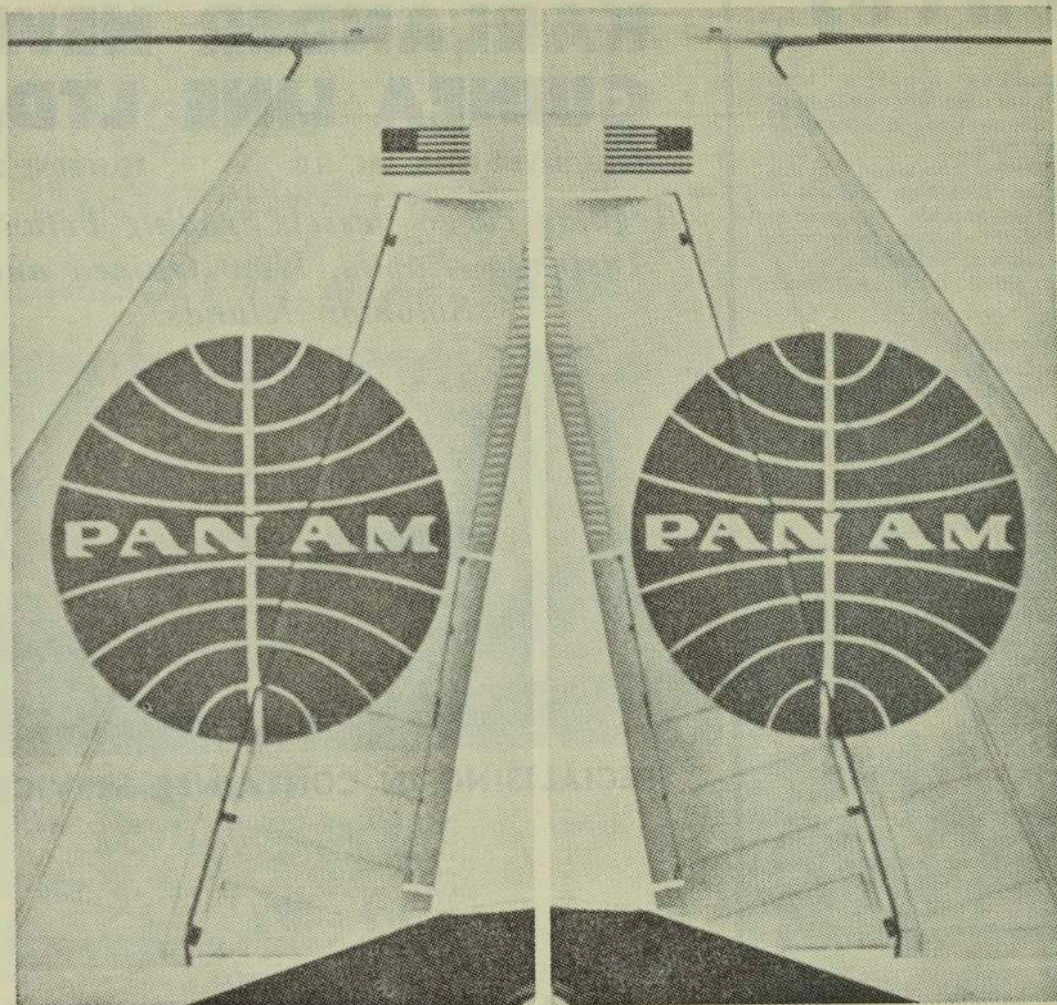
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The Editors Mailbag

TEARS OF GRATITUDE

Sir,—If tears of gratitude could be sent by wireless, the Tongans would send them to the residents of Gisborne, NZ, to the NZ Minister of Justice, Mr. Hanan. Their humanitarian attitudes and gestures to Captain Tevita Fifita and his crew in their hour of rejection and desperate loneliness in New Zealand reaffirm my all-but-shattered faith in human kindness.

Captain Fifita and his crew sailed the 1,200 miles from Nukualofa to Auckland in the 36 ft yacht *Asitalonoma*, which was built in a backyard. They had hoped to get jobs so that they could buy a new engine for their yacht which was run by a four-cylinder Ford car engine. This was the very first trip of the *Asitalonoma* to any port outside Tonga. On arriving in Auckland, Captain Fifita and his crew were refused work of any kind, although jobs were available at the time.

The refusal of the New Zealand authorities to permit Captain Fifita and his crew jobs to enable them to purchase their very much needed, and often dreamed of, engine does not come as a surprise.

As was pointed out in *PIM* (March, p. 19): "Tonga over the years has been getting the crumbs from the rich man's table, while her neighbours have been feeding generously at the same table". One feels that if the *Asitalonoma* had been a yacht from one of Tonga's neighbours the response from the authorities in New Zealand would have been different. But beggars can't be choosers.

The Tongans are fully aware that New Zealand's unemployment policy must be safeguarded, but it is amazing that such a rich country as New Zealand should make such a big issue out of the effort of a handful of poor Tongans to seek jobs to buy an engine for their yacht.

As a Tongan, I find that the phrase "extending a helping hand" (which was introduced by highly civilised white missionaries) now has a false sound. Are policies more important than people?

However, despite what has happened, I hold in the highest esteem the very kind efforts of the residents of Gisborne, who fed, clothed and housed Captain Fifita

and his crew and enabled them to buy their dreamed-of engine.

What the people of Gisborne did for these poor Tongans, I am sure, represents the true spirit of New Zealand.

JOE FANAMANU

Nukualofa,
Tonga

P-NG'S BANKING SYSTEM

Sir,—When the Minister for Territories was in Port Moresby, Mr. Sinake Giregire, the Ministerial Member for the Department of Posts and Telegraphs, P-NG, included the following in an address to the Minister in the Goroka Local Government Council Chambers:

... "In finance for the increasing number of native businessmen in this territory, the Development Bank is not providing the facilities we hoped it would, primarily because there are insufficient branches. We in Goroka have sufficient native businessmen and small planters to warrant the establishment of a branch of the Development Bank here and I could name another 20 towns in this territory requiring the same facilities.

"In other words, there is a case for the Development Bank to be divided as was the Commonwealth Bank, namely, into a Banking Corporation with a development bank, a savings bank and a trading bank. Unless the Reserve Bank of Australia and the trading banks in this territory are prepared to give the same proportions of overdrafts to deposits in this developing area, as they do in Australia, the territory's own trading bank should be started immediately.

"However, I feel the trading banks could play a much greater part in the finance required for the development of this territory, and the assistance of native businessmen and in fact all businessmen, if the Reserve Bank in Australia would release some of the special account funds held on their behalf, and at this stage frozen, for the specific purpose of providing the increasing finance that is going to be required to develop this territory, and finance the increasing number of small native businessmen.

"This, with the correct relationship with Australia, about which I am not going to speak now, will make this

territory one of the wealthiest parts of Australasia in the foreseeable future. We have the land, we have the labour. We only need the finance to develop it.

"As a businessman, I believe in competition, and I would urge the trading banks to stay in the territory to compete with the proposed territory bank and provide that competition which has enabled the Australian banks to play such an important part in the development of Australia.

"The releasing of special funds by the Reserve Bank will enable them to provide that additional finance that is not available under the present banking policy. I want their competition and I want our special bank so that we have the same banking system that is operating in Australia so successfully."

The above speech was made by a man who, in my opinion, ranks third or fourth in the Ministers, because he is a Member of the Administrator's Council—the equivalent of Australia's inner cabinet. Also, he is under 35 years old, and has been regarded by some Europeans as progressive.

If these are the views of a relatively progressive Minister, they give an indication of the native people's conservative approach to territory affairs.

STEPHENSON FOX.

Goroka,
New Guinea.

HOLM WITHDRAWAL

Sir,—*PIM*, July (p. 97) carried an article regarding four new cargo runs to the Pacific Islands. While I have no desire to cross swords with Mr. Rilk, the Australian manager of Columbus Lines, and can accept defeat by a larger and wealthier organisation, for the sake of putting the record right I would like to contradict the portion where Mr. Rilk says he spoke to me and I refused to co-operate with his company. The fact is that I have never spoken to Mr. Rilk and I feel that the "co-operation" has been very one-sided.

What actually happened was that I had a ring from his Auckland agent asking if I would co-operate with them, and as a result of this phone call it was agreed that two days later I should have discussions with one of their representatives in Wellington. When I approached this representative for discussions he advised me that he thought there was now nothing to discuss.

I am not bearing any malice in this matter, which as far as I am concerned is now history. But as I have been very keen on co-operation

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FIJI — SAMOA — TONGA

LETTERS

tween shipping lines, I feel I would
e to have my say.

Your article also implied that
olumbus Lines had the support of
e South Pacific Export Action Com-
tee. In fact, this committee was
up by our firm at the request
the Government and has worked
ways in very close co-operation
th us.

It should be mentioned that
olumbus Lines also approached the
overnment for assistance and when
s was refused they increased the
ight rates drastically.

You mentioned that our company
d requested a subsidy of
Z150,000 from our Government.
at we asked for was a repayable
n by way of a guaranteed freight
a period of one or two years.

J. F. HOLM,
Managing Director

olm & Co. Ltd.,
ellington

● For a full record of Holm's
hdrawal from the Melanesian
vices readers should see the long
ter in Aug. "PIM" (p. 55) from
olm's general manager, Mr. I. A.
Kay.

HOW UGLY CAN YOU GET?

Sir, — Percy Chatterton suggests
(M, July, p. 52) that 'New
ineans' is a clumsy, ugly name for
people. I would like to remind
that it is not nearly as ugly
'Singaporeans' or 'Sabahans',
ich refer to the people of
gapore and Sabah, respectively.
And 'Nugini' could be pronounced
h the *Nug* rhyming with *snug* to
ke it sound like an Australian
original word.

What about the Republic of
lanesia, Pangu, East Irian, or just
in unaltered Papua and New
inea?

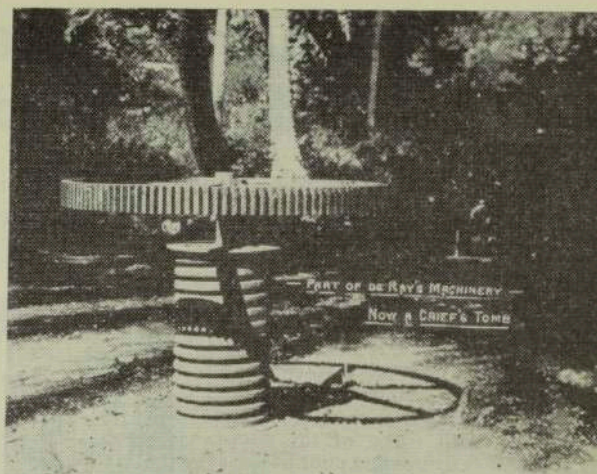
What is so wrong with the bird
paradise as an emblem? It may
be found in every region of
ua-New Guinea, but neither is
kiwi found in every region of
w Zealand. The important thing
their uniqueness to the respective
ntries, like the kangaroo and emu
Australia.

JOHN MILNE

gkok,
iland

● Reader Milne, formerly of
stern Samoa, may not have read
just "PIM", in which Percy

Does anybody know
where this piece of
machinery from the
tragic De Rays expedi-
tion to New Ireland
is now? See the
letter in column 3.



Chatterton (p. 52) says that "Nugini"
is sloppy usage and that "Niugini"
(the word which won Ada Ole Anna
Arisa, 10, the "Find a Name" con-
test) is correct.

LIEUTENANT PILSBURY

Sir,—I refer to your article "Lieut.
Pilsbury goes home" (PIM, Aug., p.
30). The aircraft was found by Mr.
Michael Clayton, a surveyor em-
ployed until recently in the Buin
area of P-NG; not by Father
O'Sullivan.

Mr. Clayton was engaged in survey
work in the vicinity of Kangu Hill,
and by sheer chance one of his survey
lines went across the Corsair. He
then reported the find to the ADC
in Buin, and to others. Father
O'Sullivan reported this find to some
Air Force officers while in Australia
recently, and it was an Air Force
officer who excavated the remains.

In recent weeks the Buin area has
been visited by more people excavat-
ing remains of soldiers—Japanese
soldiers. Headed by Mr. Hamasaki, a
former battalion commander on
Bougainville, a team of 30 excavated
the remains of nearly 700 Japanese
soldiers buried in this area.

The bones were reverently placed
in plastic and nylon bags, and taken
back to Japan. Mr. Hamasaki esti-
mated (from the few remaining rec-
ords and his own knowledge) that
nearly 12,000 Japanese dead are
buried in southern Bougainville nearly
25 per cent. of the Japanese force
here in the war. Most of these died
of hunger and disease.

HARRY B. OGILVY,
Patrol Officer.

Buin, Bougainville.
P-NG.

WHERE IS IT?

Sir,—I'm enclosing an old photo
that may prove of interest for PIM
readers. It belongs to my late father's
collection.

The photo says the machinery is
part of a chief's tomb. Chiefs and
tombs for them have gone out of
date in New Guinea lately, but I
wonder where this symbol has dis-
appeared to? De Ray's expedition
broke up in New Ireland in Queen
Emma's time and perhaps this piece
of machinery could be traced and
placed in one of Rabaul's sites of
interest, adding to the country's
historical focus. The photograph was
taken about 1926.

(Mrs.) NARI WATKINS

Raua Estate, Bougainville, NG

● The Southern tip of New
Ireland was the scene of a French
"South Sea Bubble" in the 1880's
when Charles Marie Bonaventure de
Breil, who called himself the Marquis
de Rays, although his title was never
proved, sold £300,000 worth of
shares to 600 gullible Frenchmen,
Italians and Belgians in the mythical
colony of "Nouvelle France" at what
he named Port Breton (Port Praslin).
Four shiploads of colonists, pitifully
ill-equipped, arrived at Port Breton,
only to find it a desolate, malarial
place and the natives thoroughly
treacherous. The infant colony lasted
less than two years, most of the
survivors eventually settling in Aus-
tralia and New Caledonia. A large
mill stone from the expedition, which
looks like it could have been con-
nected to the machinery in Mrs.
Watkins' photographs, is now erected
in Rabaul, with an identifying plaque.
An excellent summary of the De
Rays swindle is to be found in an
appendix to R. W. Robson's book,
"Queen Emma" (Pacific Publica-
tions).

New Guinea needs a department of informal education

For a long time my attitude to professional "consultants" has been coloured by the views of one Parkinson, of "Parkinson's Law" fame. However, the form displayed by the English consultants called in to look at Papua-New Guinea's transport problems has given me pause.

Two things which they have said have particularly pleased me. For one thing, they have praised the "self-help" efforts of Papuans and New Guineans, especially in the field of road building, and compared them favourably with those of the people of other developing countries. I believe that this praise is well-deserved, though of course here and there one comes across less commendable attitudes.

In the second place, they have expressed disagreement with the World Bank experts' doctrine that economic factors must be paramount over human, social and political ones in the development of Papua-New Guinea. Some of us have been unhappy about this doctrine for quite a long time, but we have been written off as sentimentalists. Professional consultants are not sentimental; they can't afford to be.

I hope that the consultants' words will carry the weight they deserve.

Hard-boiled

"Hard-boiled" doctrines have been taking a knock in other fields too; for instance, in the field of education, where there has been a tendency to assume that we need university graduates so badly that the whole educational system must be geared to producing them, even if the result turns out to be that we produce nine social misfits for every one graduate.

The other day I heard of a 19-year-old youth in one of the urbanised villages close to Port Moresby. He left primary school four years ago as a drop-out from Standard 4, since when he has spent most of his time idling in his village, a village in which subsistence gardening, hunting and fishing have been virtually abandoned.

His story came to my notice when he was picked up by the police for stealing cigarettes from a trade store. He got a two week gaol sentence, which will probably do him no harm but which won't really solve anything.

There are scores, and will soon be hundreds, like him in the



TO THE POINT

WITH
PERCY
CHATTERTON

urbanised and semi-urbanised villages of Port Moresby and its environs.

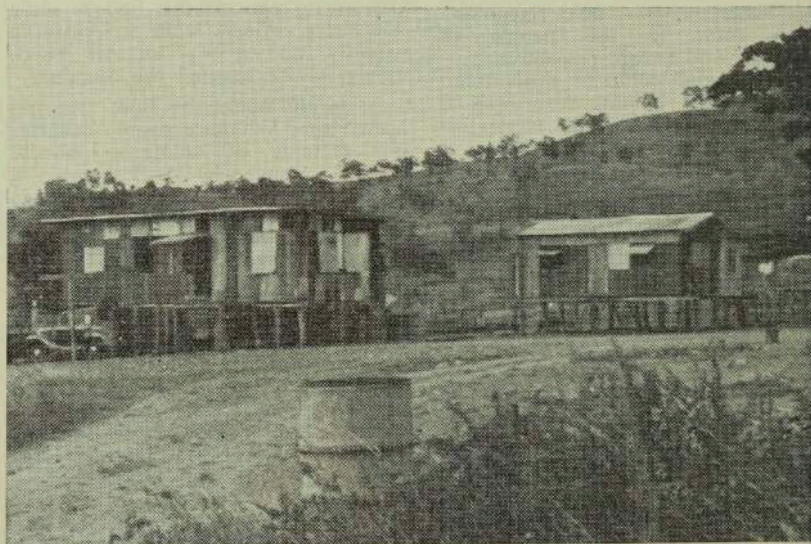
It's easy to say that these lads should be prepared to take pick-and-shovel jobs. Perhaps they should, but at 15 or 14 or even younger, when they are eased out of primary school to make room for more promising youngsters, they are not sufficiently developed physically to tackle pick-and-shovel jobs, even if the Department of Labour, which has the last word until they are 16, was prepared to let them try, and even if their schooling had not conditioned them against doing so.

In one's more pessimistic moments one feels that all their schooling has done for them is to unfit them for contentment in any walk of life open to them.

Recognition of the existence of this problem is growing, but ideas of what to do about it are not so plentiful.

Great credit is due to the Anglican Mission for setting up a Youth Employment Office, aiming specially at placing teenagers in jobs, at the Franciscan Friary at Koke. It has already had some success; but the fact that it is currently advertising for jobs for "100 employable young men" suggests either that employers are not co-operating very heartily or that the jobs aren't there (see p. 59).

The technical division of the Department of Education is giving its vocational schools a new look. It is actively preparing to give special training to teachers for these schools and is looking at the idea of utilising



School drop-outs in the towns spend their time idling in ugly shanty villages like this one not far from main P-N-G administrative headquarters in Port Moresby.

the services of village craftsmen to teach traditional arts and crafts.

It is disheartening to hear that the implementation of this obviously sensible idea is bogged down by the difficulty of fitting such unconventional "teachers" into an over-sophisticated Public Service.

Insofar as their aim is to re-orientate their students towards village life, village crafts and rural occupations, these vocational schools can do a very valuable job, especially if they are prepared, as Don Barrett has suggested, to take on not only school leavers as such but also youngsters who have already left school and have tasted the bitterness of finding themselves unwanted in a wage-earning world.

In the urban situation it is a bit harder to see where they are heading. The "handyman" kind of skills their students will acquire are not likely to be of much use to them in getting jobs, and there is only a limited scope for "cottage industry" types of money making.

However, even if no more is accomplished than to keep the youngsters off the streets during their middle teens, it will have been something worth doing.

And there are all sorts of unconventional possibilities. Just this week a news item has told of a group of students in a vocational school in Western Papua which is being roomed to establish an airline agency at their local airstrip.

What answers?

Efforts to find answers are not confined to the Department of Education. I have already described in this column a self-help scheme among girls at the Kaugere Community Centre. A similar scheme is now working very successfully among boys and young men at the Hohola Community Centre. I have just bought a well-made set of book-shelves from these lads, and I believe that orders for various types of simple furniture are coming in well.

These schemes operate under the wing of the welfare branch of the Department of District Administration. Another self-help venture of a similar though more ambitious kind, this time promoted by an enthusiastic officer of the Department of Trade and Industry, is Port Moresby's Welders' Club.

These are all self-supporting efforts, though the Welders' Club is hoping for an Administration grant to help establish itself on firmer foundations.

Some agencies have sought to



Her health is being well looked after by the New Guinea Administration. But will she get an education?

ameliorate the lot of the youthful unemployed by providing recreational facilities for them, and now DDA itself is reported to have entered this field. Admirable as such activities may be, they are a poor substitute for a job and a pay packet.

However, if DDA's rugged chief, Tom Ellis, could be persuaded to turn out and lead the unemployed in a few Sue Becker type physical exercises on Ela Beach oval, and the Welders' Club were allowed to take up a collection among the admiring spectators, two birds might be killed with one stone.

The spotlight has certainly been on education lately. The department has staged an "education week", intended primarily to interest parents in what their kids are up to. A UNESCO expert has arrived to promote primary school science. The university's foundation Professor of Education has delivered his inaugural lecture, and a distinguished visitor from the University of London is here to speak on "Education—Imported or Home-Grown?"

Our own Director of Education, on the eve of a study tour overseas, has let it be known that we may expect changes in the structure of our primary and secondary educa-

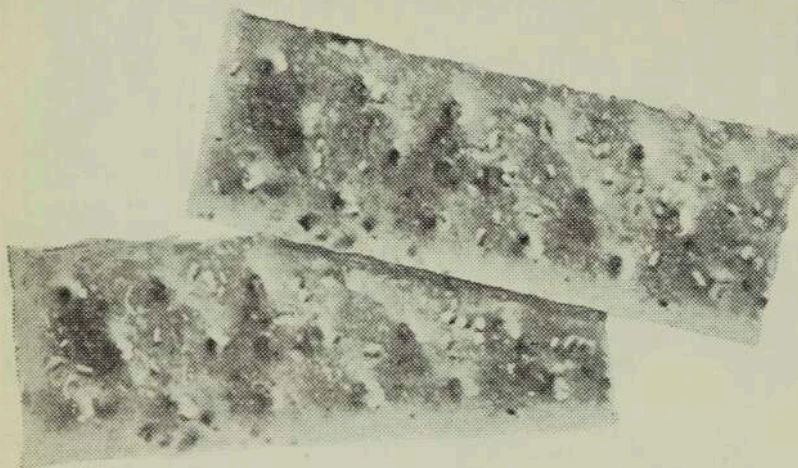
tion next year. A new Education Ordinance is reported to be in the making, though its contents are still very hush-hush, and a Curriculum Committee is rumoured to be working away like mad behind closed doors.

The Cinderella of the Education Department is adult education. Jim Horner is doing his lonely best, but he must have been a bit embarrassed when two Zambian visitors turned up to see what we are doing in this field. The Press boys photographed him showing them a map of the territory, but I wonder what else he showed them.

What we need is a new division in the department, which for want of a better name might be called the Division of Informal Education. (After Nancy Phelan's book, *Serpents in Paradise*, I just couldn't bear to hear it called Fundamental Education). As I think of it, it would take care of three areas of education which are outside the scope of mainstream education.

The first of these would be adult education in the normally accepted meaning of the term. In this area we must aim at giving the customers what they want, not what we think they ought to want. And we must

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Cheds – baked oven-crisp by

BROCKHOFF

3224

recognise that their wants are pretty utilitarian.

However, in a few years there may emerge a new class of adult student, those who are fairly well educated and reasonably well paid, and are looking for savouries rather than bread and butter. This is where the university could make a worthwhile contribution to adult education.

Another would be the vocational training of school drop-outs and unemployed youths, at present being tackled uncoordinatedly by Education's technical division and through self-help schemes by welfare officers and voluntary agencies.

The third area in which such a division would operate would be one almost entirely neglected at present, the problem of providing some sort of preparation for adult life for the 50 per cent. plus of P-NG's child population which has now, and will have in the foreseeable future, no chance of securing a formal school education at all.

All that the Administration has done in this field so far has been to discourage the missions from trying to cope with it.

IN whatever other respects we may be backward in educational matters, we can at least claim to be up-to-date in one aspect—we have had our first student demonstration, which took place on the occasion of the South African Ambassador's visit to Port Moresby.

Public reaction to it was, to me at any rate, unexpected. No huffing and puffing from Colonel Blimp. No scarifying comments from the Highland Farmers and Settlers' Association. No suggestion that communist agitators are at work. Not even any sneers about academics. (After nearly half-a-century on this side of the world I still can't get used to the Australian habit of using the word "academic" as a term of abuse).

Far be it from me to discourage our students from demonstrating. But I would like to see them thinking up some fresher techniques than the display of scruffily written and often badly expressed slogans on placards and banners.

I was delighted with those demonstrators on behalf of America's poor who thought up the idea of obstructing Miami's traffic during the Republican convention by driving a mule train through the streets.

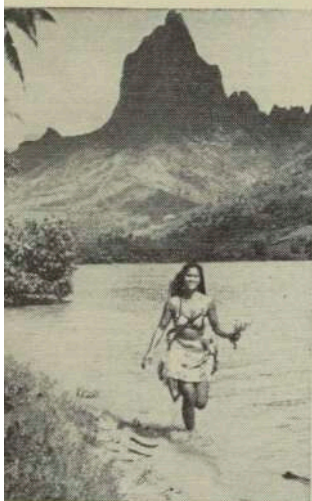
True, mules aren't easy to come by in Moresby. But we have plenty of push bikes. A covey of 50 or 100 well deployed pedal cyclists could attract quite a lot of attention to their cause during Saturday morning shopping hours.

"Fiji is an arena for political polemics . . . and, in some cases, a backwater for frustrated, professional colonialists. Xenophobia based on colour seems absent, though keen, often virulent, racial rivalry is not. Wages, even for the skilled, are woeful, yet the boom in overseas investments continues, even increases. Anomalies exist everywhere . . ."



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circumstance. Sir Derek
vorn in as Governor of
nment House, Suva, in
he Acting Chief Justice,
Hammett looks on. Sir
Fiji shortly. Life is a
ss for the Government
it for Government wives
matter of coffee and

ore than a Robinson
e with 20th century

The News Magazine Of The South Pacific

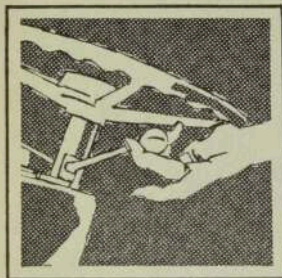
Now that I'm back and ensconced as a resident, I wonder about the wisdom of risking further displeasure. As a visitor one enjoys a measure of impunity—as a resident, I might not be so lucky! But let's be brave and resume that even the most loyal Fijian (person born in Fiji) would admit to a few thorns among the roses. Or rhinoceros beetles amid the palm fronds. (Indeed, one such virulent insect was found recently

curiously authoritative, but in a place like Fiji you soon absorb an incredible hotch-potch of impressions.

As a tourist, one sees only the surge and colour of the marketplace, translucent seas shimmering under a tropic sun, coconut palms feathering and swaying to the touch of the tradewinds. Hibiscus flowers bloom pink and brazen red and the Fijian people smile and make you feel that theirs is true, uncalculated friendliness. But to its residents, Fiji is

in some cases, a backwater for frustrated professional colonialists. Xenophobia based on colour seems absent, though keen, often virulent, racial rivalry is not. Wages, even for the skilled, are woeful, yet the boom in overseas investment continues, even increases. Anomalies exist everywhere.

For both the indigenous people and those temporarily posted here, Fiji resembles a half-way house, precariously poised between what



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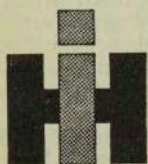
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Steamships Trading Co. Ltd., Rabaul.
New Guinea Goldfields Ltd., Wau.
Auto Repairs, Banz.
Wewak Engineers, Wewak.

TAHITI: Hintze & Company, Papeete.

PAPUA: Steamships Trading Co. Ltd., Port Moresby.

SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.

NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney.

FIJI: Niranjan's Auto Port, Suva and Lautoka.

NEW CALEDONIA: Agence Automobile, Noumea.

H2120/E/32

Grin and bear it

used to be and what must inevitably come. Change is certain. The direction it will take seems less so.

In the meantime, for someone straight out of a homogenised, instant-mix, pre-packed, comfort-conscious society like Sydney, life in the colony of Fiji presents more than a few surprises.

You learn to accept such minor irritations as weevils in the flour and unwashed, unpacked rice, cockroaches in the cupboards and mildew on the floors, doors, clothes and furnishings. You grin and bear it, if you can, when a glorious-looking peach, costing perhaps 1/6d, turns out to be utterly tasteless because it's a Californian import and, like many other foodstuffs here, has been subjected to the rigours of deep-freezing.

Hurricane troubles

You accept philosophically the fact that hurricane slats, ready to be whipped over the windows, are an essential part of household equipment. (They tell me hurricanes come in 10-year cycles, but I haven't been able to work out whether we're in the middle of a cycle or the end of one. Whichever it is, the hurricane slats are close at hand). It's also slightly unnerving to hear tales of disastrous floods and of the tidal wave which might have been disastrous had it not been miraculously deflected by the reefs ringing Suva Harbour.

There are other minor hazards, especially for government wives. They take the form of morning coffee parties, seemingly innocuous but actually hotbeds of gossip, only some of it based on fact but all of it lavishly garnished in the telling. My initial shock at hearing someone's reputation torn to shreds by the wife of an extremely prominent citizen has worn off now, since everybody suffers the same fate. And when all our reputations are in tatters, why worry?

No-one would consider us part of the cultural mainstream (Oh! Was there once live theatre, concerts, good new films?) though the local radio station does a sterling effort in improving the minds of its English-speaking listeners. I can't vouch for the minds of Fijian and Indian audiences since their programmes are in Fijian and Hindustani.

A typical daily programme would include a mid-morning concert with Liza Della Casa, soprano, a mid-

afternoon concert with Strauss, a late-night (9.30 p.m.!) concert with Haydn, Britten and Stravinsky. To be fair, soap operas such as "A Portrait of Jennifer" offer a little light relief, but having managed to avoid listening to it in Australia it seems a little silly to risk becoming an addict in Fiji. With only one English-language programme, English-speaking listeners must submit to the turgid sentimentality of such serials or simply switch off.

Lifeless TV sets

Television is unknown of course, apart from curiously lifeless sets in duty-free stores, but the occasional television "personality" does pass through in the guise of tourist, bringing a breath of promise—or is it a threat?—from the outside world.

The locals feel they can lay claim to at least one celebrity—Raymond Burr. Since the on-screen perpetrator of Perry Mason—the Lawyer who Never Lost—bought Naitabu Island, his every move, including his intention of breeding pheasants on the island, has been followed with assiduous attention. One wonders how many of those who follow the actor's activities with such interest have

- Despite widespread business speculation, Stravinsky symphonies and the occasional presence of a real live TV star, there is still plenty of Islands tradition in Fiji. Below, Fijians ceremoniously prepare yaqona for a feast.

actually seen him playing his famous television role.

Working wives are the rule rather than the exception in Fiji but to a newcomer, it seems a great deal of European skill is being wasted because of the delicacy (that word again!) of the employment situation. Local labour must be utilised and one understands that—but surely there must be a way of preventing the talents of trained nurses, school-teachers and so on from being wasted while their husbands are serving in banks and government positions.

While there's a depressing lack of enlightenment in some spheres, (though perhaps no more than anywhere else), there's evidence of spectacular achievement in others.

One is always bumping into cliques of business speculators, from Australia, America and occasionally England, speaking their own kind of linguistic shorthand and enthusing over the potential of this place, the untapped tourist markets (can there still be some?) the fortunes to be made, the nightclubs, new hotels, island resorts to be developed. And they hint darkly of vast financial resources upon which they can draw.

The amazing thing is that from week to week one can hear the same conversation from an entirely new set of mouths. The supply of potential new investors seems endless. One wonders, if all the schemes came to fruition, where it would end!

Even 300 islands in the sun must have their limitations. . . .



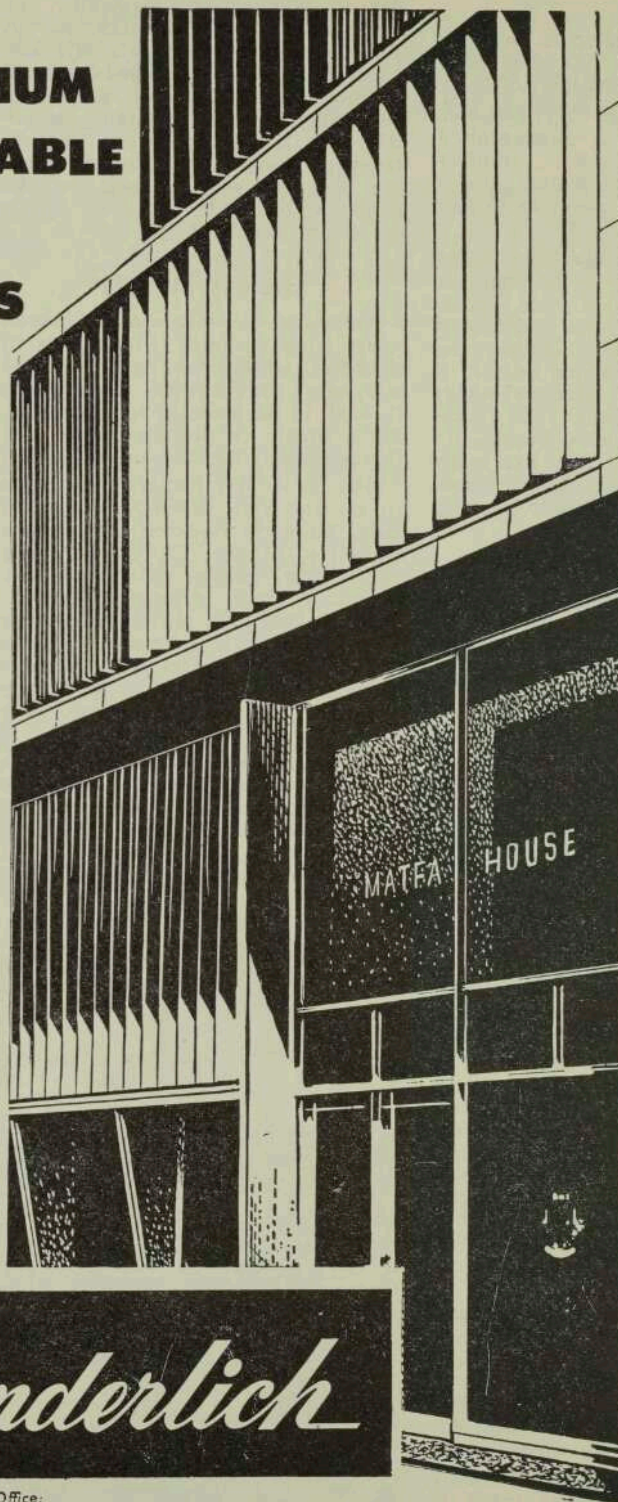
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ACTION AGAINST UNEMPLOYMENT IN PORT MORESBY

From a Port Moresby correspondent

Something positive is being done about the unemployment and youth problems in Port Moresby as a result of action by the Anglican, United and Catholic Churches.

The Rev. John Key, of Moresby's Anglican Church, recently confronted his parishioners with a youth survey prepared by Messrs. T. E. Daw and N. Doko for the Administration. The report showed that last year 1,700 young people had completed their primary education, but places could be found in secondary institutions for only 1,000 of them.

The other 700 had joined the ranks of the drop-outs who flock to the town to seek work.

The report had a dramatic effect on the Rev. Key's parishioners. Some 30 of them formed themselves into a community action group, and decided to set up an employment agency for Moresby's youth.

A storeroom under the Koki church has been chosen as a suitable premises for the agency.

Mrs. Beverley Peterson, a parishioner who has been managing a rock shop, but who prefers to undertake some voluntary service to the community, has offered to be the agency's first director. An attractive red-head with a vivacious personality, Mrs Peterson expects to quickly establish contacts with the employment officers in the local firms.

Sympathetic

Already the Department of Labour is interested and sympathetic. There seems a good chance that the agency will both help young people to find jobs and provide a useful service to employers.

Meanwhile, the United Church has been busy with a scheme of its own and has made careful and detailed plans for a mobile welfare unit which will regularly visit the shanty settlements scattered around the town to provide a variety of services to both parents and children.

The Catholics have already provided an attractive youth centre open to all young people on Hubert Murray Highway at Boroko.

Port Moresby is beset with many problems, but at least it is not lacking in men and women of goodwill.

Advertisement



Keep your home safe from dangerous flies and mosquitoes

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

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

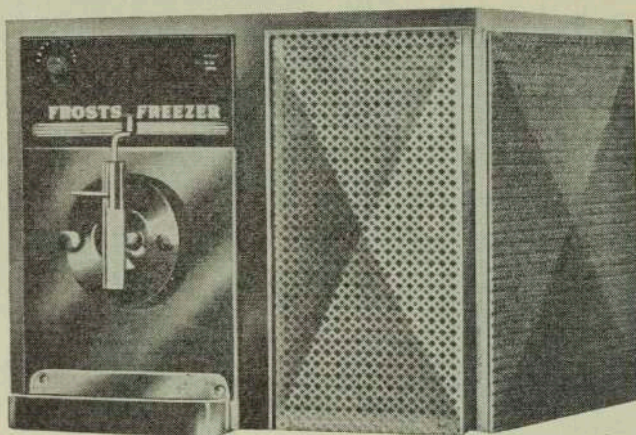
Mosquitoes also multiply at an alarming rate, and even in our enlightened era this dread insect still kills a million people a year. Since it needs water in order to begin breeding, initial preventive measures point to the elimination of all places where small reservoirs of water might collect, such as oil tins or bottles, fire buckets, roof gutters or drains.

The housewife has a particularly successful means at hand for instantly killing insect invaders, thanks to the development of a powerful safe aerosol spray insecticide ideal for domestic purposes. Because of its complete ease of application, high concentration, and exceptional factors of safety, Pea-Beu aerosol fine-mist spray may be used to keep kitchen pantry, living-room, bedroom, nursery and cellar pest-free. Its "umbrella-spreading" action expands widely and deeply requiring an economical minimum of spraying to destroy flies, mosquitoes, cockroaches, fleas, moths, bugs and ants.



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Unlimited enthusiasm gets Fiji Flying Club airborne



From David Evans, in Suva

The Victa Airtourer taxied to a stop on the apron opposite the control tower at Nausori airport, the engine revved once, then the propeller fluttered to a stop. The canopy slid back with a clatter and out onto the wing stepped Charles Stinson, OBE, Fiji's Minister for Communications, Works and Tourism.

After several hours of dual flying, he had just completed his first solo circuit of the airfield, and it was his birthday.

The Victa Airtourer, its stubby yellow and white fuselage now a familiar sight in Fiji skies, is owned by the colony's newest air service, Air Pacific Ltd., and is chartered by the Fiji Flying Club.

This club is the result of the forethought and hard work of a number of flying enthusiasts in Fiji who have, some of them for a number of years, been trying to get a flying club "off the ground". The main difficulties were the large initial cost of an aircraft and the lack of a qualified instructor.

Hearing of the difficulties, and seeing the possibilities of expanding the new company, Air Pacific's Suva boss, Pat Macassey, offered to supply the Victa. The offer was not long in being accepted.

A bunch of eager flyers, headed by a figure long familiar in Fiji flying, Tom French, and another experienced flyer with many hours to his credit, Tom King, of the Bank

New South Wales, promptly formed the Fiji Flying Club. They were joined by would-be pilots with a lack of enthusiasm but little or no practical experience—men such as "Steve" Stevenson, a man familiar to those interested in competitive

motoring events in Fiji, and long-time citizen Jock Baker.

The club's 50 flying members are forming the nucleus of a strong band of enthusiasts who will probably supply the colony with many pilots of commercial standard.

The club is based in Suva, where there are currently over 30 members receiving flying training, and it has a branch in Lautoka, where some 20 north-west members are now receiving regular training at Nadi International Airport. There are a further 40-odd potential flyers who have recently joined the club and many of these will be taking up flying training in the near future.

Amazing

The enthusiasm with which the club was met by local citizens when it was formed was amazing. Among its flying members are Vijay R. Singh, the Minister for Social Services, Adi Samanunu Cakobau, daughter of Ratu George Cakobau, the paramount chief of Fiji, and several members of the Ragg family, of Northern Hotels, including David junior, who has also recently completed his first solo.

When the club was formed and the aircraft arrived, there was still one problem to be surmounted—there was no instructor. Air Pacific was

Fiji's Minister for Communications, Works and Tourism, Mr. Charles Stinson (in cockpit), is congratulated after his first solo flight by his instructor, Mr. Clive Plane.

still trying to find a suitable professional to act as a full-time instructor when Tom King stepped in and offered his services gratis to the club. Tom has over a thousand hours as an instructor, and his experience dates back to the war years when he helped train RAAF pilots.

Tom worked like a Trojan until Air Pacific found a full-time instructor in Clive Plane, a man with several thousand hours of flying experience.

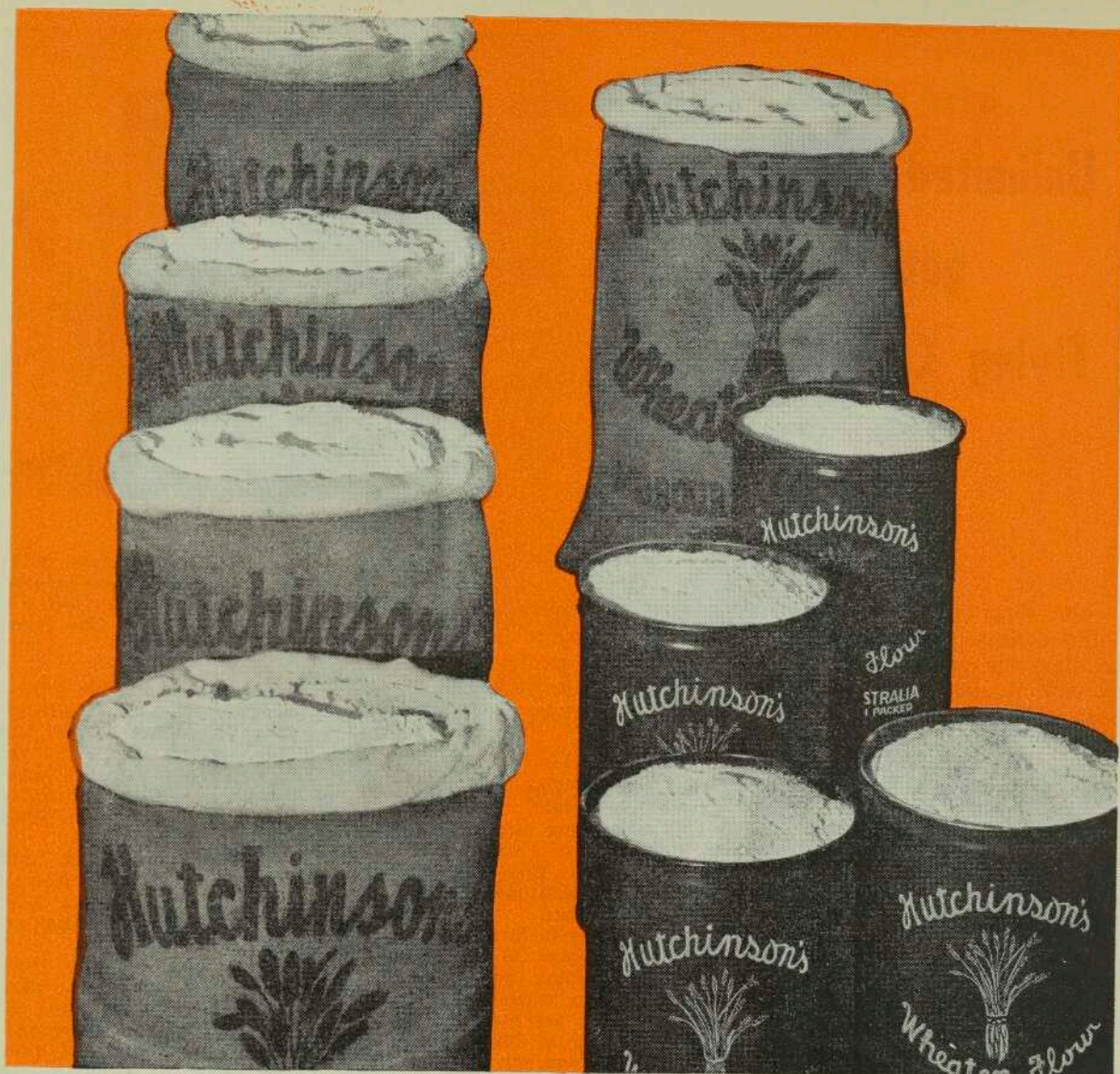
Though the club is only three months old, the members have already clocked up 150 hours of flying time, and the hours are now being stacked up at a rate of more than 25 per week. Six locally-trained pilots are now flying solo, and this requires an average of six to eight hours per pupil. Many others will go solo in the near future.

The object of most of the fledgling flyers is to obtain the little folder now familiarly known to them as the PPL—the Private Pilot's Licence.

Quite a handful

To qualify for the licence a pilot must have at least 40 hours air experience (with almost half of them solo), high passes in examinations in the principles of flight, air navigation, aero engines and airframes, meteorology and, since the Victa is equipped with a VHF radio receiver and transmitter, a practical and written examination in radiotelephony.

This is quite a handful, but the



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trainees are tackling the theoretical side of things enthusiastically. Fiji Airways pilot, Trevor Morley, together with several others, is lecturing the flyers at the Derrick Technical Institute one night every week—at no charge.

All the student pilots must undertake a medical examination and take out a permit to fly—a Student Pilot's licence. This entitles them to fly both dual and solo under the supervision of the instructor.

When the cost of flying instruction (£F6 an hour) is included, a private flying licence costs about £F250. Why, then, are people so eager to learn to fly? Most of them just love flying. You will, however, strike the individual like Suva builder and hotelier Y. P. Reddy who, besides his passionate love of flying, also intends to use his licence to keep an eye on his rapidly expanding Viti Levu-wide business interests.

With the rapid growth of private flying in Fiji, the club is already contemplating the acquisition of another aircraft. There is, of course, so the possibility that one of the members, having gained his (or her) licence, may decide to buy an aircraft.

Meanwhile, with the coming of private flying to Fiji, the Vicia's radio sign—"Vicia Bravo Delta"—is becoming familiar to all who listen on the Fiji airwaves.

THEIR FETE SOLVED

When the results of the general election in French Polynesia were fished to Papeete from the outlying islands early in July, the electoral officials were puzzled to note that a single vote had been recorded for the people of Tureia.

Tureia, a small atoll in the Line Islands Archipelago, is 60 miles NE of Mururoa, the centre of operations for the French nuclear tests. Normally, it has a population of 60 or 70 people; but when no news was heard from them after the election, speculation grew that they had been wiped out by (a) atomic radiation, (b) a tidal wave, (c) some other natural disaster. Stories about Tureia's missing people were published in the Papeete newspapers. Questions were asked about them in the Territorial Assembly.

Finally, the mystery of their disappearance was solved. The Tureians had deserted their island en masse and had sailed for Papeete for the stille Day celebrations, otherwise known as Le Fete.



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A new lease for Christmas?

News that an effort will be made to plant an extra 3,000 acres of coconuts on Christmas Island gives hope that the land of this massive atoll can be better utilised than in recent years.

Set in the mid-Pacific, Christmas is one of the Line Islands and is not to be confused with the phosphate island of the Indian Ocean, although many people still do.

About 100 miles in circumference it boasts a land area of 222 square miles—nearly double the total land area of the 25 Gilbert and Ellice Islands (125 square miles).

Currently there is no central coconut plantation on Christmas Island but there are several big groves north and south of its extensive lagoon. Only about 6,000 acres—or 10 square miles—are planted with coconuts and production is roughly 400 tons of copra annually.

Drawback to large-scale plantation development remains the unpredictable rainfall, which is usually too low, a factor which has made the quality of its soils suspect for turning out big, healthy nuts.

However, copra production from its two wealthier Line Island sisters, Fanning and Washington islands, was well up last year.

Fanning success

Fanning Islands Plantations Ltd, a subsidiary of Burns Philp and Company Ltd., has recently reported that 834 tons of copra were produced at Fanning and 967 tons came from Washington, totalling 1,801 tons. This total figure is not far below the record for these two islands—just over 2,000 tons.

BP's continued success with Fanning and Washington may have prompted Christmas' current owners, the Gilbert and Ellice Islands Colony, to try to put its plantings on a commercial footing, but anyway the colony has this year appointed a European manager to supervise the 80 to 90 labourers on the island and hopes to overcome Christmas' lack of rain by planting all new coconuts deeper into the soil.

Expansion on the island would

Smashing traffic statistics

The small French Pacific territory of Wallis and Futuna recently established what must surely be a record in the field of road traffic statistics.

Although there are only some 50 motor vehicles in the territory, eight of them were damaged in one week in five separate accidents.

Among those who have recently been injured in road accidents in the territory is the 84-year-old Vicar Apostolic of Wallis and Futuna, Monseigneur Poncet. He had to spend two days in bed after a Citroen he was travelling in overturned in a ditch.

also offer more employment to the Gilbertese, and they need it.

Copra has now been produced from Christmas Island for 66 years. Three different owners have planted it. Lever's Pacific Plantations Ltd. leased the island from Britain for 9 years in June, 1902.

This company planted 70,000 coconut seedlings over 1,457 acres and also introduced "silver lip" pearl shells into Christmas' lagoon.

Rougier's interest

Eleven years later, the famous missionary-turned-planter, Father Emmanuel Rougier, bought the lease from Levers. Less than a year later, he resold the lease to Central Pacific Coconut Plantations. CPCP produced about 400 tons of copra annually from Christmas for the next 30-odd years, and when the company left the island after World War II well over 100,000 coconut trees were bearing.

During its ownership, the GEIC has not been able to boost production much over 400 tons, but for a time after 1956 Britain used the island as an on-again, off-again nuclear testing base and the colony could hardly put its best foot forward.

Late last year the GEIC's Wholesale Society vessel *Moana Raoi* transferred very big quantities of equipment associated with the tests from Christmas to Tarawa, and with the "bomb business" now safely behind it and an ambitious replanting project on hand, Christmas Island may perhaps look forward at last to a brighter future.

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How to be a Perennial Beauty

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

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

A new, perennial bloom pervades the skin when this nourishing beauty fluid is smoothed daily over the face and neck and used as a protective base beneath make-up. All day long the complexion is securely "proofed" against wrinkle-dryness because the moist oil has an osmotic

pressure sufficient to reach and replenish the moisture carriers (plasma colloids) of the skin. Its hygroscopic elements attract moisture from the atmosphere to the skin, constantly absorbing it so that the complexion is encouraged to retain its dewy, peaches-and-cream appearance.

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

Beauty Skin-care Consultants Recommend

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

* * *

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

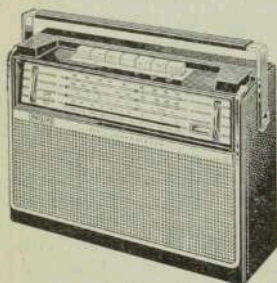
* * *

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

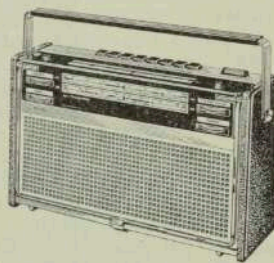


Philips for a happy home

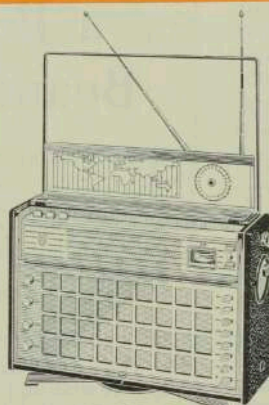
Make a happy home happier still with a Philips radio set. They are available in all sizes; from a handy all-transistor portable to a beautifully styled stereo set. All Philips sets, however, have one thing in common: excellent musical quality.



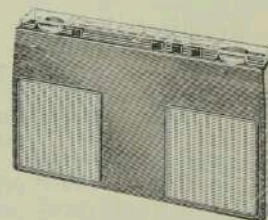
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SPRING IN NIUE IS A TIME FOR 'BUSH' DAYS

From J. Edward Brown, in Niue

August on Niue Island is the month when most of the hibiscus bushes start to sprout greenery again, and buds appear on the tips of the branches. And then the housegirls spend hours outside threading the blossoms on to cotton and appear with leis of hibiscus flowers around their necks.

With spring in the air, Mele, one of our housegirls, asked why we didn't have a "bush" like some of the other Europeans living on the island. A "bush" is a plot of land up on the central plateau where there is soil and where it is possible to grow vegetables such as taro and yams and tapioca, and fruit such as bananas.

"I've talked to my parents and you can have a piece of their bush," Mele told my wife.

A "bush" is a good idea if you are interested in gardening because it's almost impossible to grow anything in the grounds of our house, or any of the other houses on the lower plateau. The lower plateau is 70 feet or so above the sea, and it is rocky.

Sawdust for soil

We have big lawns but there's no soil under the grass. The ground was originally built up with sawdust which has rotted into so-called soil, but it is very thin and has to be continually spread with fresh sawdust.

The lower plateau of the island is riddled with caves and caverns and there are small holes in our back lawn which go through to a cave which runs from the coast right under

our house. And when the tide and the wind are right, cold air is expelled through these small holes with a whoosh as the Pacific rollers break on the reef, and the cold air flattens the grass.

In a really heavy sea the house shudders slightly, and I sometimes wonder if it is safe.

The sawdust comes from the timber mill which processes timber from the extensive forest on the fertile central plateau, the only place

A record year for A. Samoa

According to the latest annual report of America Samoa (published recently), 1966-67 was a record year for the territory. A record number of tourists arrived; a record amount and value of fish products were exported; the net tonnage of vessels arriving in Pago Pago harbour was nearly double that of the previous year; a record number of planes arrived at Pago Pago airport; and the Bank of American Samoa reported records in loans granted and in the numbers of savings and commercial accounts.



● In spring a young man's fancy turns to thoughts of marriage? Obviously cartoonist Nolarae, of Niue, doesn't view spring from the masculine viewpoint.

where food crops really grow well.

On the west side of the island all the villages are on the sterile lower plateau and all the villagers go up on to the central plateau to grow their food.

Thursday is a big "bush" day and half the staff of the government departments take the day off. Late in the day Niueans emerge with bicycles groaning under the weight of husked coconuts tied together, hands of bananas, plaited coconut leaf baskets of kumeras and yams, taro and tapioca and thick branches to be used as firewood.

"Bush" days are regular events in the subsistence economy of Niue, and the Niueans are actually forced by law to till the soil.

Forced by law

There is a law which says that Niueans must plant enough food for their families, and crops are regularly inspected to ensure that enough is planted. Niueans who don't plant enough food have to appear before the court.

Most Europeans eat imported food from New Zealand so there is no compelling reason for them to plant in the bush.

Some do, though. We have a friend, John, with a piece of "bush". He grows parsley. It's delicious.

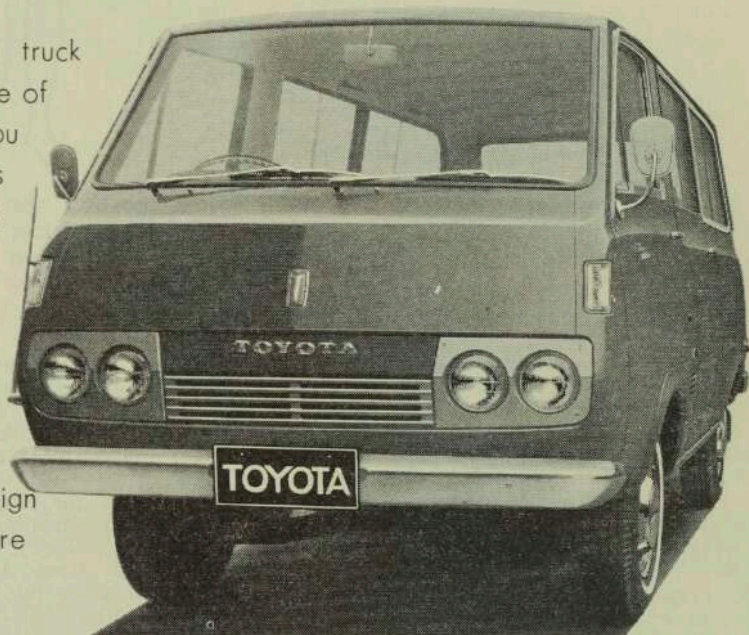
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All Toyota's live up to their tough reputation. Drive the HI-ACE or HI-LUX and you'll see. As people in over 100 countries have seen. Toyota is among the world's top 10 automobile manufacturers, with a sales and service organization ready to serve you anywhere. Toyota!

There are cannibals in the Papuan Wonderland

From a Port Moresby correspondent

Something is being done to tame the last of the cannibals in P-NG. The Administration has set up a base camp at Sadado, some 350 miles north-west of Port Moresby, among the warring Biami cannibals.

Allan Johnson, 24, Assistant District Commissioner from the Nomad patrol post, 20 miles west of Sadado, has set up the camp with 10 policemen.

The Administration decided to establish the Sadado camp after an Unevangelized Fields Mission had gone into the area. Although the UFM patrol met with no violence, the Administration was worried that the presence of white men might stir up the Biami people.

Until recently little attention was paid to the Biami. They were virtually left alone until November, 1962, when Acting Assistant District Officer M. Lang, and Patrol Officer R. W. Henderson, took a patrol into the middle reaches of the Strickland River.

A member of the patrol, Constable Kasiga, 26, was hacked to death by four men who claimed Kasiga had assaulted one of their wives.

As a result of the killing, the Administration set up the Nomad patrol post in 1962.

The single patrol officer at Nomad began working around the fringes of the aggressive Supei, Kubor, Biami and Gubusi tribesmen, trying to halt the traditional killing and cannibalism.

Things began to look good. But the Nomad patrol officer was never quite sure what was happening out in the bush.

Slaughter

Then, in May, 1967, the Kubor cannibals broke their fast. They swept in at dawn with their bone-tipped arrows, killing clubs and bamboo knives to slaughter four people in a longhouse only 12 miles from Nomad station. Two of the bodies were sliced up on the spot, carried off and eaten. The only evidence—a jawbone and one piece of a tibia—still hang on a nail today, in the Nomad Sub-district Office.

For the Administration, it was the worst cannibalism since the discovery of the Keba (Southern Highlands) cannibals in 1962, and one of the

most highly publicised since that Easter Monday in 1901, when the English LMS missionaries, Chalmers and Tomkins and 10 of their native adherents, were slaughtered and eaten on Goaribari Island, in the far west of the Gulf District.

Less than five years ago, many of the estimated 4,000 longhouse people in the Nomad Sub-district were cannibals. It's the last big stronghold of cannibalism in P-NG.

There's no social stigma in cannibalism near Nomad. Very little is known of the people so far, but it seems they seek human flesh as a supplement to the colourless and monotonous sago.

Perhaps some of them, like the Kukukukus and more recently some of the Southern Highlanders, feel that by eating the slain enemy they acquire that man's strength as a leader or warrior.

Many of the Gubusi and Biami people are afraid of the Administration, and repeatedly race into the bush when they sight a patrol.

Not long ago, one Fabe clan threatened to attack the next patrol it saw. "We want to be left alone . . . we don't want the Administration" the Fabe leaders told the patrol, as they hovered on top of a sharp little hill, twanging their bow-strings by way of warning.

The first journalist allowed into the Sadado area, the ABC's John Ryan, said in Port Moresby:

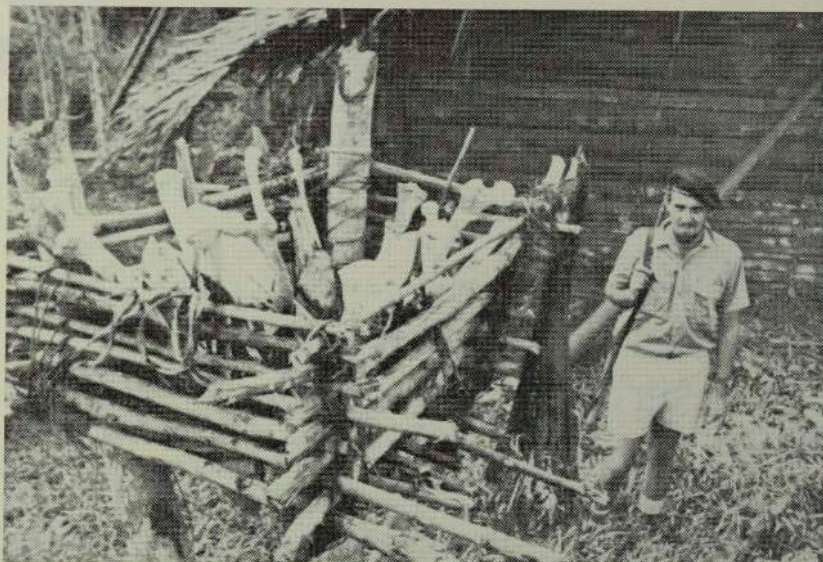
"The Biami cannibal people and their nervous neighbours live in carefully hidden, heavily-fortified longhouses with great logs which crash over the small doorway, the moment danger threatens.

"Loopholes in the blackpalm walls of the longhouses give the defenders a big advantage against an enemy in the open. The arrows, four feet long and delicately carved, are sometimes tipped with human bone.

"Tracks to the longhouses are often almost impossible to find. This is the first line of defence."

Patrols with local guides often have great difficulty, because the guides don't like approaching a longhouse community which almost invariably are at war with their own. Occasionally, the nervous guides lead

(Continued on p. 144)



Assistant District Commissioner Allan Johnson stands beside a burial platform outside a deserted longhouse in the Nomad area of west P-NG.



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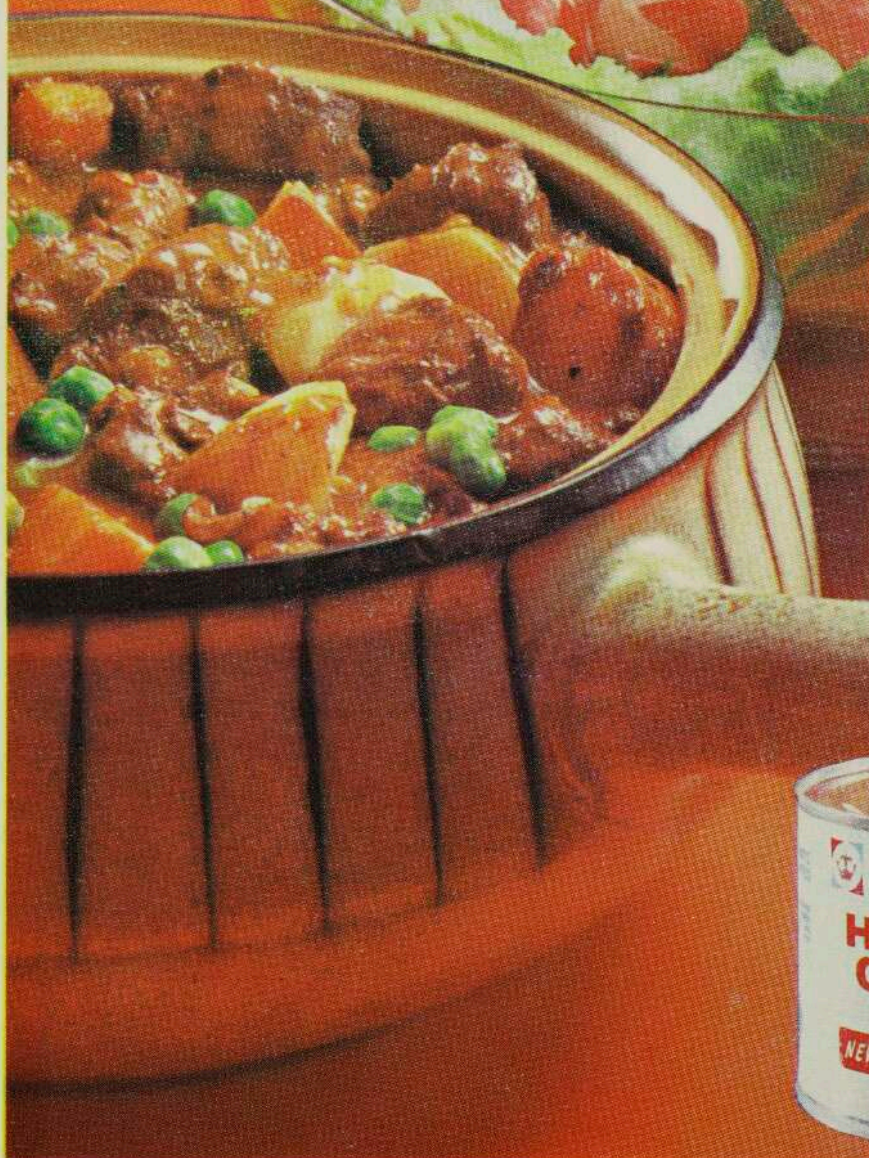
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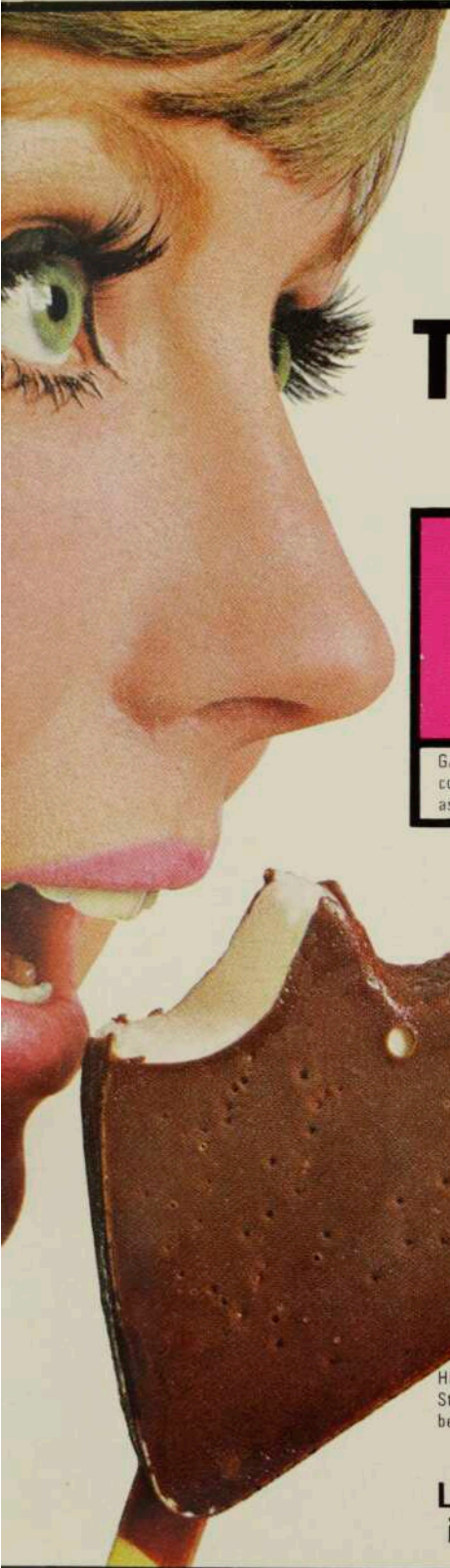
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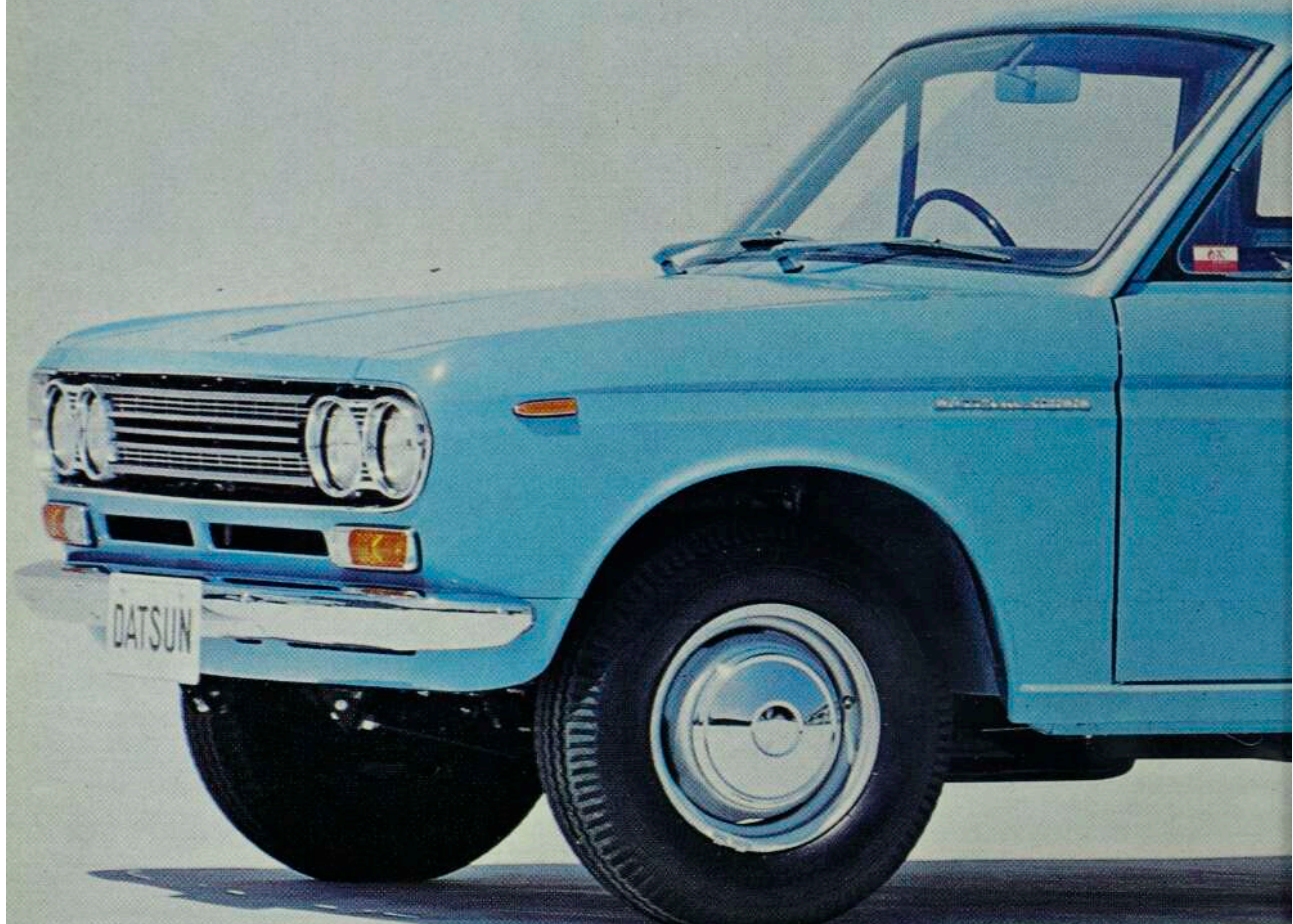
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PACIFIC ISLANDS MONTHLY — SEPTEMBER, 1968

73

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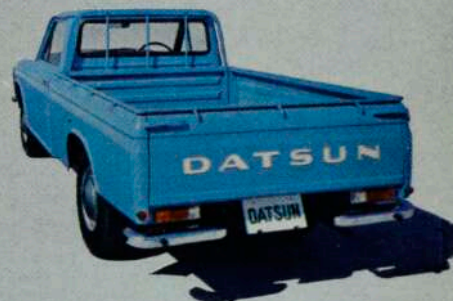
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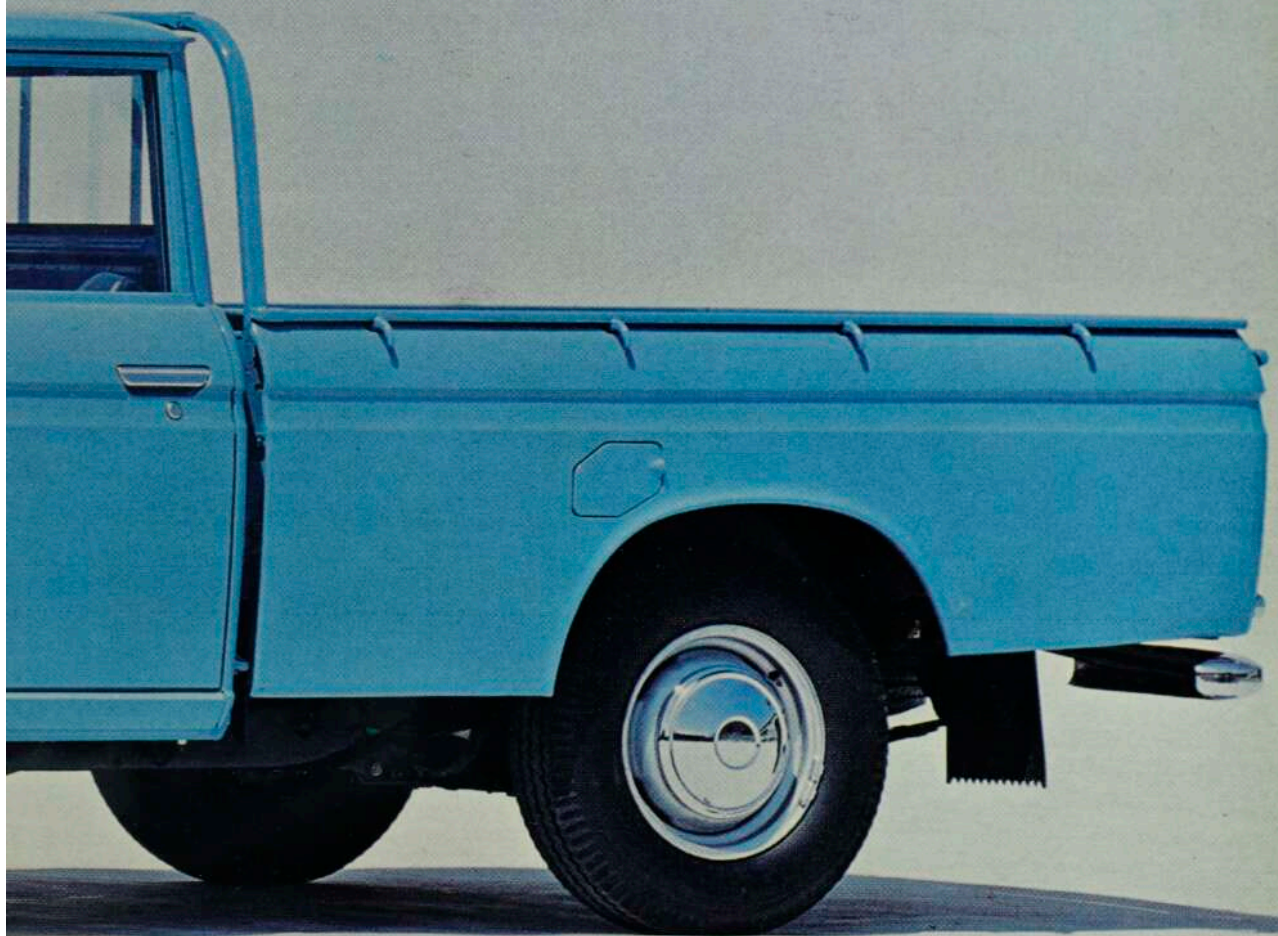
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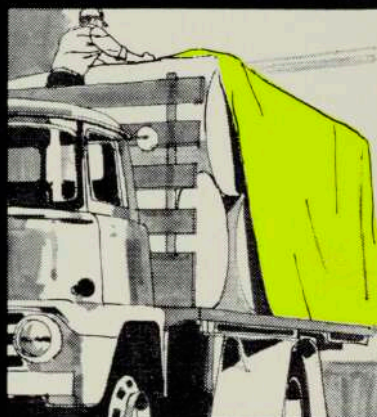
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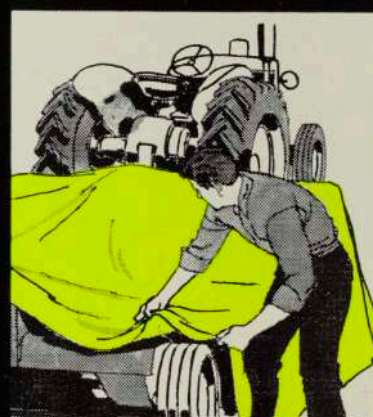
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J. 280

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78

SEPTEMBER, 1968 — PACIFIC ISLANDS MONTHLY

*Pacific Islands
Monthly*

MAGAZINE SECTION

Samarai, focal point of Milne Bay, and guardian of the China Straits. On August 1, district headquarters was moved from Samarai to Alotau.

**The Coral
Sea rooster
and other
(unlikely)
stories...**



Old hand LANCE WILKINSON, in Milne Bay, does some remembering.

We're sitting down, firmly anchored in the lee of Nuatutu Plantation on Goodenough Island, waiting impatiently for wind, sea and rain to abate. It's been rough weather now for 10 days and we're feeding 16 recruits. They have already eaten the profit away, and are now eating their way well into the loss. We are completely out of grog, so that even with the rain our hides are cracking.

WHERE is nothing else for us to do but sit and yarn. So we sit and think about the old times and the men in small ships who were in worse predicaments than us. We yarn about

THE BLOKE who had just come through the Hornbill Passage on the last Cape. He was a bit rattly when he landed, and had to hold his glass with both hands. He wasn't suffering from a hangover, though — what was causing the trouble was that he'd just missed a watery grave and his nerves were a little on edge.

He'd been in the thick of it in the Passage. Waves were 20 ft high. At first he was congratulating himself on having two engines — and on having come through without a scratch — a real beauty of a wave came along. The bow of his boat rose to the occasion and the wheel came off in his hand. The key fell down, and only the quick substitution of a screwdriver saved him from destruction.

He still managed to spill quite a lot of his double rums for hours after he landed.

FOUR LANDLUBBERS who left Misima for Samarai in a 32 ft launch with four dozen of beer for breakfast didn't have a navigator, so they had to navigate themselves.

Just on daylight, after a gruelling all-night run, they heard a rooster crow. This threw the amateur navigators out — they weren't supposed to be near land. They altered course. A little later the rooster crowed again, and again the navigators altered course.

That darn rooster was worrying them. They decided that it must be on a reef in the area and they kept a wary look-out, and reduced speed. They kept up this vigilance until one of the men, who had gone to the stern, heard the rooster crow immediately beneath him. And there it was lashed to the bottom of a dinghy!

It was a good job that the men had a little humour left, otherwise the crewman who had souvenired the

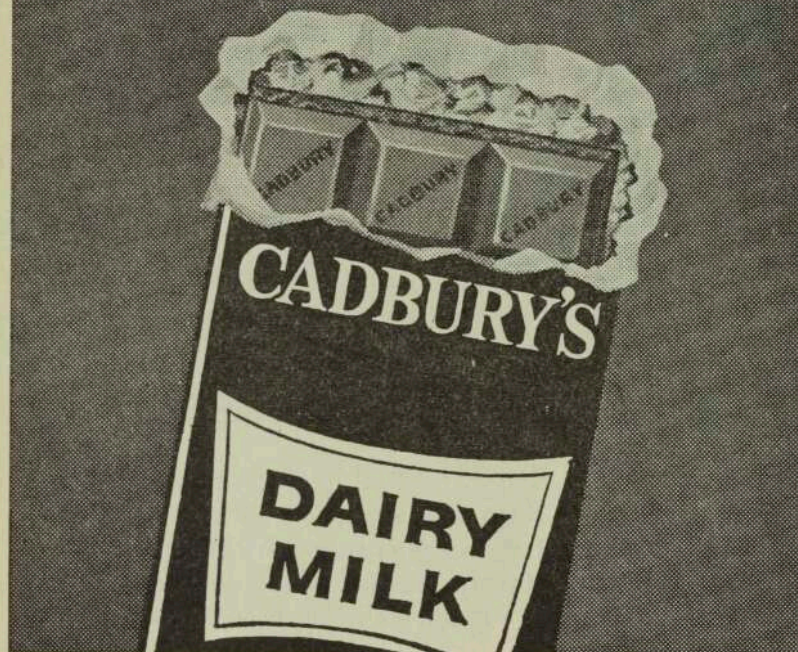
rooster at Misima might have gone to his watery grave.

THE LUGGER skipper who sailed into Sewa Bay one night after a hard trip from Mambare way had just about had it, and so had his crew. The order to drop anchor was obeyed with alacrity. Sewa Bay is one of the best anchorages in Papua. It is almost landlocked, with an entrance a mere 200 yards wide. Ten fathoms of chain was let go in three fathoms of water. After the traditional one under the yardarm, the skipper and his crew took to their cots and slept the sleep of the just.

When the skipper woke next morning he couldn't see land. He thought at first that his eyes must be deceiving him, or that Whitton Bros.' rum had finally caught up with him, but his crewmen confirmed that there was no land in sight.

After a lot of blasphemy it was discovered that the anchor was firmly caught in the bobstay — with the anchor chain trailing to no purpose

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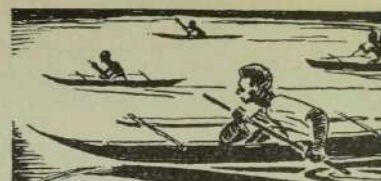
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in the water. But for native gossip this story may never have been reported. . . .

THEN there were the four blokes who left Woodlark Island for Samarai. This was a long time ago. They took with them a plentiful supply of victuals from Gus Nelson's pub.

Towards midnight, when slumber was beginning to overtake high spirits and revelry, a terrific jolt was felt on the troll line. While hauling it — and wondering what sort of monster was on the end of it — the men noticed that one of their numbers was missing. Naturally, he turned out to be the oversize fish — the hook was firmly embedded in his calf.

After getting him aboard, pumping him out and administering a powerful dose of Gus Nelson's anaesthetic, a little rough surgery was performed — with a sheath knife. The victim suffered no serious after effects, except that he never took another drink at sea. . . .

A WELL - KNOWN prospectus chartered a launch from Burns Philp in Moresby to take some supplies to Vilirupa, about 60 miles up in Marshall Lagoon. As it was a long weekend, he took with him three friends, intending to return within three days.

To lighten the charter fee, Burns Philp gave him some cargo to drop on the way.

Shortly after clearing Basilisk Passage, it was discovered (by a more observant passenger) that what was supposed to be a keg of cement for a mission station was, in fact, a five-gallon keg of BP OP rum. (There was a particularly powerful breeze and was often broken down with plunk to make it drinkable.)

Of course the launch didn't make it to Vilirupa, or anywhere else in the Marshall Lagoon. It made its way (giddily) out to sea. As far as the people in Moresby were concerned it was lost.

Burns Philp was in the process of claiming insurance when the launch steamed back into Moresby — on what locals described as a delirious tremens course. BP was so glad to see the vessel that it forgot to charge the man. . . .

That's how that yarn goes, anyway.

Kieta, Bougainville, as it was in "the German times," before World War I. Many natives on Bougainville still talk about the German Administration, and treasure relics from that time.



BOUGAINVILLE, WHERE THEY TREASURE THE RELICS OF "THE GERMAN TIMES"

By Kakata

Generally speaking the Bougainville Islanders are a communicative people who, at the slightest pretext, will down tools and enter into long and interesting conversations on any number of topics. On many occasions I have spent hours listening to the ramblings of old men as they retold the past in their native tongue, waiting patiently for someone to translate their stories into Pidgin.

Often the conversations would centre on "the German times", often a misleading term since the natives tend to confuse the early days of the Australian Administration with the first days of the German. (The German Administration, of course, came to an end in 1914).

Bougainville Island is named after the French explorer, Louis de Bougainville, who discovered it in 1768. During the century following few Europeans set foot on the island. Those who did were sailors, from the occasional whaling or trading vessel, who went ashore in search of fresh water.

Towards the end of the 19th century both England and Germany showed interest in acquiring sovereignty over Bougainville. In 1886 the Germans annexed it, and this was later ratified in the Anglo-German Settlement of 1898.

During the last two decades of the 19th century the first trading

posts were established on the island, and the first European settlers and missionaries arrived. Trade goods were the first articles of western origin to enter the island in quantity.

Still valued

The most common relics of the German era still in use are steel axe-heads. Some of these were acquired from traders, and others were received in payment for land sales. These axes have a narrow blade and a hammer head. All of them are now burnished brown with age, and most have worn short after countless sharpenings on coarse river stones. Nonetheless, they are still valued for their balance and their ability to keep a sharp edge.

Many of them are mounted on black-palm handles, some of which are decorated with intricate geometric designs—an indication that these axes were regarded as treasures. (Bear in

mind that before the arrival of the European, the Bougainville native had used stone axes).

I once inquired in a village in the Siwai division of South Bougainville if anyone had a stone axe-head. The villagers replied that they had none, but they did show me two rusty iron adze-heads hanging from the rafters of the village drum house.

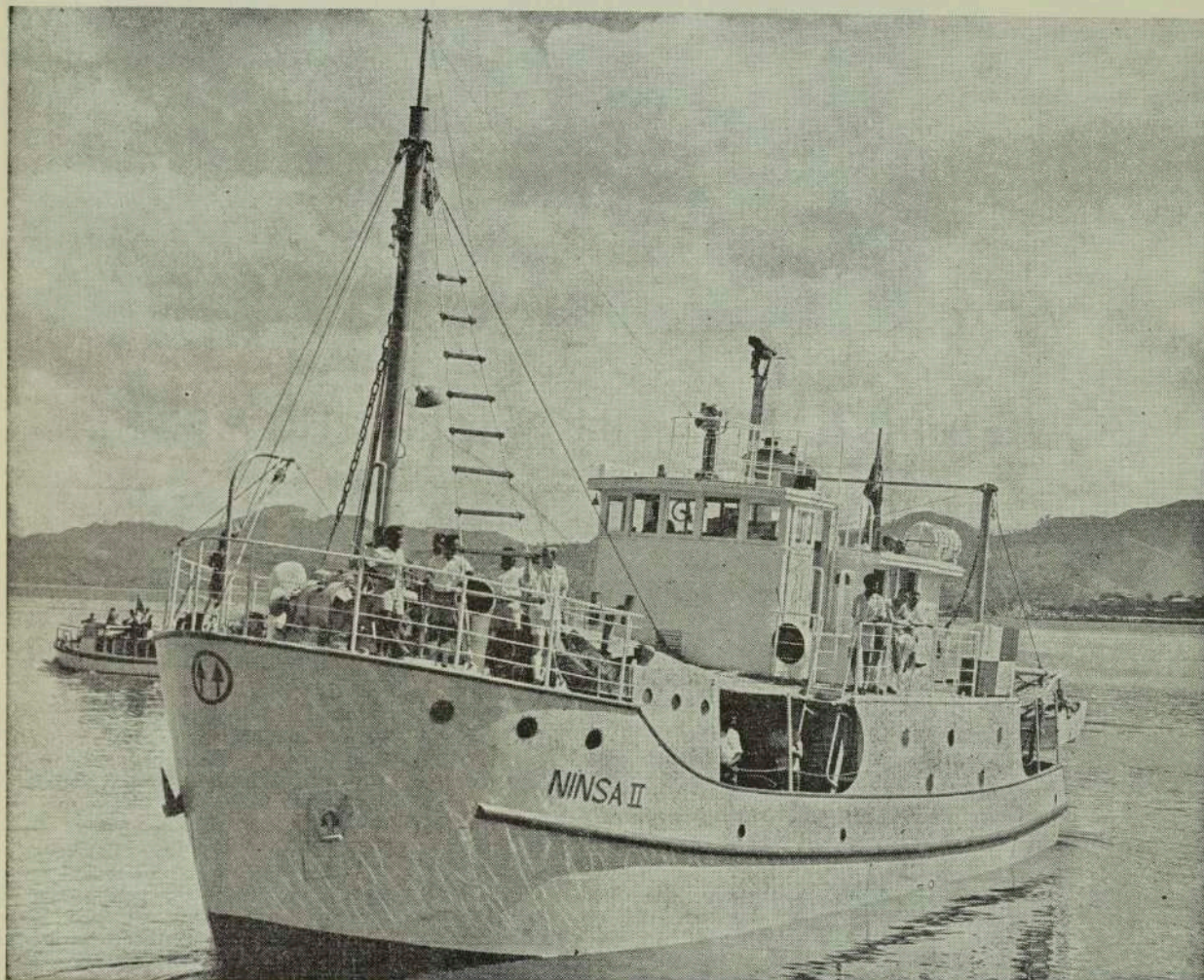
These had been unearthed near the village during the preparation of a new garden site. No one knew why they may have been buried in the bush, or where they had come from.

Judging from their antiquated shape, and the degree of corrosion, it appeared that they might well have dated back to the last century. They may even have come from Forsyth's store which was looted and destroyed by Siwai natives near Mamagota village in 1897.

Traffic in firearms

During the last century a prolific traffic in firearms, introduced by traders and recruiters, existed in many parts of the Pacific. Although percussion lock muskets could be found in the nearby Solomon Islands in the 1920's, I have not seen a Bougainville native with one. Perhaps some of these muskets did enter the island in the early days, but if they

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From father to son

Did they must have been confiscated soon after the establishment of government control.

The early traders did bring with them shotgun barrels which had been cut down and sharpened into chisels. Some are still used to gouge out the interiors of logs during the manufacture of the prized "garamut" slit-logs.

Most village men possess a long spear which they use when hunting pigs. Most of these spears are carved from a 5 ft length of black-palm, and they are generally tipped with a piece of sharpened steel bound into the haft with either rattan cane or copper wire. In some instances these spears have been handed down from father to son for three generations or more.

Some of the older spears are tipped with triangular-bladed socket bayonets. There bayonets are thought to have been introduced by the Germans. Found in a variety of lengths and sizes, many of them bear ordnance marks from some of Europe's most famous arsenals. Triangular bayonets were in common use by European armies during the last century).

Golden sovereigns

Some of the old people keep old sovereigns as curios. These are said to have been earned as wages on copra plantations in the Solomons and elsewhere about the turn of the century. Probably they would be even more common today if many had not been used to pay tax during the mid-war years.

The oldest sovereign I have seen in the territory was dated 1854 which an old man cashed at the Bank of NSW in Rabaul. Coins such as these are rare in Bougainville, but it is their existence that occasionally gives rise to rumours that the natives possess "golden doubloons" salvaged from the wrecks of Spanish galleons.

German coins

Equally rare now are German coins—marks and pfennig. Most of them passed out of circulation many years ago. An occasional mark is received in change in coastal stores, though, and I saw one cashed at Yong You's store at Buka Passage in 1961; it was dated 1908.

More common are coins introduced by the Japanese during the war for use in the islands they



Brett Hilder

Profile

A TONGAN OLD HAND

August Hettig, photographer and trader of Nukualofa, comes from a German family which arrived in the Islands in about 1890. The Hettigs lived in Samoa, Tahiti and New Zealand, before settling in Tonga in 1892.

August Hettig's father, Wilhelm Jacob Hettig, known to everybody as Willie, married a Nukualofa girl (later he was to marry another local girl) and went into business as a copra-buyer, trader, boatbuilder and manufacturer of aerated waters. He died in 1949.

August was born on June 24, 1896. He spent four years at school in Auckland before joining his father's business.

Over the years August has added photography to the busi-

ness, but dropped the boatbuilding and copra-buying.

August has married twice. His first wife was Anna Maria Maka, and the second Maria, daughter of F. Atonio.

By his first wife August had a son, Frederick, now a schoolboy of 14. August also has two adopted daughters, Betty and Lili.

Apart from business, and colour-photo processing, August has always enjoyed producing amateur theatricals. In the November, 1951, issue of *PIM* there appeared a photograph of the cast of the *Mikado*, a production directed by Princess Mata'aho, the present Queen of Tonga, assisted by August Hettig. — BRETT HILDER.

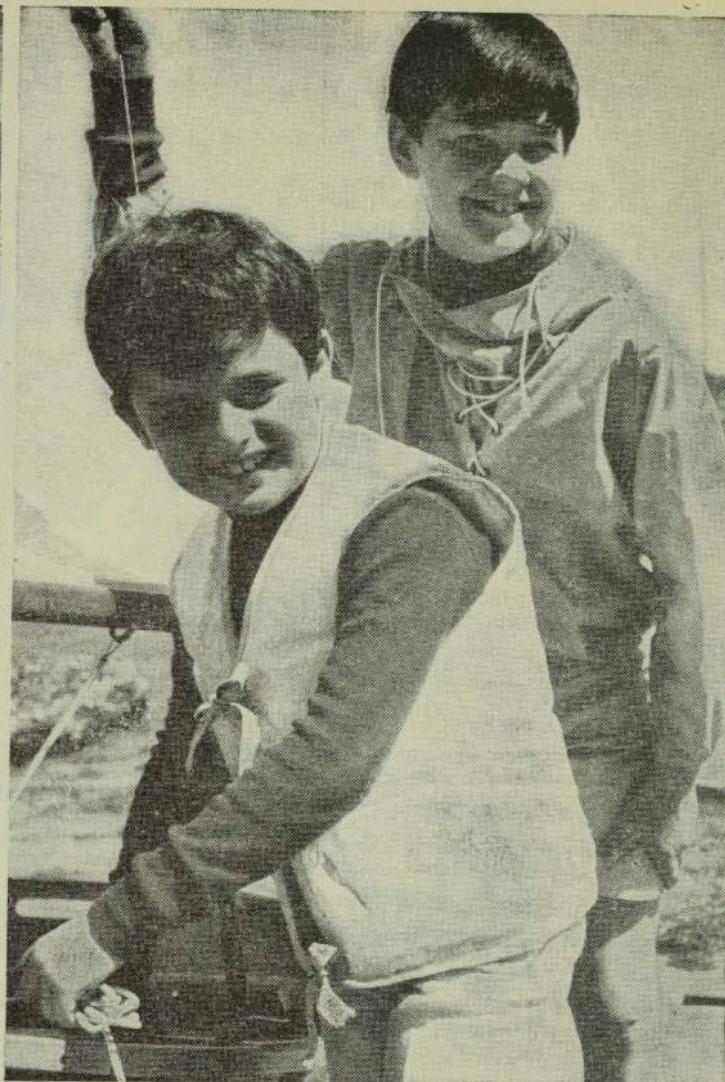
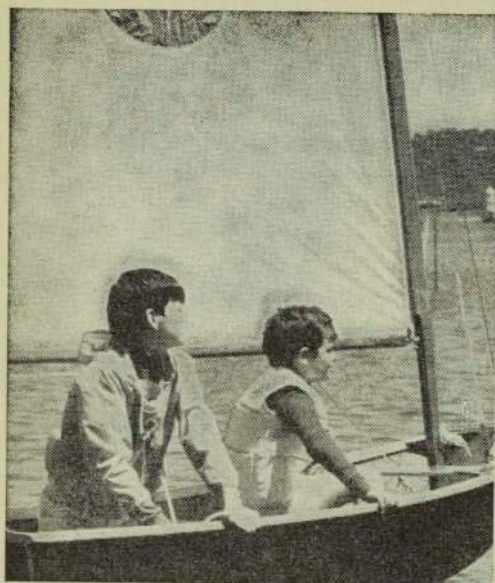
conquered and placed under military administration. Much of Bougainville was under Japanese control from 1942-45.

In 1962 a native, digging a garden near Buin, South Bougainville, unearthed a great hoard of copper and aluminium invasion coins. His delight quickly changed to anguish when they turned out to be valueless!

I was once asked by a Bougainville Islander where he could buy a mine detector. He had seen them used during the war, but he was not interested in finding bombs or scrap iron; he wished to search a nearby island for a wooden chest reputedly full of silver coins.

He had heard the village elders tell of an old man who lived on the island in "the German times". He had sold a lot of copra to the traders, who once plied the coast, and over the years had received a considerable numbers of coins in payment. He kept these in a wooden chest which he carried with him wherever he went. When he died his kinsmen searched for the chest, but it could not be found. They deduced that he had buried it somewhere on the island.

Perhaps one of these days somebody will dig it up and unearth with it yet another ailment introduced by expatriates—treasure fever!



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W2.6

LIFE ON THE BIG POND

One of a series, by Bill Dame

The stings and arrows of outrageous fortune

The trans-Pacific luxury liner was nearing Tahiti. The evening meal was over and several crewmen were on the fantail enjoying the tropical sunset and engaging in that time-honored ritual, the Bull Session. A group of new men, all university students at sea for the summer, was clustered around a middle-aged, tattooed salt, listening to his stories of Tahiti as it used to be before the tourist invasion.

"The girls were relatively unsophisticated and their wants were simple in the old days," he sighed. "Whenever a ship tied up at the dock, the waterfront girls were always there, impatiently waiting for their men to swarm ashore and give them presents from overseas. And all it took to please them was a new dress, a comb and mirror set or a pack of candy. And they really knew how to express their appreciation, too."

"How do you approach a Tahitian girl?" someone asked.

The method

"Each man has his own method," the old salt shrugged. "And it's perfectly permissible in their culture for a girl to make all the overtures when she sees a guy she wants."

"How do they go about it?" another asked.

"In different ways. Let's see. Oh! I'll tell you how one little cutie did it. It's an incredible story, and you may not believe it, but it really happened."

The group leaned forward, and the old salt began his tale. "It was about 12 years ago. A handsome young fellow, engaged to a pretty girl back home and proud of his virginity, was aboard this very ship and latched onto me in Tahiti to show him around. We rented a car, picked up my vahine from one of the waterfront bars and started around the island just after lunch.

"We stopped at my vahine's place on the outskirts of town

and my young friend drank pop in a Chinese store while he waited for us. While he was there, a beautiful and very exotic young girl of around 16 came to the store and made some small purchase.

"She stared at him as only an interested Tahitian girl can stare at a man she wants when my vahine and I arrived and honked the horn for him to hop in the car. As he got into the back seat, the young girl, who was a friend of my vahine's, came over and exchanged a few words with us. I agreed with her that my friend needed a date and she hopped in the back seat by him and off we went.

"He remained aloof and concentrated on the scenery, but she was a dedicated Tahitian and concentrated on him.

"Half way around the island the fanbelt broke and I had to walk back a mile to a store that had a telephone where I rang town and ordered a new fanbelt. I arranged for it to be delivered to a bus driver who would bring it to me.

Excited

"I bought some cheese, bread, corned beef and wine and returned to the car not exactly dreading the four-hour wait. The late afternoon was beautiful and we had parked very near a



secluded little cove that promised good swimming. We swam until past sunset, then built a little fire for a signal to the bus driver and had our picnic."

Another crewman had wandered out on to the fantail and stood against the rail close to the old salt's group. He listened attentively to the excited unfolding of the yarn.

The old salt went on: "The wine really excited the young girl, but my astonished buddy wouldn't co-operate. He explained that he was being true to his girl, and that made the Tahitian really angry. She stood in front of him and hurled a threat at him which my thoroughly amused vahine translated. 'She say if you no do it, she gone follow you around town tell all you friends you not real man, so more bettah you get busy. Ha!'"

Triumphant

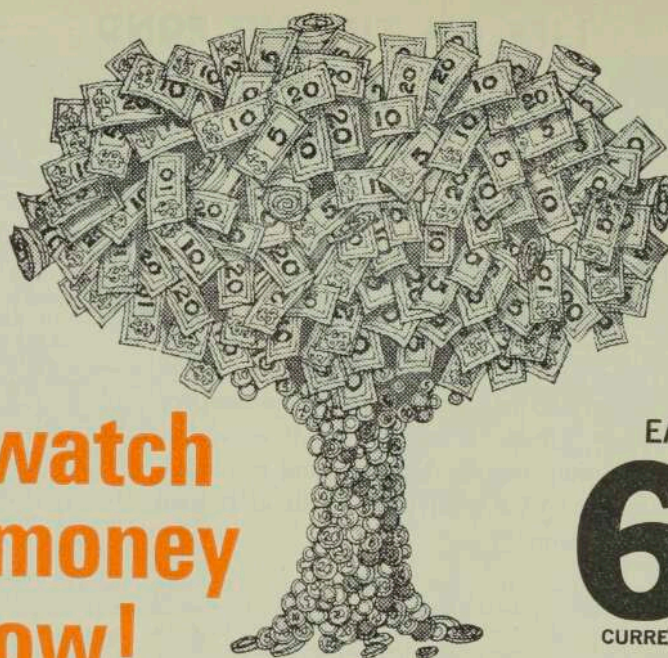
The old salt paused for a few seconds. Then in almost funereal tones he told of how the anguished boy and the triumphant girl walked away into the darkness to a small patch of grass nearby; of how, a few moments later, the night's calm was rent with sudden cries of pain; and of how the would-be lovers quickly leaped back into the firelight and furiously began to flick from their naked bodies the biggest, blackest ants he had ever seen. After that, said the old salt, the two went to the beach and buried their stinging bodies in the cool, wet sand until the fanbelt was replaced.

Some of the listeners believed the tale; some didn't, and a good-natured argument over "true" or "false" erupted among them as the old salt smiled and slowly walked away, followed by the unsmiling late arriver.

When they were away from the group, the late arriver hissed, "You old reprobate! If you ever tell anyone who..."

"Relax, buddy," the old salt ordered nonchalantly. "I've never used your name when I tell the story."





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The big news in the South Pacific 20 years ago was the impending arrival of the new London Missionary Society vessel "John Williams VI" in November. The 380-ton ship was officially named in a colourful ceremony at London on August 5 by Princess Margaret before a big gathering of society representatives, members of associated churches and representatives of Pacific Islands governments. Princess Margaret was presented to a small boy, Anthony Robbins, said to be the great-great-grandson of the original pioneer missionary, John Williams, murdered by New Hebrideans over 100 years ago.

OTHER items in *PIM*, for September, 1948, included:

THE New Hebrides was "well catered for" with air connections, *PIM* said. Two airlines, a Noumea-based French company, TRAPAS, from Noumea and Trans Oceanic Airways, from Sydney, were regularly servicing the Condominium, and the Australian airline, Qantas, was talking about starting a fortnightly service between Sydney and Santo. Qantas had already carried out survey flights, but had had to make three postponements of its starting date.

WESTERN Samoan planters were being urged to produce more copra, cocoa and bananas and to further develop the resources of the territory.

KOKOLA and Kokola Extended Plantations, near Namatanai, New Ireland, NG, were both up for sale. There were 1,500 acres with 32,000 coconut and 100 cocoa trees on the plantations, which at the time had 80 to 90 years of an original 104-year lease to run. Former owner was the late Mrs. E. B. Hertz.

THE Presbyterian Church of the New Hebrides was inaugurated as an independent church with a separate constitution on July 1 at Tangoa, Santo. Representatives of the church throughout the New Hebrides, from Australia and New Zealand, attended the celebrations. New Hebrides' new church would not break all its ties with its parent churches overseas and would still receive support from both Australia and NZ, said the report in *PIM*.

NEW Zealand had suddenly decided to lift the value of its pound from a par level with the Australian pound to a par

level with the British pound—a move which caused widespread change in the exchange rates of several Pacific territories. Most affected were NZ's bigger trading partners — Fiji, Western Samoa, Tonga, the Cook Islands and Norfolk Island. The Australian pound remained at 25 per cent. below both the British and the New Zealand pounds. Fiji's traders wanted Fiji's pound strengthened, but the Fiji Government announced in early September that there would be no alteration to its exchange rate.

A DECISION was expected in September on the site for the future international airport for Fiji—and both major rivals—Nadi and Nausori—were ardently pressing their claims. Nadi had everything in its favour except one thing—its 130-road mile distance from Fiji's capital, Suva. Nevertheless, it was the big tip.

THE oil search in Papua was to be stepped up and the Australasian Petroleum Company Pty. Ltd. was buying two additional drilling outfits for use on the company's extensive drilling areas in Western Papua. Drilling sites had been selected. APC, then and now, was an associate company of Oil Search Ltd.

Yesterday

BURNS Philp and Co. Ltd. had received a new auxiliary ketch at Santo, New Hebrides, for trading throughout the New Hebrides. The ketch, 82-ton *Koro*, would be based at Vila and take the place of the motor vessel *Muliama*, recently diverted to trading in the Solomons. *Koro's* master was Captain D. Anderson, who had experience on New Guinea runs.

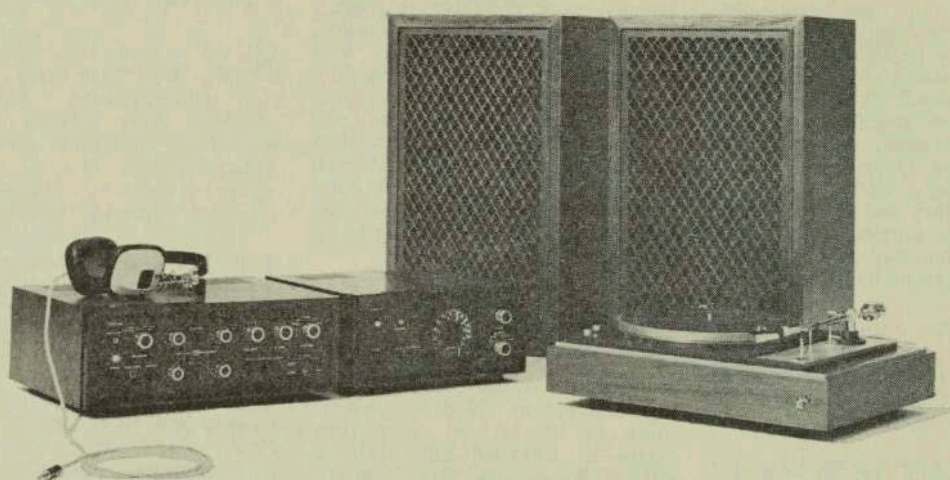
SUVA'S trial bus service was under way. "The traffic authorities, bubbling over with reasonableness, have altered and extended the timetables", *PIM* said. "The flat rate fare of sixpence, however, remains a major hurdle for short-distance travellers".

LEVUKA, Fiji's former capital on Ovalau, felt itself badly done by in the realm of public works, and on a visit by the Governor, Sir Brian Freeston, Levuka residents asked for additional roads for the island and a small jetty to be built at Lodoni. *PIM* said Lodoni was literally a "jumping-off place"—ferry passengers had to take off their shoes and paddle across the mud flats to reach Levuka.

What did Ocean Islanders look like around the turn of the century? One of *PIM's* longest contributors, who was around those islands about 1904, has turned up this picture of a group of that time. The Ocean Islanders of today live on Rabi, in the Fiji Group.



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BOOK REVIEWS



Potted imponderables of Australia's defence

Until 1942 Australia had no foreign policy worth calling a foreign policy. Australia was part of the British Empire and Britannia ruled her waves. If Britain fought, Australia fought alongside her, believing that Britain's interests were her own. When the mother lion went into battle she was followed by her loyal cub.

Then came World War II, and, in 1942, the fall of Singapore—and everything changed. Suddenly Britannia no longer ruled the waves—not in Australian waters anyway—and the Japanese were on Australia's doorstep.

It was at that time that Prime Minister Curtin turned to the US free of any pangs as to our additional links with the United Kingdom, and asked for help.

And the Americans sent help—men, money and machines. It was a profound reversal of ties for Australia, this new alliance with America, and it was one that affected Australia and Australians strongly.

Singapore started it

From the fall of Singapore onwards Australia was forced to depend increasingly on the US. It was in Australia's interests to support the US and she has done so pretty consistently in postwar years (with the exception, of course, of Suez, when Menzies was every inch a queen's man). In particular Australia, unlike Britain, has supported America by refusing to recognise Red China.

Now with Americans and Australians fighting side by side in Vietnam, and with British troops saving their bases East of Suez, Australia and America are closer than ever.

These developments are underlined in *Australia Faces Southeast Asia: the emergence of a foreign policy*, a brief (168 pages) report on and analysis of Australia's foreign policy since the war. It is written by an American husband and wife team, Mary and Mary Belle Vandenbosch, the Professor Emeritus of Political Science at the University of Kentucky).

The book, which is divided into eight chapters (each of which can be read as a separate essay), places particular emphasis on recent events—such as the confrontations in West New Guinea and in Malaysia, and the war in Vietnam. The authors don't make many strong judgments, but those that they do make are sound.

As far as Vietnam is concerned, the Vandenboschs seem to be mild-mannered hawks. Describing Aus-

tralia's involvement in the war, they give the opposition a fair go—but are critical of confused thinking in the Australian Labour Party.

For instance, an ALP resolution in 1965 recognised that the presence of American forces in Vietnam was "necessary". The resolution called on western nations to withdraw support "from the forces of reaction, oppression and tyranny" (i.e., the government) in South Vietnam and urged that "a programme of full scale economic and social assistance" should be implemented.

But, as the Vandenboschs point out: "To whom this assistance should be given after support of the existing government had been withdrawn was not indicated by the resolution".

New Guinea

Coming nearer home, this book has some commonsense things to say about New Guinea. To quote: "The territory's sparse population is divided into numerous primitive ethnological groups with hundreds of different languages, living in mountain pockets with great distances between them. To build a nation, much less a strong society, out of such groups and under such geographic conditions is a slow process. To grant self-government prematurely would be

THE FUTURE OF NEW GUINEA

Those who followed with interest the proceedings of last January's 34th summer school of the Australian Institute of Political Science in Canberra, which dealt with P-NG (*PIM*, Feb., p. 31), will be pleased to know that Angus and Robertson has now published all the papers read at the school (in paperback at \$2.25)—which must be some sort of record. Sometimes a year has elapsed before the publication of some seminar papers in Australia.

The book, *New Guinea . . . Future Indefinite?*, is edited by John Wilkes, and comprises papers by academics E. K. Fisk and Edward P. Wolfers, Minister for External Territories C. E. Barnes, politician Kim E. Beazley, and J. H. Wooten and N. L. Cowper.

What makes this a more useful compilation than otherwise is the inclusion of the discussions on the papers.

According to J. F. Blaxland in a foreword, the contributions of New Guinean participants "were not fully balanced by adequate presentation of viewpoints of the less articulate but numerically, and possibly politically, more significant highlanders", and he adds:

"Nor, apart from the notable contribution of Ian Downs, were the attitudes and views of the expatriate Australian community in P-NG expressed as fully as may have been desirable."

Emphasis of the school was on P-NG's political future, and strong feelings were expressed on this subject. A common view on the part of many European speakers was that Australia's paternal and colonialist attitude towards the territory must end; and that independence for the territory should be a stated policy.

Most of the New Guinean speakers, on the other hand, never mentioned the word independence, or if they did, they seemed to think it was a long way off. Less definite—and passionate—views were expressed on the economic and social future of the territory.



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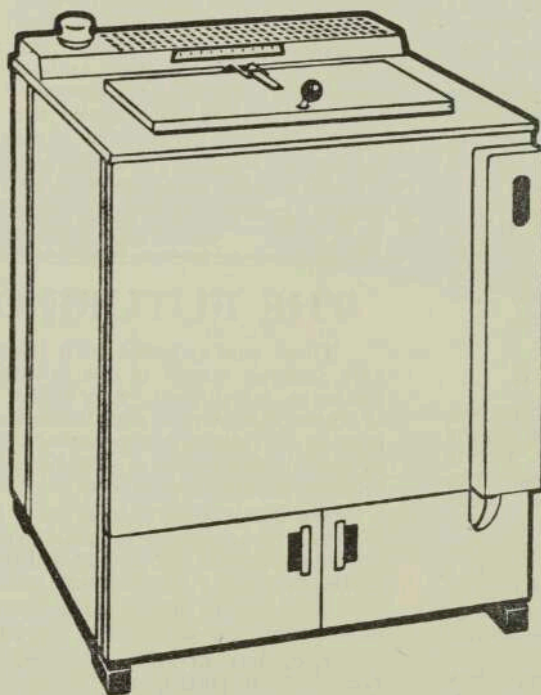
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wise and would not benefit the inhabitants".

Although this book places a lot of importance on the American alliance, this alliance is not the be-all and end-all of Australian foreign policy—as the Vandenboschs recognise.

Speaking of the possibility of a union between New Zealand and Australia, they write: "If threats to the security of the two states continue, and especially if Australia and New Zealand should fear that the United States might withdraw from the area, or that disagreement might develop between them and America, concerted action would be highly desirable".

"If Australia and New Zealand



should fear that the United States might withdraw from the area. . . ."

Well, many people in Australia and New Zealand do fear that the United States might withdraw. And surely the crux of the matter is that Australia must not become so dependent on America that she is unable to develop her own defence policies.

Pessimistic now

The authors appear to avoid this issue, and don't make enough of Australia's fear of an American withdrawal. Certainly their book was written before the de-escalation of the Vietnam war, before the Vietnam peace talks, before the assassination of Robert Kennedy and Martin Luther King. It does not, therefore, reflect the pessimism of many Australians, who feel that America may be tempted, because of her internal strife and because of anti-US feeling in Europe, to withdraw into isolationism.

But their book is good, potted politics, which will make Australians

at least ponder on the defence problems of their own area, if it will not supply any answers. And it comes at a time when in Canberra there is being mounted a thorough review of Australia's defence and foreign policy, likely to determine Australia's direction for the next decade.—SR.

(AUSTRALIA FACES SOUTHEAST ASIA. University of Kentucky Press, distributed in Australia by Tudor Distributors Pty. Ltd. \$7.00.)

Handbook for amateur stargazers

AMATEUR observers of constellations and other objects of the sky throughout the Pacific Islands sometimes find themselves wondering the identity of particular stars or bright lights will find first-hand in the 237 page book, *Astronomical Objects for Southern Telescopes*.

Written by Professor E. J. Hartung, of Melbourne University, is intended as a handy reference guide for amateur stargazers who want to know where and what there is to be looked at. It will give them a rundown on the various types of objects available for study, and a table and description of 1,093 objects in the Southern Hemisphere, each of which has been observed by the author. He has selected these being the more interesting and attractive of 4,000 objects. There are pages of pictures of some of these objects and a chapter on equipment and observing for amateurs.

Professor Hartung stresses that the amateur observing expresses his own preferences and procedure and that its "only justification" is that it is based on nearly 20 years of observing on every available occasion and "one is bound to turn something during that time". He doesn't need to apologise for the practical help he gives to the amateur in this handbook.—EW.

ASTRONOMICAL OBJECTS FOR SOUTHERN TELESCOPES. Melbourne University Press. \$6.75.)



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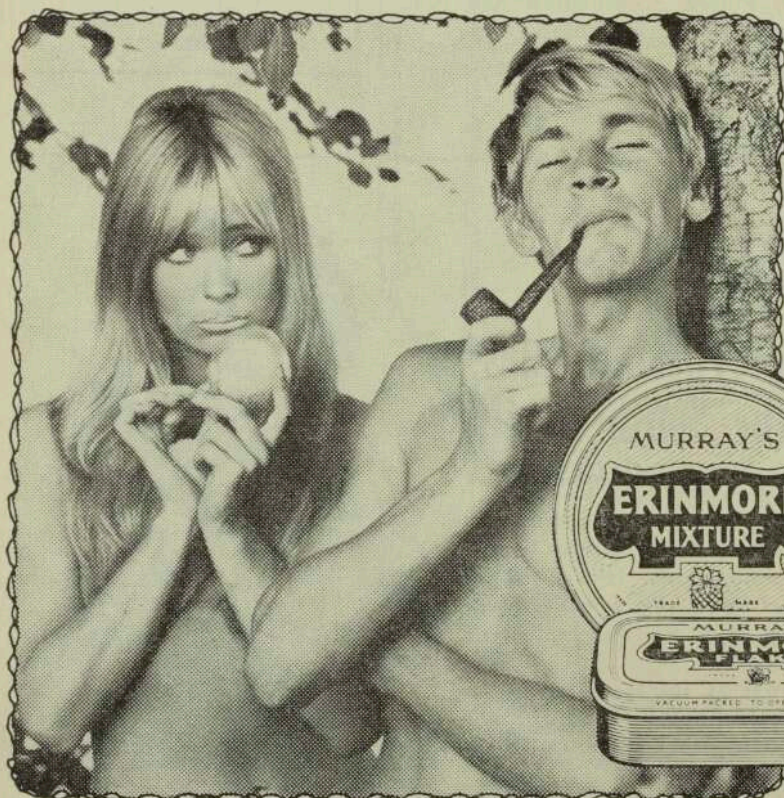
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HISTORY FOR SHIPLOVERS

"Story of Gippsland Shipping" is good reading for those interested in factual accounts about ships. The 110-page book contains dozens of anecdotes about the men who sailed the east Victorian coast from 1770 to the present day.

Written by two authors from Victoria, Messrs. P. J. Williams and J. Bull, it is readable, with indexes both ships and general events, well as some well-produced photos of old ships.

Several of the Gippsland ships appeared later in New Guinea waters. Captain Alexander Rennie took the 10-ton schooner *Dove* from Melbourne in 1878 in the hope of striking it rich in the rumoured goldfields of New Guinea.

Dove reached NG, but due to various mishaps Captain Rennie and crew returned home empty-handed.

Steamships Trading Co.

The 100-ton steamer *Queenscliff*, built in Melbourne in 1876, spent many years plying the Gippsland coast before Captain A. S. Fitch bought her in 1918 and a year later took her up to New Guinea. Captain Fitch started Steamships Trading Co. Proprietary Ltd. with *Queenscliff*.

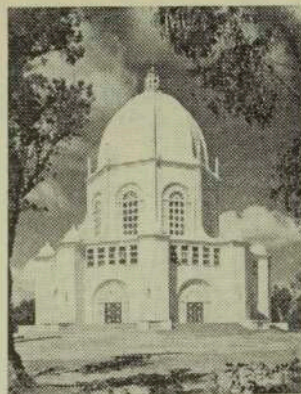
He used her to trade around all the Papuan trading posts.

Another ship to make its mark in NG after many years work around Gippsland was the big steamer of the same name. *Gippsland* was used by the Allies in World War II for transport of supplies and men around the NG Islands.

After this war, a salvage company took her around NG, but she was wrecked during a storm about 1948. *Story of Gippsland Shipping* is of good value for shiplovers.—K.McG.

STORY OF GIPPSLAND SHIPPING. William Publications, Eaglemont, Melbourne. \$1.50.)

● A successful general cook book first published in 1965 by the women of the New Guinea Lutheran Mission and printed by the mission's Highlands Publishing Co., Wapenamanda, (Western Highlands) has now been revised. It's oriented to territory additions and with more than 300 pages it's good value at \$2.00 (direct from the mission press).



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(Biblical References: Daniel 7: 9-10
Rev. 20: 11-12)

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(Gleanings from the Writings of Baha'u'llah, pp. 182/3)

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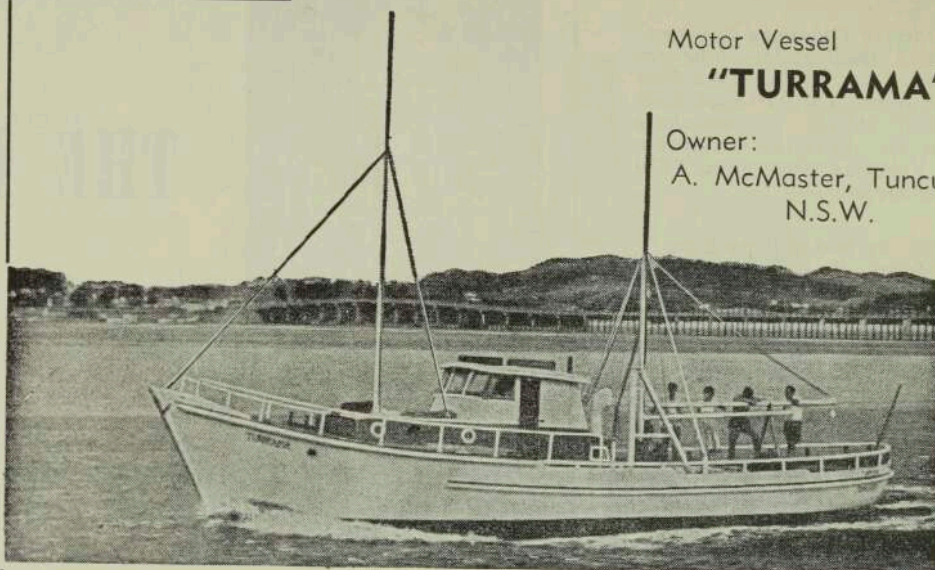
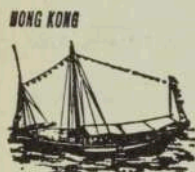
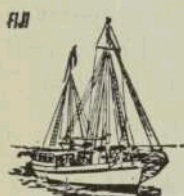
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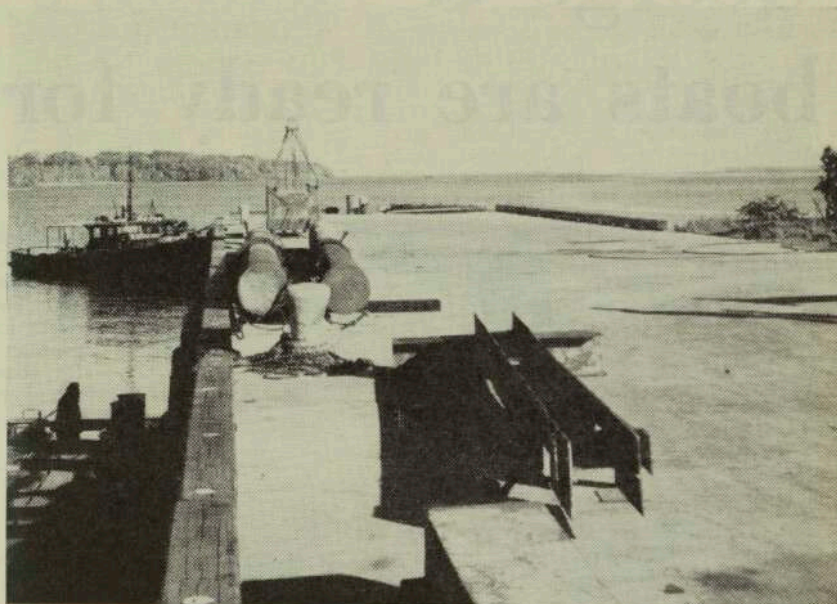
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D SEPTEMBER, 1968—PACIFIC ISLANDS MONTHLY

Pacific Shipping And Cruising Yachts

Two years old
and still in
virginal
isolation



Completed two years ago, the deep water wharf at Asau, Western Samoa, will continue to stand in virginal isolation for some time yet.

Savaii's new wharf at Asau, vital for the \$6 million Potlatch timber project, is not yet able to handle shipping.

By some incredible engineering calculation, only after the \$1m. wharf was completed was it discovered that the coral sea bed was too tough for the dredge to dig out a 3,600 ft channel through the bottom to the open sea. The New Zealand Navy came to the rescue, after more than a year of blasting hundreds of tons of war surplus pedo heads, squid bombs and TNT, and is still not in sight.

Early this year it was predicted that with the blasting, the wharf could be opened this September. However in August, Samoan Director of Public Works L. McQuitty announced that it was unlikely that the wharf could be opened this year. He said that Public Works had run into unexpected difficulties but that good progress was being made in dredging blasted coral. He said over half the channel had now been cleared and the dredge was clearing about 20 ft daily of the 120 ft wide channel.

The wharf plays a vital part in Potlatch Forest plans for Savaii

timber development. Potlatch manager T. Shelton is now permanently in Samoa and the company is all set to start building its mill at Asau. The only delay in this, according to Mr. Shelton, is the hold up in finalising a lease for the mill site. After the usual protracted argument and

negotiation, expected in things of this nature in Samoa, this will be finalised shortly and work on the mill and the \$6m. timber project should be well under way by the end of the year.

The wharf should certainly be open by the time the mill is in operation some time next year. The two year delay however has not enhanced the value of expert advice in the eyes of Samoans.

In The News This Month

Alena	Moana Raoi
Antares	Neophyte
Avanti	Nomad
Bacchus	Okeanos
Camira	Opty
Carousin' II	Pacific Crusader
Coral Queen	Procax
Dear Dear Louise	Roiaata
Driver	Roulette
Eryx II	Samarai, HMAS
Helly	Santa Maria
Hokianga	Sarabande
Jacques del Mar II	Staghound
Jahama	Tawarra
Kittiwake	Tere
Korora	Valhalla
Lei Lei Lassen	Waiohahi
Lei Yadali	Woomera
Madang, HMAS	Yeti
Malekula	Zarathustra
Melusla	Zwerver II
Mistral II	

NAURU TO REGISTER OWN SHIP

On July 12 the Speaker of the Nauruan Parliament gave assent to the Registration of Ships Act, paving the way for Nauru to register its own ships. Members of Parliament wrestled with the complex bill over several sessions before accepting the inevitable conclusion that the technical requirements of such a measure just had to be accepted.

The new law is obviously intended to provide for the blue, gold and white flag of the Republic to fly over the 6,000 ton vessel that the Nauru

Lower away . . .

George & Ashton's fibreglass boats are ready for anything



George & Ashton

**P.O. Box 2056, South Dunedin,
New Zealand.**

The illustration left shows the launching at Port Chalmers of the first of George & Ashton's "Fibreglass Fleet." Since then, these fibreglass boats have been proved in use and repeat orders have been received from the original customer (Skeggs Fisheries Ltd), and additionally enquiries have been received from Fiji, Samoa and Australia.

The boats are built to Lloyd's specifications and are Marine Department approved: the construction is of heavy duty fibreglass laminate, equivalent in strength to $\frac{1}{2}$ steel plate. Colours are cast-in so that maintenance is virtually eliminated.

The fibreglass hull itself is resistant to weathering, rot, corrosion, is easy to clean and is impervious to attacks by worms.

The boat is roomy and well designed: and minus trawl winch and associated gear, makes an ideal lines or work boat, as this leaves it with an unimpeded self-bailing cockpit measuring 12ft x 8ft. The wheelhouse allows for a forward steering position — there is adequate shelter for four men, plus completely housing the engine.

MEASUREMENTS:

L.O.A. — 29ft.

Beam — 9ft.

Draft — 2ft 7in.

Displacement — 4½ tons.

Speed — 9½ knots from 36 h.p. motor.

PRICE:

Fully competitive at \$4,500 (minus fittings) or fully completed with all equipment including echo sounder and radio \$8,766. One month delivery date from start of construction.

Incidentally, these fibreglass boats can be built up to 65ft in length.

Lines drawings and complete details are available from:

Local Government Council has under construction in Scotland.

The ship is expected to go into service early in 1969, and will carry passengers and freight between Australia, Nauru and possibly other ports. The cargo one way will, of course, be Nauru's only export, the phosphate that has made the island rich.

Advertisements appeared recently in Nauru, seeking two young men as apprentices and another as a writer, for the ship's crew. This appears to be the limit of Nauruan participation in the ship's operations, at least at first. It has not been officially stated who will comprise the ship's crew, but it is understood that there may be jobs for other Pacific Islanders in the total complement.

Ownership of the vessel is one of the oddities of the Nauruan political structure, since the Nauru Local Government Council comprises the nine men who were also the elected members of the old Legislative Council, and who with nine more new members, comprise the Nauru Parliament.

President Hammer DeRoburt is still also Head Chief of Nauru by virtue of his still being leader of the Local Government Council, and Health and Education Minister Austin Bernicke is the council's secretary. Presumably the Head Chief and his Council will apply to the President and his Government for registration of the ship, and no doubt after due deliberation it will be granted.

BP'S HALT BOUGAINVILLE CALLS FOR TIME BEING

After over 40 years of regular shipping services to Bougainville ports, Burns Philp and Company Ltd. will stop calling regularly at Bougainville when the firm's 16-year-old passenger-cargo vessel *Malekula* leaves Kieta about August 29.

BP's general shipping manager, Mr. "Monty" Stobo, told *PIM* that it was no longer economically worthwhile to call at the plantations of Soraken, Teopasino, Numa Numa or Arigua where cargoes of copra have to be loaded by surfboats or lighters because no deepwater wharves are available.

Mr. Stobo said it was possible BP would resume calls at Kieta later. Kieta's new wharf can handle medium-sized freighters of the *Malekula* class.

BP's decision to eliminate several of its less important NG calls is part of a reappraisal the company has been making for several months now of all its shipping activities. Hopes are to reduce massive shipping losses

of recent years and produce shipping profits by 1970.

The company made its first call at Bougainville in 1922 with its motor vessel *Melusia*. Since then the company has made regular calls to Bougainville—except for a three-year break during World War II.

'MOANA RAOI' PAYS HER FIRST VISIT TO SYDNEY

Tucked neatly at No. 7 berth, Sydney Cove, beside Sydney's massive Harbour Bridge, the small inter-island trader *Moana Raoi* went virtually unnoticed during her two-week stay in Sydney in August. She

was behind the big passenger terminal (which receives regular calls by 40,000-ton P and O liners)—and the white hull of her 700-ton body hardly filled the length of her wharf.

Sydney Press, radio and television didn't give the ship, or her successful start on a regular shipping service between Tarawa, GEIC, and Sydney, a word of mention. But for those who cared, the *Moana Raoi* was a big hit.

Everybody who went on board was impressed. Some said she was the best-kept and "cleanest" vessel in Sydney for many years. Others remarked at the friendliness and

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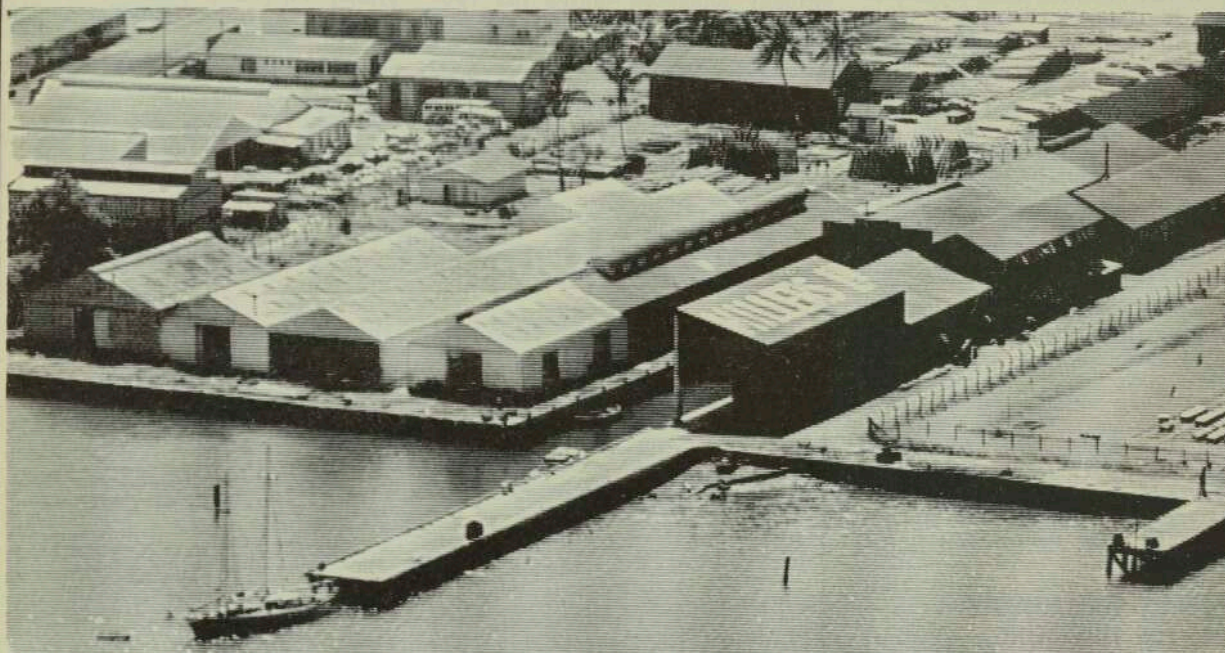
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ciency of her 24-man Gilbert and
ice Island crew.

Copra buyers praised her first con-
ment of 400 tons of sun-dried
ora as better than top New Guinea
ora, and shiplovers had only one
estion for Captain Peter King:
o you take passengers?"

Moana Raoi's appearance in Syd-
was the result of long negotia-
ns between her owners, the govern-
nt-run GEIC Wholesale Society,
Australia for permission to sell
er 2,000 tons of copra a year in
ustralia to an agreed copra buyer.
The service means that the GEIC
an additional market for its
duce and is also able to import
ne consumer goods itself, thereby
ing overseas exchange.

Ironically, for her Sydney stay,
Moana Raoi was berthed a few blocks
ay from the headquarters of Burns
lp and Co. Ltd. which began its
n shipping services to the Gilberts
t on 70 years ago. Excluding the
npany's plantation interests on
ining and Washington Islands,
, of course, hasn't operated in the
IC since 1945.

As with its activities in the Solo-
ns, BP pulled out of these two
ritories because the company
n't receive compensation from
tain for equipment losses during
Pacific War.

FOOTNOTE: *Moana Raoi* does
e passengers—two of them!

BRITAIN INTRODUCES SHIPPING REGULATIONS FOR N. HEBRIDES

The New Hebrides—for long
arded as the best spot in the South
as to register "any old tub"
cause shipping regulations were
ually non-existent there)—is to
nter this reputation, at least as
as British-controlled vessels are
cerned.

On July 20 the British Resident
mmissioner, Mr. C. H. Allan,
ned a new regulation to "provide
the control and safety of British
sels".

Broadly, it means that certificates
competence will be introduced for
w requirements and conditions
der which passengers and goods
y be carried. Restrictions will be
ced on unseaworthy vessels.

While not all parts of the regula-
n were in force in August, a *PIM*
espondent in Vila said residents
the New Hebrides hoped the
ndards of safety and seamanship
vessels throughout the condo-
nium would improve.

Britain will enforce the regulation
dually, and after 12 months, safety
ificates will be legal requirements
ships registered by Britain and
erating in the New Hebrides.

Commander F. W. Hunt has been
appointed Licensing Officer.

French-controlled vessels and
vessels owned by New Hebrideans
are not covered by the British
regulations.

A SECOND LIFE FOR THE 'CORAL QUEEN'

After an absence from the
Solomons of nearly three years, the
supposedly irreparable *Coral Queen*
recently berthed at Santa Cruz,
Gaudalcanal — her machinery and
engines overhauled and her fittings
and super-structure repaired. She had
a new master, Captain Harry Moss,
and a new crew of Solomon

Islanders and at last report she was
looking for work in the Solomons.

Once the BSIP High Com-
missioner's vessel, she went aground
on Papari Reef, off Ysabel Island,
on February 4, 1965, and was re-
floated with the help of dynamite,
which severely damaged her hull. In
late 1965 the government offered her
for public tender because it was
judged she was damaged so ex-
tensively she could not be repaired.

Mr. Lawrie Crowley, a New
Guinea businessman, bought her and
had Captain Moss carry out repair
work at Tulagi and Taroaniara boat-
yards.

Now, with a second life, the future
looks bright for the *Coral Queen*.

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Accommodation: Master and four passengers forward, crew of four
aft. Speed: 10 knots cruising. Built 1966.

Price: \$60,000.

Please note: This vessel was advertised on page 111, July "Pacific Islands
Monthly", where a price of \$6,000 was inadvertently inserted.

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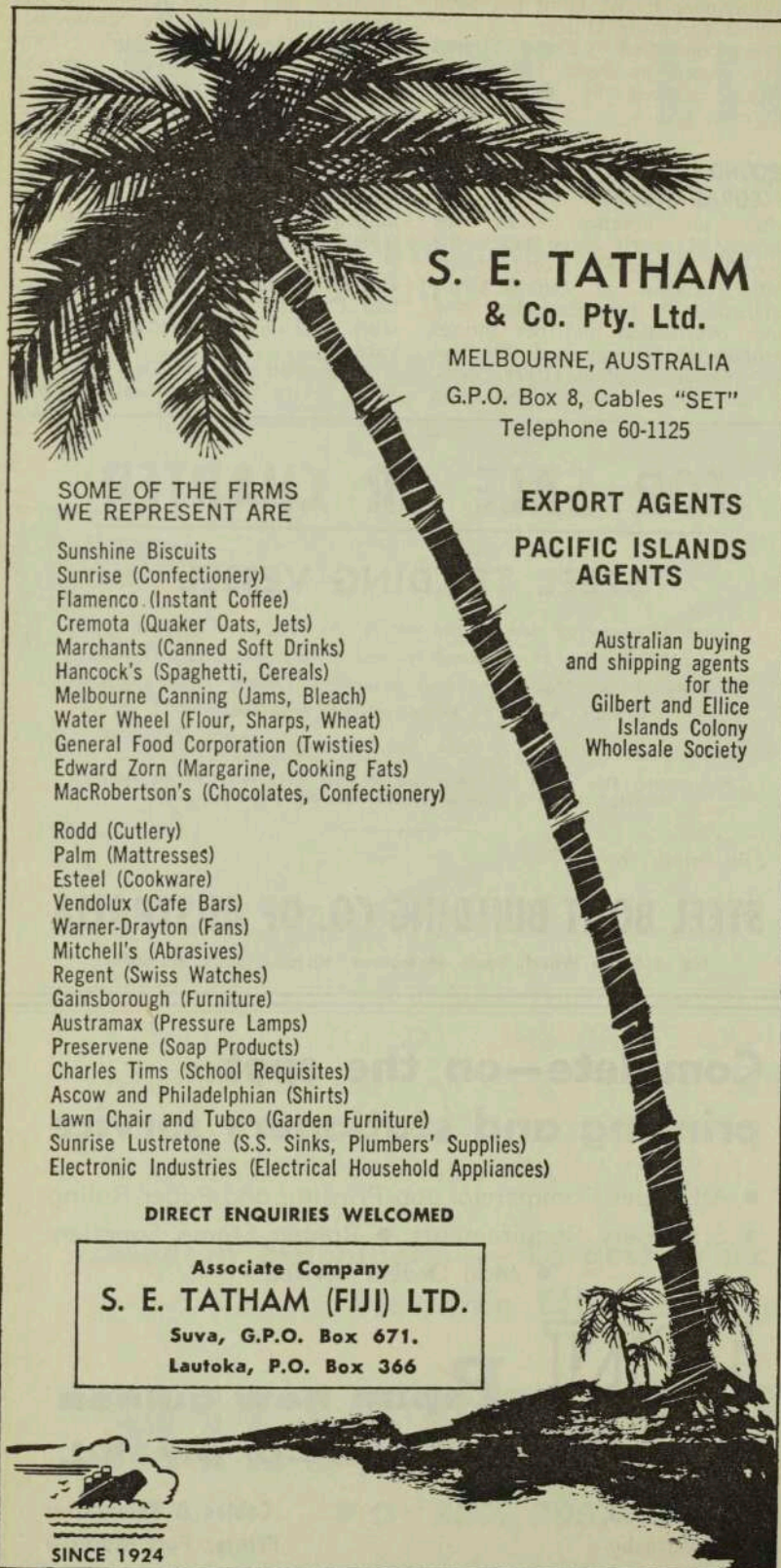
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PIM'S" ROUNDUP OF SHIPPING NEWS

Among recent shipping developments in the Islands:

- One of the newest inter-island traders plying Fiji waters is the 7-ft motor cutter *Lei Yadali*, built over seven years in a boatyard at Wainunu, Vanua Levu, by her owners, Charles Whippy, 29, and Henry Bhurra, 29. Named after the mountain on Vanua Levu, where her number came from, *Lei Yadali* regularly runs from Suva to Labasa, Savusavu and Wainunu.

- To start a deepsea commercial fishing business, the Rabi Island Council is having four fishing vessels built at the Suva Shipyards of Millers Ltd. Rabi, north of Taveuni, will receive the first vessel—a 26-ft boat—about September.

- A new \$150,000 freight terminal for the Australia-West Pacific Line at Lae was opened by the P-NG Administrator, Mr. D. O. Hay, recently. It is expected that the terminal, which can handle up to 5,000 tons of cargo at a time, will greatly speed up Lae's cargo-handling facilities. AWPL's decision to build the terminal at Lae reflects its thinking—and the thinking of several other major firms—that Lae is NG's fastest-growing town.

- Freight rates for Sydney to Lord Howe Island cargo on the French-owned *Jacques del Mar II* increased from August 1, by up to 25 per cent. New rates are \$37.50 per ton for general cargo (old rate, \$30) and \$50 per ton for freezer and cooler cargo (old rate, \$45 per ton). Sydney shipping agents said it was at least 10 years since the charges were changed. Increased operating and stevedoring charges in Australia had caused the rises, they said.

- A new small-ships wharf at Wasu, on the northern side of the Huon Peninsula, New Guinea, was recently opened. The wharf, built with the help of the local Kabwum people, will save many hours in loading and off-loading coastal traders. (Previously the traders had to spend up to a day loading by raft.)

- Mrs. E. Feldt, widow of Commander Eric Feldt, who organised the Coastwatchers during World War II, launched a new Royal Australian Navy patrol boat, HMAS *Madang*, at Brisbane in August. Commander Feldt died earlier this year, aged 68, and his ashes were scattered at sea from another RAN patrol boat, HMAS *Samarai*, off Madang, NG, on May 20.

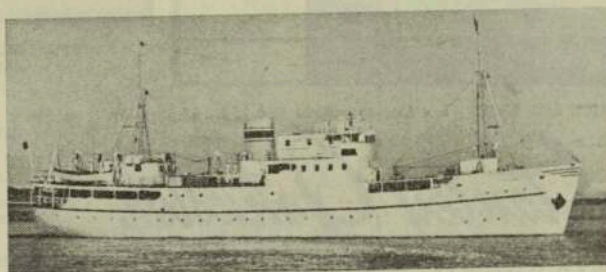
- Tonga is considering shipping some of its copra and bananas in its own vessels to New Zealand instead of using Union Steam Ship Company vessels. Tongan leaders recently pointed out that the USS has been making profits by hauling Tongan produce, while some of Tonga's own vessels have been operating at a loss. The Tongan Government in August was considering a proposal to operate ships to NZ, but observers felt any decision to put Tongan ships into NZ would meet solid resistance from the USS, a wholly-owned subsidiary of P and O.

- An ultra-modern lighthouse on Vavua Island, off western Vanua

Levu, began operating in mid-August. It is the third lighthouse built from special British grants to Fiji since May. The two other lighthouses are at Makogai and Vatu-i-ra.

- Two former New Zealand coastal ships, the *Waiotahi* and the *Hokianga* were being fitted out recently for service in Papua and the Solomons. The *Waiotahi*, a 36-year-old vessel of 208 tons, was being fitted out at Onehunga, and the *Hokianga*, a 30-year-old vessel of 169 tons, was being fitted out at Auckland. The *Waiotahi* will go to Honiara, and the *Hokianga* will sail for her new owner in Port Moresby.

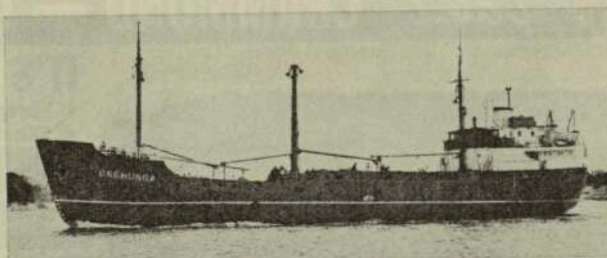
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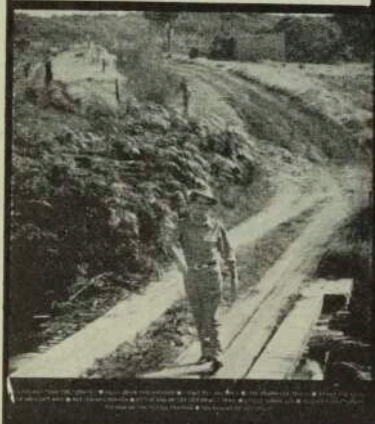
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Dreams / Set Me Free.
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/ I'll Never Pass This
Way / Chained To A
Memory / Yearning /
Kentuck / Roses Are
Red. IRL-32728. \$5.75.

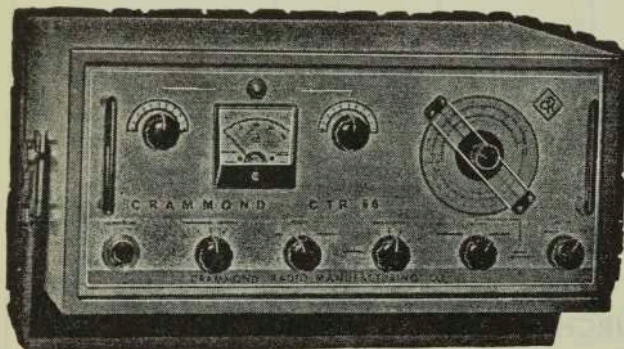
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Cruising Yachts

● **JAHAMA**, 36 ft ketch with Jack Ross and Robert Hervin, left Honolulu on July 16 for the Marquesas Islands and Tahiti. Jack's wife, Hamae, was to join the ketch in Papeete.

● **TERE**, 48 ft ketch, with Louis Miller and daughter Kathy, Dr. Frank Tabrah and wife Ruth, and their sons Joe and Tom, of Kohala, Hawaii, reached Bora Bora in early July from Honolulu after calls at Makaroa, Rangiroa, Tahiti, Moorea and Raiatea. Louis served with the US Navy on Bora Bora during World War II.

● **PACIFIC CRUSADER**, 35 ft ketch, with Denis Budge, his wife Sylvia, Caroline Fitzwilliams 24, and Desmond Fitzgerald, was to leave Port Moresby in early August for Durban via Thursday Island and Darwin.

The ketch reached Port Moresby in mid-July after a 13-day passage from Noumea. She left NZ on June 10. Mrs. Budge told *PIM* in a note that the 36 ft Sydney ketch **SARANDINE**, skippered by Basil Dietrich, was at Santo, New Hebrides, in late July. Since arriving in Santo, Basil had flown to Sydney on business with plans to return—and perhaps to work there.

● **LEI LEI LASSEN**, 25 ft fibre-glass folkboat, with singlehander Hann Trauner, was to leave Port Moresby in August or September for Durban, via Thursday Island and Christmas Island. In a note from Moresby, Mr. Trauner said he reached Moresby on July 2 from Papeete, after a stop at Pago Pago. He didn't visit the Cooks or Fiji, as we reported him in August as having planned to do. He said he was very pleased with the performance of his folkboat, despite some rough weather north of Fiji. Mr. Trauner said four other cruising yachts were in Moresby in early August: **ZARATHRUSTRA**, from Hamburg, Germany; **SANTA MARIA**, from Holland; **BACCHUS**; and the 34 ft Norwegian cutter **OCAX**. The 83 ft 100-ton French schooner **ERYX II** was at Thursday Island, he said.

● **OPTY**, 31 ft yawl with solo yachtsman Leonid Teliga (a Polish citizen), was to leave Suva in early

August for Casablanca, Morocco, via the Indian Ocean. In Suva, Mr. Teliga was reported by "The Fiji Times" as saying he couldn't call at Australia because the Australian Immigration Department refused him a visa. Mr. Teliga was also reported as calling himself a "sort of Chichester for Poland".

● **YETI**, 35 ft NZ sloop, left Vila on June 24 for a cruise of the Loyalty Islands and a stop at Noumea before returning to Auckland. *Yeti* left NZ about three months ago and made a stop in Suva before reaching Vila on June 16.

● **OKEANOS**, 39 ft staysail schooner in which Joe and Benita Pachernegg roamed the Pacific for four years in the early 1960's, was recently sold by auction in Sydney for \$6,200. She was sold by a crippled road accident victim, Mr. Roger Bartlett, 25, who bought her for \$9,000 in 1966, to a former naval man, Mr. William Key. The sale was arranged by Australian Customs officials, who seized her for non-payment of duty in early 1967. The Pacherneggs were recently working in New Guinea.

● **CAROUSIN' II**, 40 ft trimaran, with American skipper-owner Mike Kane and a crew of three Australians, was to leave Darwin on July 23 for Durban, via the Cocos Islands and Mauritius. In a note to *PIM*, Mike said that since stopping in Tahiti last December his trimaran had sailed 6,000 miles. So far, he had had 16 male crew members and six women cooks in his round-the-world attempt.

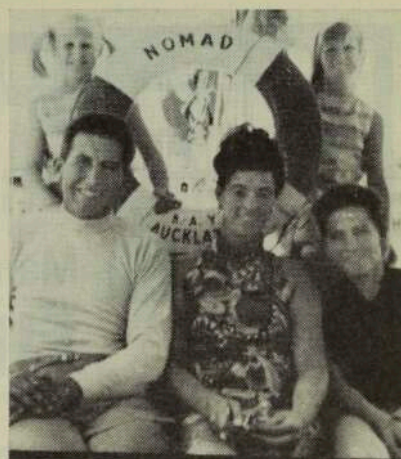
● **ROULETTE**, 35 ft ketch, with Lawson Burrows, Colin Campbell,

Anyone know where 'Staghound' is?

Do any readers know the whereabouts of former yachtsman Paul Hurst, who cruised many parts of Melanesia and South-East Asia in the early 1960's in his 40 ft ketch *Staghound*?

Staghound's last mention in these columns was in January, 1964, when *PIM* reported that Mr. Hurst had been in Bangkok on November 15, 1963.

Will anyone who can help please write to this department, or to Mr. Edgar Haering, C/-Post Office, Finschhafen, New Guinea?



"Nomad's" crew, Mr. and Mrs. Bryan Williams, and their children Mark (seated), Suzanne and Jannise (see below).

Jim Aitcheson and Allan Meech, was to leave Rarotonga in July for Tahiti, via Aitutaki and Penrhyn Island (*PIM*, Aug., p. 104).

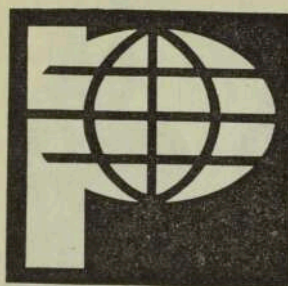
● **NOMAD**, 50 ft NZ steel yawl, with skipper Bryan Williams, wife Pauline, and their three children, Mark, 14, Suzanne, 13, and Jannise, 11, was to leave Lae, NG, in August for Madang and a long power cruise up the Sepik River—then back to Madang and over to Rabaul.

Mrs. Williams told *PIM* *Nomad* had made stops at Port Moresby, Samarai and the Trobriand Islands before reaching Lae in early August. *Nomad* has already done extensive cruising in Polynesia and the New Hebrides in 1966 and has appeared in these columns several times.

● **ANTARES**, 24 ft NZ yacht, was up for sale on Norfolk Island in July after she completed an eight-day trip from NZ with Dale Petersen, his wife Lee, and Peter Luxmore. Dale, a pharmaceutical chemist, hopes to open his own pharmacy on Norfolk.

● **MISTRAL II**, staysail schooner, with nine young Australians, recently returned to Sydney from Lord Howe Island after an unsuccessful attempt to sail around the world. The schooner was damaged by heavy seas on her way to Lord Howe. While anchored off Middle Beach, Lord Howe, her anchor fouled and she went aground early in July and her hull was extensively damaged. Islanders helped refloat her.

● **ARIADNE**, 70 ft NZ motor-ketch, with owner-skipper "Snow" Gatehouse, his attractive wife, Julie, and crewman Jerry Davitt, was



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American yachtsman loses in court

American yachtsman and self-styled adventurer Lee Quinn lost a damages claim of \$80,000 from Associated Steamships Pty. Ltd., owner of the freighter *Woomera*, in a judgment in the Admiralty Court in Sydney in early August.

Mr. Quinn sued the company after the *Woomera* cut in two his auxiliary ketch *Neophyte* in a spectacular accident off Sydney heads three years ago. Three girls aboard the *Neophyte*, Jennifer Verplak, Barbara Sodd, of Hawaii, and Helena Anderson, of Canberra, supported Mr. Quinn's claim.

Mr. Justice MacFarlan found that the *Neophyte* was at fault by not keeping a proper lookout. He said Miss Anderson was at the tiller and had not seen the *Woomera* until seconds before the collision.

Quinn arrived at Suva in mid-August with set plans for moving on. "Snow" and PIM he had left Napier, NZ, on June 11 for an "extended" cruise, and the *Ariadne* had offloaded six of her ten-man crew in Tonga en route to Fiji.

● **DRIVER**, 62 ft Canadian luxury ketch, with the Graham family of Sydney, left Suva in early August after a stay of nine weeks, and sailed for Port Moresby, via Noumea.

● **KELASA**, 36 ft gaff-rigged ketch, with Canadian skipper, Harry Albert and his fiancée, Miss Brothea Mackellar, reached Suva in early August from Tonga. After a stay, they plan to visit the New Hebrides and Port Moresby.

● **AVANTI**, 73 ft Danish-owned sail schooner, reached Rarotonga from Tahiti on August 12. Aboard were skipper Leif Brochmann, his wife Erik, and eight crew—including Englishmen, Americans, a Danish-Tahitian, an Australian, a Finn and a Finn.

Avanti left Denmark last year, and for Sydney where she will operate on a tourist charter basis. She called at the Galapagos Islands where the crew caught eight turtles and eleven sharks because food supplies were low. *Avanti* also made a stop at Nukuhiva, Marquesas Islands, for food and fuel.

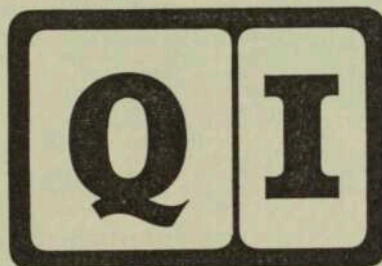
● **DEAR DEAR LOUISE**, 28 ft trimaran from San Francisco, with William Hard and Mike Avery, reached Rarotonga in early July after calls at Hawaii, Tahiti, Bora Bora (PIM, Aug., p. 105) and Matahiva (Tuamotus).

● **VALHALLA**, 61 ft ketch, skippered and owned by an attractive American journalist, Ann Brittain, 24, with crew Ray Weldon, 26, Tony Hawkins, 22, Mike Haines, 24, and Nigel Ray Young, 19, was at the Cocos and Keeling Islands, Indian Ocean, in mid-July en route to Durban, via Mombasa, from Port Moresby.

In a note to PIM, Ray Weldon said Miss Brittain bought *Valhalla* at Sydney and sailed the ketch to Port Moresby, via Thursday Island, where she signed on Ray as a crew-member. She recruited the rest of the crew in Port Moresby.

● **ZWERVER II**, 48 ft ketch, with skipper-owner Jaap Alenson, his wife Marie, daughter Amanda and crew Dick Johnson and Jeff Stookey, was to leave Nukualofa in mid-August for NZ and Australia. Previous calls included the Galapagos Islands, the Marquesas, Tahiti, Huahine and Bora Bora.

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● **KITTIWAKE**, 25 ft sloop, with singlehander Ed Boden, 41, was to leave Sydney in mid-August for Samarai, Papua, and Kieta, NG, via Queensland's Great Barrier Reef. Ed,

Californian-born mechanical engineer and surveyor, told *PIM* he hoped to spend the next three years cruising the South Pacific after reaching Bougainville.

He bought the 16-year-old sloop in England in 1962 and left Southampton late that year on an extended cruise. Stops so far have included many European ports, the West Indies, Balboa, the Galapagos Islands, Nukuhiva, Ua-Pou, Tahiti, Moorea (where he met Mr. and Mrs. "Med" Kellum), Rurutu (Austral Islands), Raiatea, Tahaa and Bora Bora in French Polynesia, Rarotonga, Aitutaki, Nukualofa and NZ. He arrived in Sydney early this year.

"I was told I was the fifth yacht to visit Rurutu in five years," Ed told *PIM*. "The islanders were very friendly so I stayed for a couple of weeks and helped fix up the motors of jeeps and outboard engines on canoes. The friendliest people I met were the Cook Islanders on Aitutaki."

Ed said he liked travelling alone. His ambition was to be the first yachtsman to "sail around the world and not write a book".

● **HELLY**, 38 ft American sloop, was to leave Sydney in late August for Queensland's Great Barrier Reef with three former US Air Force men, Ken Grant, Winslow Brabson and Ben Kajer.

● **ALENA**, Lord Howe workboat, was reported cruising the New Hebrides recently with a team of Lord Howe Islanders, including skipper Alan Williams, Rodney and Michael Thompson and Richard Walter.

● **TAWARRA**, Sydney-registered 22 ft masthead sloop, was refitting at Suva in August, prior to returning to Sydney on the last lap of a world voyage. The three-man crew consists of its owner, retired English businessman, Mr. E. N. Fearis, the skipper, 28-year-old John Smith, who is a Sydney boat builder, and Mr. Smith's English-born wife, Josephine. The sloop left Australia in 1965, bound for England, via Suez.

● **ROIATA**, 32 ft cutter, with skipper Neil Gillard and crew Alan Bell, Bryan O'Donnell and Owen Motterell, was in Suva in July en

route to Noumea from Nukualofa (*PIM*, Aug., p. 104).

The cutter had to spend some time in Nukualofa, after a rough 14-day trip from NZ, while repairs were made to her top sides, rails, and boom mast. Neil Gillard plans to call at Brisbane and Sydney with the *Roiata*.

● **KORORA**, 33 ft ferro-cement ketch, with NZ's Dr. M. Watson, his wife Robin, their three daughters Rebecca, eight, Sarah, seven, Judith, three, and crewman Tony Collins, was on a cruise of the Vavau and

Haapai Islands, Tonga, recently before pressing on to the Samoas, Fiji, the New Hebrides, New Caledonia and New Guinea, with plans to spend Christmas in Durban, South Africa. *Korora* reached Nukualofa in late May.

● **CAMIRA**, 41 ft yawl, with four Italian migrants to Australia—Bruno Vatta, Luciana de Gastani, Nino Yugovaz and Luigi Romolo—was in Rarotonga in early July for a week's stay en route to Aitutaki, Tahiti, Honolulu, San Francisco and Panama.



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From the Islands Press

MARRIED couple with no children require small, affectionate, docile, male cat to live in excellent home with good food. Required for light domestic mouse work. Previous experiences desirable but not essential. Copies only of references.—*Advertisement in "The Nautilus", Ocean Island.*

LIVING in Papua-New Guinea can have its compensations. Only last week we learned there is little danger of a nuclear attack in the territory.

There are other compensations also. As yet the territory has not experienced all the discomforts that can be caused by strikes.

Even our recent riots seem innocuous when compared with recent student demonstrations in Australia. Nobody has yet tried to overturn the Administrator's car as Sydney students tried to overturn the Prime Minister's car.

And our police have not yet found it necessary to mount cavalry charges in the main street as Melbourne police did to disperse student demonstrators. It's good to live in a civilised country! — *Editorial in "South Pacific Post", Port Moresby.*

ON Thursday last week, a blue Yamaha motor-bike was accidentally burnt at Tapaiki, Toi. The incident occurred when an old man by the name of Palalagi set fire to surrounding bushes on his coconut plantation.

The motor-bike was parked on the opposite side of this coconut plantation and the poor old man didn't think that there was a motor-bike in the area. While he was cleaning and burning his coconut plantation, the motor-bike was burning merrily along with it too. Later in the day when the owner came to take his bike away, what a sad sight met him! The owner of the bike didn't do any harm to the old man but he was very upset, but no-one could be blamed for the mishap. The owner of the motor-bike was Mr. Lagotia, also of Hikutavake, who went and bought himself a new bicycle to replace his burnt "Yamaha". You have heard of the "Burning Bush" well how about the "Burning Yamaha".— *Editorial note in the "Tohi Tala Niue", Niue Island.*

LOST. A bird namely, a drake, white in colour, has been missing from its home at Vaiea some days ago. Would the person knowing whereabouts this drake maybe, please get in touch with F. Talihega, of Vaiea.—*Advertisement in "Tohi Tala Niue", Niue Island.*

DIG this game man. It's cool—it's got soul. Fab. Man, but fab.

Let's try some more wild accusations.

For instance—most farmers in Fiji are lazy layabouts who won't till their soils; politicians as a race are often dishonest self-seekers; some students at the University of the South Pacific are nothing but irresponsible children; the practice of sleeping while driving is known among Fiji bus drivers. Have all Fiji's taxi drivers the necessary skill to take passengers? Commerce in Fiji is full of illegal practices.

Yippee. Kaila. Yahoo. Let's join the Gounder Go-Go. Let's

suggest that anyone and everyone is guilty and let them prove themselves innocent. Roll up to the Fiji social casino. We're all free—let's see who can attack (as vaguely as we can).—*Letter from "Civil Servant" in "The Fiji Times", Suva.*

THE criticism of the Fiji Broadcasting Commission by the members of the Legislative Council was very timely and true.

Why has the public to put up with the battering of the ear drums from a continual string of advertisements and no entertainment?

Why did the government turn down the offer of an Australian electrical firm to install television at Suva and Lautoka? Television has lately been introduced into New Caledonia, Malaya and Western Samoa but as usual Fiji is 100 years behind the times.

If some influential person were to draw up a petition to the government to have television installed, how the public would flock to see it, and the colony would gain some worthy entertainment.—*Letter from H. S. Faddy in "The Fiji Times", Suva.*



New Guinea life has its compensations, says the "South Pacific Post". Even local riots aren't as bad as Australian student demonstrations. This was a demonstration by public servants in Port Moresby last year, against a wage decision. In the front line there are some prominent New Guinean leaders.

People

● Visiting Nauru in August were Mr. and Mrs. C. Trillin, of New York. Mr. Trillin is a staff writer of the *New Yorker* magazine, who specialises in articles mainly on race relations in various parts of the United States, and occasionally overseas. Mrs. Trillin is a teacher at the New York State University. They were visiting Fiji for a series of articles which Mr. Trillin is writing, when the opportunity arose to visit Nauru. After Nauru they proposed to call at Tonga, both the Samoas and Tahiti.

● Mr. Hugh Evans is the newly-appointed Director of Education in Nauru. Mr. Evans was formerly an Education Officer in the RAAF, with the rank of Squadron Leader, and had previously served in the Army and as a teacher. He joins the department headed by Mr. John Ayers, secretary for Education and Health, who has acted as Education Director since earlier this year.

● Mr. Aminiasi Katonivualiku, 31, on August 6 became the third Fijian in recent years to be admitted to the Bar in the Supreme Court, Suva. Mr. Katonivualiku, who is with the Suva legal firm of Comptons, graduated with a Bachelor of Laws degree from Victoria University, Wellington, in 1966 and was admitted to the New Zealand Bar at Wellington in September, 1967.

● Mr. Ian McDonald, P-NG old hand, of Port Moresby, has donated an album of about 100 photographs to the library of the University of P-NG. The photographs, taken in and around Rabaul between 1923 and 1927 by Colonel Lovett Cameron, of Djaul Plantation, New Ireland, include shots of the residence of Queen Emma and the offices of the Kuo Min Tang.

● Mr. Benjamin Brial, the retiring deputy for Wallis and Futuna in the French Parliament, was re-elected in the general elections in early July. He defeated Mr. Herve Loste, a former deputy, by 1,863 votes to 1,509.

● Five New Caledonians will represent France at the Olympic Games in Mexico City in October. They are record-breaking swimming champion Marie-Jose Kersaudy and

her "back-stop" Simone Hanner, weightputter A. Beer, and two footballers, Kanyan and Charles.

Marie-Jose Kersaudy, when only 12, won seven gold medals for swimming at the Second South Pacific Games in Noumea in December, 1966, to become the star performer of that tournament. Recently, she made news in Europe when she broke several French and European women's swimming records.

● Mr. Tapangkai Sopi, dresser in the New Hebrides Health Service for over 20 years, was recently awarded the British Empire Medal for his work. Currently in charge of the World Health Organisation's anti-tuberculosis team on Ambrym, Mr. Sopi has spent most of his time on Malekula and in charge of the French hospital at Norsup, Malekula.

● Mr. B. W. Blaikie has been appointed a director of Steamships Trading Co. Ltd., of P-NG. Steamships' group accountant for several years, Mr. Blaikie fills the seat left vacant by Mr. T. L. Armitage, who died in Port Moresby in February.

● Mr. Paul Brown, previously executive officer for Guadalcanal Plains Ltd., Solomons rice and sorghum grower, hotel owner and food store proprietor, has recently been appointed the company's general manager. His appointment closely followed the retirement, for health reasons, of Mr. Ken Dalrymple-Hay from the position of managing director. Mr. Hay, 73, who was convalescing at his Palm Beach, Sydney, home in August, remains chairman.

● Mr. S. D. Wilson, administrative assistant to Niue's Resident Commissioner from 1958 to 1961, has been appointed Niue's Resident Commissioner. Mr. Wilson, who succeeds Mr. L. A. Shanks (*PIM*, Aug., 110), joined New Zealand's Department of Island Territories 11 years ago.

● Representing the Tokelau Islands community of Wellington, NZ, Mr. J. Pedro recently presented Group Captain D. B. Flintoff, of the RNZAF, with a silver replica of a Sunderland flying-boat to mark the islanders' gratitude for the many mercy missions to the Tokelau Islands made by the RNZAF since 1945. With the Sunderland service now discontinued, hopes are that a Grumman Mallard amphibian aircraft can be used out of Fiji for mercy flights to the Tokelaus.

● New Guinea's Deputy Commissioner of Police, Mr. A. Eskine, was to resign from the force on September 2 for "domestic reasons". Mr. Eskine arrived in New Guinea in June, 1965, as Assistant Police Commissioner, and was promoted deputy this year. He planned to visit relatives in Australia after leaving Port Moresby, and then travel to Britain.

● Mr. John Fokkema, a former manager of Chevron Hilton Hotel at Sydney and Surfers Paradise, Queensland, took up his post as manager of Nukualofa's Dateline Hotel in early August. He replaced Mr. Kim Mahnkopf, who was recently appointed manager of Suva's new Tradewinds Hotel. Mr. Fokkema, born in Holland, brought with him to the Dateline a new cook, Mr. George Deraux, a Frenchman, who is expected to revamp the hotel's menus.

● Pastor Jonathan Wimbong, Santo's Luganville Presbyterian Church, recently attended the World Council of Churches Assembly in Sweden as the representative of the New Hebrides Presbyterian Church. Born on Malekula and trained at Tongoa Island, Pastor Wimbong spent two years in Sydney at the Croydon Bible College before being ordained in 1956. He has been stationed at Luganville for nearly two years.

● Mr. Thevenin, new French head of the New Hebrides Agriculture and Animal Husbandry Department, recently made a "familiarisation tour" aboard the motor vessel *Navak* visiting Malekula, Ambrym, Paamotu and Pentecost. Dr. de Wilde, maternal and child health specialist from the World Health Organisation, went along also.

● Mr. Brian Leamy, administrative officer of Pago Pago's five-year-old cannery, Star Kist Inc., for the past four years, was to leave Pago Pago in late August for a new Star Kist appointment at Puerto Rico. Mr. Leamy and the couple's children left for New Zealand in early August.

● One of the prettiest girls at the recent social night organised by the Islanders Association of Sydney was Miss Isapell Tuatoki from Tonga. Miss Tuatoki went "island style" for the night, complete with hibiscus necklace and colourful dress. Photo: Jim Fairburn.





On a recent visit to Rakiraki, Viti Levu, Fiji's Chief Minister, Ratu Mara, was garlanded by tiny Kumari Veena, of the Naria Bharteeya School, Ra. For her big moment, Kumari was more than glad Ratu Mara was seated—it solved a height problem.

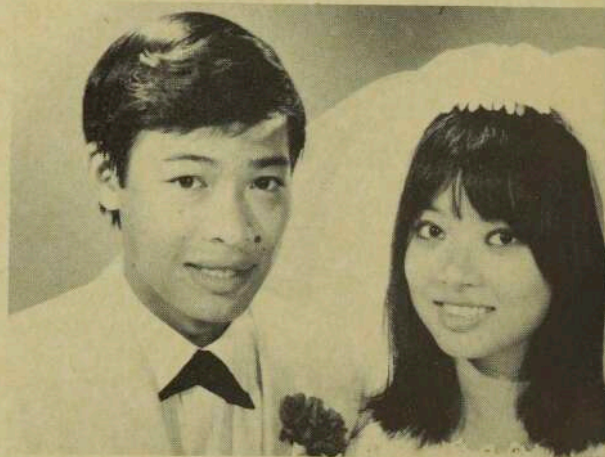


During the recent Fiji Governor's tour of the northern division, a very small Fiji miss, dressed in traditional masi costume, presented Lady Jakeway with a bouquet at Saqani village. Watching are Sir Derek, and his ADC, Flight-Lieutenant B. Gilliver.



Miss Christine Piethe, P-NG's first American Field Service Exchange student, was to leave Port Moresby in August for her home at Detroit, US, after three months study at Port Moresby High School.

Photo: Chin H. Meen.

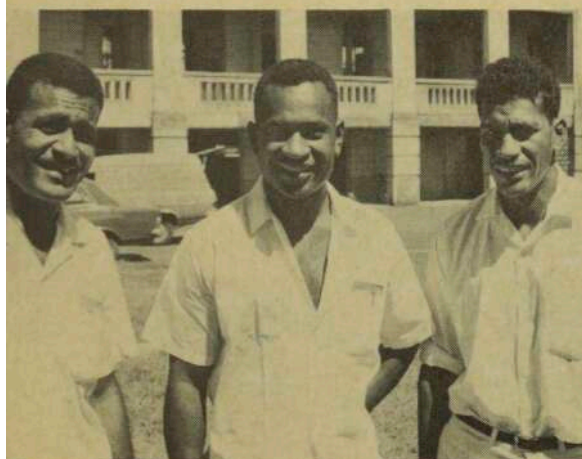


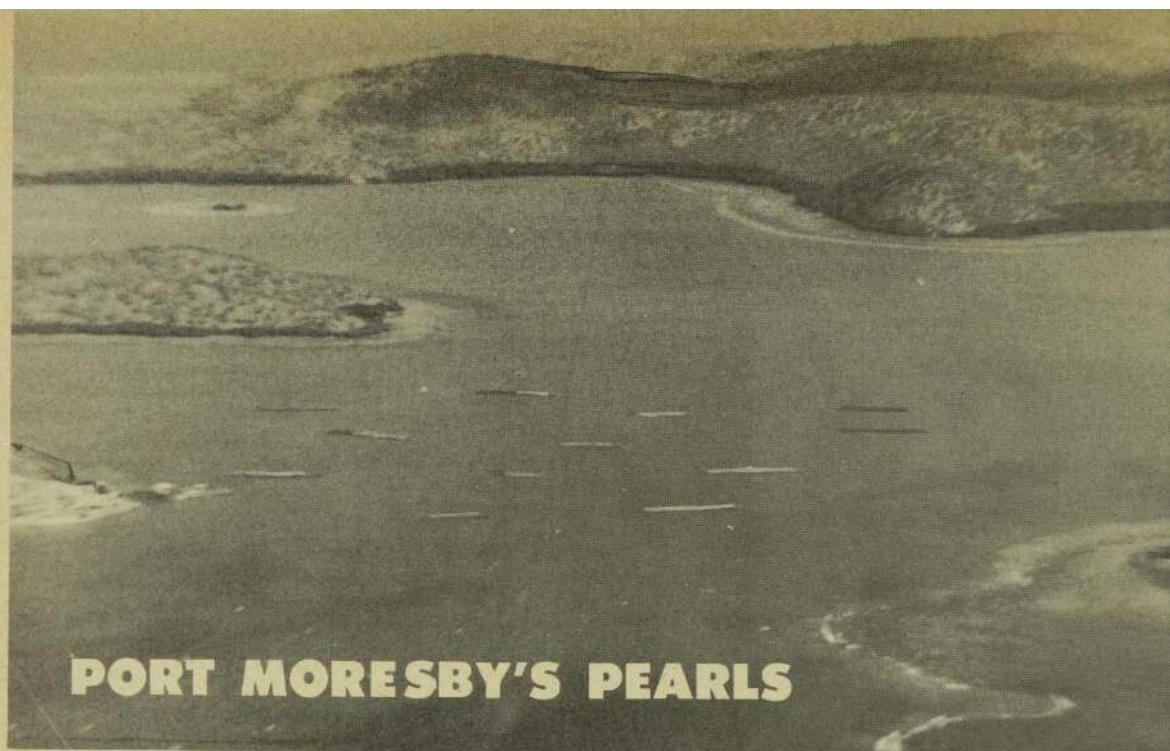
Over 700 guests attended the recent wedding reception of Miss Janet Wong, eldest daughter of Mr. and Mrs. Wong Yuk Chee, of Lae, to Mr. Daniel Wong, eldest son of Mr. and Mrs. Wong Kam Fai, of Rabaul. After a honeymoon in Hong Kong and Japan the couple planned to live at Port Moresby.

Photo: Chin H. Meen.



LOVE, twenty-year-old Apenisa Hing, of Tamavua—Fiji's first . Adonis, Senior—lives up to the traditional proportions of his mythical Greek namesake. Perhaps his job at the Suva slaughterhouse keeps him in trim. The Adonis competition was run by Char-n's All Races Club, and Apenisa's prize was presented by club asuer Mr. W. W. Bentley. ABOVE RIGHT, John Ovia, of Hisiu, oua, newly-graduated Army fitter, turner and vehicle mechanic, congratulated by his proud sister, Leotina. The Acting Commander, NG Command, Colonel B. B. Hearn, presented 27 other soldier graduates with certificates in a recent ceremony at Port Moresby. LOW RIGHT, Terry Akins, who currently operates a Sydney travel agency specialising in Fiji. Last year she spent several months on staway Island resort, off Lautoka, working for the resort's manager, . Dick Smith. BELOW, Maretoni Lawakeli, Joeli Ramanu and Taniela isau (left to right)—three Fiji geological assistants in the Solomons carrying out geological work (picture by Rob Wright).





Business and Development

PEARLS COULD BRING BIG MONEY TO P-NG

From YVONNE BLAKENEY, in Port Moresby

The pearl—of the “teardrop of the moon” to give it its legendary Japanese name—has provided P-NG with a new, million dollar industry. Next year, the first pearls produced by a farm in Fairfax Harbour, five miles across the bay from Port Moresby, will be sold on the Moresby market.

Set against a backdrop of barren hills that characterise the Moresby area, the farm is a 400-acre water base operated by Pearls Pty. Ltd., Australia.

Port Moresby managing agent for the company, Mr. Neville Barnes, said that the pearls would be sold as gems, not jewellery, and that the price could vary from \$100 to \$200 each.

He said: “Practically all our production will be sold through the Japanese pearl market but a small quantity will be marketed through E. Barnes Trading Company Pty. Ltd., mainly to private local buyers who have expressed interest in obtaining some locally-grown pearls. “If successful, we will examine the possibility of using other outlets.”

The pearls produced during three years of tests have been equal to the world's best. They have soft warm colours and a very smooth surface. They range in size from 11 to 15 millimetres.

The industry will give a big boost to the territory from overseas exchange earnings, taxation and employment. Forty New Guineans are now being trained in many aspects of the pearling industry and their number should increase to 60 within a year.

Six Japanese are now carrying out the more detailed and technical activities and are helping to train the indigenous workers.

General manager of Pearls Pty. Ltd., Australia, Mr. H. Iwaki, surveyed the New Guinea waters early in 1965 and found conditions in Fairfax Harbour similar to those

at Kuri Bay, Western Australia, where there is a large pearling station.

Temperatures, salinity, tidal movements and the type of plankton were all tested with favourable results. Conditions were also similar to those in Burma where some of the world's best pearls are produced.

Ideal

Therefore, Mr. Iwaki felt that Fairfax Harbour was an ideal place to extend pearling activities. A thousand oyster shells in which nuclei had been inserted were shipped from Western Australia to New Guinea and tests were started.

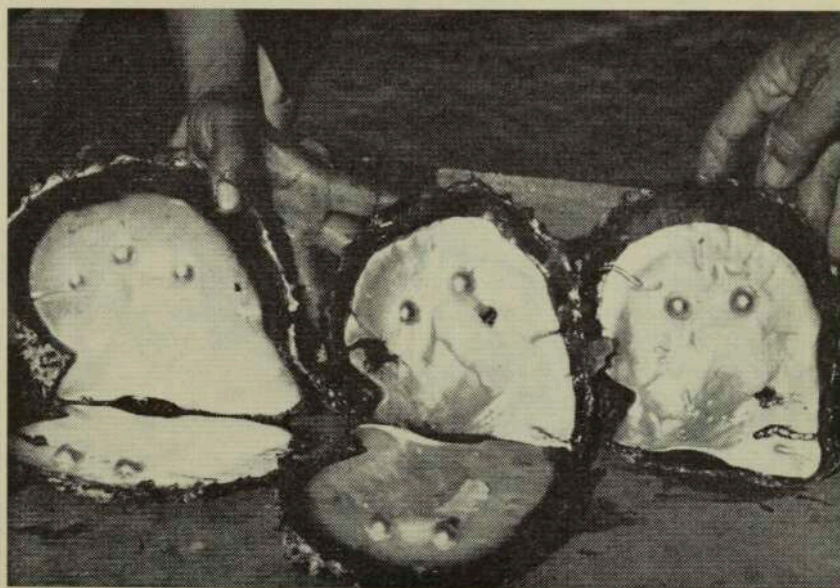
Results from the first harvest verified Mr. Iwaki's judgment in selection of a site, and a further 6,000 shells were imported in 1966.

Periodical tests showed good results and progress. Early in 1967 the company decided to go into full production with a further consignment of 50,000 shells.

Setback

Then the first setback occurred. There was a severe attack by the Polychaete worm which burrows into the shell and weakens the oyster. The worm caused heavy losses before it was brought under control by early 1968. A further 70,000 shells were then installed in the farm.

The Administration was enthusiastic



OPPOSITE: Top, the pearl farm of Pearls Pty. Ltd., Australia, from the air. Work sheds and living quarters are on the promontory at left. In Fairfax Harbour can be seen the rafts from which the oyster baskets hang. Bottom, Mr. Yasuo Yamamoto, Port Moresby manager of Pearls Pty. Ltd., Australia, inspects half shells. THIS PAGE: Samples of well-formed pearls produced by the company.

about the new project, and gave much assistance in the initial stages.

The pearl farm consists of 12 long, grey teak rafts floating on drums in the protected waters. From these rafts, baskets containing the oysters are suspended. Made from teak saplings cut from New Guinea forests, the rafts are about 100 ft long by 50 ft wide.

Worksheds and living quarters for the workers have been built on a nearby barren promontory. Fresh water from Port Moresby is brought across the harbour by a pipe $4\frac{1}{2}$ miles long.

To the casual visitor, there is little to indicate great expense, but the

company has invested half a million dollars in equipment, reclamation, buildings, rafts and oysters.

The harvesting season for the round cultured pearls is between November and December.

The oyster shells—which are about 9 in. wide—are placed in plastic covered wire baskets divided into ten compartments and are rested for six months after they have arrived from Western Australia. The baskets, attached to the rafts, are suspended at depths of between 15 to 20 ft.

After six months they are brought

(Continued on p. 112)

When a "Compliment" Turns to Tragedy

The honouring of a trusted, devoted friend by appointing him your Executor may well turn out to be tragedy for your family, and heartache for your friend. The management and planning of an Estate places on him a burden which he—however well-meaning—may not be equipped to handle. To ensure that your family's future is guarded with understanding and wisdom, it is essential that it be entrusted to people trained to do just that.

The first step is to ask for the Burns Philp Trustee brochure at any B.P. Branch. It explains why practical men and women appoint a professional Executor and so place full responsibility where it belongs in the capable hands of Burns Philp Trustee.

Executive Officers at Head Office handle the business affairs of all Islands clients. A senior Executive of Burns Philp Trustee visits Papua-New Guinea every few months. Should you need urgent advice, write to the Head Office at once. You will not place yourself under any obligation.

BURNS PHILP TRUSTEE COMPANY LIMITED

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Manager: A. H. E. Furze.

Assistant Manager: J. H. L. Bathgate.

Secretary: J. M. MacCallum.

Head Office: 7 Bridge Street, SYDNEY. Box 543, G.P.O. 2001.

Telegrams: "BURNSTRUST", Sydney. Also Registered Offices at Melbourne, Brisbane, Port Moresby (Papua), Suva (Fiji) and Vila (New Hebrides).

Canberra Agent: BURNS PHILP TRUSTEE COMPANY (CANBERRA) LIMITED, Landtrust Building, East Row, CANBERRA CITY, A.C.T. 2600.



Better yields from Fiji rice

August brought an encouraging report for those dedicated to the expansion of Fiji's smaller rural industries, particularly the experimental rice-growing concerns—but it was report with a sting.

It was announced that yields in Fiji's main rice-growing areas—Rev and Navua—were up to 50 per cent more this year, compared with last year's production figures. A new variety known as FK 135 was yielding up to $1\frac{1}{2}$ tons an acre, which grown on irrigated land, and fertiliser trials were increasing yields by up to 50 per cent.

On the Dravo Development Scheme in Bau, a yield of more than $1\frac{1}{2}$ tons per acre was obtained compared with half a ton on land not subjected to fertiliser trials.

But in the latest government progress report, the Minister for Natural Resources, Mr. W. Brown, warned that Fiji would have to pay a "staggering" price for imported rice unless local growing efforts were intensified.

Mr. Brown said rice imports last year cost £F766,000. The value of local rice production was only £555,000. Fiji consumed 23,000 tons of rice in 1967, was expected to consume 25,000 in 1970 and 32,000 in 1975.

Local rice production has been hampered by the uncertain rainfall which results in late planting at low yields, but farmers are hopeful that the situation will be improved by the new high-yield varieties and new irrigation methods.

Mr. Brown said the government was planning to irrigate about 7,000 acres of rice land at Nausori.

A United Nations pilot project to irrigate another 250 acres at Nausori has been approved and a team will also carry out a three-year pre-investment study into irrigation and drainage of 8,000 acres on the Rev Plains.

In addition, the government has decided to employ a firm of overseas consultants to carry out a similar survey of the Navua Plains. The two-year survey is expected to start at the end of the year.

Third brewery for P-NG

Plans to build the P-NG's third brewery and to place a major territory vehicle distributor on an Australian stock exchange were announced in August.

Sponsors of the two projects in

and to have residents of New Guinea financing and owning most of each project. This reflects current thinking in NG that local capital should be used to develop secondary industries.

The brewery, to be built in Port Moresby, will be financed by six territorians "representing the widest possible interests". Mr. Norman White, a Port Moresby solicitor and spokesman for the six men, said that the expected cost of the brewery is 750,000.

The money would come "wholly" from New Guinea, Mr. White said. However, the brewery itself would be planned by a Japanese firm, Asahi Brewing Company, and its beer would possibly be of a Japanese style.

A company, called Papua New Guinea United Brewery Ltd., would be formed to run operations and it would be initially privately owned with a public listing on Australian stock Exchanges an eventual goal.

NG's two existing breweries are the South Pacific Brewery Ltd., of Port Moresby, and Guinea Brewery Ltd., of Lae. Both are controlled by a major Asian corporation, centred in Singapore.

PNG Motors to go public

There was more than a little public relations in the announcement by a Sydney stockbroker, Patrick and Company, that territorians would be offered 500,000 50 cent shares in the vehicle distributor, PNG Motors Ltd., of Port Moresby.

If PNG Motors can attract several territorian investors it will give the firm a favourable local image.

Patrick and Company told PIM that PNG Motors would be floated on Sydney Stock Exchange in late September or early October with a paid-up capital of \$500,000 or \$600,000 in 50 cent shares.

Earnings would be 20 per cent. and it was hoped to pay dividends of at least 10 per cent., the brokers said.

Since its foundation, under a different name, in Port Moresby in 1954, PNG Motors has prospered with NG's rapidly expanding car population. Today it has branches at Port Moresby, Lae, Rabaul and Madang and plans to set up a Mt. Hagen branch.

The company is sole distributor for the British Motor Corporation line of cars and trucks—such as the Morris, Nuffield and Riley range—and it also has the NG franchise for Jaguar and Daimler cars. Other

activities include selling petroleum products, running two fleets of taxis, panel-beating, car body making and maintaining Administration cars.

Director of operations in Port Moresby is businessman, Mr. Alan A. Morris, Chairman is Sir Donald Cleland, NG's former Administrator.

Another setback for Fiji meat

Fiji's embryonic meat exporting industry has suffered another setback through the tightening-up of meat regulations in American Samoa.

Initial consignments of Fiji meat

to Pago Pago were received with enthusiasm, but Burns Philp (South Sea) Co. has had to abandon temporarily its beef exports to the territory because of the recent enforcement of local import regulations.

A spokesman for Burns Philp in Fiji, Mr. Paul Best, explained that in order to export any more meat, the company would have to conform to US mainland requirements, which involve inspection of slaughtering and processing facilities by an official from the Department of Agriculture in Washington.

The company's export activities are being kept on ice until after the publication of a report now being



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Bougainville copper reserves quadrupled

Estimates of copper reserves at Panguna, Bougainville, have almost been quadrupled to nearly 1,000 million tons of low-grade ore—ranking the deposits bigger than all the deposits in Australasia and comparable with the world's biggest copper deposit.

Conzinc Riotinto, which has a two-thirds interest in the Panguna project, announced in late August that 500 million tons of ore with an average grade of 0.51 per cent. copper and 0.4 dwt. a ton gold were available for open-cut mining.

In addition, recent drilling has indicated another 400 million tons of lower-grade copper. Previously CRA had proved ore reserves of 230 million tons at a slightly higher grade.

While a final decision to go ahead with the mining operations has not been officially made, there is now little doubt the green light will be given. If hoped for production of 120,000 tons of copper concentrate is produced annually it will be worth \$120 million a year in exports for New Guinea.

prepared by an Australian beef expert who has studied the Fiji industry.

A ban is still in force on imports of Fiji-produced corned beef into Western Samoa. Western Samoan authorities say they cannot afford the imports, in terms of foreign exchange, and would prefer local people to buy Samoa meat and fish (see story in *Tropicalities*).

Bank of NSW for Nauru?

Two senior officers of the Bank of New South Wales, visited Nauru in August to examine the prospects of establishing a branch of the bank which could supply full trading and savings bank facilities in the Republic. The only banking services at present available in Nauru are those of the Commonwealth Bank agency conducted by the post office. This results in large sums of money having to be carried around by hand, and business often becomes a cumbersome process.

In recent months several overseas financial corporations, including American interests wishing to build a hotel, have taken close looks at Nauru.

Fiji will change Customs system

Fiji will have more than decimal currency to confuse its business community next year. The government has announced that a new Customs tariff system—the internationally-used Brussels Nomenclature, already adopted by about 100 countries—will be introduced in January. The change-over, a government release hinted, will not be easy.

"Although it is based on precision of definition and relative simplicity," it said, "any system which aims to classify all goods in international trade must, of necessity, be somewhat complex."

"Nevertheless, it is considered that the system is the most simple method of doing what it sets out to do."

Which, beneath the verbosity, seems to be one way of saying the new system is the best of a bad lot.

Vavau copra progress

For the first time in seven years, Vavau has regained its position as the top copra-producing island group of Tonga, ahead of its two rivals, Tongatapu and Haapai.

Vavau was hit by a severe hurricane in 1961 which in two years minimised copra production from 4,764 tons in 1960 to 150 tons in 1962. Latest figures, for 1967, reveal production of 2,704 tons—a good recovery.

By clearing allotments for Tonga's coconut rehabilitation scheme, Vavau producers have been largely responsible for the comeback. The early 1970's should see 1960 figures equalled again.

With vanilla bean growers increasing planting on Vavau—and receiving \$4.20 f.o.b. per lb—Vavau could be heading for prosperous times.

Commerce briefs

- Australia's 1968-69 government grant to New Guinea is \$87 million, \$9.4 million, or 12 per cent. more than in the previous year. In addition, Australian departments, such as Commonwealth Works, Army and Aviation, will spend \$23 million, making a total of nearly \$110 million provided for the territory in the Australian budget.

- "Indications" of copper and nickel have been located by the Australian Bureau of Mineral Resources in the south-western area of New

Guinea's Sepik River, on a tributary of the Frienda River, north of Telefomin and about 56 miles east of the West Irian border. In a prospective area of about eight square miles, traces of porphyry copper were found by a bureau mapping team recently and during the same mapping operation, the team located 400 square miles of ultrabasic rocks which are usually associated with nickel.

- Three separate lots totalling 1,374 crocodile skins from the Western District of Papua were recently sold at Daru to two buyers, Mr. George Craig, of Daru, and the Horiushi Trading Company, of Japan, for over \$25,000. The skins, mainly freshwater belly types, came from Lake Murray, Kiunga and Morehead.

- In late August the Oil Search Ltd. and Esso Exploration's first well on Ini Island, in the Gulf of Papua, had reached a depth of 6,401 feet and was testing a "gas flow" encountered at 6,380 feet. Drillers were hopeful because Ini is less than 13 miles from where huge gas flows were tapped earlier this year.

P-NG copra growers will get more

New Guinea copra growers will receive an extra \$A29.69 for every ton of copra they delivered to the P-NG Copra Marketing Board during 1967 as a final price distribution payout.

With deliveries of copra to the board in 1967 totalling 108,114 tons, the extra payment will cost the board over \$3.2 million.

The \$29.69 does not include a bounty of \$2 per ton paid by the board during the first half of 1967 and a similar \$3 bounty per ton paid during the last half of the year.

Generally, NG growers seemed satisfied with this final \$29 payment, which is greater than similar payments made by copra bodies in other Pacific Islands territories.

Since NG copra prices are not keyed so tightly to day-to-day changes in world prices as, for example, Fiji and the Cooks, the policy of the board has been to pay prices well below world ruling rates and build up its own reserves, making final payments from accumulated reserves.

This policy was strongly criticised early this year by Mr. J. W. Grose, president of the Planters' Association of New Guinea, which represents the territory's major copra producers.

Mr. Grose had argued that growers should receive 90 per cent. instead of 60 per cent. of current world prices. The board is currently paying out about 75 per cent. of the world rates to growers.

Produce Prices

Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 9/7 Fiji; 98 French Pacific francs; 80 cents 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 as 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, £F62/5/-; 2nd grade, £F57/5/-; CAS, £F47. 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 Aug. were \$WS127 for grade one, \$WS127 for grade one sun 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. August prices to growers 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 crushers; and the balance on to the open market. Prices on Aug. 13 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 Japan. Official market price on Aug. 16 was \$85 (8,500 Pac. Francs). French price was 1,020 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 "Loaloa" varieties.

Honiara.—Live slugs, over six inches, black—six for 10c, other colours—12 for 10c.

COCOA:—Islands rates are based on Ghana prices. Ghana price on Aug. 23 was £Stg.295 per ton, c.i.f., UK Spot.

On Aug. 23, Quote No. 1: In store Rabaul, export quality \$520 per ton, ex-wharf Sydney, \$585, and steady. Quote No. 2: Best quality, ex-wharf Sydney, \$570, in store NG ports \$512 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney, on Aug. 14, was: Grade 1, £Stg.285; grade 2, £Stg.260.

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: Aug. 23, 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 34c to 35½c (ex-store Sydney).

CROCODILE SKINS.—On Aug. 23, 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.—On Aug. 23 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 Aug. 23, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—Torres Strait Pearl-shell's Assn. recently quoted these prices for MOP: AA grade, \$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 a ton (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

	July 23	Aug. 23
A. Lemon .50	.87	.85
ANG Hold. 1.00	1.00	1.00
Bali Plantations .50	.68	.78
Burns Philp 1.00	4.83	5.50
Burns Philp (SS) 2.05	3.75	3.70
Camelec .50	.58	.65
Carpenter .50	2.50	2.35
Choiseul Plntn. 1.00	3.50	3.40
C.S.R. 1.00	6.30	6.04
Dylup Plntn. .50	.73	.75
Fiji Industries 1.02	2.20	2.25
Hackshalls .50	1.75	1.75
Kerema Rubber .50	.25	.26
Koitaki Rubber .50	.62	.62
Lolorua Rubber .50	.30	.30
Makurapau Plntn. .50	.52	.52
Maribol Rubber .50	.25	.26
Plantation Hldgs. .50	.40	.45
Queensland Ins. 1.00	7.50	7.50
Rubberlands .50	.21	.21
Sogeri Rubber .50	.54	.53
Sth. Pac. Ins. .50	1.85	1.85
Steamships Tdg. .50	.84	.76
Watkins Cons. .50	.95	1.00

OIL AND MINING SHARES

C.R.A. .50	19.20	23.00
Cultus Pacific .25	.62	.60
Emperor .10	3.05	2.15
NG Gold Ltd. .35	.70	.78
Oil Search .50	1.24	1.28
Pacific I. Mines .25	.51	.41
do. rights	.25	.37
Papuan Apin. .50	.78	.62
Placer Dev.*	29.50	25.75

* No par value

Sydney stock exchange share price index for ordinaries on Aug. 23 was 609.39. On July 23 it was 616.76.

RUBBER.—P-NG price is based on Singapore rates, which on Aug. 23 were: Prompt nominal shipment 54½ Malayan cents per lb; Sept., M54½ cents per lb and Oct., 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: Aug. 23 — Papua — \$175-\$185 per ton — Honiara — 4 cents per lb, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 60c to \$1.50 a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Aug. 23 were: white and yellow label processed, standard packs, \$5.90, green label, \$5.80, c.i.f., Sydney.

UK, US QUOTES

COPRA: LONDON, Aug. 23, Philippines, in bulk, \$US220 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast, \$US192 per short ton.

COCONUT OIL: LONDON, Aug. 23, Ceylon, 1% in bulk, £Stg.156/10/- per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Aug. 23, Spot 19-3/16d Stg. lb, Sept. 19d Stg. lb, Oct. 19¾d lb.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Australian dollar on Fiji pound, buyer 2.0235, seller 2.0576. Fiji-London, £F104.5 to £Stg.100.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller \$A1 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 Aug. 23, quoted: Selling, Noumea and Papeete, 98 Pac. francs to 1 Aust.; approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc conversion rate: 1 Pac. franc equals 0.055 French franc. Paris-London: Buying 11.88 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

THE BANK LINE

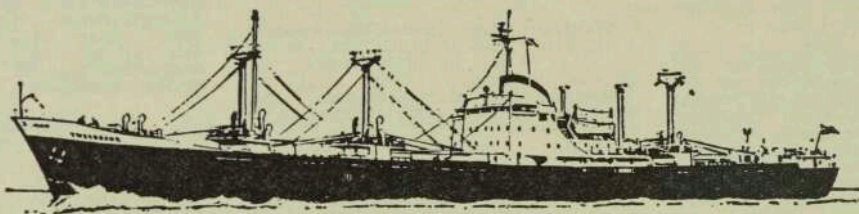
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For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.).

Cable Address: Burphil.

Tahiti. Messageries Maritimes, Papeete.

Cable Address: Messagerie Papeete.

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Shipping, Airways Information

SHIPPING TIMETABLES

AUSTRALIA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by the Transatlantic Steamship Co. Ltd., of Sweden, operates a fast cargo service, departing Adelaide, Melbourne, Sydney and Brisbane every three to four weeks for Lautoka and Suva en route to West Coast, USA, and Canada.

Details from Trans-Austral Shipping Pty. Ltd., 275 George Street, Sydney (29-2551).

Orient Overseas Line, with four cargo vessels, operates a monthly service from Adelaide, Melbourne, Sydney and Brisbane to Suva, Lautoka, San Francisco, Puget Sound and Vancouver.

Details from H. C. Sleight Ltd., 115 York St., Sydney (2-0253).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne. Calls are also made every 8-10 weeks at Sukarnapura.

Details from John Manns and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimate from Sydney to Lautoka, Suva (including transshipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Auckland. The return trip occasionally takes in Malua (Fiji) and Tauranga (NZ) for timber.

Details from Union Steam Ship Co. of NZ, 247 George St., Sydney (2-0528).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis only), Papeete (Ellinis only) to Southampton, returning via South Africa.

Details from Chandris Line, 135 King St., Sydney (28-2451).

Sitmar Line, with four liners, operates a monthly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK via Balboa, Panama, via NZ, Fiji or Papeete.

Details from Sitmar Line, 22 Bridge St., Sydney (27-4521).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Papeete or Pago Pago) to Australia and New Zealand, returning via Tarawa, GEIC (with transshipments to Majuro in the Marshall Islands) and Honolulu to Los Angeles or Vancouver.

Details from Shiptraco Sea Transport Services Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, with occasional calls at Pago Pago and Tonga.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI/COOKS - TAHITI - PANAMA - UK

Southern Cross, Northern Star and Akaroa passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

● 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.

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 Wihl. Wilhelm 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.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and Sydney.

Malekula 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 Chile 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).

Karlender 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, Gizo, Honiara, Buka and Vanimo.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

Amplex NG Lines, with the freighter Jette Bue, operates a three-weekly service from Sydney to 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 Jardin to operate fortnightly services from Cairns, Queensland, to Port Moresby and Daru, and return.

Details from Herbert S. Craig, Bc 12, Port Moresby (2728).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessel Australasia and Malaysia run monthly between Australian ports (turn round at Melbourne) and Singapore, via Port 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 Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleight Ltd., 115 York Street, Sydney (2-0253).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transhipments to Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Papeete (Western Samoa).

Details from Royal InterOcean Lines, 61 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. four "K" vessels operate a monthly cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via Z and the Far East.

Details from Swire and Yuill Pty. Ltd., Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ

Royal InterOcean Lines operate a monthly return service with the Straatjes, Straat Madura and Houtman from Hong Kong, Bangkok (opt.), Pt. Swettenham and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal InterOcean Lines, 61 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA - TAHITI - AM. SAMOA - FIJI

China Navigation vessels Chengtu and Mekiang 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 Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

JAPAN - NEW GUINEA

Mitsui Osk Lines of Japan, with six cargo vessels, operate a monthly service from major Japanese cities to major NG ports, and return.

Details from McIlwraith McEacharn 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

The Union Steam Ship Co. passenger/cargo vessel Tofua departs from Auckland every month 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).

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 - TAHITI - UK

New Zealand Shipping Co. Ltd.'s vessel Rangitoto, operating between NZ and UK, via Panama, makes an occasional call at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ, or P and O, Sydney (2-0317).

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

Tonga Copra Board vessel Niuvaka operates a 49-day passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia) Pty Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedat Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia) Pty Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on 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).

● PIM's shipping and airways timetables are correct to time of publication.

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. (Sept. 15, 29): 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. (Sept. 8, 22): 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. 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.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "FIJI MARU" V-20

Dep. JAPAN October 30.	*LABASA November 23-24.
GUAM November 4-5.	LAUTOKA November 25-26.
PAGO PAGO November 16-17.	NOUMEA November 29-30.
APIA November 17-18.	VILA December 10.
SUVA November 21-22.	SANTO December 11-12.

* Subject to cargo inducement.

Heavy lift and reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Samoa Maru", V-10, End November.

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.

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.

NOTE: PanAm will begin two new return trans-Pacific flights from September 6. New schedules will include four non-stop flights Honolulu-Sydney weekly. For details, see your nearest PanAm office.

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. Auckland 2359, arr. Papeete 0645 Mon., dep. 0745, arr. Los Angeles 1830.

Thurs.: Dep. Auckland 2145, arr. Honolulu 0800 Thurs., dep. 1000, arr. Los Angeles 1755.

Sat.: Dep. Los Angeles 2359, arr. Papeete 0510 Sun., dep. 0610, arr. Auckland 0950.

Sat.: Dep. Auckland 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.

NOTE: From October this service will be twice a week.

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

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

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.

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)

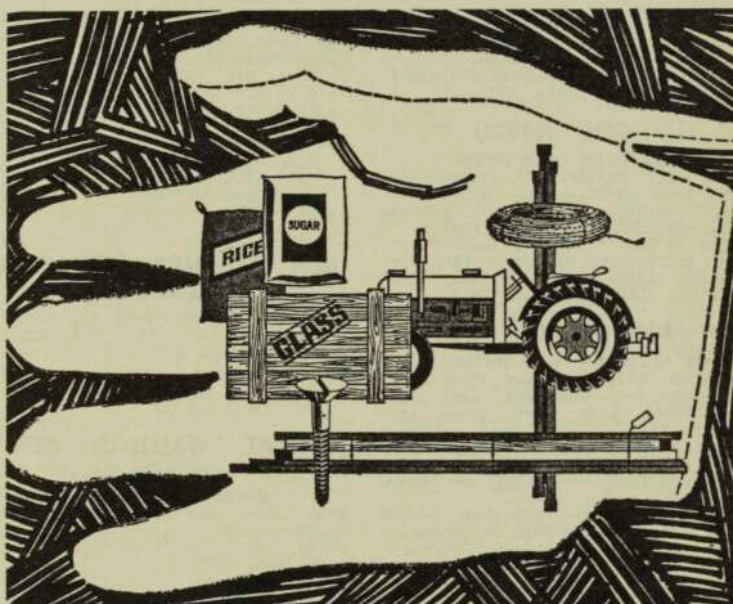
Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Date-line), arr. Pago Pago 1445.
Wed., Fri.: Dep. Pago Pago 1600 (cross Date-line), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

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.

AUSTRALIA-WEST PACIFIC LINE



KID GLOVE SERVICE

Exporters/Importers. Your cargo to and from Papua/New Guinea is assured "Kid Glove Service" when entrusted to Australia-West Pacific Line.

By advanced, modern techniques in cargo handling, the proven service of A.W.P.L. is still second to none in the Papua/New Guinea Trade.

Your cargo is treated V.I.P. when shipped A.W.P.

For further enquiries, please contact A.W.P.L. Agents:—



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dep. 0700 Wed., arr. Papeete 1500.
Alt. Sun.: Dep. Papeete 1900, arr. Easter
Is. 0700 Mon. (24-hour stopover), dep.
0700 Tues., arr. Santiago 1900.
NOTE: Schedules have been cut down
on Tahiti-Easter Is. connections.
Details from Mr. J. Federer (31-4366),
Sydney; or Tahiti Tours, Papeete.

FIJI - GEIC - NAURU

FIJI AIRWAYS (with HS748)
Alt. Sun. (Sept. 8, 22): Dep. Suva 0600,
arr. Nadi 0635, dep. 0720, arr.
Funafuti 1020, dep. 1105, arr. Tarawa
1435, dep. 1520, arr. Nauru 1650.
Alt. Mon. (Sept. 9, 23): 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. 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.

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PANAM (with 707's)
Tues.: Dep. Honolulu 1200, arr. Pago Pago
1610, dep. 1655, arr. Papeete 2045.
Tues.: Dep. Papeete 2230, arr. Pago Pago
0040 Wed., dep. 0130, arr. Honolulu
0735, dep. 0900, arr. Los Angeles 1655.

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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)
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Wed. (Sept. 11): Dep. Noumea 0800, arr.
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Thurs. (Sept. 12): Dep. Wallis 1100, arr.
Noumea 1630.

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Wed.: Dep. Honiara 0740 for Munda,
Buka, Rabaul, Lae, Pt. Moresby, arr.
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1955, dep. Mon. 2345, arr. Papeete
Thurs. 0500.
Thurs.: Dep. Papeete 0900, arr. Los
Angeles 1955, dep. Thurs. 2345, arr.
Papeete 0500.
Sat.: Dep. Papeete 0700, arr. Honolulu
1225, dep. 1355, arr. Los Angeles 2150,
dep. Sat. 2345, arr. Papeete 0500.

PANAM (with 707's)
Thurs.: Dep. Los Angeles 1300, dep. Hono-
lulu 1630, arr. Papeete 2155.
Fri.: Dep. Papeete 0800, arr. Honolulu
Fri. 1320, dep. 1500, arr. Los Angeles
2255 Fri.
Sat.: Dep. San Francisco 2200, dep. Los
Angeles 2359, arr. Papeete 0510 Sun.
Mon.: Dep. Papeete 0745, arr. Los Angeles
Mon. 1830.
Tues.: Dep. Papeete 2230, arr. Pago Pago
Wed. 0040, dep. 0130, arr. Honolulu
0735, dep. 0900, arr. Los Angeles 1655.
Tues.: Dep. Los Angeles 0830, arr. Hono-
lulu 1040, dep. 1200, arr. Pago Pago
1610, dep. 1655, arr. Papeete 2045.

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1100.
Mon.: Dep. Tonga 1200, arr. Apia Sun.
1510.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC3)
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arr. Wallis 0835 Fri., dep. 0855, arr.
Nadi 1200.
Fri.: Dep. Nadi 1245, arr. Wallis 1545,
dep. 1600 (cross Dateline), arr. Apia
1840 Thurs.
Thurs.: Dep. Apia 0800 (cross Dateline),
arr. Nadi 1200, dep. 1245 Fri., arr.
Apia 1840 Thurs.

INTERNAL SERVICES

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Fiji Airways, with Herons, DC3's and
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Savusavu.
Details from Fiji Airways, Victoria
Parade, Suva.

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Korolevu, Nadi and Nausori.
Details from Air Pacific Ltd., Suva
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Papuan Airlines Pty. Ltd., with DC3's and Piaggios, operates regular services to Aroa, Ballimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Sorona, Tapini, Vivigani, Wanigela and Wotape.

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Air Caledonie, with Twin Otters, Herons and Aztecs operates regular services to Hienghene, Houailou, Isle of Pines, Isle Duen, Kone, Kouaoua, Koumac, Lifou, Mare, Noumea, Ouvea, Poindimie, Touho, Yoh.

Details from Air Caledonie, Noumea.

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Air Melanesia, with Drovers, operates regular services to Anietyum, Epi, Tromanga, Lamap, Longana, Norsup, Santo, Tanna, Tongoa and Vila.

Details from Air Melanesia, Vila.

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Details from Solomon Islands Airways Ltd., Box C25, Honiara, BSIP.

RAMBLER'S GUIDE TO NORFOLK ISLAND

\$1.00 at bookstalls or from Pacific Publications Pty. Ltd., Box 3408, G.P.O., Sydney (plus 15c postage).

FIJI POLITICS

(Continued from p. 24)

They announced they would fight outside the council for a new Constitution, a common roll, removal of British control and European dominance, and early self-government and independence. They appealed to the United Nations, and demanded that a UN committee be allowed to come and assess the situation.

They rejected a Government appeal for them to return to the council. Their seats were then declared vacant and this by-election for the nine seats (within the Indian community only) is being taken.

The Alliance Party organisers claim they will now cut down the Federation Party vote, and even win one or two seats. But neutral observers expect that the Federal Party will retain all nine seats.

Valuable help

The non-Federation Indians — mostly educated men—are giving the Alliance valuable help; but although the Alliance Government now stands high in public esteem (Ratu Mara has done an excellent job as Chief Minister), the party finds it difficult to reach the majority of the semi-literate Indians from whom the Federation gets its major support. These people are shut off by the barriers of language and ignorance. They accept the Federation speakers' promises, such as, easier access to Fiji-owned lands; a review of the Constitution, and introduction of the

common roll; the end of European domination of the council, to be followed by the ousting of the British control of the government, and independence; a challenge to the "power" of the Australian corporations now operating in Fiji; a bigger and better life for Fiji's 250,000 Indians.

Re-election

Most of what is practicable in this is already in the policies being activated by Ratu Mara's administration.

The re-election of the Indian Opposition (one of the nine has since resigned from the Federation Party and will be an Alliance candidate) may not take the political situation in Fiji any further.

It would mean that 60 per cent. of the Indian vote had gone to the Federation, but on the last election figures it appears that practically the whole of the remainder of Fiji's multi-racial population supports the present government, which in any case would not be changed.

And the question is, if the Federation Party members get back, what can they do other than a further boycott and a further trial of strength?

Fiji just now, superficially, appears to be prosperous. The colony is packed with tourists, and their money spreads to many places.

If the Alliance Government can get an overall 35 to 40 per cent. of this by-election vote, the politico-economic situation can be regarded as safe.



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DEATHS OF ISLANDS PEOPLE

Judge Ralph T. Gore

Another of the famous Australian "Old Timers", who gave Papua and New Guinea distinction and a flavour to the quarter-century between the World Wars, has passed on. Judge Ralph Thomas Gore, CBE, who had been living in Southport, Queensland, since his retirement in 1962, died in Brisbane on August 1, aged 79.

He was born in NSW, educated in Brisbane, and joined the Crown Law Office in Port Moresby in 1924, when Mr Hubert Murray was trying—with an infinitesimal budget and a tremendous belief in humankind—to make an orderly State out of Papua's half million primitive Melanesians. He was identified with the Murray administration while New Guinea still was a "Mandated Territory", and in no way associated with Papua.

No man in Papua was better known or more highly respected than Ralph Gore—not even Murray himself. He became Judge Gore in 1928, and was chief of Papua's legal system right up until the Japanese invasion in 1942; and after the war he returned to the Bench of what is now the Territory of P-NG.

A biographer wrote of him in 1965: "A kindly tolerant man, rich in wisdom and learning, who like any other Australians devoted his life to the service of a people whose destiny is inextricably involved with their own."

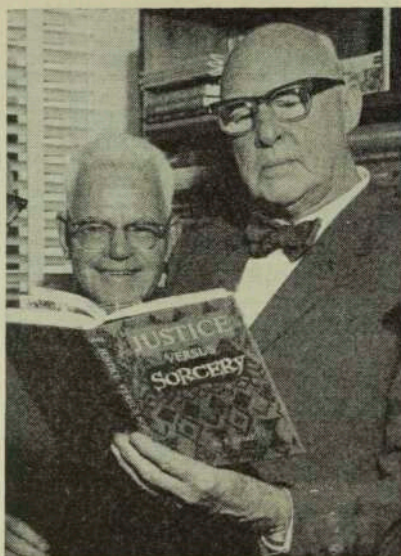
Judge Gore became an Associate of the Chief Justice of Australia in 1915. He was called to the Queensland Bar in 1916; and was engaged in private practice until he went to Papua in 1924. In 1916, he married Miss Mabel Shand, daughter of the well-known Warner Shand, and she shared his public life in Papua and lived with him to Southport in 1962. The Judge was awarded the CBE in 1953; and his many friends insisted that he had truly earned a higher distinction to crown his long, useful career.

Judge Gore wrote his autobiography after he retired. *Justice versus Sorcery* was published in 1965. In it there are many indications of his deep and sympathetic understanding of the New Guinea mind and outlook.

Mr. C. E. Best

Mr. Clyde Edwin Best, one of the best-known identities in Fiji shipping circles, has died in Suva, aged 79.

Mr. Best, who was born in Australia, went to Fiji in 1909 and



Judge Gore (right) with Mr. Ivan Champion.

joined Henry Marks and Co. He worked for Morris Hedstrom Ltd. at Lautoka before becoming a Customs and shipping agent, and was then with the Union Steam Ship Company until 1942, part of the time as the Lautoka manager.

Following his retirement from USS he joined Williams and Gosling Ltd., where he remained until forced to leave through ill health.

Mr. Best was a keen sportsman, excellent rifle shot and strong supporter of the Lautoka and Suva Bowling Clubs. He was a life member of the Lautoka Club.

Ex-members of the old Fiji Defence Forces knew him as Captain Best—he was commissioned in 1922.

Mr. Best leaves a widow, Viti, twin daughters, Mrs. Mattie Edmunds, of Broadbeach, Queensland, and Mrs. Podge Wardrop, of Lautoka, and a son, Philip, of Suva.

Mr. Robert Narruhn

Mr. Robert Narruhn, a long time trader in the Pacific Islands and the grandson of one of the first Europeans to settle in the Line Islands, died recently in Suva. He was 78.

Born on Ponape, Caroline Islands, he spent several years on Jaluit and Likiep in the Marshalls. When the Japanese forced many Europeans to leave the Marshalls during World War I, he moved to Butaritari.

In 1922, Mr. Narruhn joined Burns Philp (South Sea) at Tarawa, later transferring to a BP store at

Butaritari. He also did 12 months work aboard the BP trader *Mauno*.

Shortly after 1941, he left Butaritari to avoid the Japanese invasion, and in 1943 he was in Suva, working for BP. He left BP in 1961 after nearly 40 years' service with the company.

Mr. Narruhn stayed on in Fiji and took a temporary job for a short time at Suva's Club Hotel.

His brother Fred, who was decorated by American forces for gallantry against the Japanese on Makin Atoll, Gilberts, in 1943, lives in San Francisco. Three of his four daughters live in Suva, and one in the US. A son, Fred, lives in the Marshalls, and two other sons live in the US.

Mr. Narruhn's grandfather came from Germany, and his father moved to the Marshalls from the Line Islands in the late 1800's and married one of the De Brunn family.

Mr. Emile Ohlen

Mr. Emile Ohlen, who served in the New Hebrides contingent of the French Pacific Battalion in World War I, and later spent about 27 years in the New Hebrides as a marine engineer and plantation manager, has died in Sydney. He was 76.

Born in New Caledonia, he served as an engineer on Messageries Maritimes ships before 1914. After war service he moved to Vila as chief engineer aboard the *Victory*, the touring vessel of the French Resident Commissioner.

From 1925 to 1928 he operated an engineering workshop in Vila, but in January, 1928, the workshop was burnt down in a fire which broke out in the nearby French store of CFNH.

After that Mr. Ohlen worked on plantations, and for several years managed a plantation at Port Havannah and another plantation at Tagabe.

He left the New Hebrides after World War II and settled in Sydney, but he always remained interested in condominium events.

Mr. John Mansakau

Mr. John Mansakau, a chief of Tongoa Island and the son of "Sandy" Mansakau, a former British police sergeant in the New Hebrides, died recently in Vila after a long illness.

Chief Graham Kalsakau, of Vila, and Islanders from Tongoa, Paama and Emae attended his funeral at Vila.

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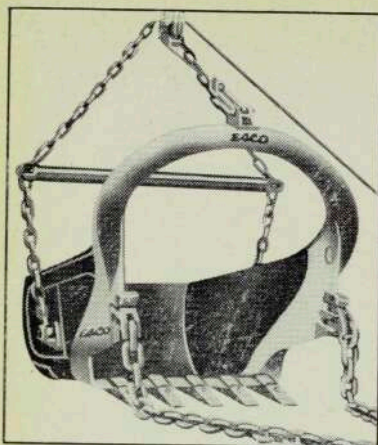
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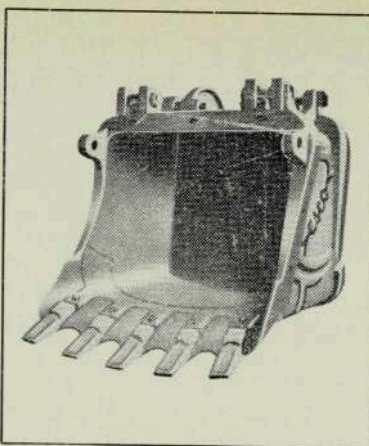
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ACIFIC ISLANDS MONTHLY—SEPTEMBER, 1968

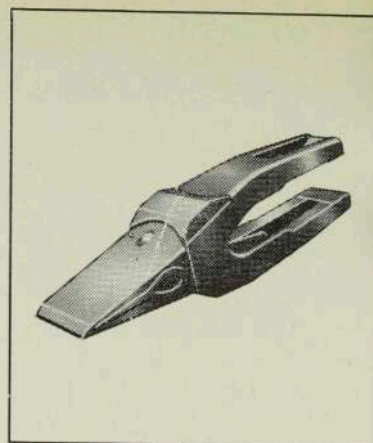
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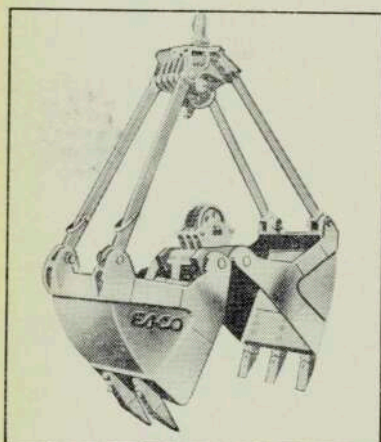
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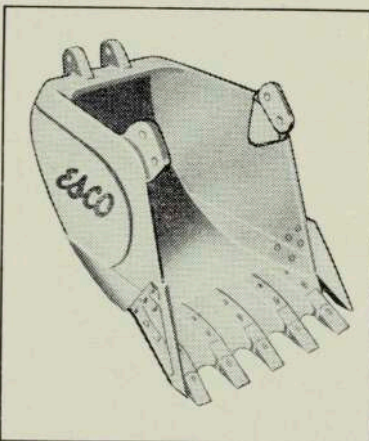
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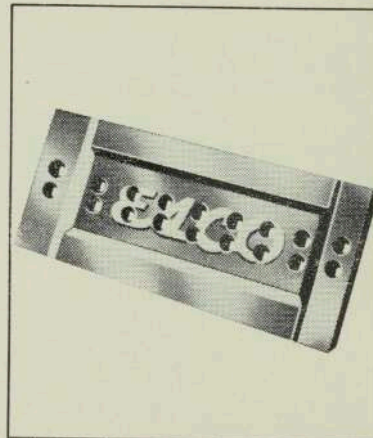
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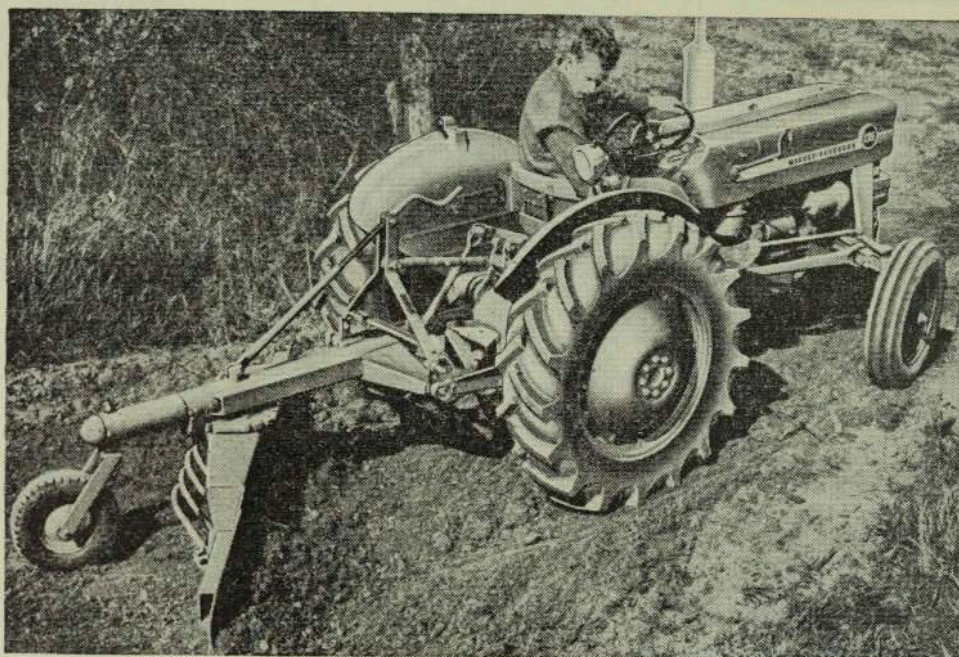
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MF551/R

THE PRACTICAL PLANTER



This brooder was made from cocoa wire and hardboard housing. With proper diet and clean water, chickens are easy to raise in West Samoa, and need no expensive or elaborate equipment. — Photo: R. F. Rankin.

Poultry can thrive in the Islands

Poultry is a natural for the Pacific Islands. Egg production can be sustained at a higher level for longer periods in the tropics than in temperate zones. In Apia, where 10 years ago the poultry industry was virtually non-existent, three commercial farms now supply the needs of the town's 20,000 people.

There is one big drawback to profitable poultry production in Samoa, though, a drawback which makes it difficult for poultry products to compete with overseas poultry: most poultry food, except grit, has to be imported, and it is very expensive.

R. F. Rankin writes about local conditions in Apia:

Work on local poultry foodstuffs starting this year at the Regional College of Tropical Agriculture at Lafua by FAO livestock expert Dr. Reddy. The results of his investigations could have a profound effect on the poultry industry throughout the islands. Dr. Reddy is confident that palatable and nutritious mash can be produced economically from local grains and meals.

Bigger

If he does make this breakthrough the poultry industry in the South Pacific will become much bigger than it is at present.

In Samoa, most local farmers import their day-old chicks from New Zealand, Australia or Fiji. Restrictions against Newcastle disease prohibit the importation of higher producing lines from the USA and England.

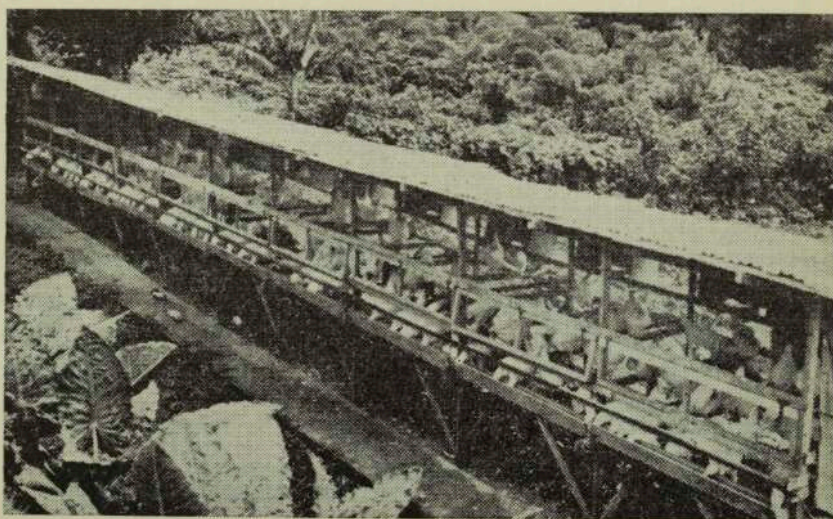
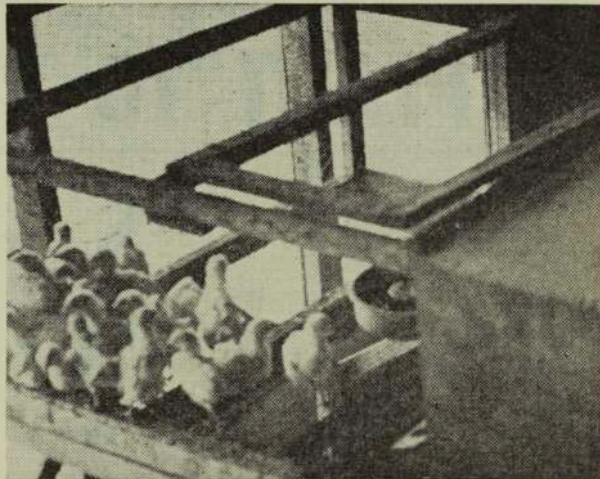
Peter Plowman, a leading Western Samoan poultryman whose farm has been praised by overseas experts, is

now hatching his own chicks and getting a successful dual purpose breed from a cross between Australian Rhode Island White roosters and White Leghorn hens.

It does not seem to make much difference what breed is imported—all the breeds and their crosses seem to lay and thrive equally well.

With imported foodstuffs specially

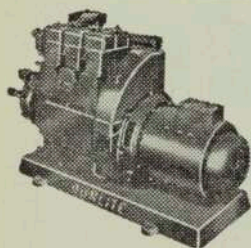
One of Peter Plowman's laying houses. Running water is provided in the trough that can be seen just above the food trough. Laying boxes are at the rear. The house is divided into 6 ft by 8 ft compartments with up to 30 pullets to each compartment. Mr. Plowman keeps his breeders in a similar house with 12 hens and a rooster to each compartment. Three muscovy ducks can be seen on the concrete path towards the far end of the house. They thrive on the mash that falls to the ground, and they have almost eliminated the fly problem. These quick-growing table birds breed abundantly. — Photo: R. F. Rankin.



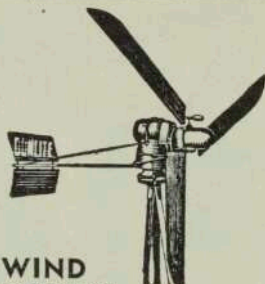
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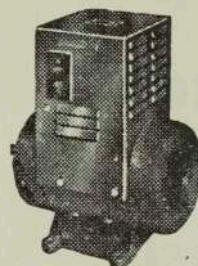
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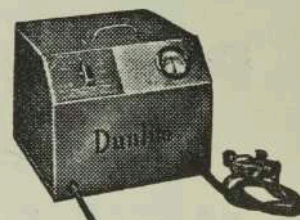
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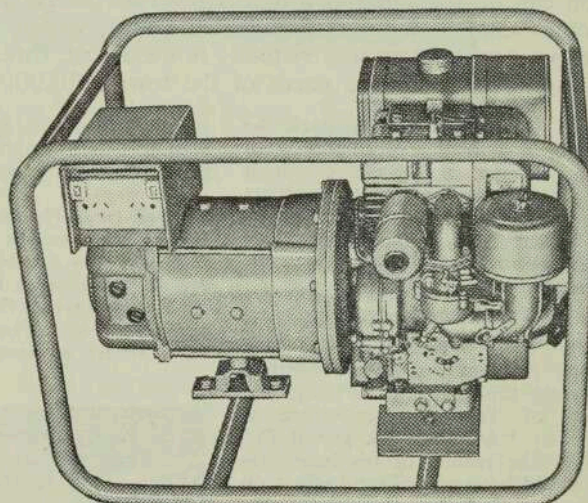
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Peter Plowman with one of his handsome Rhode Island White roosters. Mr. Plowman is producing a dual purpose breed by crossing these roosters with White Leghorn hens.

mixed for each stage of growth, raising the chickens is straightforward. Most are kept in 6 ft x 3 ft brooders made of cocoa wire and hardboard housing. They are rat-proof (rats present quite a problem to Islands poultrymen) and heated for the first few days of a chick's life by an electric bulb.

All the commercial farmers in Samoa keep their birds off the ground at all stages of their life. Some put the pullets into imported battery cages when they are nearing the laying stage. Others keep them in home-made wire pens a few feet off the ground. Results seem equally good.

With the big advances in pasture management in Samoa in recent years, it seems that open range would provide even more economic results, but this has yet to be tried.

Whatever the method, the industry is not going to show any big advances until food costs are cut substantially by the use of local ingredients.

DON'T THROW AWAY that old dish drainer that has been discarded from your kitchen, even if it is rusty. Paint it up, and it will make a handy carry-all in which to place odd tools for a particular job.

Practical Planter

● The fifth in a series of articles on spices. Further information on cardamom, or any other spice mentioned in the series, may be obtained from The Tropical Products Institute, 56-62, Gray's Inn Road, London, WC1, which supplied PIM with this article.

Cardamom requires shade, height and moisture

The cardamom plant (*Elettaria Cardamom Maton*) requires elevation, moisture and shade. In Southern India and Ceylon it grows in jungles at altitudes of between 2,500 ft and 5,000 ft with an average temperature of 72 deg. Fahr. and an average yearly rainfall of 120 in. The shade provided by the jungles is particularly important.

The soil should be rich, with a high humus content (swampy ground is suitable). Loamy soil, as used for pepper, is quite satisfactory, and cardamom is often planted as a secondary crop alongside pepper. In some areas it is grown with coffee.

The first harvest can be gathered in the fifth year. Production may continue for eight years, after which the planting has to be renewed.

The plants are propagated either by division of the rhizomes (bulbs) or by seed growth in beds and nurseries (though the seeds germinate very slowly). If rhizomes are used, the soil is thoroughly cleaned, and holes are dug 12-15 in. deep, 1½ to 2 ft wide and 7 ft apart in both directions. In Ceylon, cardamom is propagated mainly by seedlings which have been in a nursery for about a year.

Smaller quantities

Harvesting takes place principally in February/March and August/September, but smaller quantities can be obtained throughout the year, at two-monthly intervals. The capsules are gathered from the stems just before complete maturity when still somewhat green but beginning to turn yellow. If left on the stems to ripen, the capsules split and eject the seeds.

It is now the practice to cut off each fruit carefully with scissors, a portion of the pedicel being left attached to each capsule. (It was formerly the custom to pull off whole racemes of fruit, but this was wasteful because not all fruits ripen together). The yield is from 150 to 300 lb of cardamoms per acre.

The capsules are prepared for the market by drying, or curing, which can be done in two ways. The oldest, and cheapest method is to dry the fruits slowly on mats by exposure to

the sun. Care is necessary, since too rapid, or excessive, drying may cause the capsules to swell, burst and lose their seeds. Sun-drying also bleaches the capsules to some extent.

Higher price

The other method of drying is to use kilns. Kiln-dried cardamoms retain their green colour, are less liable to split and fetch a higher price than the sun-dried spice. However, they must be thoroughly dried, otherwise they may become mouldy in course of shipment. Fresh cardamoms lose about 75 per cent. of their weight on drying, but the precise amount varies, as some types are moister than others.

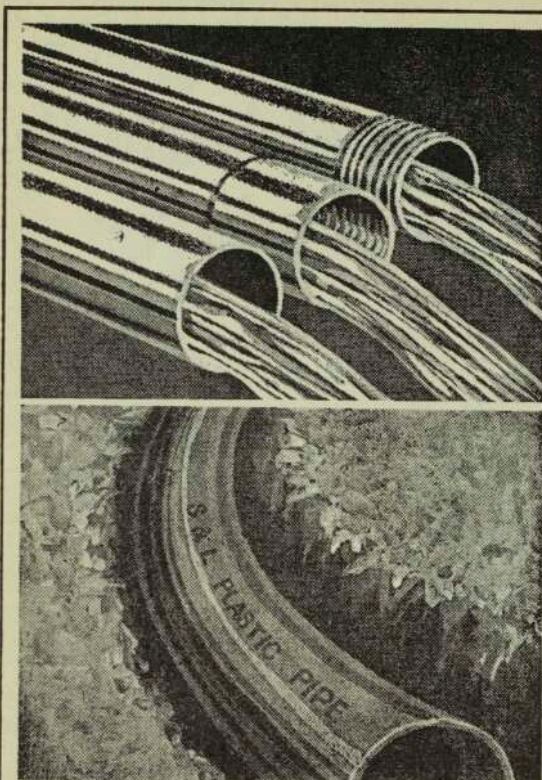
In India, completion of drying is judged by weight loss, the standard loss for any particular locality having been determined by practical trials. Commercial cardamoms contain about 10 or 11 per cent. of moisture.

In the Indian kiln, the cardamoms are dried on bamboo floors, while in the Ceylon kiln, the drying trays are timber-framed with wire mesh or hessian bottoms.

Great importance

The main objective in drying cardamoms is to prevent the capsules from splitting, and thus exposing the seeds to the atmosphere. The seeds contain the bulk of the volatile oil in the spice (averaging about 6 per cent.) but the seed-vessel contains very little. Exposed seeds lose their volatile oil fairly rapidly—as much as 30 per cent. in eight months—whereas the loss from the whole, unsplit fruits is very slight in the same period.

Apart from this, the trade attaches great importance to the external appearance of the capsules themselves, which may be either green or bleached. Green cardamoms are most



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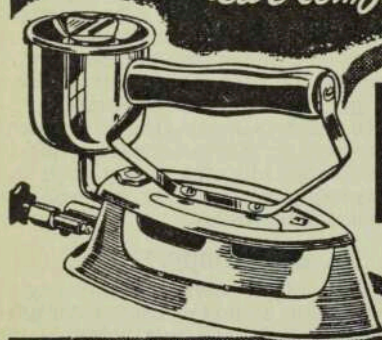
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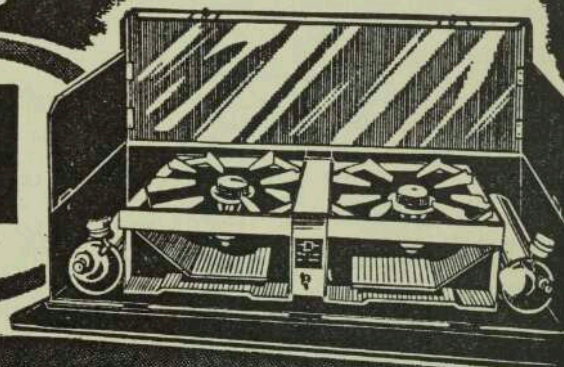
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BRISBANE, QUEENSLAND, AUSTRALIA

CONTROL FOR COCOA PEST

The P-NG Administration will spend \$250,000 to combat weevil infestations to cocoa trees in the Popondetta area of the Northern District, Papua.

Cocoa trees in the area have been badly stricken with weevil in recent months.

Department of Agriculture workers will carry out a 12-month spraying programme using Dipterex insecticide. Hopes are that this will reduce infestation to a level where growers will be able to control the weevils by routine pest control.

Cocoa trees in the territory's two richest-growing areas—Rabaul-Kokopo, New Britain, and Madang-Karkar Island—have also been adversely affected in recent months by cocoa's other big enemy—the Dieback fungus disease.

Several European planters and companies in the Rabaul area have reported significant falls in production due to Dieback, which cannot be controlled by chemical treatment.

suited for distillation and should be firm to the touch and tightly closed. Bleached cardamoms are a fancy grade used mainly in mixed spices or pickling and other culinary purposes.

Bleaching is sometimes carried out by exposing the fruits to the fumes of burning sulphur in sealed rooms; or it may be done by stirring the fruits in an extract of the soapberry tree, which are then exposed to the sun, and sprinkled occasionally with water.

When the capsules are sufficiently dried, the pieces of attached stalk are clipped or rubbed off, and removed by hand—or machine—winnowing.

The final product may need a further air-drying before shipment. Sunlight spoils the colour of the dried fruits and they should be stored in a dark room, in rat-proof metal or wooden boxes.

For export, the capsules should be packed in venesta cases, lined with tin-foil, polythene or Sisalkraft, or in new jute bags with waterproof linings. Cardamom seeds should be packed in clean, dry tinplate containers, or in waterproof lined wooden cases.

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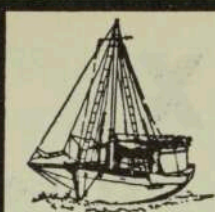
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1. Slip the craft and thoroughly clean the hull. Then, with a sharp pointed knife, lightly probe the keel, the lower planking, the stern and the shaft log. If the knife finds easy entry in any of these areas look for borers or dry-rot. Caulking should be checked and, if necessary, renewed.
2. Look inside the hull and the stern and under the decking for dry-rot. The steering gear, from steering wheel to rudder, should be overhauled if possible. Examine fastenings, wires, and the rudder shaft quadrant fitting.
3. Remove all floor boards and clean out the bilges, checking the bilge pump and pipes at the same time.
4. Thoroughly inspect the propeller and shaft. Examine the propeller nut (and lock-nut if fitted) for slackness, and check shaft and propeller for corrosion. If zinc plates or anodes are fitted, renew them—they are cheaper than propellers and shafts. Check rudder pintle bearing if fitted—since a loose bearing will cause vibration. The same applies if the tailshaft aft end bearing is worn. A loose, worn bearing will cause excessive wear to the shaft. Therefore, examine the stern tube aft end bolts and bearing.
5. If the engine exhaust outlet is aft, inspect the piping, and clean out the silencer.
6. With the engine, check the injectors first and give the engine a top overhaul. This may not be necessary if the workboat hasn't been used much, but a change of oil and good crankcase flush out are always worthwhile. Renew the oil and fuel filter elements to get the full benefit of new oil.
7. If the engine has been running in a rough or uneven manner it may pay to re-calibrate the fuel injection pump.
8. Clean and flush out the reverse gear—residue from clutch plate wear can affect the ball bearings. Adjust the ahead clutch and also the reverse band. Clean the reduction gear and renew oil.
9. Overhaul the water circulation system—unless it is air-cooled. Examine the pump for wear and clean or flush out all water jackets, including the fresh water heat exchanger. This is particularly important if the boat is operating in sandy or muddy water, since build up of silt will cause excessive pitting.
10. Finally, check the instruments and tachometer for accuracy.

Check, renew

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PEARL FARMING

(Continued from p. 116)

up to be operated on. This consists of the insertion of artificial nuclei around which the cultured pearls grow.

When the oyster shells are taken from the baskets they open slightly and a wooden wedge is placed inside the lip to prevent it from closing. They are then taken to the operation room, a high structure built out over the water.

The shell is placed in a clamp and the first process involves cutting a small portion of the nacre (mother of pearl) producing mantle. An incision is then made over the top of the muscle and into the gonads.

A small piece of the nacre-producing mantle is placed into the incision where it grafts to the wound and forms a sac around the nucleus and covers it with nacre.

Then the delicate process of inserting the nuclei is carried out, after which the operated shells are returned to the baskets. Four months later they are X-rayed to determine progress made. If the pearls are forming properly they are allowed to grow for a further 14 months before they are harvested.

This year 70,000 shells were operated on.

Mr. Barnes said in August that about one to two per cent. of the harvest would be perfect pearls. About 30 per cent. are usually very good medium size pearls.

"Our aim is to produce a warm, pink tinge in the pearls. So far this has been achieved with considerable success," Mr. Barnes said.

The only difference between a cultured pearl and a natural pearl is that the irritant, in the form of a nuclei, has been artificially inserted.

Half pearls

If the oyster shell vomits the nuclei, or if the pearl is not forming properly, half pearls are grown as an expense recovery. In this operation the mantle of the oyster is pushed back and four or five nuclei are glued on with contact cement. The mantle then folds back and the half pearl is formed in about nine months time. They are drilled off the shell at the farm, then shipped to Japan for full treatment. Half shells are harvested between May and June.

Three hundred shells can be operated on in a day by experts such as Port Moresby manager, Mr. Yasuo Yamamoto. By 1970, more than 100,000 shells will be operated on.

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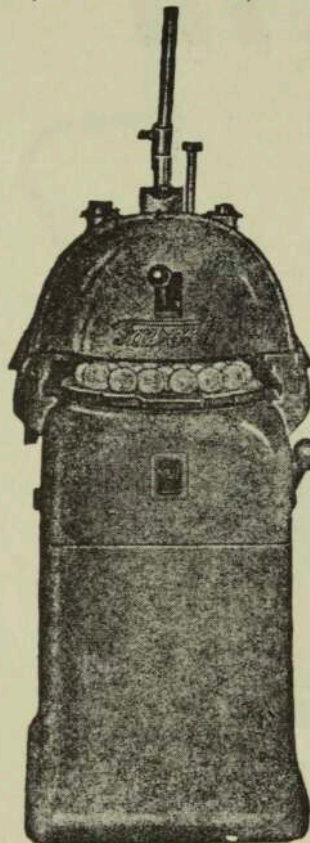
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CANNIBALS

(Continued from p. 70)

the patrols away from longhouses known to be aggressive.

However, ADC Allan Johnson's latest patrol among the Gubusi-Biami longhouses set out to call the bluff of the Fabe group which last year had threatened to attack.

Johnson's armed patrol crept for one mile along ravine-top paths, down sharp hills and through a stinking sago garden, and towards a longhouse he hoped to catch un-awares.

The idea was to capture one or two Fabe people and to hold them long enough to convince them the Administration is friendly, and is trying to help them.

But a Fabe lookout spotted Johnson and also the five armed policemen, and the Fabe fled, dropping a five-year-old native boy in their haste to reach the jungle. Johnson's patrol interpreter, a former cannibal named Nogoi, grabbed the little boy.

The boy, Gosuma, aged five, was convinced Johnson and his men were cannibal raiders, and he was going to be killed. For 20 minutes, Nogoi, and the Karkar (Madang) policeman, Siebert, tried everything they knew to halt his wailing and screaming.

No use

Eventually, Gosuma seemed reassured, and was instructed to begin calling his father and friends from the jungle. It was just no use.

After 20 minutes, Johnson gave little Gosuma a brand-new Administration bushknife in the hope that this, in a community still using stone-axes, would convince the Fabe community the Administration was friendly.

For little Gosuma, it had been a very rough day, psychologically.

Johnson and the patrol were the first white men he'd seen; and he'd also been spared from what he believed would be certain death.

Next day, Johnson's patrol surprised two haughty Biami warriors in a garden. Both quietly snuffed their fire, slowly reached for their bows and arrows, rose and headed in separate directions.

One climbed a pig-fence and came within five feet of Johnson's patrol—then raced up a sharp hill and turned left into the jungle, with Johnson's native policemen on his heels. But too late.

The Biami longhouse was further up the hill, and the police rushed it, hoping for a hostage.

The patrol was too late. All it found inside was an old woman

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moaning with fear, and a smiling little girl too young to know what was happening. The patrol sat down cautiously, and the interpreters began calling into the jungle, hoping the men would come.

Within half an hour, two men appeared, but not those who'd been in the garden. Tentative contact was achieved, but nobody knows what reception the next patrol will get.

A few days later, the patrol cautiously examined three more long houses, and found one recently evacuated. Johnson camped there two days, hoping they would return but they didn't. Perhaps the next patrol will have better luck.

Suspicious

The sullen and suspicious attitude of the Gubusi and Biami longhouse was hard to take. But there was one welcome relief, on the south bank of the Rentoul River.

Tribesmen with bananas, coconut milk and water, came forward and took Johnson to a brand-new res house.

Last year, many of the men of this community had been gaoled for their part in an unsuccessful raid on another longhouse. It was in gaol ironically, that the Administration's message of friendship finally went across.

Director of District Administration, Mr. T. W. Ellis, has only 520 staff. There are not enough to go round, and forgotten little communities like Nomad have to suffer.

The Administration is well aware that the Biami people must be brought under control. With the rest of the nation developing rapidly, forgotten pockets like the Nomad area could be political dynamite in a few years.

In Port Moresby, an official summed up the Administration's attitude:

"We want to help the Biami people, but the Administration does not have the money or the men. If the Biamis can be made to give up their killing and cannibalism and still remain happy with that way of life, then the Administration will be happy. The Administration can do nothing else."

And what do the Biamis think?

Not long ago, one Biami looked ADC Johnson in the eyes and told him in all sincerity:

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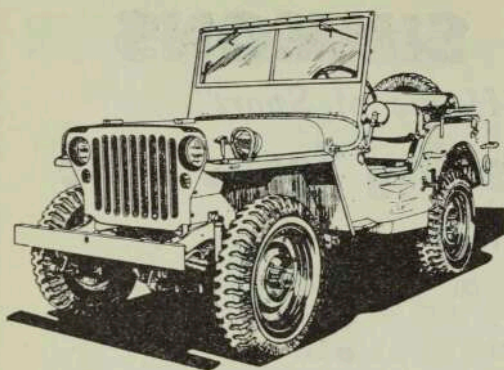
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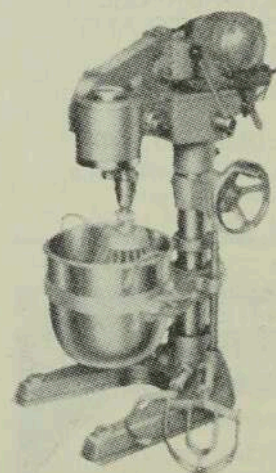
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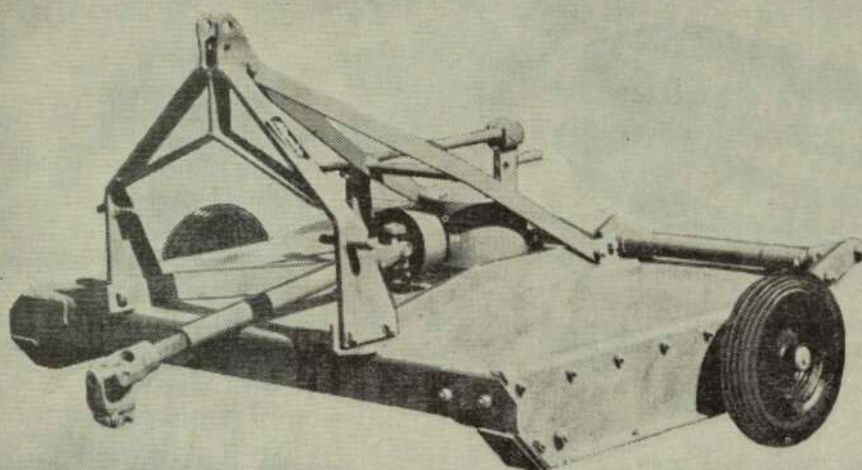
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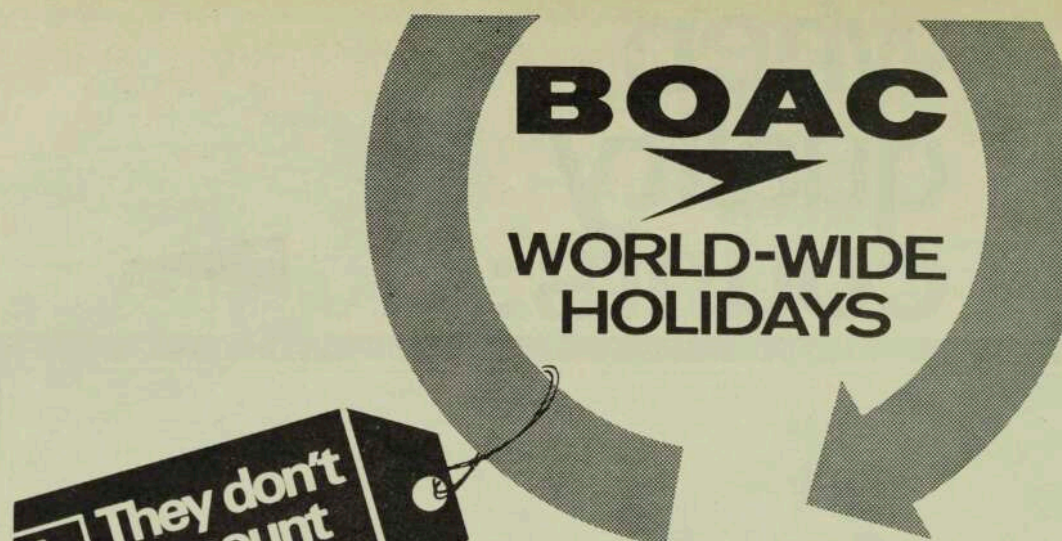
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NEW HEBRIDES

(Continued from p. 20)

ministrations to talk about the
ments they themselves make—
ch they do—but a great amount
this money obviously goes in the
ntenance of separate, expensive
unnecessary national administra-
s. Individual New Hebrideans do
see much of it, and have no say
ow it should be spent.

ne success in the last decade has
n with the co-operative movement,
eties have sprung up everywhere
ch are in the main loyally and
vely supported by their members.
the end of the year stores show
andsome profit.

et the co-operatives do not
stitute a Condominium depart-
t, and two national officers
inister separately a service strictly
New Hebrideans, which could be
ed for the common good.

he great trouble in the New
rides is still that there is no such
on as a New Hebridean. The
Hebrides is still comprised of
ish and French, and not New
rideans.

he local people cannot be
ects of either power, or of both.
ravel overseas, they are furnished
an inadequate document.
ough a new document is now
prepared, and will in ap-
ance be similar to a passport, it
still not give the holder any
is in a foreign country.

would not be difficult to amend
ocol so that a passport could
the holder the right to claim
ection from the consulate of
er or both powers, yet the New
ridean appears not to count for
hing.

What of the future?

hat is the political future of the
tory? How strong is the desire
independence?

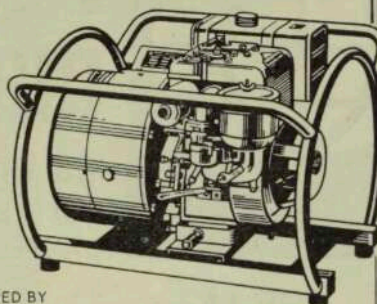
mong the younger educated group,
pendence is sometimes discussed
is no more than an ideal for the
re, for they know that indepen-
e in itself would not increase the
onal pay packet.

here is, however, a growing New
rides national consciousness, and
sire to support the things which
ribute to that development.

this bilingual, multi-racial com-
ity, there is an abundance of
ual goodwill which is evident, for
ple, in athletic contests. Now is
time for action, and the future
he Condominium will take care
self. But where is the action?

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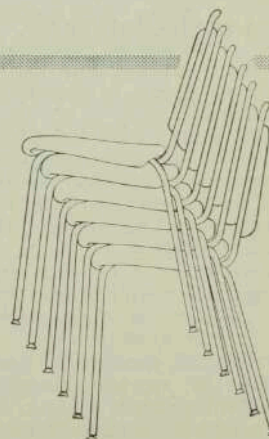
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Australia

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