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Pacific Islands Monthly



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DECEMBER, 1968

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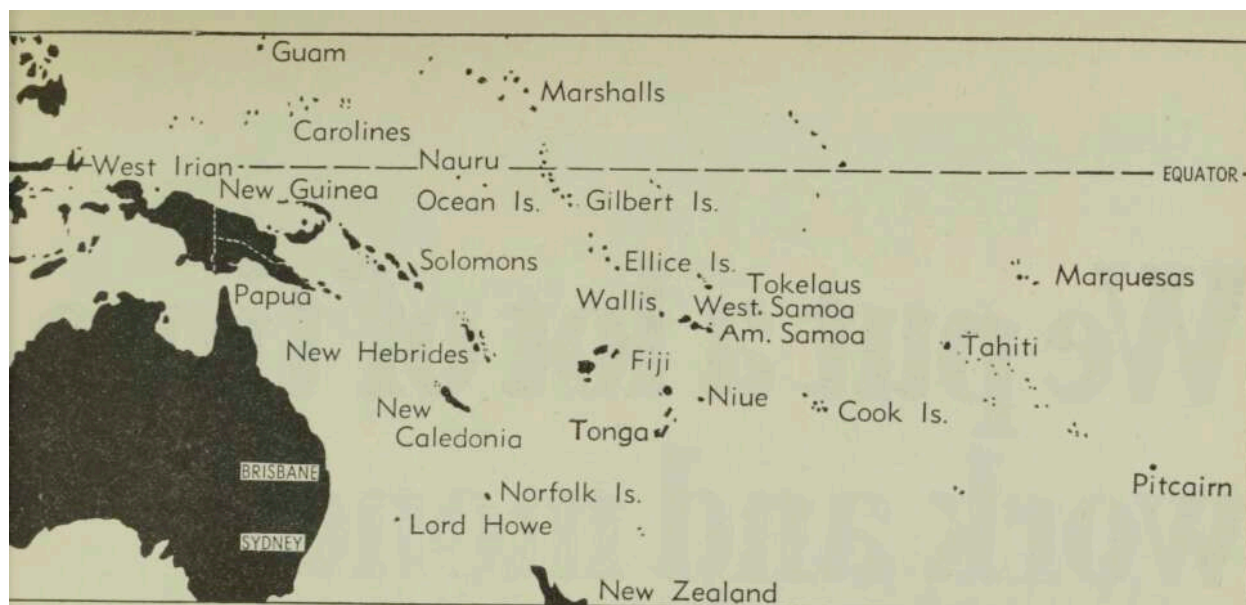
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DECEMBER, 1968 — PACIFIC ISLANDS MONTHLY



Vol. 39, No. 12, December, 1968

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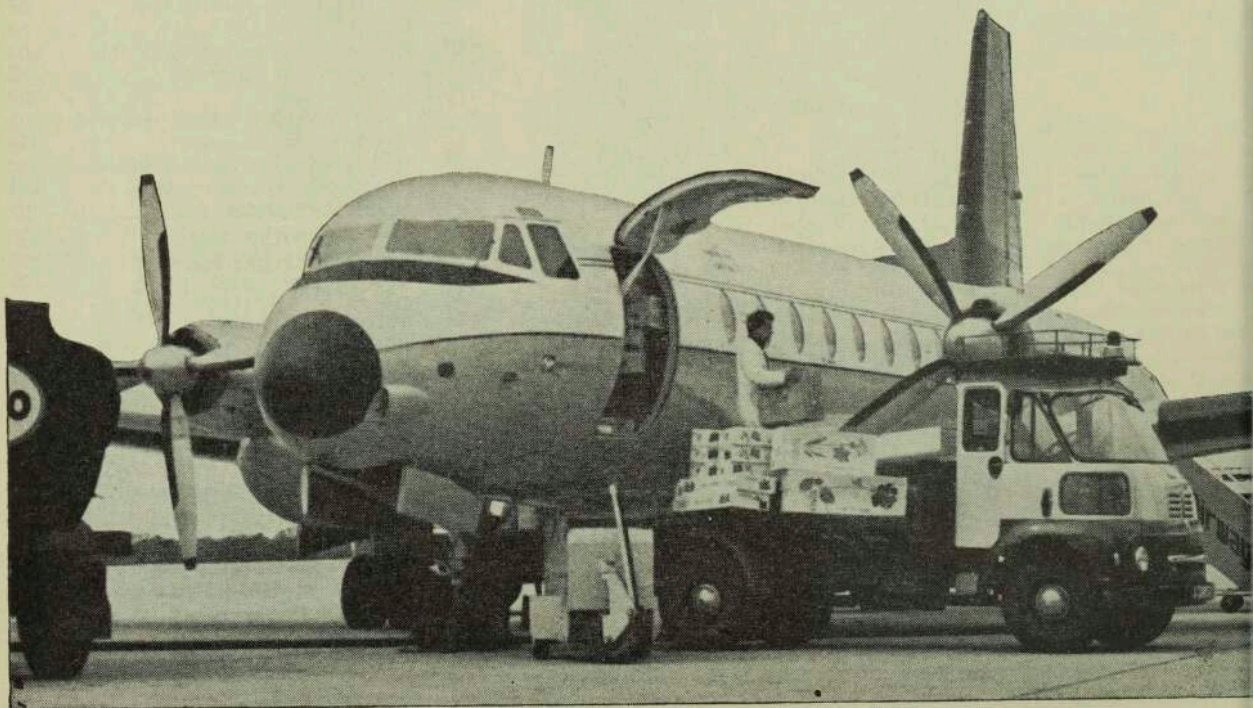
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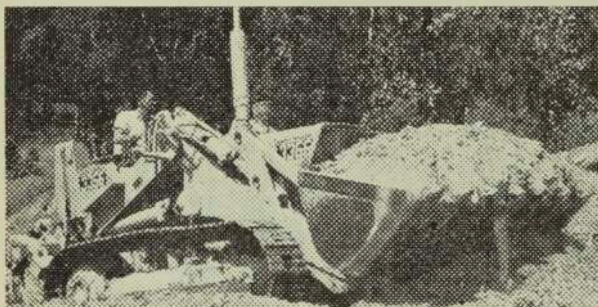
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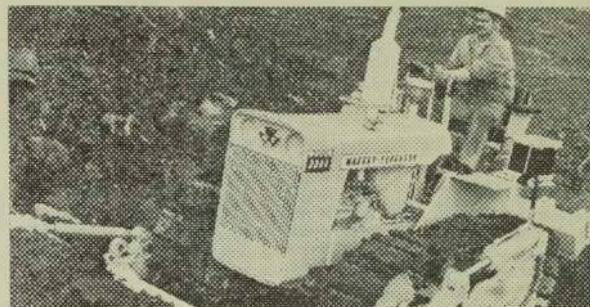
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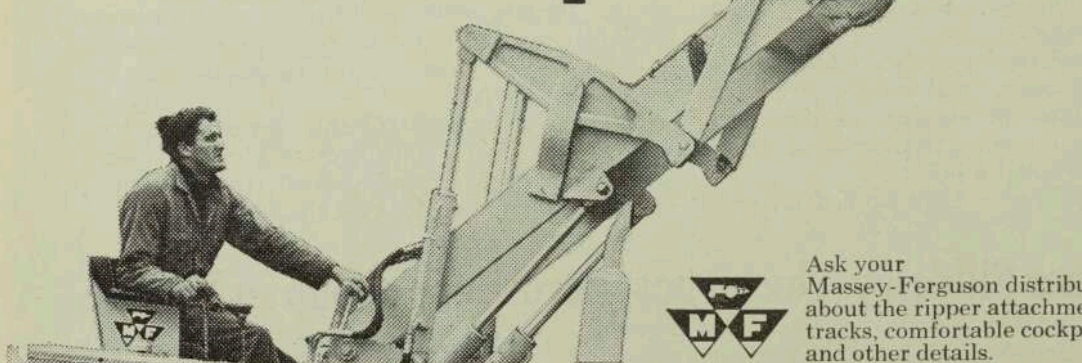


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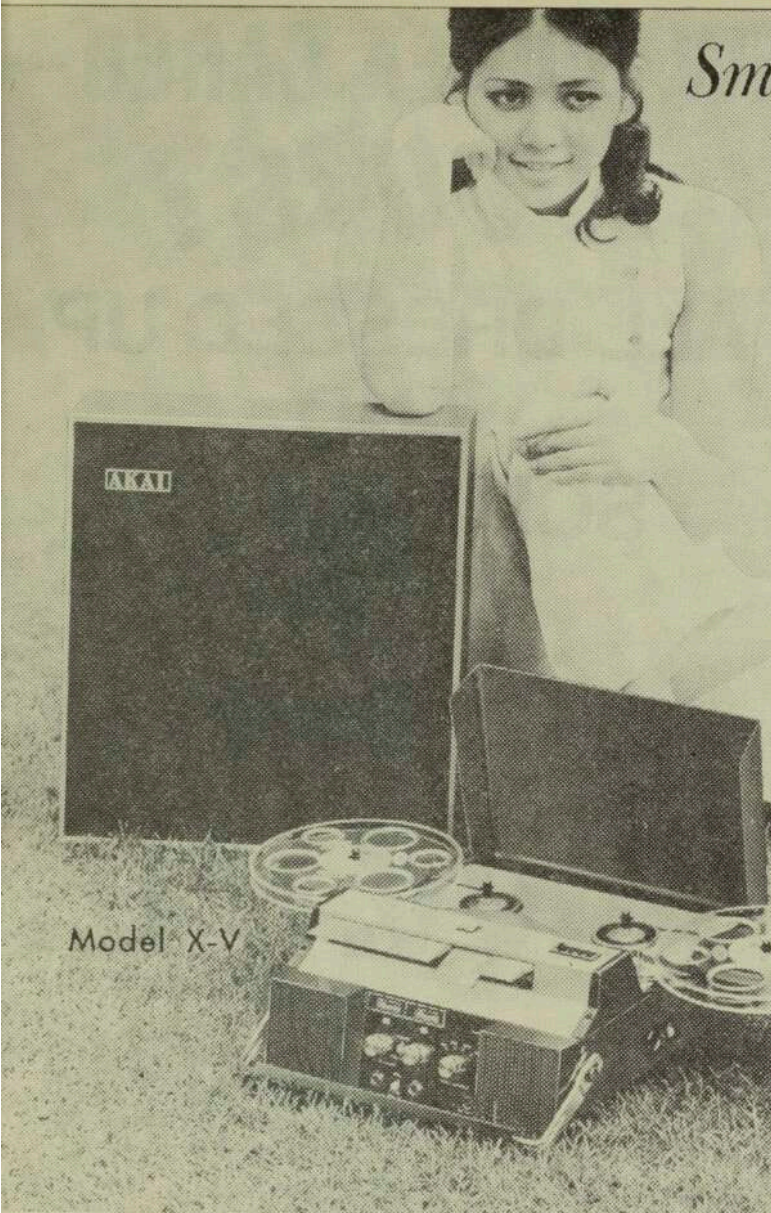
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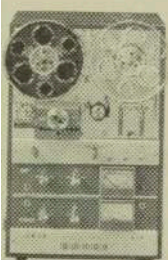


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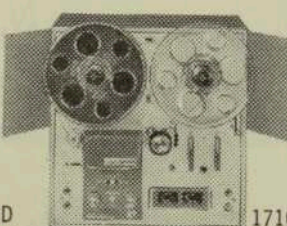
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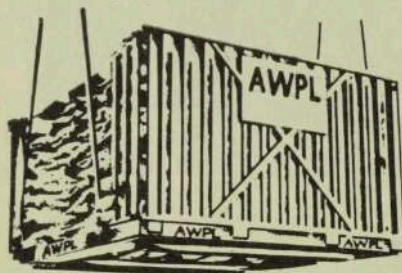
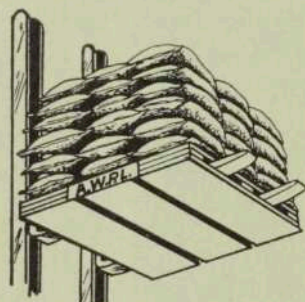
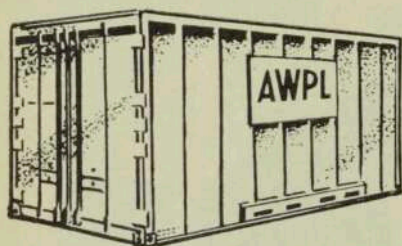
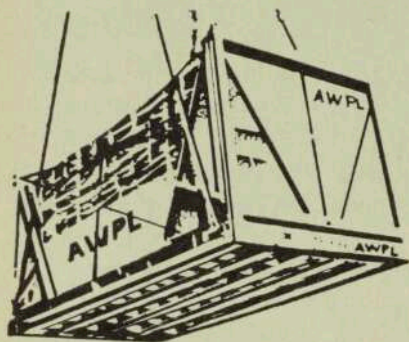
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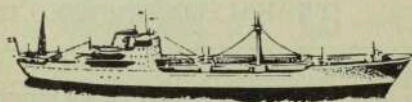


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Up Front with the Editor

A paragraph buried in our report of the Fiji Legislative Council budget session (p. 29) deserves more prominence than it has so far got in Fiji or Australia, and that's been about nil.

THE paragraph refers to Australia's gift to Fiji of flour and sharps equivalent to 14,000 metric tons of wheat, announced by the Australian Minister for External Affairs, Mr. Al Hasluck, on November 21. Admittedly a dull item of news, hardly worthy of comment, and there has in fact been some collusion to keep that way.

The significance begins to show if you study the official announcements.

Hasluck, for instance, said the gift formed part of Australia's commitment under the International Wheat Agreement to supply developing countries with 225,000 metric tons of wheat or flour as food aid in 1968-9, and he added, mysteriously, "It has been necessary to make special arrangements, in consultation with the Fiji Government, to avoid interference with the supply of flour and sharps from Australia to Fiji through normal commercial channels."

The official Fiji Government announcement accepting "this generous gift" acknowledges the co-operation of the Australian Wheat Board and millers' organisation so that Fiji can obtain "the maximum possible benefit from this gift", and adds, mysteriously, "The money made available by the gift will be of considerable assistance to the Fiji Government in meeting the cost of its development plan and represents a valuable contribution to Fiji's present plans in this sphere."

Now, one asks, does the gift of 14,000 tons of wheat help Fiji's development plan? Fiji does not require more wheat than it is already getting from Australia, and we have been told that the normal commercial trade is not being interfered with.

The explanation is that here is an international fiddle. Fiji is not getting 14,000 tons of wheat. It is getting a hot little hand the equivalent

in cash—\$A688,650 or £F338,000—and it will put it direct into kitty to spend on its development plan.

From what I can discover, the Commonwealth will pay the cash to the Wheat Board, which will pay it to Fiji so that Fiji can ostensibly buy the flour "without interfering with regular commercial arrangements." The machinations of the fiddle are not likely to be officially admitted either by Australia or Fiji.

It's a fiddle whose aim I heartily endorse, although it is a peculiar commentary on the methods of Australian politics which make it necessary for the country to do good by stealth.

When, last year, Australia rejected Fiji's request for a loan of £F3.65 million for her development plan on the ground that Australia never gave government-to-government loans, Australia got plenty of publicity of the wrong kind. When, later, Australia tried to help out by allowing Fiji to raise private loan monies in Australia, the Commonwealth itself insisted that there should be no publicity because Fiji was getting a special favour not available to anybody else.

The latest bending of the regulations must have seemed a pretty good farewell to Fiji's representative in Australia, Bob Major, who left Sydney on long leave in late November and probably won't be back for 12 months. He's worked hard in Canberra to put Fiji's viewpoint at every opportunity, and he's respected and liked there.

In Suva there have been repeated attacks on Fiji's maintenance of an Australian representative by those whose horizons stretch no farther than the Defence Club bar. This first gift of \$688,650, which Major's work helped get, should pay for his upkeep, with something to spare.

WHILE on this matter of narrow Fiji horizons. The resolution put forward at Fiji's eighth annual tourist convention, proposing that the international Press be censured for giving alarmist versions of Fiji's recent political problems thereby possibly discouraging tourism, shows how some people can live in a dream world. The motion was defeated following the public expression of some well-chosen words by Russ Gribble, the Fiji Visitors Bureau man in Sydney, who doesn't suffer from a lack of perspective.

Fiji's tourist plant operators occasionally display these Alice in Wonderland symptoms. Last April PIM published a report on Fiji's hotel occupancy figures, and said some people felt there was a warning in them that hotels were being built too fast and that there would be too many empty rooms until the demand caught up with the supply.

Our report brought us a stinker or two from Fiji, and some scorn from one or two travel industry papers. Fiji tourism would continue to flourish, we were told. Well, we hoped so then and we hope so now, but last month a NZ travel expert gave Fiji a report which said what PIM had said six months earlier.

As you can see from the story on p. 53 of this issue, some people don't agree with him, either, and the picture is probably no clearer now than it was in April. Except for one thing: Obviously trends should be investigated fully, no matter how uncomfortable they may appear to be, and shouting at them won't send them away.

THERE is a revealing paragraph to be found in the full text of the submissions made by the Rabi Islanders in their recent approach to London (for that story, see p. 34).

The paragraph gives the cost to Australia and her phosphate partners

OUR COVER

Hula dancing with swaying hips, Hollywood style, is not as popular in the South Seas as most people think. In the main Polynesian groups the dancers are just as likely to dance sitting down, making use only of rhythmic arm and hand patterns. A Qantas photographer photographed these Tongan dancers in Nukualofa.

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of Nauruan independence, and the
figures were prepared by the Sydney
economic consultants, Philip Shrapnel
and Co., who proved themselves
adept at figuring during their work
for the Nauruans.

They say, "The partner govern-
ments agreed to increase the f.o.b.
price of Nauru phosphate from
\$A6.65 per ton in 1966-7 to \$A11
per ton in 1967-8 and a further in-
crease in the basic price to \$A12
per ton is likely in 1969-70. This
means that the value of Nauruan
phosphate should rise from \$A10.8m.
in 1966-7 to \$A22m in 1967-8. The
bulk of this increased cost of
\$A11.2m will be paid by Australia
and NZ, who in 1966-7 accounted
for respectively 68 per cent. and
25.5 per cent. of phosphate exports
from Nauru.

"On this basis the increased cost
to Australia will be £A7.6m per
annum, to NZ \$2.9m. per annum
and to the UK, \$0.7m. per annum.
The cost of Nauru's independence
will, of course, rise further when
the basic price rises from \$A11 per
ton to \$A12 per ton."

So now we know.

That London conference also in-
cluded some pertinent information
for the Melanesian breakaway move-
ments in New Guinea. I refer to
Lord Shepherd's comments on the
principles which Britain follows when
asked to divide dependent territories.

He said:

"We cannot dwell on past history;
we must concentrate on the problems
of the present. On these grounds
we are bound to take the view that
whatever motives may have influ-
enced the determination of boundaries
of dependent territories in the past
do not of themselves affect the
question whether those boundaries
should be preserved until the time
comes for such territories to assume
full responsibility for their affairs.

"There have been many cases in
which colonial boundaries have been
maintained in face of claims that they
should be varied and this general
policy has been widely supported
among the emerging nations them-
selves. Certainly the majority of
member states of the United Nations
have attached great importance to
the principle of territorial integrity.

"In this context I must also remind
you of a cardinal principle to which
Britain has adhered closely in the
past in dealing with her dependent
territories, and to which we continue
to adhere—that the wishes of the
people of the territory must be the
main guide to action. There are cases
where adherence to this principle has
led to difficulties for Britain. But the

fact remains that we must be guided
by the wishes of the people as a
whole within the existing boundaries
of the territories."

So says Lord Shepherd. It seems
eminently reasonable that the Au-
stralian Government should say
exactly that to the Melanesian
secessionists. Such a stand no
doesn't preclude some other arrange-
ment later—when the territory has
a better idea of where it is headed.

There are numbers of solutions
I notice that one first expressed by
Ian Downs has been taken up in-
creasingly in recent weeks—that
that New Guinea might well develop
a system of states or provinces, with
a fair measure of local autonomy.
The Tolais, Sepiks and Bougain-
villians can thus have their cake and
eat it, too.

There isn't any doubt that the New
Guinea islands have been badly
neglected by Port Moresby over the
years, and thus these "independence"
moves are to be expected. Paradox-
ically, they may very well help
more quickly move the territory
towards unity.

THE crown of thorns starfish
which kills reef coral, is to be
studied to see if its explosive increase
can be controlled, a meeting decided
in Guam in November. I offer the
solution, pinched from Rob Wright's
popular fishing column in *The Fiji
Times*:

"It may be of interest to scientists
studying methods of eliminating the
crown of thorns invasion of Aus-
tralia's Great Barrier Reef to know
that two little boys in Fiji have dis-
covered a very simple, cheap and
efficient method of killing the
pests.

"The momentous discovery was
made by a family picnicking at Ma-
vatuou. During a spell in the tide
three of these giant starfish were dis-
covered and hauled out on the beach
for examination.

"Boys will be boys, and these two
youngsters showed their contempt for
one of these creatures by treating
it in a manner which would hardly
be approved of at Sunday school. They
urinated on it.

"But what really caused a shock
was the fact that an hour later when
the boys wandered over to have their
final look at the creatures, the
"treated" one had expired while the
other two were still full of life.

"How further use of this discovery
can be made will need long and
careful consideration."

—Stuart Inder

Letters

STILL LOOKING FOR "STAGHOUND"

Sir,—In *PIM* for September, Mr. Edgar Haering of Finschhafen inquired as to the whereabouts of Paul Hurst and his ketch *Staghound*. I too would be interested in any news.

It was in 1960 when I sighted the *Staghound*, from Langikiki Ridge, entering Santa Cruz, Honiara. It was Saturday afternoon and the weather was very dirty. After introductions, I suggested to Paul to take *Staghound* around the point for shelter by anchoring near the Mendana Hotel.

Paul and his lovely Tahitian wife stayed for a while at Honiara. We had some memorable evenings at the Guadalcanal Club. An occasional evening was enriched by the dancing. Paul's wife, music provided on the guitar played by a Tahitian—Eddie, the yacht *Dida* (I wonder where they are now).

I next saw Paul and his wife in the lounge of the Papua Hotel, Moresby, in 1963 or 1964. Paul advised *Staghound* was on the slips at Madang, also, that he had been to Darwin on a charter trip.

If my memory serves me correctly, Paul's future plans were to sail home to America, then back to the Pacific again.

F. MORTIMORE.

in,
Mugainville, NG.

RABAU TURF CLUB

Sir,—Some time ago a reader inquired regarding the date of formation of the Rabaul Amateur Turf Club. Has any light been thrown on the matter? Was it 1930-1931?

I have unearthed the official race book for the "Otranto" meeting at Kunai June 11, 1936. Unfortunately the programme does not say when the club was started. It does, however, list the names of members for the season of 1935-36.

The Otranto Cup during the meeting was won by Mr. Theo Thomas, gelding "Radex" (Poltava—May), ridden by the owner. Many Lad", ridden by McKenna, 3rd. Jack Allan bringing "Arier" home to take 2nd place.

The race book mentions the following under Commerce and Accommodation, "Statistics for the financial year 1934-35 indicate clearly the commercial progress of the Territory. Exports for the year amounted to £8,404, exports to £2,340,624",

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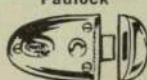
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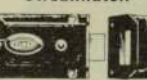
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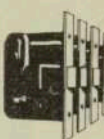
No. 245
Padlock



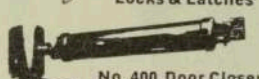
No. 210/211
Streamlatch



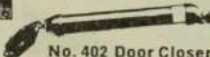
No. 201
Nightlatch



No. 570 Series
Cylinder Mortice
Locks & Latches



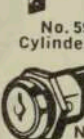
No. 400 Door Closer



No. 402 Door Closer



No. 137 Locking
Lever Handle



No. 590 Short Back Set
Cylinder Mortice Deadlocks



No. 270 Coin Machine
or Cabinet Lock

No. 225B Padlock

Safe, inexpensive 5-disc tumbler padlock. Solid die-cast case. Brass shackle. 900 key changes.

No. 211 Streamlatch

Solid brass cylinder and bolt. Over 78,000 different key patterns. Many popular durable finishes.

No. 234 Padlock

5-pin tumbler mechanism. 78,000 key changes. Solid extruded brass case, steel shackle.

No. 245 Padlock

For heavy duty, top security. 5 pick-proof tumblers. 78,000 key changes. Solid extruded brass case. Shackle locks both sides.

No. 570 Series Cylinder Mortice Locks and Latches

All moving parts are of solid brass, precisely machined and finished to give a lifetime of service.

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Solid brass bolt works on a double spring action. 78,000 key changes.

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No. 402 Door Closer

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No. 203 Deadbolt

Ideal for back doors. 78,000 key changes.

No. 590 Short Back Set Cylinder Mortice Deadlocks

For hinged or sliding metal or wooden doors.

No. 137 Locking Lever Handle

5-disc tumbler mechanism. Locks or unlocks with a 90° turn of key. Actuating mechanism also engages or disengages with a 90° turn of lever handle when the assembly is unlocked by the key.

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"Housing accommodation is neither cheap nor easily secured; as soon as a house becomes available within the vicinity of the seat of Government, there are many applicants for it, and high rents are asked."

The race book contains some very interesting information and statistics about New Guinea.

F. X. RYAN.

Wewak,
New Guinea.

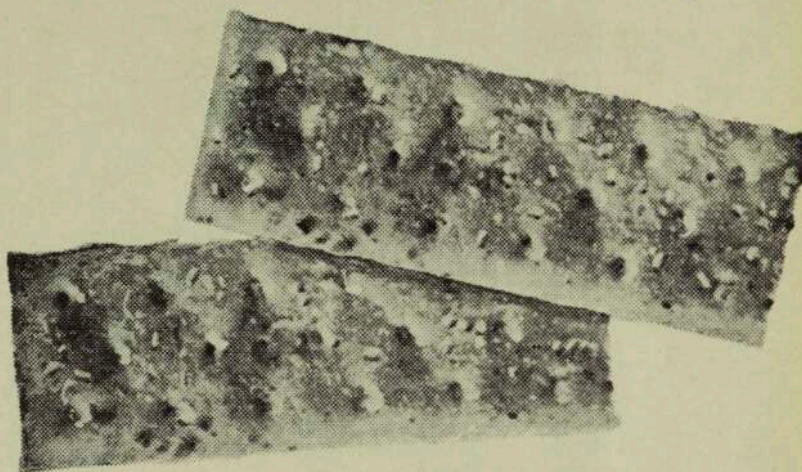
● Here are the members for that Rabaul season, supplied by Mr. Ryan. Adelskold, C.A.M.; Ahearn, J. H.; Archer, J. C.; Ayris, E. B.; Bishton, E.; Bath, V. G.; Blanden, P.; Brennan, E. T.; Brown, M.L.C.; Clark, R. L., M.L.C.; Clark, L.; *Carson, L.; Coote, P.; Costelloe, E.; Cruise, J. B.; Carpenter, J. A.; Davies, D. S.; Dodd, H.; David, J. M.; Dwyer, R. E.; Edwards, J.; Ellis, T. W.; Flynn-W., W.; Furter, G.; Gascoigne, C.; *Greenwood, F.O.; Goss, T.; Haslam, *Heron, W. L.; Holmes, E. P., M.L.C.; Hogan, G., M.L.C.; Hope, J.; Hosking, C., Dr.; Kelly, A.; Judge; Kennedy, L.; *Mullaly, J. C., M.L.C.; Murray, H.; Murray, G., M.L.C.; McLennan, A. N., M.L.C.; McLennan, R. R.; McLean, I.; MacAdam, E. G.; McAdam, T.; O'Dwyer, Ollerenshaw, R. C. A.; Perriman, B., M.L.C.; *Phillips, F. B.; Judge; Renton, Roberts, G. H.; Richards, A.; Ross, J.; *Smith, W. R.; Street, J. L.; Tomons, R. L.; Spensley, G. W.; Thomas, Leo; Thomas, W. R.; Thompson Myles, Townsend, H. O., M.L.C.; Tittford, R.; *Watch, N. B., Dr.; Wanliss, D., Chief Judge.

Life Member.

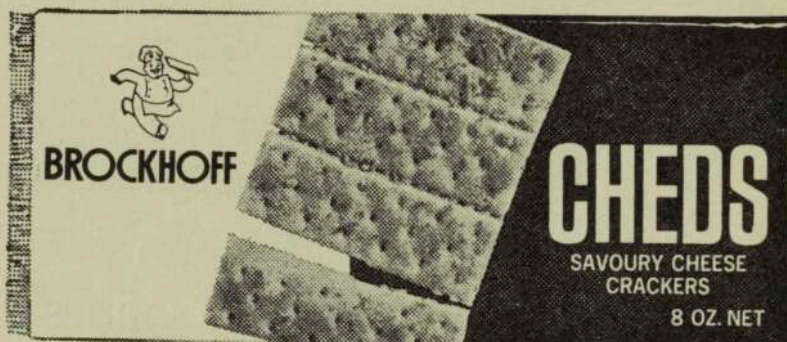
THE MISSING ZERO

Sir,—It was with real interest that I saw the photo of a Zero aircraft in Kavieng in *PIM* (Oct., p. 36). Unfortunately, this Zero can no longer be found at Kavieng as she was taken off on another flight, ending up in the backyard of Mr. Tom King, of East Preston, Victoria. Mr. King's hobby is to restore old planes, and to obtain this treasure he exchanged a renovated Wirraway with the Territory War Museum in Port Moresby. Mr. King also has ideas of starting his own museum. Arrangements had been made for the Zero to be dismantled into four pieces, steam cleaned for shipment on the MV *Malekula*. The aircraft was of a rather fragile nature and to protect it from sea water and a salt-laden atmosphere it was thought necessary to give it a daily hosing. The Zero arrived in Melbourne in August. Shipment of the aircraft was a matter of order for a town like Kavieng.

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which boasts only one crane and one forklift.

Local history in Kavieng holds that the Zero was first hauled from the bush and assembled by a mechanic with DCA. It comprised parts from three wrecks and was held together with a wood frame. In usual Islands fashion the mechanic was moved on (and not replaced) but he left the aircraft under a tree near the airstrip. In time it was towed to the site seen in your photo and mounted on the concrete block.

Needless to say, the people of Kavieng (indeed, New Ireland) are rather cynical of the Port Moresby bureaucracy that leaves Kavieng with a block of empty concrete while Port Moresby has acquired a fully restored Wirraway. (However, certain rumours regarding the creation of 'The New Irish Free State' are to be discounted!)

As this is believed in some circles to be the last mark 21 Zero in existence let us hope that the plane is fully restored and graces a museum as an honoured exhibit of a part of our island's history.

VICTOR CHAPMAN.

Methodist Training College,
Langaroo Point, Queensland.

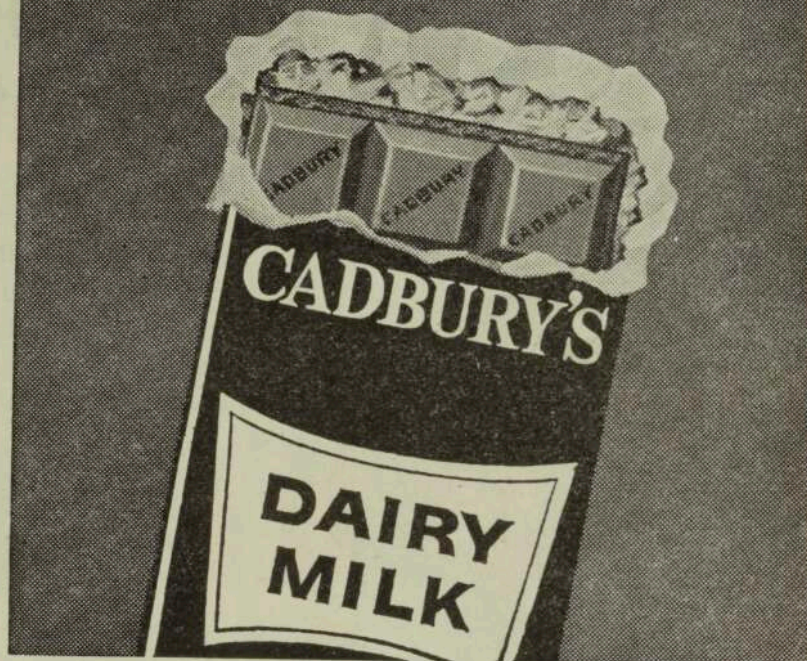
● A number of wartime Japanese aircraft were recently taken to Port Moresby from Ballale Island, in the Shortland group of the BSIP, en route to Canada, where they will be restored to flying condition by Mr. Bob Demiert, of Manitoba, to take part in a film of the war in the South Pacific. The aircraft include a Val dive bomber—believed to be the only one in the world in a condition good enough to allow it to be rebuilt to original flying condition—and three Corsros. The aircraft were recovered from an overgrown airstrip built by the Japanese in the Shortlands. According to the serial number of the particular Val bomber recovered, it could have been one which took part in the first raid on Pearl Harbour.

THE ROBBER CRAB

Sir,—I was interested in the query by a reader, "What sort of a thief is the Robber Crab?" (PIM, Aug., p. 59).

No proper investigation has been undertaken concerning the eating/feeding habits of the so-called "coco-crab" here on Niue. However, Niue is one of the few islands in the South Pacific where crabs are plentiful and it follows that practically everyone on the island has some experience on how and where to catch them. (The meat of the coconut crab is regarded as a delicacy) unequal in taste to any

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M3.4

other form of land crab available here on the island).

Although coconut crabs can be caught anywhere and anytime, the best known season is from late August to March the following year.

From my own personal experience, I am more than convinced that the robber crab can open uninjured coconuts with its powerful claws, or a pair of pliers, as they are generally called here.

The claws remove the husk and fibres bit by bit and finally the pair of pliers find their way to the coconut meat inside the shell through the main eye (the largest of the three) of the dry coconut.

I caught one in action about this time last year. On that occasion, I actually saw the crab wrap itself completely on the coconut. Closer examination revealed that all the outside cover of the coconut was gone, exposing the shell with an opening about 3 to 4 inches between the ribs.

The above may sound a bit exaggerated but believe me, it actually happened and it took place right here on Niue.

SOLOMONA KALAUNI.
Niue Island.

SURVEY OF DEER

Sir,—M. C. Downes, the recently appointed Animal Ecologist of this department, is carrying out a survey of deer in the Territory of Papua and New Guinea, as part of an assessment of the role of wildlife in the ease problems of cattle.

For this purpose it is necessary to know the present status and past history of deer in the Pacific area and we would be glad if your readers could provide information.

A suggested form of report is attached. It would be appreciated if a letter and report form could be published and in particular, a request made for photographs of deer.

W. L. CONROY,
Director.
Dept. of Agriculture,
Stock and Fisheries,
Port Moresby.

The suggested form of report supplied by Mr. Conroy asks for the name and address of the observer, the area covered by his report, whether deer are known in the region or not, where, and if so, their location, the numbers, month and year of the survey, whether there has been much hunting in the area and any other information on deer habits and past history. It also asks for names and addresses of anybody else who could supply information.



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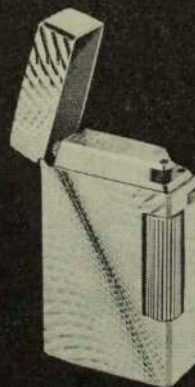
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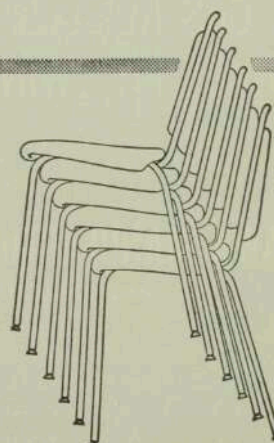
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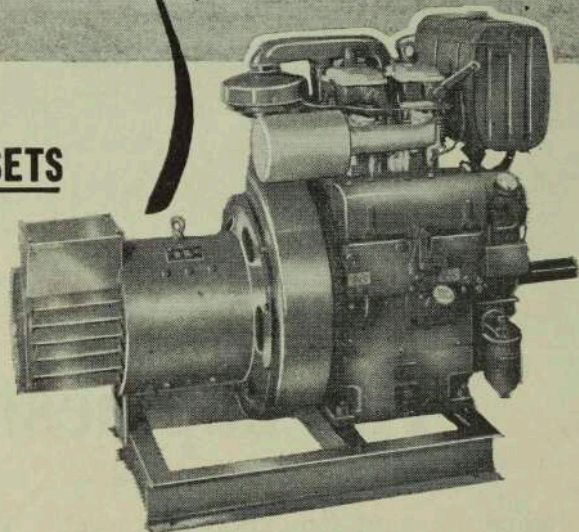
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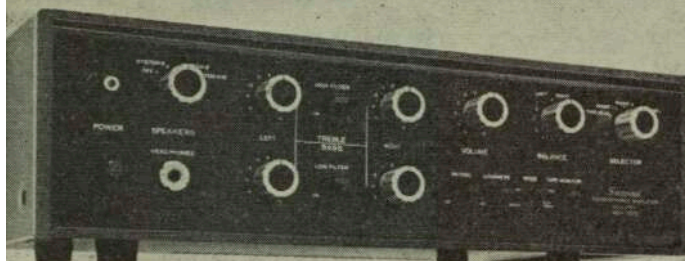
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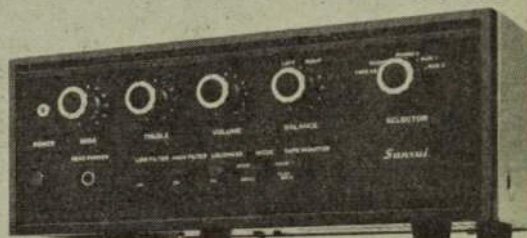
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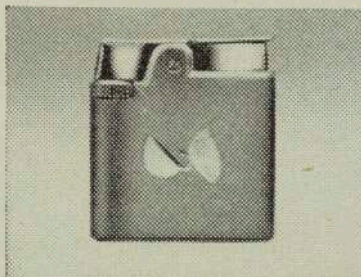
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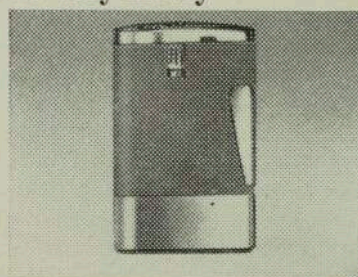
My boy friend gave me
the dinkiest lighter you ever saw.
So dinky, I can't get flints
small enough to fit it.
Another boy friend gave me a lighter
he got on the Continent.
When it's empty, you throw it away.
I can't remember which I finished
with first. Him or it.
I've got eighty-three books of matches.
But I like to keep them as souvenirs.

Somebody please give me a Ronson

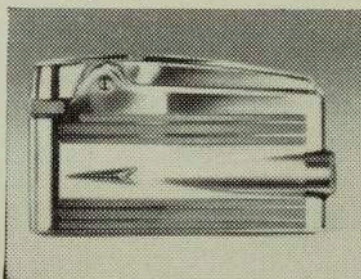
One of these will do very nicely



Milady gas lighter



Comet gas lighter



Adonis slim gas lighter



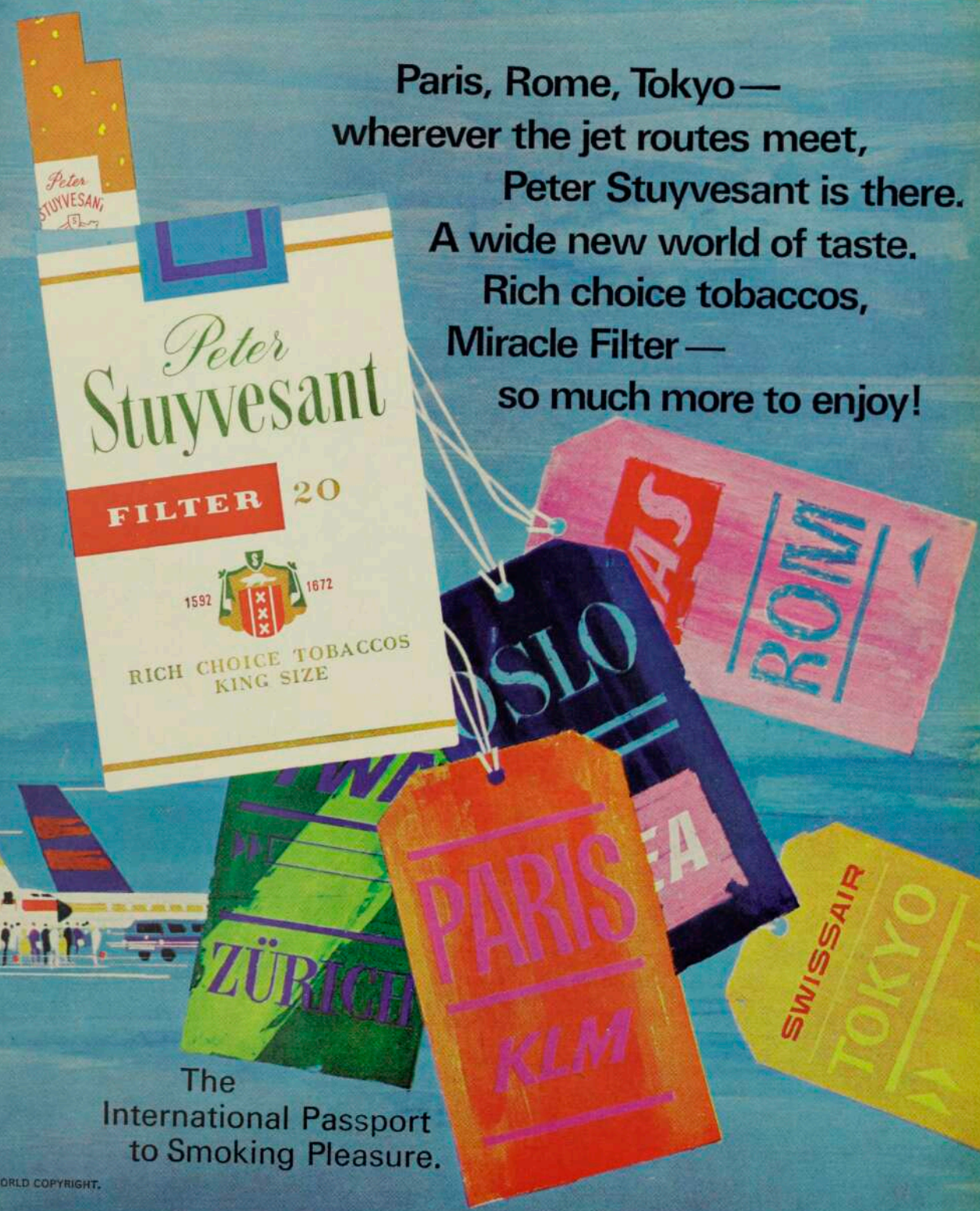
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PACIFIC ISLANDS MONTHLY — DECEMBER, 1968

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Derek Jakeway, with Lady Jakeway, and an aircraft at Nausori after his official farewell from Suva. They went to New Zealand and Australia en route to Britain. — Photo by Rob Wright.

MR DEREK JAKEWAY LEAVES FIJI

SUVA turned on one of its grey days for the departure after five years in Fiji of the retiring Governor, Derek Jakeway and Lady Jakeway November 15. But there was brilliant colour in the guard of honour mounted by the 2nd Battalion, Fiji Infantry Regiment, standing in faultless formation outside the government buildings. The spirit of Suva's farewell was voiced in the 17-gun salute which rumbled across Albert Park, fired by Fiji Military Forces. The Governor's Standard at Government House was lowered and struck with firing of the last round. Sir Derek and Lady Jakeway's official farewell took in members of the Legislative Council, the Mayor of Suva, councillors and civil servants. Their unofficial farewell came in the hundreds of waving, cheer-schoolchildren who lined the road in Suva to Nausori Airport. The popular couple were farewelled at the airport by the Chief Minister, Ratu K. K. T. Mara, the Minister of Justice, Mr. Justice Hammett, Government Ministers and the Speaker of the Legislative Council, Mr. R. G. Mose.

NEW PARTIES, NEW DIRECTIONS, PERHAPS EVEN A 'GRAND NEW ERA'

From a Suva correspondent

The lali drum sounded at sunset, heralding the lighting of the luau lamps lining the foreshore at Suva's new Travelodge Hotel. Across the way a smallish crowd of Indians and Fijians, with a scattering of Europeans, sat or stood on the cool green of Albert Park, listening to officials of the newly-named National Federation Party herald a grand new era for Fiji politics.

The November merging of the Federation Party and the small but seemingly determined National Democratic Party—formed for Fijians and led by the Castro-esque figure of former union leader Apisai Tora—indicated significant developments on the political front.

Reports about the strength of Fijian support for the National Democratic Party conflict considerably. Some say it has 5,000 members. Some say more, some less.

Whatever their numbers, Federation Party members were glad to welcome these *tauvei* brothers, as they call them, into their midst.

Emphasis at this public meeting in Suva in late November was not so much on common roll or independence—though colonialism won its usual share of ridicule and outrage—but on brotherhood and unity. And nation-building. (The more one hears these expressions from both sides of Fiji's political fence, the less meaningful they become).

Defiance

Apisai Mohammed Tora (as he was introduced by the meeting's chairman, Ratu Mosese Varesakete) attacked what he called "the self-regarding Fijian elite" who held the interests of the Fijian people second to their own.

Beard jutting defiantly, he vowed that he and his followers would "never become tools in the private empire-building of any traditional Fijian leader who might have dreams of crowning himself sultan . . ."

Ratu Mosese, whom the anti-government newspaper *Pacific Review* names as its editor, exhorted the Fijian people not to be embarrassed about joining forces with Indians.

Mr. A. D. Patel, the NFP president, said that if Fijians and Indians—representing 94 per cent. of the population—joined together to fight the European vested interests, Fiji would be a nation.

There were the usual platitudes about winds of change and the selfish motives of vested interests—and even, from Apisai Tora, a quotation from Shakespeare.

But underlying it all, beneath the familiar phrases and implausible political promises, was the feeling that here might lie part of the answer to the Federation Party's dilemma. It is desperately trying to create a vigorous Fijian-Indian Opposition party.

Other parties

November also saw the formation of another party—the National Political Organisation of Fiji Indians—which will seek affiliation with the governing Alliance Party.

Speakers at a Lautoka meeting expressed concern over what one described as the "tactics and extremist policies of the Federation Party, which had already created substantial anti-Indian feeling."

Mr. Vijay R. Singh, who is the Minister for Social Services, was elected president of an interim national executive committee.

And on November 15, in an advertisement he placed in *The Fiji Times*, Dr. Lindsay Verrier, MLC—a prominent figure in the early days of the Alliance Party's formation—announced his defection from the Alliance.

"I announce a new parliamentary party of the centre, called the Liberal Party, and devoted to the

Opposition back in council

political ideals of our great leader Ratu Sir Lala Sukuna," his advertisement said.

"It cannot be said that I am 'leaving the Alliance', which I helped to establish, for the Alliance has ceased to exist."

"Ceased to exist"

Dr. Verrier explained later that he felt the Alliance party had ceased to exist because the only body qualified to join it this year was the Fijian Association.

He said other organisations, such as the General Electors' Association, had lost, or failed to maintain, their rolls of membership, although membership was open to any organisation showing 500 members at the start of any year and paying the proper fees.

"The Alliance, therefore has ceased to exist for it has become exactly the same thing as the Fijian Association," he asserted. "Its constituted council has not met for something like 15 months, and no matters of national government policy have been submitted to it."

"Various plans for reorganisation, some weirder than others, have been put forward. Until something is done, and the public is told about it, the Alliance remains a shadowy cohort remembered from past battles—today, nothing but a name."

An editorial in *The Fiji Times* commented that "one-man political parties" were not new in Fiji and the announcement of Dr. Verrier's intentions did "not call for any great excitement".

It didn't, but it was an interesting move on Dr. Verrier's part—and a timely one, from the National Federation Party viewpoint.

Legco session

In late November the Legislative Council met, with, for the first time in more than a year, an official Opposition. All nine Federation members who won seats in the recent by-elections were sworn in within 10 minutes of the opening of the council. There were no incidents and no indication that the Federation members would again walk out of the council, as they did in September last year, eventually forfeiting their seats.

The new meeting was the budget one. The 1969 budget, delivered by Minister of Finance Mr. H. P.

"Wakatoru" found: nobody aboard

The trimaran *Wakatoru*, which had been missing for three months, was spotted by the GEIC trader *Moanaraoi* in late November 320 miles north-north-east of Lord Howe Island. She was floating upside down and there was no trace of the eight people who had sailed her out of Sydney. The 46-ft *Wakatoru* left Sydney on August 18 bound for Lord Howe Island.

On board were the owner-builder, Mr. William Shute, 48, his wife, Mary, 45, their daughters, Jeanne, 16, and Rosamund, 14, son Richard, 7, and three crewmembers, Miss Valerie Quirk, 32, Miss Diana McNeill, 22, and Mrs. Sally Scales, 28.

The master of the *Moanaraoi*, Captain P. King, said that although it had not been possible to right the trimaran, a thorough search of it had been made. There were a number of lifejackets on board and a life-craft which had been inflated inside the craft. The trimaran appeared to have been capsized for a long time.

At last report, relatives of the crew of the *Wakatoru* were arranging to charter a tug to tow the trimaran to Brisbane or Sydney.

Ritchie, proposed expenditure of a record \$F42,030,523—\$F3.65 million more than the sum authorised for this year. However, there will be no increase in taxation.

The budget allocates a little over \$F32.1 million for recurrent expenditure and \$F9.9 million for capital expenditure. Mr. Ritchie described the economy's immediate outlook as "healthy", and said that future prospects were more favourable than for some time. To enable this state to continue, he said, political and economic stability was essential.

He added that as a result of the report of the World Bank economic mission, Fiji's prospects for borrowing from the bank were encouraging—there were prospects for a loan for the Suva/Nadi road project. (Also included in estimates for 1969 was provision for payment of consultant's fees in respect of the proposed road).

(Continued on p. 140)

FIJIANS PLAN OWN SCHEME FOR FINANCE

From a Suva correspondent

Further proof of the Fijian people's determination to achieve economic self-sufficiency came in November, when the Fijian Association announced its plan for setting up an organisation similar to those which assist financially backward people in Africa and Malaysia.

At the same time, it was reported that farmers in two land-development schemes established in 1963 had made "extremely encouraging" progress. So much so, that the government plans to withdraw direct supervision of the schemes at the end of this year.

The Fijian Association plans were revealed at the November meeting of the Council of Chiefs. Nominated member, Mosese Qionibaravi, said the proposed financial organisation could give loans, and invest and share the equity of Fijian development projects.

It was a matter for concern, he said, that there was no organisation which provided financial resource solely for Fijians.

The council appointed a committee to investigate a proposal that development funds be allocated for the cultivation of Fijian reserves.

The report relating to the two land development schemes said that the Fijian farmers—22 at Balenabelo, Vatukarasa and 110 at the Dubalevi scheme in the Sigatoka Valley—would continue to receive advice from the Extension Service of the Department of Agriculture.

They will be able to market their produce through co-operative societies which have already been established. The produce include Virginia leaf tobacco, passionfruit, maize and sorghum.

● During November Fiji's four sugar mills passed the two million tons crushing mark for the seventh year, and indications are that 1969 may prove to be a record year. A weekly crushing total of nearly 87,000 tons during the second week in November took the season's crush to more than 2,008,000 tons.

Great debate on unity hardly raises a local ripple

From a Port Moresby correspondent

November 23.

The third meeting of the second House of Assembly has run half its course, and the chief items on the menu so far have been a debate on national unity and a private member's bill for the reform of the Public Service arbitration system.

The national unity debate, which took up about a half of the week's sitting time, was on a motion by Brere Awol, member for West Sepik Coastal, calling for the promotion of a sentiment in favour of national unity through its advocacy by members of the House, by Administration radio stations, and by the schools—"to tell the people what they will gain by keeping together as a single country".

Most of the speeches were either hymns in praise of unity or variations on the theme, "The more we are together the wealthier we'll be".

It was perhaps unfortunate that some of the members from the areas of unrest, namely New Britain and Bougainville, seemed reluctant to join the chorus. Matthias To Liman, member for one of the New Britain electorates and Ministerial Member for Education, wondered whether the motion had come too late, and urged that action rather than oratory was needed to reconcile the break-away elements to "one name, one flag, one anthem".

Action not words

Pangu Pati's leader and East Sepik regional member, Michael Somare, also called for action rather than words. The attitude of Pangu Pati towards the motion was necessarily coloured by the fact that its own bill seeking to establish Niugini as a "one name" had been roundly defeated a day or two earlier—not because the House disliked the name itself, but because it had reservations about the timing and mode of presentation of the proposal.

Moresby's Percy Chatterton supported Messrs. To Liman and Somare's call for action, and suggested that the kind of action needed was more devolution of responsibility and authority from the centre to the perimeter. He advocated the

creation of representative district and regional councils to fill the gap between the House of Assembly and the local government councils.

Paul Lapun and Donatus Mola of Bougainville were in recalcitrant mood. Their people had a right to self-determination, they insisted.

Late on Friday afternoon the motion was carried on the voices, and no doubt Senior Official Member Frank Henderson hurried off to the telegraph office to transmit it to New York, where two members of the House, Paulus Arek and John Maneke, are about to confront the critics of Australia's handling of territory affairs.

During the debate several members claimed that the Bougainville secessionists represented only a tiny minority of their people. If this is true, perhaps the best thing we can do is hold a referendum right away. A substantial "no" vote in a referendum for secession would cut



Brere Awol, who called for national unity.

more ice in New York than the rather milk-and-water motion now winging its way there.

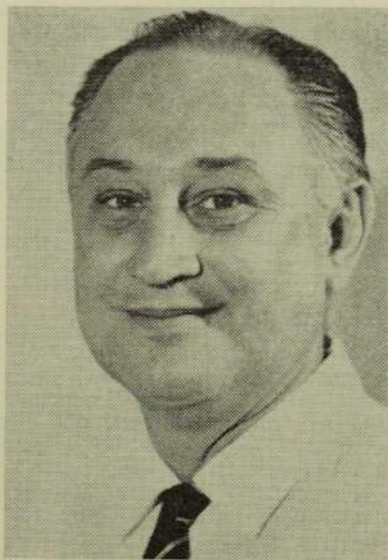
Many books have been written on how to win friends and influence people. Mr. C. E. Barnes seems to have been studying one on how to lose friends and infuriate people. Canberra's eleventh hour attempt to manoeuvre Manus and New Ireland Regional's Wally Lussick into withdrawing or postponing his bill for the replacement of the Public Service arbitrator by a three-man commission so angered the elected members that they would have voted for almost any measure to demonstrate their displeasure.

Sound measure

However, this measure appears to be a sound one, and no real criticism of it has been voiced either by the Administration or by any one else. Any minor flaws which may be exposed in it can easily be repaired, if necessary, by an amending bill.

The basic reason for the elected members' anger was a suspicion that Canberra is deliberately seeking to establish a monopoly in the presentation of major legislation and trying to discourage private members from bringing down bills on any but minor matters.

Wally Lussick's bill, with a few minor amendments, was passed on the voices after only token opposition by the official members, who had seen the writing on the wall. It is ironical that this measure of quite major importance to the territory's future only occupied the attention of the House for about the tenth of the time spent on Brere Awol's unity



Wally Lussick—they tried to manoeuvre him on his arbitration bill.

They'll talk about West Irian

motion, which, whatever its impact may be in New York, is unlikely to raise more than a fleeting ripple in Niugini.

What's on the menu for the second half of the meeting?

First and foremost there will be a debate on the government's five year plan for economic development. Last week the House took a day off from formal business for a seminar in which the Economic Adviser and his staff tried to get the message of the plan across to members, many of whom have very little idea of what economics is about and very little

practice in looking five years ahead.

A motion under Michael Somare's name calling for more sympathetic treatment of West Irianese refugees crossing into Australian territory may well spark off a lively debate. So may a move to take the control of local government out of the hands of the Department of District Administration.

The rest looks like being pretty dull stuff: a bill to amend the Building Ordinance in relation to off-street parking; another to create a summary offence of escaping from custody; and, perhaps the most indigestible item of all, a motion to take notice of a paper on a Strata or Unit Title System for Papua and New Guinea.

One wonders what the honourable member for Much Sago in the Mud thinks of it all.

member has very little say and in which he can never become experienced.

To give elected members a bigger say in policy decisions, it was necessary, as the Chief Secretary who introduced the paper put it, to either increase the size of the Executive Council until it included all elected members, or else break the work of the Executive Council down into sections, each handled by an executive committee of its own.

Some of the Chief Secretary's other remarks were equally interesting, especially to those who have always expressed doubts about grafting a fully-fledged British parliamentary system onto a completely different cultural pattern. To quote:

"In the course of these discussions [about the political progress of the BSIP] which have noted that the Westminster pattern of government has failed or had to be substantially modified to meet the political needs of some developing countries in the Commonwealth, increasing doubt has been expressed whether in our circumstances . . . following the Westminster model is either suitable or desirable. . . . Among us here in the Solomons, with our diversity of languages and customs, our lack as yet, of national unity or a system of party politics, due largely to the scattered nature of our islands, the divisive effect of a Government and Opposition, which are essential to the successful operation of the Westminster model, does not appear likely to provide a simple, effective or uniforming system of Government at this stage."

Five points

A suitable government, according to the legislative paper must, among other things: (a) be simple and cheap to operate; (b) allow for the best and most effective use of the available leaders and educated people; (c) aim at unifying the diverse geographical and cultural elements in the BSIP; (d) be in a form readily understood by the people and, as far as possible, in accordance with Melanesian custom; (e) aim at gradual transfer of responsibility for government from the civil service to elected members.

What the paper outlines is not, of course, terribly revolutionary. It is just commonsense. In the Solomon Islands it is already being hailed as a pattern of government suitable for other small Pacific territories.

This remains to be seen. If what comes out of it is just something that the Solomon Islanders can understand, a great deal will have been achieved.

Meanwhile, BSIP may get away from Westminster government

From a Honiara correspondent

Although many laymen have had serious doubts about the wisdom of thrusting Westminster-type governments onto developing countries, the British Solomon Islands has produced the first government to come out flat-footed and try to do something else.

A Legislative Council Paper covering the proposals for getting the BSIP away from the stereotyped form of government inherited and mishandled by so many ex-British colonies was introduced at a meeting of the Legislative Council in Honiara in November.

A select committee will be set up early in 1969 to study the proposals.

Reserve powers

The main recommendation that the committee will have to study is that a single council will take over the legislative and executive functions at present exercised by the Legislative Council and the Executive Council. This new council will be assisted by executive committees—probably four initially—dealing with social services, land and natural resources, communications and works and internal affairs (i.e., local government, labour, etc.).

The proposal is for an elected majority of 15 members, with three ex-officio members and six public service members. The voting would remain as at present.

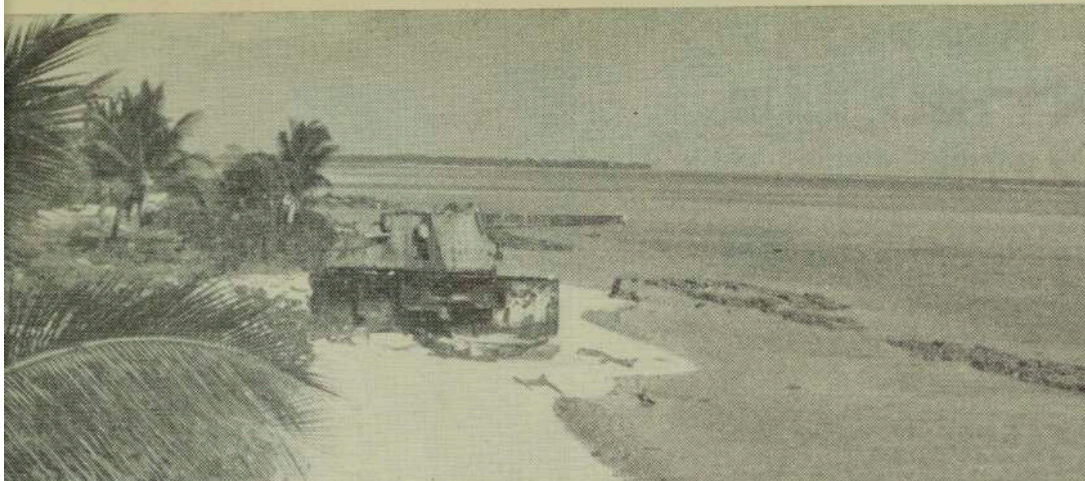
The High Commissioner would

have reserve powers and would decide the number of committees and the subjects to be dealt with by these committees. Certain subjects, notably responsibility for defence, internal security and police, certain matters relating to the public service and financial matters would be reserved to the High Commissioner.

The present BSIP constitution was introduced in 1967. It provides for a President (the Western Pacific High Commissioner) three ex-officio members, up to 12 public service members and 14 elected members. There is provision for two non-voting nominated members, but they have not been appointed.

The 1967 Constitution also provides for an Executive Council (over which the WPHC presides) of not more than three ex-officio members and five other members, not more than one of whom is a public service member.

The current Executive Council is the crux of the whole desire for a new-type constitution in that it is the policy-making body. It has thus found itself with an increasing load of work, but work and policy-making in which the ordinary elected



Back to the bloody battle of Tarawa—25 years later

From KEN MCGREGOR, on Tarawa

It was the GEIC's biggest day in more than 20 years. Thousands of colourful, excited and, in many cases, bewildered islanders crowded Betio's artificial harbour entrance on November 23 to see British, NZ, Australian and US forces lay wreaths below an 18-ft memorial light and plaque to commemorate the 25th anniversary of the Battle of Tarawa.

Two hours before the wreath-laying—in what was surely a sign of a changing mood in the South Pacific—the Japanese Daiwa Line freighter *Fiji Maru* steamed in to inaugurate its new shipping service to Tarawa. The captain and his first mate were invited to the ceremony.

The Japanese, who told me afterwards that they knew the wreath-laying ceremony was to take place, were accepted by veterans and islanders alike. Although this was a ceremony for Allied dead, there were no recriminations.

At Tarawa for the ceremony were a US escort destroyer *USS Morris*, a US C130 cargo plane from Hawaii and one NZ Bristol freighter aircraft.

Few media present, besides *PIM*, included *Time*, *The New York Times*, *Life*, *UPI*, *AAP* and Chicago papers. There were also three radio-makers doing a Tarawa documentary for the Westinghouse Corporation.

- On November 20, 1943, US Marines landed at low tide at Tarawa in the GEIC, and, under merciless Japanese fire, they waded or swam ashore. Once on the beach they were pinned down by enemy fire, but somehow they managed to establish beachheads. By November 25, the Marines had taken Tarawa, but at a high price: more than 1,000 dead and 2,500 wounded.

At the ceremony, men stood in full military dress under a burning sun, and one US sailor and one Gilbertese trainee seaman fainted.

The celebrations which followed the wreath-laying were celebrations as only the Islanders know them—despite a food shortage due to the delay in the arrival of the *Moana raia* from Sydney. There were dances, feasts, dinners, boat trips, parties and receptions.

Of more significance to the locals, though, was the laying of a stone at

The famous beach at Betio, as it is today, still with the remains of a battle that was fought 25 years ago. — The photo is by A. G. Shearer.

Betio for the proposed Betio-Bairiki Friendship Causeway to link the commercial and administrative islands of Tarawa.

The Foundation for the Peoples of the South Pacific will spend about \$A100,000 on a dredge to get this going. The causeway may cost as much as \$A500,000, though where the rest of the money is coming from no one seems to know. It is hoped that, once the causeway is built, it will be possible to reclaim land on Tarawa with the dredge.

Among the big names at the Tarawa ceremony were: General D. M. Shoup, USMC, colonel in command of the land forces during the battle; Rear Admiral E. M. Rosenberg, USN; Sir Alexander Waddell, on behalf of the UK; R. M. Birch, Australian Commissioner in Fiji; Peter Maher, US Vice-Consul in Suva, who read a message from President Johnson; GEIC Resident Commissioner V. Andersen and Chief Elected Member in the GEIC, Reuben K. Uatiao.

Recalled to duty

Shoup, 63, was recalled to active duty (for eight days) to attend the Tarawa ceremony. He left the corps five years ago.

And what of the Japanese? Weren't they hit hard on Tarawa? The figures tell a tragic story. Only 146 survived out of a garrison of 4,836 men. It was fitting, then, that the Japanese ship should arrive. Perhaps one day the Japanese may be invited to take an official part in such ceremonies.

THE 'TOP PEOPLE' DIDN'T HELP RABI, AFTER ALL

Bitterly disappointed by the British Government's rejection of their claims for a fairer phosphate deal, the Banaban people are planning to petition the Queen.

Not a practical move perhaps, but Tebuke Rotan, who is manager of the Rabi Island Council, considers hope is all-important to morale, and until the Queen herself ("we think she is a very good lady") rejects their claims, the Banabans can still hope.

"At least there is that much merit in such a move," said a somewhat chastened Tebuke in Suva in November. "We have been badly treated by the British in this matter for 60 years—we must keep hoping."

The 2,000 Banabans are the owners of Ocean Island, which is part of the Gilbert and Ellice Islands Colony, and which has been worked for phosphate by the BPC, together with neighbouring Nauru. Since 1945 the Banabans have been living on Rabi, in the Fiji Group, and for most of that time they have been attempting to get a fairer share of the royalties from the phosphate.

Earlier this year, they approached the UN committee of 24, asking for independence for Ocean Island (and got only sympathy), and in October they put their case to Lord Shepherd, Minister of State at the Commonwealth and Foreign Office. It was the rejection of their case which has touched off their present anger.

GEIC was there

Two delegations went to London in October—one led by Tebuke Rotan, and including Rabi's economic advisers—members of the Sydney firm of Philip Shrapnel and Co. Pty. Ltd.; the second from the GEIC, headed by Resident Commissioner V. J. Andersen and including the Chief Elected Member of the GEIC, Reuben Uatoua.

The UK Government wanted joint talks between the GEIC and Banaban delegations, with the UK acting as umpire, but the Banabans insisted that their argument was with Britain not with the GEIC, and were granted separate talks. They asked for:

- Immediate independence for Ocean Island so that the Banabans

A Rabi girl at a VIP reception. Nothing much to dance about now?



would be in a better position to retain their separate identity and secure financial justice.

- A reduction in the extraction rate of phosphate from the present 600,000 tons a year to 450,000 tons, so that Ocean Island's life can be extended until 1981 instead of 1977—the longer time to allow the Banabans to better prepare for the future.

- Restoration of the surface of Ocean Island to its original condition (at a cost, the Banabans estimate, of \$A80 million), the three phosphate partner governments to contribute this amount.

- Britain to make an ex-gratia payment for the development of Rabi Island without any strings attached (Britain last year offered to pay £Stg80,000 for Rabi development, provided the Banabans accepted this as full compensation for the effects of phosphate mining on Ocean Island).

- The Banaban people to receive full economic benefit from their phosphate. At present the GEIC Government taxes 17/1d in the £ of all Ocean Island phosphate proceeds, or 84.9 per cent., and the Banabans asked for a more equitable return.

In making these submissions the Banabans pointed out that with the current level of taxation the Banabans were providing 50 per cent. of the total revenue of the GEIC.

They said had they remained on Ocean Island at the end of the war they could have been a substantial part of the BPC work force and

received a wage income, as well as the benefits of medical, education and other services at present provided for on Ocean Island by the BPC. And they would also have the royalties.

In London, the Banabans continually compared their lot with the Nauruans, "who had the good fortune of being placed under the protection of the UN and been successful in obtaining both the political and economic independence".

They said that they had been unable to set aside any money for their own future on Rabi because their royalties had been absorbed in a struggle for survival on Rabi.

Independence issue

"We were deposited on an island with no prospects of earning adequate income for many years because we lacked the capital and know-how to develop it. The British Government did nothing to remedy this lack of knowledge as to how to develop this island.

Lord Shepherd dispensed with Banaban arguments in a fairly short report.

He rejected the independence demand because he said there was a cardinal principle to which Britain had adhered to in dealing with her dependent territories—the wishes of the people as a whole within the existing boundary of the territory, must be the main guide to action.

Whatever motives may have

Almost a riot

influenced the determination of the GEIC boundaries in the past, Ocean Island was now part of the GEIC, and the majority of people of the GEIC were against its exclusion. On the question of rehabilitation of Ocean Island, Lord Shepherd didn't bother to coat the pill. He said that Britain was under no obligation, and even if Britain was in a position to find her £Stg.17 million share of the cost she would probably be likely to allot it "for the sake of a risky undertaking to bore a thin layer of soil on Ocean Island". On the Banaban claim for a bigger share of the phosphate money, Lord Shepherd said it was exceptionally difficult to concede they had made a convincing case of need in contrast to the case presented by the GEIC. Except for the Nauruans, the Banabans were better off than most Pacific islanders. The £150,000 from phosphate constituted a greater annual

income per head or per family than anything to which the GEIC people could aspire.

Lord Shepherd said that if the proposal of the Banabans was carried to its logical conclusion it would mean that half the revenue of the government of the 50,000 people of the GEIC would be diverted in order that the 2,000 people constituting the Banaban community might have more.

Arrangements would therefore continue to be made for taxation of the phosphates by the GEIC government to absorb for the time being 84.88 per cent. of the overall phosphate benefits, the Banabans to receive the remaining 15.12 per cent.

Lord Shepherd said the current extraction rate should also be continued, because expert advice was that the best method of maximising profits on present phosphate prices was to aim at an annual extraction rate of 600,000 tons. However, the Wellington agreement of 1967 did allow for a review of various aspects of the agreement, and the British Government would now consider this review—and the matter of the extraction rate could no doubt come up.

Z takes the heat of Fiji marriages

SOME Fiji Indians, who had been deported from New Zealand for overstaying their entry permits though they had married New Zealand girls, are now being allowed to return to NZ. Only those whom the NZ Government considers have serious intentions regarding their marriage are permitted to re-enter.

Others, who have been less sensible and for whom marriage was only a device to avoid returning home, have not been allowed back. NZ Minister for Immigration, Tom Shand, said in November, speaking in Parliament during the second reading of the Immigration Amendment Bill, Mr. Shand said a portion of Fiji Indians admitted on three-month temporary work permits had disappeared when their permits expired and taken work elsewhere else in New Zealand.

A considerable number of them had been marrying New Zealand women under false names or without giving their proper identity, in a bid to remain in the country.

There were so many such cases we decided that whatever the circumstances, such people had to be deported," Mr. Shand said. After a period sufficient to demonstrate the seriousness with which we regarded the offence, a considerable number of them are now allowed back now."

Unhappy reception

Lord Shepherd added that the British Government was prepared to renew the offer of a grant of £Stg.80,000 it had made last year conditional only on its controlled application to the development of Rabi.

When interviewed in Suva in the appropriately run-down Banaban Transit House shortly after his abortive trip to London, Tebuke denied that the people of Rabi enjoyed individual wealth. The need for money was pretty urgent at this moment he said, as his reception had not been a happy one on Rabi.

"The people looked at us as if we were liars—we'd told them we were sure the British Government would see reason when the case was properly presented to them. We were not asking for the British Government's money—we were asking for our own money," he said.

"When we returned to Rabi without the concessions, there was much bitterness especially when we had to put off 200 workers. We found we couldn't afford to pay the wages of everybody until December—at the moment, only about 100 have jobs.

"There was almost a riot—the Banabans are very bitter, very disappointed with the British officials. Now I'm in Suva seeking a bank

Letter from the Publisher

Next year, *Pacific Islands Monthly* will be in its 40th year. As life-span of magazines go these days, that's getting on a bit. At the same time, the South Pacific Territories which we have served for two generations are changing rapidly and we need more information on our growing readership.

In this issue therefore we are conducting a reader-survey. Opposite page 44 you will find a simple form, which we ask you to answer and return to us.

It's quite painless. It should also be interesting, as we are offering prizes of \$20 each for the first three letters opened in our office on February 3, 1969. All envelopes will be kept unopened in the office until that date. We have given you until February 3 to make it possible for readers on islands without air services to participate. But don't wait—fill in your form right away and post it. Most people should find something to do with one of the \$20 prizes. If they don't need the spending money, their pet charity could use it.

Of course, some people may dismiss coupon filling and lucky money prizes as gimmicks, not to be taken seriously. We suspect that some of our long time and most discerning readers are in this category. But we're serious. We want the opinion of this type of reader. The few minutes that you spare in ticking off answers will be of inestimable value to us. May we count on your help?

JUDY TUDOR,

Publisher,

Pacific Publications Pty. Ltd.

overdraft of £F6,000, so that we can re-employ those workers."

There is no doubt the Banabans have been devastated by the London decision. For years they have told themselves that all they needed to do to get justice was to break through to the top people in London. Finally they broke through, only to receive what they describe as "lollies for children". And they are not even certain they will get that £80,000 anyway.

They'll presumably await the result of their petition to the Queen.

Tongans hoe into the great backyard oil search

From correspondents in Nukualofa and Suva

For Tongans, these past few weeks have been almost unbearably exciting, and their excitement has been reflected in the breathless headlines of the government newspaper, the *Tongan Chronicle*. "OIL IN NUKUALOFA—Confirmed By Australian Expert," shouted the newspaper's front page on November 8. By November 15 the newspaper had started to scream: NUKUALOFA IS SITTING ON TOP OF OIL FOR MILES—Samples Same As Texas Oil."

Following the discovery of an oil seepage on the island of Eua (*PIM*, October, p. 27), oil fever gripped the kingdom. In early November, George Faleafa discovered an oil seepage while digging a water well in his garden near Hofoa, on the main island of Tongatapu. This discovery triggered off some Tongan memories. People from various parts of Tongatapu began reporting past incidents in which they had been digging for water when they had struck black, oily stuff.

One of these was Manase Nonu, who reported having struck black substance when digging a well at Fasi about a year ago. He filled in the well thinking that the black substance was of no value.

Oil fever became so widespread that Tongans took to their gardens with hoes in the hope of striking oil.

Both the Hofoa and Fasi discoveries were confirmed as being oil. Mr. John Grover, Director of Geological Survey, after examining samples of the Fasi oil in November, declared: "Nukualofa is sitting on top of oil bearing rock for miles. This is the real McCoy. It's 'live oil'—exactly the same oil that is mined in Texas."

Texas man looks

If anyone knows Texas oil it is Mr. E. G. Wallace, the 33-year-old executive vice-president in charge of exploration for the Republic Mineral Corporation of Texas. He was with Mr. Grover in Tonga in November. (He'd been holidaying in Fiji when he heard about the oil on Tongatapu and he hired a plane to take him to Nukualofa. Mr. Grover accompanied him).

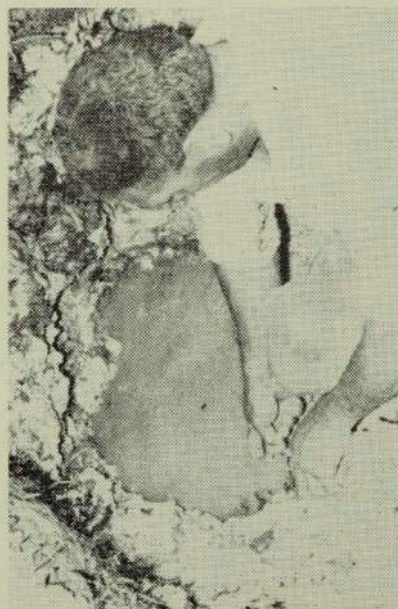
Mr. Wallace inspected the oil sites, spoke to government officials and to King Taufa'ahau, and then

went on to submit a proposal to the Tongan Government on behalf of his company.

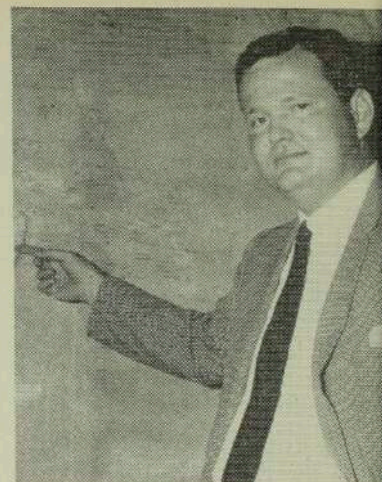
On his return to Suva, Mr. Wallace said if concessions were granted in Tonga and if oil was found in commercial quantities, his company would definitely be interested in probing for oil in other Pacific areas and Fiji in particular.

"We would choose Fiji because it has a stable political climate that is friendly to free enterprise," he said.

Mr. Wallace asked for a complete set of all geological maps of the Fiji Group and Geological Survey Department bulletins, for study by his company's specialists.



One of the oil seepages found on the main Tongan island of Tongatapu. "It's live oil", they said. — Photo: Tulua Bros.



Texas oilman E. G. Wallace puts his finger on Fiji. He says his company could be interested in probing for there as well as in Tonga.

— Photo: Chandra

He said reports of oil seepage would not be necessary before his company would start explorations.

But Mr. Wallace's Republic Mineral Corporation is not the only company interested in Tongan oil. According to the king (he was speaking at the closing of the 68th parliament—before the confirmation of the Tongatapu oil), "... several companies have offered to carry out proof prospecting—and one in particular has stated its willingness to spend up to \$A2 million during the next year or two on exploratory work..." However, the king did not disclose the name of the company that is willing to spend the \$A2 million.

The king is excited

Naturally, the king was excited by the prospect of oil. However, though a born optimist, he did not go so far as to predict that oil was there in commercial quantities.

He told members of parliament: "If the exciting prospect of an oil deposit comes to naught; if, after the closing of the 68th parliament, we return to our homes, to our people and to our plantations with a high resolve and determination to work harder, then I sincerely believe that an increasing river of prosperity will continue to flow in our direction."

In other words the Tongans are officially banking on oil. They'll be able to manage well enough without it, although if it does turn out that the oil is there in commercial quantities things will be bright indeed. Meantime, it's wait and see.

THAT AITUTAKI DEAL IS FORGOTTEN FOR NOW

From a Rarotonga correspondent

"You can forget the \$60,000,000 American syndicate deal for Aitutaki for the present," declared Mr. Albert Henry, Premier of the Cook Islands, at a dinner given to mark his return from talks with the New Zealand Government. (An American syndicate wants to lease Aitutaki for \$60,000,000 and develop it as a tourist resort. See picture on p. 53.)

He added: "We will not give any rights to anyone but New Zealand. The New Zealand Government says it is all right for the Americans to build hotels here, but not an airport."

"One hundred million dollars is enough to take away the heritage of the Cook Islanders. No amount of money can do that."

A less emotional approach to the American offer to lease Aitutaki was made by NZ High Commissioner Mr. J. Davis in an interview outlining the purpose of the Cooks mission to Rarotonga. He said that he had noticed no references to the fact that an American-backed offer to develop Aitutaki as a tourist resort may have been used by Mr. Henry to extract financial aid for his government.

"Press got it wrong"

These reports are quite incorrect," Mr. Davis. "The reputed \$60,000,000 deal was certainly raised in our discussions, as if it proceeded entirely it could possibly affect the sole air traffic rights to and from the Cook Islands."

The proposal was left on the basis that the Aitutaki development scheme would be fully discussed between our governments after it had been agreed in detail in Rarotonga," Davis added.

While in New Zealand, Mr. Henry said his mission had talks with the New Zealand Government about the offer for Rarotonga's new jet airport (to be built at a cost of more than \$NZ6,000,000), as well as the American syndicate's multi-million dollar Aitutaki offer. After leaving NZ, Mr. Henry's mission attended the eighth Pacific Conference in Noumea.

The outcome of Mr. Henry's visit to NZ was that an agreement be-

tween NZ and the Cooks has been reached on the proposed airport. A bill outlining the agreement was to go before the Cook Islands Legislative Assembly in November, and nothing was to be done about the airport until the bill had been passed.

"Not quite true"

Mr. Henry told the diners: "Somehow, before we arrived in New Zealand, a lot of controversial statements had been sent there from the Cook Islands. They gave a story one-fifth true and four-fifths not quite true. The New Zealand Press took up the four-fifths part. I don't know what the motives of these people were who gave this news out. Acts can never be changed—therefore all this controversial news was later proved to be mainly false."

"When we arrived in Auckland there were big headlines in the papers. One headline read—'Cook Islands Premier is going to have a tough time in Wellington'. The story said that 'Mr. Henry is selling Aitutaki to the Americans'."

"This was good. It showed that the Cook Islands were on the map again. The TV people wanted to interview me, but I said I had no time, so they came to see me at my home in Mangere."

Brought together

Mr. Henry went on to thank Mr. L. J. Davis for his help in NZ. Although the High Commissioner represented the New Zealand Government there were times when he thought he was on the Cook Islands' side. "He helped us when things really got tough," Mr. Henry said.

Mr. Henry then talked about the South Pacific Commission Conference in Noumea which he had at-

TAHITI'S EXILED POLITICAL LEADER COMES HOME

Pouvanaa a Oopa, the most influential figure in Tahitian politics over the past two decades, was pardoned by President de Gaulle in November after serving more than nine years of a 15-year term of exile in France. Three of his nine years of banishment were spent in prison.

President de Gaulle used the occasion of the 50th anniversary of the World War I armistice to sign a decree of pardon for Pouvanaa, who served in the Pacific Battalion of the French Army at the Battle of Chemin des Dames in 1917.

The decree gave Pouvanaa, now 73, permission to return to his native land, and this he was expected to do towards the end of November.

In Tahiti and the rest of French Polynesia, Pouvanaa is known among the people as Te Metua (parent) and is looked upon by many as an oracle, a Tahitian David "challenging the Goliath of French rule."

tended with Mr. William Estall, the Cook Islands' Minister of Works and Communications, and Mr. George Ellis of the Treasury Department.

He said that the South Pacific Commission intends to guard and promote the "togetherness" of the Pacific Basin. The people living in this area must be brought together in their thinking and understanding, and the heads of Pacific territories appeared to understand this.

Mr. Henry said Tonga "now realises that it is not much use to break away from her Pacific neighbours to join the United Nations."

Meanwhile, a development plan for Mauke Island has been accepted in principle by the Cook Islands Cabinet. The plan was worked out by the Minister of Internal Affairs, Mr. T. A. Henry (son of the Premier and member for Mauke), after discussion between a Mauke delegation to Rarotonga, the government and the Agriculture Department.

The main points of his plan:

- An extensive orange planting programme.
- The expansion of coconut growing and cattle farming.
- The consolidation of ginger growing.
- Introduction of market garden-

LOTTERIES WILL GET THEM THERE

New Caledonia, which carried off the majority of medals at the last South Pacific Games in Noumea in December, 1966, is getting down in earnest to the problem of raising funds to send its contingent to the Third South Pacific Games in Port Moresby next August.

On December 31, the first of two big lotteries to raise funds for the Games will be drawn in Noumea.

Seventeen prizes totalling two million Pacific francs (\$A20,000) will be distributed. The first prize will be a million francs.

The prizes will represent half of the proceeds of the lottery as 200,000 tickets will be sold at 20 francs each.

ing and animal husbandry.

- Harbour and housing improvements.

- The replacement of Administration buildings and an extension to Mauke School.

In October, Mr. T. A. Henry lead a government economic mission to Mauke to explain the citrus replanting scheme and to ask for the lease of 100 acres of land for citrus development.

Leasing of land in the Cooks, for any purpose, is always difficult and often impossible, but the Mauke people made no trouble about leasing 100 acres to the government.

There was no bargaining and they said they wanted the work to go ahead quickly. Mauke already produces oranges of good quality and the 100 acres is idle land. The government will provide the money and machinery for development and will employ local labour.

Acting Director of Agriculture, Mr. William Hosking, who was a member of the mission, told the Mauke Island Council in appealing for the land that the Cooks haven't enough oranges to supply the New Zealand market or the canning factory in Rarotonga. Demand was for 500,000 cases per year, and present output was between 180,000 and 200,000 cases.

He said the Mauke scheme would be run on business lines, and scientific management would ensure uniform production per tree. The government would require a lease of 15 years.

EDUCATIONAL AND MEDICAL COSTS HIT THE CHURCH

From a Port Moresby correspondent

Parents whose children go to Anglican schools in Papua-New Guinea will have to pay higher fees from the beginning of next year. And patients at Anglican hospitals will for the first time be charged medical fees, although mission staff and schoolchildren will be exempt.

The charges are designed to meet rising costs.

Education charges were introduced by the Anglican Church in the territory for the first time at the beginning of this year.

It is hoped to raise about \$50,000 with the new scale of fees, which will now be \$3 a year *per child* in exempt schools, \$5 *per child* in recognised primary schools and \$10 *per child* in secondary schools. (Present charges are \$3 a year *per family* with children in exempt and recognised primary schools and \$6 *per family* for secondary schools).

It was hoped to raise about \$25,000 from fees this year, but the total collected amounted to only just over \$14,000.

Earlier this year Anglican authorities took the step of refusing admission to children whose parents, without official exemption, had failed to pay the fees by the third term.

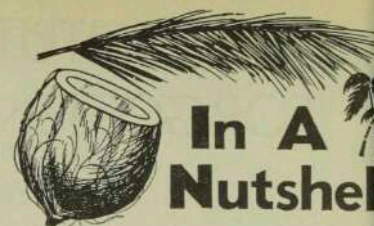
It is not yet clear how far this policy has affected the intake of children to Anglican schools, but it is not expected to cause a very large reduction because many parents paid the fees as soon as their children were sent home.

The policy will continue under the new scale of fees, but the church will also continue to grant exemption from the charges in cases of hardship.

Outpatients at Anglican hospitals will next year be charged 10 cents for each condition treated. Inpatients will be charged 50 cents, irrespective of how long they stay in hospital.

Patients in areas with little or no cash economy will be asked to pay in food.

Infant welfare and ante-natal clinics will continue to be free and it will be left to the discretion of individual matrons to decide whether or not to charge women who have their babies in hospital.



- According to a report in the Honolulu newspaper, *Star-Bulletin*, Honolulu Mayor Neal S. Blaisdel is being tipped to replace Owen Aspinall as Governor of American Samoa now that Republican Richard Nixon has been elected US President.

- The French Minister for Overseas Territories, Mr. Michel Inchauspé, has announced the creation in Paris of a "Maison de France d'Outre-Mer", where Frenchmen and others may obtain information on questions concerning tourism, commerce and industry in French overseas territories and departments.

- Times are getting hard for betel nut chewers. In P-NG, Goroka Council has decided to limit the buying and selling of betel nut on the grounds that there is a proven association between oral cancer and betel nut chewing. As a result, BSIP Chamber of Commerce declared its support for any public measure that discourages the betel nut habit in the Solomons. However, the chamber considers it doubtful whether any ban on the buying and selling of the nut could be enforced.

- Honiara Town Council, BSIP, has set up a road safety committee following an increase of accidents in the capital. There were 72 accidents in the first nine months of the year—an increase of 15 per cent over the same period last year. Of these, 44 were caused by carelessness.

- The sale of Burns Philp's *Malekula* to Ankan Shipping (p. 1) has fallen through due to last minute intervention by the Commonwealth Government. The vessel will be sold to another buyer.

- *Tulagi*, the BP Islands trader, left Sydney in late November for Norfolk Island and the Solomons with an all-New Guinean deck crew in place of the Malay crew. The Malay deck hands were paid off in Sydney because they had "elected to go home".

It's been a big development year in the Samoas

From GLEN WRIGHT, in Apia

Imagine a fish-filled lagoon, fenced off from the open sea with wire mesh. Imagine many of the lagoons around any coral-shelved island so utilised. This is fish-farming, as proposed for Western Samoa by a Japanese fishery.

Minister of Agriculture Laufileme is excited at the prospect, following a trip to Japan where he had been shown such farms in bays and coves. Some of the net-fenced areas are a mile square, where millions of fish are fed and raised for market. The principal fish is tagi, a bonito-like fish which is also found in Samoan waters. They grow to four feet long.

The fishing company which wants to venture here has suggested an initial investment of \$WS2,000,000. This would include four deep-sea fishing vessels and a cooling plant at Apia and the lagoon "farms" later on.

It's been like this in the Samoas for a year long—there have been proposals for one business venture after another (but not all so exotic). Many have been approved and either begun or will shortly.

Several other entrepreneurs are interested in fishing, including the Government, which will not

take a large part in the industry but rather leave the way for private enterprise. Its fishing project, conducted by the crew of the *Tautai A'e* has been successful, says Fisheries Development supervisor Richard Loway. Fishing grounds have been discovered, vagaries of weather, sea and market determined.

Loway says that a commercial fishing fleet could start next year, and be successful.

Apia cannery?

The Taisho Seimo Works Co. of Japan is seriously interested in starting a fish cannery in Apia. Manager Y. Utumi has proposed to the Department of Agriculture and Fisheries an initial plant that would supply the local market first, to earn the country foreign exchange. The surplus would be exported.

The next move in negotiations is to Taisho Seimo, which will decide according to the results of

a fish-count in waters around the islands it is now making.

Koreans want to get into the act, too. Jung Keum Oh, Korean Marine Industry Development Corporation, was in Pago recently to discuss establishment of a branch of its fishing enterprise there. Governor Owen Aspinall favored the proposal.

The Japanese like it in the Samoas, and do well at whatever they attempt. One family has a 5,000 hen poultry farm producing 180 dozen eggs a month.

A joint Japanese-Western Samoa Timber Company started a sawmill this year at Leaufisa near Apia. It now employs half-dozen Japanese technicians and some 30 Samoans, and mills timber for building construction and furniture, mostly for domestic use. A small amount goes to Japan (*PIM*, Jan., p. 124).

Specialised markets

A great deal of hardwood will be going to specialised markets all over the world next year when Potlatch Forests Inc. starts its logging and milling operations at Asau, on Savaii. The Idaho, USA based timber company, which has been granted a franchise after three years of negotiations, is now winding up a long and delicate series of negotiations with freehold landowners and Matais in charge of customary lands involved in the 160,000 acre, \$US 8,000,000 deal.

The envisioned treefarm will encompass more than one-fourth the area of the big island and employ hundreds to produce 50 million board feet of timber annually besides inspiring the inception of a town. For the 181 acre millsite alone Potlatch will pay Savai'i islanders \$US1,000 a year for the first 20 years and \$2,000 a year for the next twenty.

Pago Pago, American Samoa, will be the time-piece centre of the Pacific next year when the watch repair and assembly plant of the US Sheffield

Watch Company starts operations. Parts from Switzerland, West Germany and Japan will be assembled into 800,000 watches a year and exported to the US (*PIM*, Oct., p. 125).

The latest capital investment proposal, other than hotels, also involves agriculture. Formal application has been made to the Western Samoa Enterprises Incentives Board by a group of New Zealand investors to establish a food processing factory.

To be called Marketing Management Ltd., with John Carrack-Hopewell as managing director, it would be capitalised at \$WS27,500 to start, with one-third of the shares available to Western Samoans. Production the first year is envisaged at one and a half million cans. Rosebank Holdings is chief shareholder, followed by Advertising Marketing, both of New Zealand. The venture has the New Zealand reserve bank's approval to export the capital. Crops to be canned include pineapple, cashew and macadamia nuts, passionfruit, bananas and taro.

Controversy

Most current and eminent activity, however, concerns transport and tourism.

It's announced that Fiji Airways is to buy into Polynesian Airlines and take over the management of Polynesian, and the West Samoan Government is to take shares in both Fiji Airways and Polynesian (see p. 49).

Concomitant with all this has been a wave of hotel building proposals. The Government of Western Samoa is trying to raise local money for a new one to replace its old, ramshackle Casino. It is holding in abeyance at least two applications for luxury resort hotels, one by Travelodge of Australia and another by an investor of Seattle, Washington, USA. The cabinet seems to favour the Washingtonian's deal, having appointed a committee to negotiate with landowners for a site.

Intercontinental of Pago Pago plans to soon add more rooms, and there is persistent talk of three more resort hotels for Tutuila (*PIM*, Nov., p. 45).

Surface transport is also stepping up its pace. The Union steamship company has doubled its service from Auckland. Formerly it served the Samoas once a month with the *SS Tofua*. As of November 14 it added the *SS Taveuni*. Now one or the other is at the Apia dock every two weeks.



Tropicalities

Unless something extraordinary happens, the GEIC will not enter a team in the Third South Pacific Games in Port Moresby next August. The GEIC's Amateur Sports Association has decided not to send a team to Moresby for two reasons: one, because the money could be better spent on improving sports facilities in the colony and, two, because the colony's chances of putting on a good show are poor.

Although the ASA is the big noise in Gilbertese sports, its decisions are not binding on the people of the colony. In announcing that it would not send a team to Moresby, the association declared, in a truly democratic spirit, "If the public at large feels that this is a mistake, then the ASA is prepared to call an extraordinary general meeting, where its decision can be challenged".

The ASA says the colony got very little in return for sending a team to the 1966 Games in Noumea. There had been no increase in interest in sport to speak of (although a soccer league was organised this year) and the only sports facility resulting from the Games is the Bairiki running track.

To add to this, says the ASA, the standard of sport in the South Pacific is getting dangerously high. An official of the ASA said: "Unless would-be competitors have been in constant training throughout the last three years, they would not get through to the qualifying rounds, let alone the finals."

The ASA would like to see its Games money spent on local sports facilities—such as running tracks and soccer pitches, equipment for indoor sports, and the creation of sporting organisations.

Ken McGregor, our man on Tarawa, says that there is a slender hope that Ocean Island, with BPC money, may send two entrants to the Games, and that GEIC tennis champion, Wiram Tarawa, the colony's only medal hope, may also go.

McGregor says that the ASA's decision is considered sensible—and inevitable—in view of the massive cost of sending a team to Moresby, and that it is likely that the GEIC will opt out of the Tahiti Games in 1972. He says there is little overall dismay about it locally.

Air fares to Port Moresby would be about \$900 alone.

However, the decision is a dis-

GEIC says it won't go to games

appointment to Stanley Putnam, president of the ASA, and Peter Baker, manager of the Otintai Hotel, who worked so hard as GEIC team manager at the Noumea Games.

At Moresby the GEIC had nominated to take part in soccer, athletics, basketball, lawn tennis, table tennis and volley ball, and was to send a team of 20. If the colony does in fact pull out it will bring to four those territories eligible to compete but who won't be there. The others are Niue, the US Trust Territory of Micronesia and the Tokelaus.

Viliame's good news

Fiji's javelin thrower, Viliame Liga, may not have brought back any medals from the Olympic Games in Mexico—but he brought good news for Fiji's budding champions.

Viliame, Fiji's only representative at the Olympics, found at least three overseas coaches who showed interest in visiting Fiji to give local athletes a tip or two.

They were the Australian track and field coach, John Chepper, and American coaches Lee Roy Walker and Joe Yancey.

Fiji hopes they'll kiss it better

Film-going Fiji Indians, ardent supporters of India's heroes and heroines of the screen, are watching with great interest an official battle going on in Bombay about whether kissing on the screen should be allowed.

Indian films, mostly Hindustani-language, are screened regularly at Nadi, Suva and Lautoka. Although

local advertising does its best to promote them in Fiji with a measure of good old-fashioned sex-appeal, the Indian Board of Censors ensures that Bombay's increasingly frustrated film-makers adhere to the clean living syndrome.

Nothing so sexual as an embrace is permitted; such fleshly vulgarity as a kiss is out of the question.

At the moment, advertising for Indian films shown in Fiji titillates its public with such persuasive phraseology as "The story of a stranger, a stone and an unquenchable fire...", or, "A story of three innocents caught in the cross-fire of Destiny...", and even, "A bold and dynamic look at Family Life..."

Imagine what heights of seductive advertising could be reached if Bombay producers and directors succeeded in persuading the censors to change their concept of obscenity. What delight to have the job of dreaming up promotion for "The First Indian Film to Contain a Kiss!"

It just might happen. The whole question of kissing is being examined by an official committee of inquiry headed by the retired Chief Justice of the Punjab High Court, Mr. D. C. Khosla. He'll deliver his verdict in March.

At the same time, Bombay actor-producer I. S. Johar is reported to be making an 11-minute documentary on different styles of kissing throughout the world.

In New Caledonia it never rains, but...

NEW CALEDONIA in recent months has been going through one of its regular droughty periods with dying cattle, menacing bush fires and dwindling water supplies providing ever-recurring topics of conversation for the locals.

On November 3, however, seemed to the people in the south of the main island that they would never have to think in terms of drought again.

For seven hours, from 10 in the morning to five in the afternoon, the skies opened up and poured rain down by the proverbial bucket over an area extending from Dumbéa to Yaté.

In Noumea, which had for inches, the street gutters became raging torrents, houses and other buildings were inundated, streets became rivers, and some of the town's squares were converted into lakes.

The movement of motor traffic became virtually impossible and the

local plane services of Air Caledonia had to be abandoned for the day.

The rain made an appreciable difference to the water level at the lake reservoir, which supplies Noumea. However, the authorities still adjudged it to be insufficient to take Noumea over dry summer months at least, without careful usage and restrictions.

More Christian togetherness

IN New Guinea, Anglicans and Catholics are to operate a new school jointly. It's to be a registered primary school near Gasmata, New Britain, and it's opening soon.

And at Geruahi, near Samarai, the Anglican and United churches will be co-operating with a school being built by the Maramatama Local Government Council.

In New Britain there are at present an Anglican school at Menpa and a Roman Catholic one at Akam, but both these will be closed when the new Gasmata school opens. The teacher in charge will be an Anglican, Mrs. Mary Jamison. But the Roman Catholics will help to staff the school and some of their children, from outlying villages, will attend at the Anglican mission station. At Geruahi the Anglicans will be responsible for running the school—they are moving their educational and medical organisations there from nearby Awaiaima—but there will be United Church children at the school and that church will therefore help staff it.

Meanwhile, as another step in togetherness, the next two intakes of Anglican student teachers in Papua-New Guinea will be trained at Balob Lutheran college in Lae.

Lutheran authorities have agreed to an Anglican request for this arrangement—at present Anglican church leaders feel that their St. Dan's college at Dogura, in the Milne Bay District, has not got the facilities to provide an adequate training.

The first intake of about 25 Anglican students, will start at Balob next year.

Barry Philp out of resort scheme

ONE-TIME doyen of Fiji hoteliers, Mr. Barry Philp, an intending shareholder in the South Pacific Development Corporation which plans to turn Toberua Island into a resort (PIM, Aug., p. 22), has withdrawn.

Mr. Philp said that as a result of "changed circumstances" he would not become an investor in the Delaware-registered corporation, or its subsidiary Toberua Island Ltd., which is Fiji registered.

During a three-week visit to Fiji in October-November he was taken ill and he spent a week as a patient at the Emberson Clinic in Suva. Before returning to Sydney in mid-November he said he had no immediate plans for other investment in Fiji's tourist industry.

A director of the South Pacific Development Corporation, Mr. Tom Hill (a former American Vice-Consul in Suva) announced that the corporation had agreed to buy the majority of shares in Toberua Island Ltd., which was started by Toberua's owner, Mr. Joe McHugh.

As well as Mr. McHugh, who is principal of a Sydney law firm, Mr. Hill's fellow directors are New York lawyers Barclay Wagner and Joel Pensley. The three Americans were in Fiji in November, pursuing other investment opportunities for the corporation.

Development of Toberua to the stage where it can attract high-paying American tourists will probably run over the \$US200,000 mark. The corporation hopes to open the resort next March.

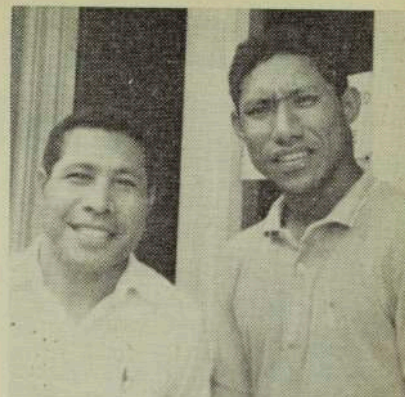
Selling the best-seller

THE British and Foreign Bible Society in Papua and New Guinea can claim to be well out ahead of the field in advancing locals into positions of responsibility.

For the last 10 years, Rev. Leo Buckman has been territory secretary of the society, and he is one of those who take the view that their job in Papua-New Guinea is to work themselves out of a job.

About two years ago he selected two young Papuan students who had just completed their high school courses to train for secretarial positions with the society. These young men, Mr. Manu Paul, from the Yule Island area, and Mr. Iga Kila, from Hula, spent 15 months in Australia, mainly in Adelaide, attending classes in commercial subjects and getting on-the-job training in the Adelaide Bible House.

They returned to Papua early this year, and now, with the departure of Rev. Leo Buckman on transfer back to Australia, have assumed complete responsibility, as joint secretaries, for the work of the Bible Society throughout the territory.



Manu Paul and Iga Kila, who now direct the activities of the P-NG Bible Society.

The society plans to shift its headquarters from the centre of Port Moresby, where it has something of a back-alley situation behind the Papuan Theatre, to a new site near Koki market, where it will be more accessible to the many hundreds of Papuans and New Guineans wanting to buy Bibles in their own languages or in English.

The "Today's English Version" of the New Testament, produced by the American Bible Society, is a best-seller among the younger generation, and Bibles, testaments and scripture portions in about 50 vernaculars are available. The New Testament in Melanesian Pidgin, which will be on sale early in 1969, is expected to be another best-seller.

"Joyita" will sail on forever

THE *Joyita*, about which many tales have been spun since she was found devoid of crew and passengers in 1955, may be instrumental in attracting more visitors to Fiji's old capital, Levuka.

A local identity, Mr. Trevor Casling-Cottle, having dismantled the vessel's mast, steering gear and super-structure, plans to rebuild her from deck upwards—on land—as a maritime museum.

Mr. Cottle acquired the *Joyita* from the English author Lord Maugham, who purchased her while collecting material for a book about her fateful voyage.

During that voyage, from Apia to the Tokelaus, something happened. She was found abandoned and waterlogged SE of Fiji on November 10—with crew and passengers missing. The mystery has never been explained.

WE DON'T WANT A BOGUS NEW GUINEA FOR VISITORS!

The big plane taxied to a halt at the Port Moresby airport on the inaugural flight of a new service from Australia via Moresby to the Far East. As the passengers walked across the tarmac, they were met by a bevy of grass-skirted Papuan maidens who put leis over their heads. Our local radio thought it newsworthy that one of the grass-skirted maidens went "topless". Why on earth shouldn't she? It was the ones who combined grass skirts with "tops" who were improperly dressed.

A pretty scene. But let's take a closer look at it. First, those leis. The making and giving of leis is not a Niuginian custom; it has been introduced from Polynesia. Whether Polynesia invented it or got it from somewhere else I don't know, nor does it matter. It's a pleasant custom, far pleasanter than some customs, such as getting drunk on pay night, which have been introduced from Australia.

It's a pleasant custom when used meaningfully. I have been at a school break-up at which a girl placed a lei over the head of a teacher who was about to leave them, while another girl presented a parting gift and everyone got a bit tearful. This is meaningful. I have been at a function where an overseas guest at whose presence the company wished to express their pleasure received a lei. This too is meaningful.

But to slap leis on to the necks of people we don't know from a bar of soap is not meaningful. They may be very nice people indeed. They may be absconding safe-breakers or fraudulent company promoters. We don't know. And to use leis like this is to debase their currency and devalue our pleasant little ceremonies.

Grass skirts "rare"

Now take the grass skirts. I have nothing against grass skirts or bare tops. I have lived for most of my life among Papuan communities in which the women and girls wore grass skirts and went topless. But in Port Moresby this no longer happens. The sight of a grass skirt is a rarity. And Papuan women and girls don't go topless any more, except perhaps in the privacy of their homes for coolness. In today's Port Moresby grass skirts and bare tops rank as fancy dress.

Fair enough at parties perhaps; but those girls at Jackson's Airport looked as incongruous as the gentlemen in Ruritanian field-marshal's uniforms who used to stand in the foyers of picture theatres in the



To the Point with Percy Chatterton

palmy days of the cinema. And I have been told by people who were there that they were obviously embarrassed. No wonder, for very few teenage girls in Port Moresby and the neighbouring villages have ever gone topless in public in their lives.

If we must have our visitors met by Papuan maidens, and I for one am all for it, what's the matter with taking on some of our high school leavers as ground hostesses and receptionists. Some of these girls are really stunning—near-perfect English, poise and charm. Train them, put them in smart clothes incorporating Papuan motifs of the kind which Cecil Abel and others have experimented with so successfully, and give them appropriate hair-do's, and they'll really go over with a bang—a far bigger bang than you'll ever get out of bogus grass-skirted villagers.

"Be thoroughly bogus"

If we're going to be bogus, why not be thoroughly bogus? Why strip our frangipanni trees of their loveliness when plastic flowers look so much like the real thing? They are already being used for leis in some parts of the Pacific, I hear; and anyway, with all the new tricks the surgeons are getting up to these days, we soon won't be sure how bona-fide the necks we put our leis on are.

Plastic grass too would be cleaner and more lasting than real grass for

grass skirts. And if our sophisticated young misses are squeamish about going topless, it shouldn't be too difficult to devise a false-topless top in brown plastic which would fit neatly over the bust and look almost like the real thing. (One remembers those aborigines in "Corroboree", but the technology of plastics has moved on since those days).

Why not plastic?

We needn't stop there, of course. If we had an aviary full of plastic birds of paradise in the fore-court of the Gateway Hotel, tourists wouldn't have to mount a pilgrimage to Nondugl.

I have just been reading an article about Cuba. The aboriginal inhabitants of Cuba were the Siboney and Taino Indians, who, unlike their fierce Carib neighbours, were among the gentlest and most peaceable of all the Amerindian tribes. The Spanish conquistadors had no trouble at all in exterminating them. Now, 450 years later, modern Cuba has re-constructed a Siboney Indian village, with a life-size statue of a Siboney woman and her baby.

How phoney can we afford to let tourism get in Papua-New Guinea? My posing of this question is of no importance at all, but the fact that many thoughtful Papuans and New Guineans are asking it, is important. They don't want to see their fellow-countrymen become animals in a tourist board's zoo. Nor do they want to see them slide down the

● Grass skirts and leis at Port Moresby airport—the leis are to go around the necks of the inaugural flight passengers. A pretty scene, but it's not New Guinea, says Percy Chatterton.

slippery slope from phoniness into rank dishonesty.

"Tourism" as a word may be fairly new, but tourists have been with us for a long time. So have the temptations they present. I remember an occasion about 40 years ago when a group of small Papuan pupils of mine came home with a generous haul of silver coins tied into the corners of their laplaps, and explained that they had acquired this unaccustomed wealth from the American tourists on a ship then in port, by selling them the long brown pods of the poinciana tree at 2/- each, as "Papuan boomerangs".

When all's said and done, tourism is a mild flavour of cargo cult about it. For years now we've been selling Papuans and New Guineans that the only way they can secure the white man's "cargo" is by hard work. Are we now going to tell them that there is an easier way—that of clowning for the entertainment of tourists?

What do tourists want?

Of course, they've never really believed us when we told them that cargo could only be secured by hard work. And why should they, when most any Australian newspaper or magazine they pick up has an advertisement offering the chance of securing a prestige home with a pre-registered car in the garage at the cost of a \$2 art union ticket? On another page they'll quite likely find an advertisement for a lucky charm which will help them to win!

We need tourism to boost our economy. Okay, what do we give our tourists? What they want? Up to a point, yes. First-class accommodation, yes. First-class meals, yes. Comfortable travel by road, sea and air, yes. Courtesy and friendliness, yes. But when they want an "authentic" stone age village just around the corner from their luxury hotel I think that the time has come to say, *Nogat*.

Anyway, are we right in assuming that tourists will only be interested in the primitive? Are we right in assuming that they will be such half-wits that they won't be interested in the problems and growing pains of an emerging nation? Personally I don't believe it.



In pre-war Port Moresby, with its limited number of motor vehicles, I often used to make my car and myself available to drive tourists around when a ship was in port. The pay was quite good, or seemed so to a missionary anyway; and occasionally there were side benefits. Once I got a tip, and on another occasion a super lunch on board.

I used to meet some pretty weird characters, but I also met some very intelligent and keenly interested people who, when they found out what I was doing here, plied me with questions not only about cannibals and crocodiles but about schools and hospitals and what was being done in Papua by government, missions and commerce.

Moresby as it is

I believe that many of the tourists we are trying to attract to Papua-New Guinea will be interested in Port Moresby as it really is: its schools and clinics and community centres, its infant university, its mini-factories, its Papuans and New Guineans working at highly skilled jobs.

And on the more picturesque side its betel-nut sellers sitting patiently on the pavements or in the shade of the trees, the fascinating artifacts and handcraft work to be found at the Guide Shop at Koki, which has

a reputation for refusing to handle second-rate stuff, and, also at Koki, the "canoe village" and market.

Admittedly Koki market is a bit of a shambles at present, but it doesn't need to be. Its trustees have very well-thought-out plans for its improvement, which, if they materialise, will make it over into a first rate amenity for the native people of Port Moresby and the surrounding countryside, and at the same time a first rate tourist attraction and photographers' paradise.

There is no doubt about the fascination for tourists, and for some of us who are not tourists, of the Rabaul "Bung". Our market could be made equally attractive, with the added fascination of the canoe village. True, it will cost a lot of money, but surely this is a better way of spending money than in building an "authentic" native village just round the corner from the tourist hotels or subsidising urbanised indigenes to take off their shirts and shorts and stage "authentic" tribal dances.

For it means that what will be created will be not only a tourist attraction but also an asset to the town and indeed to the whole of the Central District.

It's true, of course, that some of our most sophisticated young people, those in the tertiary colleges, enjoy letting their hair down sometimes in



BRETT HILDER PROFILE

HE'S TYPICAL OF LAE

KEN NIZETTE, of Lae, New Guinea, is typical of that young and progressive township. He was born at Ipswich, Queensland in 1928, and received his education there. He became a radiographer and practised at Brisbane, Lismore, Murwillumbah and Rockhampton. At the age of 20 he married Diana Clarke: they now have four children, as their daughter Michelle died in 1967, at the age of 13. In 1952 they went to Fiji where Ken served in the Medical Service for four years, followed by two years in New Guinea.

Ken then took up selling life assurance for the T & G Society, establishing himself at Lae in 1959. He became secretary of the local Apex Club, then president, then District Governor and finally, in 1966-67, Zone President for New Guinea, Papua and North Queensland.

Ken is now a councillor of the

Lae Chamber of Commerce belongs to the Golf Club and the Yacht Club, and is a member of the Church of England Diocesan Standing Committee.

He owns his own Cessna 170 and took only 4½ weeks to gain his private pilot's licence. He recently acquired a boat to sail about the size of its namesake the sailfish. Another recent hobby is the collection and cultivation of orchids, mainly New Guinea species.

Ken's wife Diana takes part time business jobs, is a bowler, is on the committee of the Lae Women's Club, and president of the Lae Musical and Dramatic Society. Her hobbies are reading, acting, trying to write and learning to paint.

Their daughter is Deborah, and they have three sons, Peter, Mark and Phillip. One way or another the name of Nizette is going to be kept on the map. — BRETT HILDER.

a sing-sing. Coming from many different parts of the territory they take delight in learning one another's songs and dances, and in putting them on, either just for fun or to raise funds for college amenities or good causes. However, I think that they would soon get tired of turning them on to order at the behest of the P-NG Tourist Board.

No doubt some of our tourists will yearn for the primitive. And they can have it. There's plenty of primitiveness still to be found, the genuine article, within easy flying time from the padded comfort of the Gateway and the Melanesian hotels. We may not be able to offer them luxury accommodation in the places where it is to be found, but we could give them reasonable overnight comfort in chalet type motels, or, if they are very demanding, we could fly them there and back in the same day.

For the more adventurous, ready to rough it a bit, there's a bumpy trip to Rouna Falls and the Sirinumu Dam, over that dusty gravel road the Administration is so reluctant to bitumenise, a safari up the Highlands Highway, or a houseboat trip up the Sepik River.

Finally, for those with strong nerves and not much time to spare, there is the trip in to that never-never airstrip at Tapini, little more than half-an-hour's flying time from Port Moresby over the incredible Goilala landscape.

Old hand that I am, I never get tired of squinting down through the plane window at the tiny hamlets perched on narrow ridges with the ground falling away steeply into deep ravines and occasionally a little church looking as if it had been transplanted straight from Switzerland; and finally the flight up the Airara gorge with the mountains towering on either side of the plane, and the landing on that tiny ledge on the mountainside which is Tapini.

My first trip to Tapini was made in an Anson. I sat up in front in the seat beside the pilot, with a little notice right in front of me telling the pilot what to do if one engine cut out. As we dropped down towards the strip it was quite obvious to me that we were going to hit the cliff about 10 feet below the edge of the shelf.

Of course we didn't. I doubt if

anywhere in the world there is a cheaper or more exhilarating way of spending a morning than by doing the round trip from Moresby to Tapini and Woiwape and back to Moresby.

Yes, we've got everything. We don't need to be bogus. Let's refuse to be.

A last word: while waiting for the travel agents to do their stuff and for the package tourists to arrive en masse, can't we do a bit more for the casuals travelling on the regular passenger and cargo ships calling at Port Moresby?

I often see them wandering through the streets looking hot, tired and bored. The unluckiest, of course, are those who arrive on Sunday and wander through a silent, deserted town, without even a picturesque policeman on point duty to photograph. I even saw a couple the other day gazing apathetically at the pictures displayed in the windows of the (closed) Tourist Board office.

Most of these people probably go back to wherever they've come from and say to their friends, "Don't go there whatever you do: awful place".



We Aren't Snooping, But . . .

. . . in this changing Pacific we need more information about our growing readership if we are to plan the Pacific Islands Monthly intelligently. We are therefore conducting a reader-survey. We ask you to take this seriously and help us by filling in this form. **YOU COULD ALSO BE HELPING YOURSELF TO \$20.** Replies will be held until noon on February 3, 1969. The first three replies drawn out of the barrel, under the supervision of the company's auditors, on that date will each receive \$20.

Winners will be announced in PIM the following month.

NAME ADDRESS
(Print or Type)

Answer by ticking appropriate box. Please answer ALL questions; your answers will be confidential. Then tear out, fold, seal and post. SEE BACK.

What is your occupation?

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What do you like best in PIM? (Answer in order of preference 1-10, if you like; or tick just one box)

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Practical planter ☐

Regular columns ("Up Front", "To the Point", etc.) ☐

Book Reviews ☐

Cruising yachts, smallships ☐ About people ☐

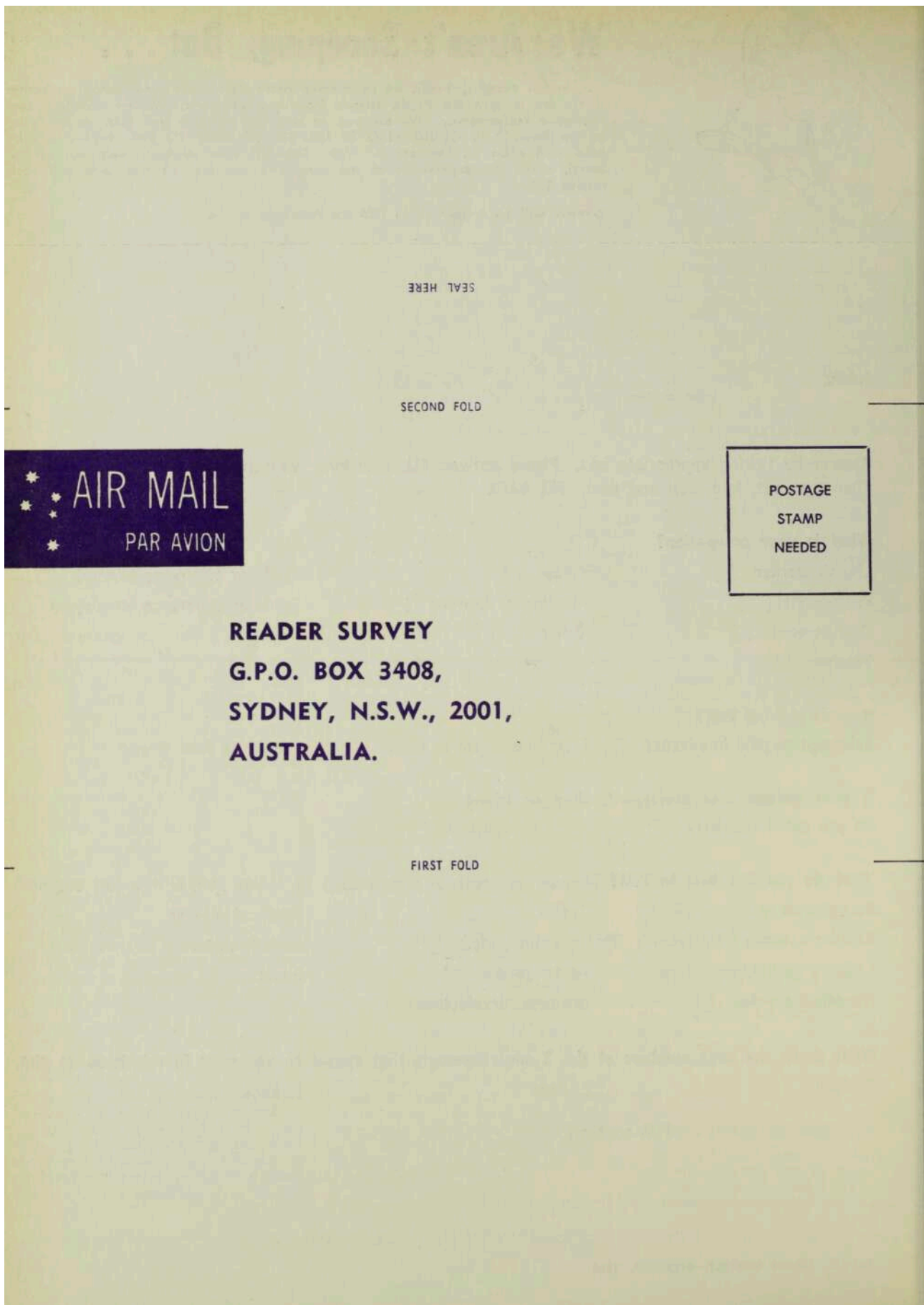
Pictures ☐

Historical articles ☐ Business, development ☐

Write down the page numbers of the 3 advertisements that appeal to you most in this issue of PIM.

1. Page 2. Page 3. Page

Any other comments on PIM contents



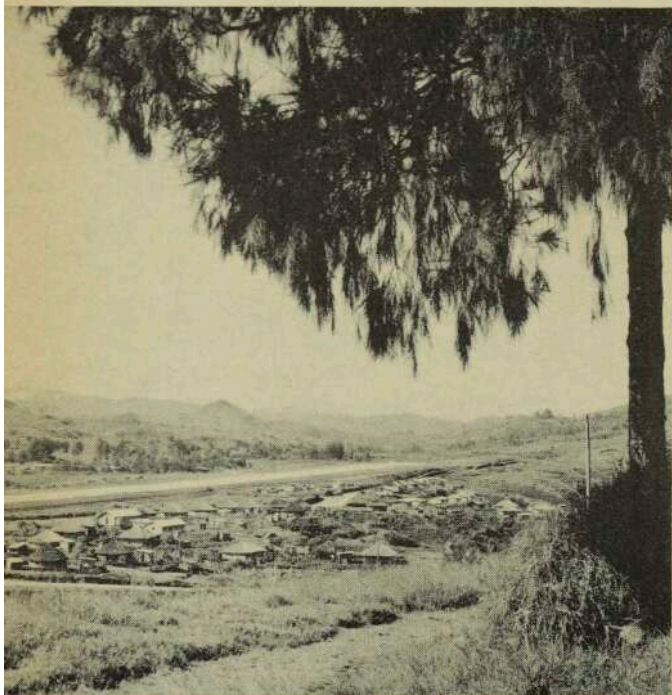


HUB OF THE SOUTH PACIFIC

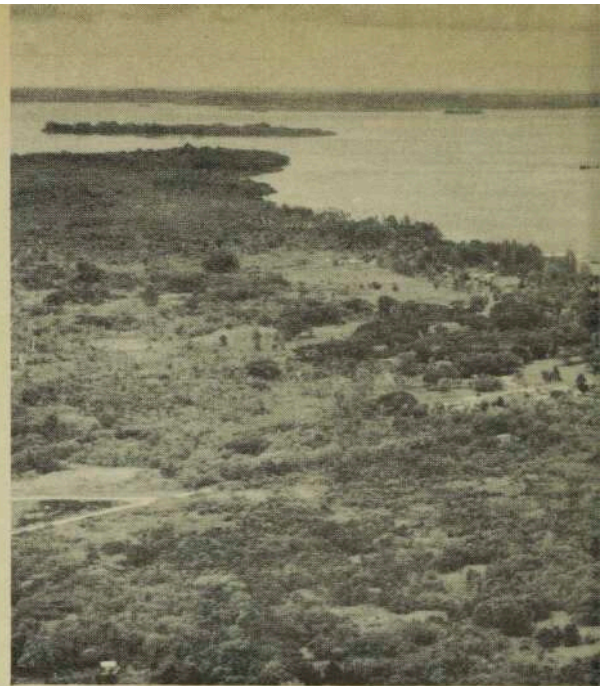
- Sydney, 1968, where skyscrapers dwarf the harbour bridge and make canyons of the city's business area. Dominating the skyline (left foreground) is the 50-storey Australia Square, with, on its 47th floor, a revolving restaurant. The famous—or infamous (depending on your point of view)—Opera House can be seen at right, squatting on Bennelong Point, and at top centre is the new Warringah Expressway, along which, at 5.30 p.m., city executives speed to their homes in the northern suburbs. In all, it's quite a city, and as the major port of Australia and the hub of the South Pacific, one that is attracting more American tourists. Apparently the huge island of Australia has, in some respects, more to attract the tourist than the tiny picturebook islands of the South Seas. According to the US-based Travel Research International Inc., which recently ran a survey with Americans who had travelled the Pacific, Australia got a 78 per cent. "we would revisit" rating, while Tahiti scored 60 per cent. and Fiji 57 per cent. Obviously it takes more than palm trees and grass skirts to make a holiday. For a report on the travel research survey see p. 59.



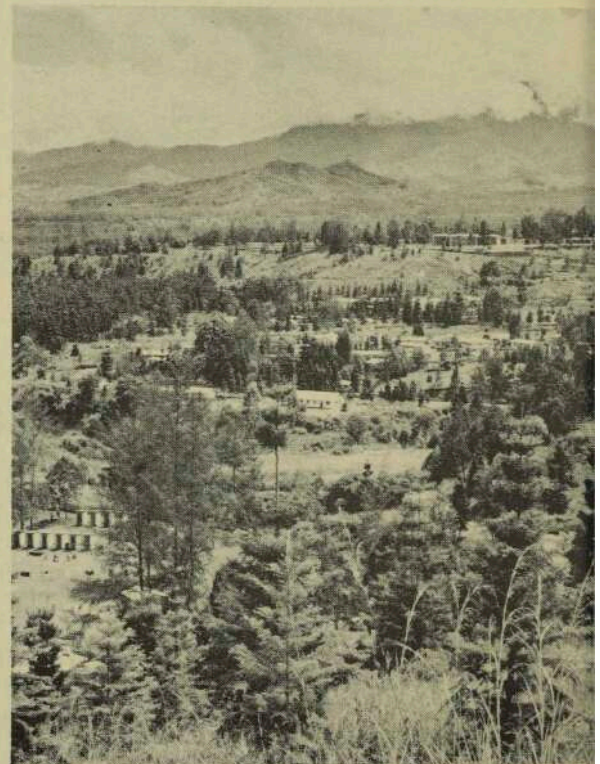
Where to from here? This signpost at the outpost of Telefomin, P-NG (it makes the locals think they are part of the wide world), invites a jaunt to some of the world's major cities. But if you are not in a mood for the major cities, try some of the territory's smaller towns. Like the ones on these pages . . .



endi, only town of the Southern Highlands of New Guinea, is built around its new enlarged airstrip.



THE SCATTERED



Goroka, the first big town in New Guinea's highlands, is rivalling latecomer Mt. Hagen as the commercial centre of the area.



Neglected Kavieng, centre of New Ireland's copra industry and the commercial and administrative centre of that area, is well worth a visit for people who want to see real plantation country.

TOWNS OF P-NG

Right: Wewak, headquarters of the Sepik district, has grown remarkably over recent years—as this picture of residential Wewak point shows. Below: Madang, the popular New Guinea coastal town may soon become more popular if the proposed road between the town and the Highlands is built.





Fiji Airways is moving so far out of Fiji (to P-NG and the Marshalls next year) that the "Fiji" in the company's name is considered a misnomer and may soon be changed (see story at right). Above: Nausori Airport with in foreground a 748 turbo jet, two Herons (left) and a DC3 (background)—part of the company's growing fleet. Below: Welcome to Nadi, main gateway to Fiji. Below right: Section of the terminal building, Nadi.



SOUTH SEAS AVIATION SPREADS ITS WINGS

by a staff writer



Fiji Airways Ltd. is quickly emerging as the unrivalled regional carrier of the Pacific Islands. So much so that the growing airline is currently looking for a better name to reflect its other interests besides Fiji.

For people new in the South Pacific, Fiji Airways means Fiji. But the airline also calls at Nauru, the EIC, the Solomons, the New Hebrides, Western Samoa and Tonga. New Guinea and the Marshall Islands will be added to this list next year.

Why then, not give it a name with broader implications?

Board members are tossing all sorts of suggestions around but so far no name has been agreed upon. South Pacific Airways? Pacific Islands Airways? Island Airways? They are under review.

Fiji Airways' second HS748 is due in Suva on December 21 and already there is talk of a third 748. Regional flights will increase next year: Tonga three times a week, the Solomons twice a week and the GEIC to once a week.

The big November news was, of course, the airline's tie-up with Western Samoa.

W. Samoa in Fiji Airways

The Government of Western Samoa has finally decided to take financial interest in regional airlines.

Fiji's affable Minister for Communications, Works and Tourism,

Mr. Charles Stinson, said Western Samoa will take up 10,000 shares in Fiji Airways Ltd. and 5,000 shares in Polynesian Airlines Ltd.

In turn, Fiji Airways will buy 20,000 shares in Polynesian Airlines and take over the management of Polynesian under a contract arrangement.

The news is a much-delayed victory for Fiji Airways and a setback for Pan American Airways.

Now, Fiji Airways has on its board and as a shareholder every territory it flies to, with one notable exception—Nauru. Nauru would much prefer running its own airline.

Apart from its real owners—Qantas, BOAC, Air NZ and the Fiji Government—Fiji Airways now has Tonga, Western Samoa, the Solomons, the GEIC and the New Hebrides around its board table in Suva, and it is by far the Pacific Islands' strongest regional carrier.

The Western Samoan shareholding is a most noteworthy prize for Fiji Airways for several reasons. Because of differences between Mr. E. F. Paul, president of Polynesian Airlines, and Western Samoa's Prime Minister, Fiame Mataafa, governmental shareholding in the privately-owned, Apia-based Polynesian Air-

● With the arrival soon of a second Hawker Siddeley aircraft for Fiji Airways, the airline's regional flights will increase next year. One important new service will be to New Guinea, enabling passengers to link up with the Far East service operated by Qantas through Port Moresby. The New Guinea service will be an extension of Fiji Airways present flights to Honiara (seen above). Honiara is the main town in the Solomons, and seat of the Western Pacific High Commission—which controls the administration of the Gilbert and Ellice Islands Colony and the British section of the New Hebrides.

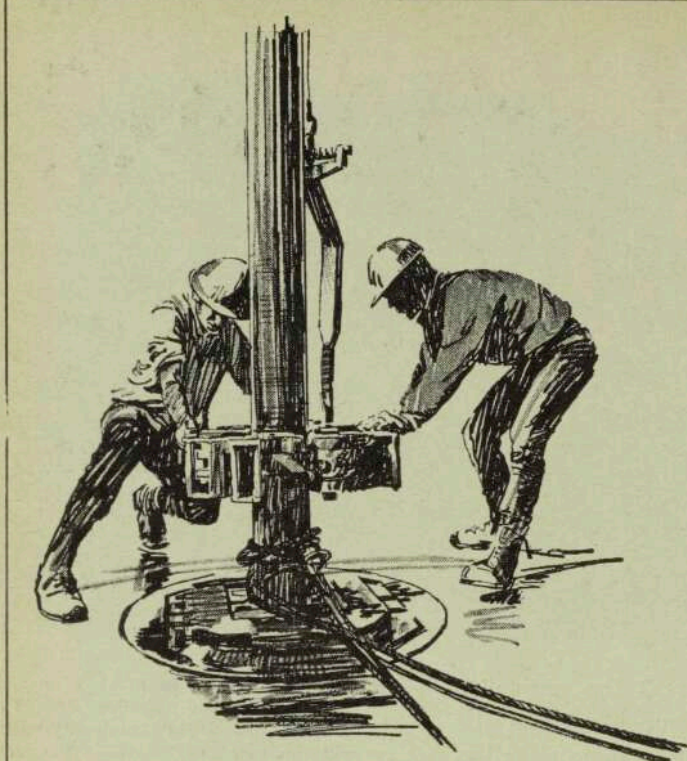
lines had not eventuated, despite several proddings from Fiji Airways in recent months.

PanAm in W. Samoa

The Western Samoan Government had not completely dismissed PanAm efforts to get its own Pago Pago-Apia services going, and it hoped by keeping these plans hanging over Polynesian Airlines' head it could strike a better bargain if it attempted to come into Polynesian itself or get involved with Fiji Airways.

Now, if PanAm does succeed—and it has reciprocal rights because Polynesian Airlines operates into Pago Pago—it will be on Western Samoa's (or is it Fiji Airways') terms.

PanAm argues that current Pago Pago-Apia air services are not



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Pty. Limited.

Burns Philp (New Guinea) Ltd.,
Port Moresby & Lae.

New Guinea Company Ltd.,
Rabaul & Madang.

They're all hoping

efficient and are not regular enough to get the tourists from Pago's international airport into Apia.

Cook Islands question

Who will run air services to the Cook Islands for the two years from March next year? Rarotonga's airport will not be available because it will be under re-construction for the start of international jet operations in 1971 and Aitutaki will offer the only strip suitable for outside connections of the group.

As reported in *PIM* last month, work is already underway on upgrading Aitutaki's coral strip for regular services from March (*PIM*, Nov., p. 51). Just who will run these services hasn't yet been announced. The New Zealand Government, of course, will have the say in determining who runs the service.

There are four possibilities:

- Air New Zealand will operate weekly return Electra services out of Auckland.

- Polynesian Airlines will operate DC4 services out of Apia and on to Papeete or Auckland.

- Fiji Airways will operate weekly HS748 services as part of its expanding regional network.

- The New Zealand Royal Air Force will continue periodical return Hercules services out of New Zealand, subject to demand.

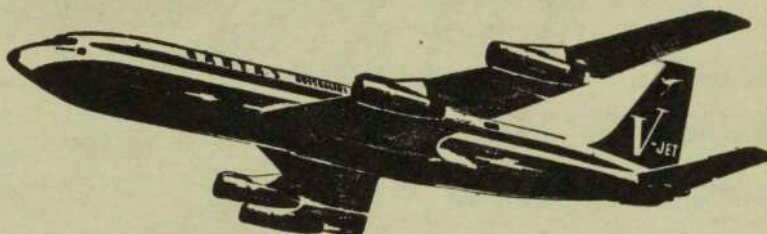
Polynesian's hopes

Polynesian Airlines, more than anyone, wants the run and has been working for it for many months. This airline's reputation has been the big shortcoming in Polynesian travel developments in recent months because of a shortage of equipment and too many last-minute schedule changes. But its controversial chartered DC4, conspicuous by its absence (or grounding) for some time, recently went back into the

The company is well aware of French hopes to fly down from Papeete to the Cooks and it would like to see the chance of a "triangle" Apia-Aitutaki-Papeete in return for French regional rights into the Cooks until 1971.

Fiji Airways will have two HS748's available next year but a service to the Cooks would stretch out this equipment perhaps a little too far. Next year Fiji Airways wants to expand services to New Guinea, the

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Fly the South Pacific’s “international” airline – covering more than three million square miles.

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Offices also at Nadi Airport, Phone 72-488
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SEE YOUR TRAVEL AGENT OR FIJI AIRWAYS General Sales Agent for BOAC and Qantas in East Fiji and Tonga.



- Aitutaki atoll, with its wartime airstrip, will shortly be a key traffic point in the Cook Islands. The present strip at Rarotonga, the main island, is to be closed and rebuilt as a full jet strip for trans-Pacific services. Aitutaki has been in the news lately because an American syndicate wants to lease it as a tourist resort. But the idea looks like coming to nothing.

Marshall Islands and New Caledonia, as well as increasing services on current routes.

An Aitutaki service would appeal far less than a Noumea run, to an already developed tourist destination.

Air New Zealand's attitude is to keep the Aitutaki service in the family at all costs until those DC8s can start booming through Rarotonga. But the airline owns a little less than a quarter of Fiji Airways, and it controls a bigger share of Polynesian than any other airline, so a service by one of these two regional carriers would not be an anathema to Air NZ.

However, because the Cooks are self-governing and not independent, regular air links with their parent country — NZ — seem essential and perhaps the Cooks' carrier would have to operate out of NZ.

Air NZ may operate itself—reluctantly—with Electras.

The Electras created a problem obviously at Aitutaki because loose coral was easily picked up into their engines, and this bugbear would have to be overcome.

BOAC's VC-10's

One interesting recent development has been the formation in Auckland

Cook Islands Air Services Ltd. The company's \$200 capital is held

by Mr. F. A. Reeves, general manager of Air NZ, and Mr. A. A. Matson, secretary of Air NZ.

Internal air services for the Cooks? As well as strips on Aitutaki and Rarotonga, Penrhyn has a viable — though infrequently used — strip which was used by American forces during World War II.

Three NZ engineers paid a trip to Penrhyn, incidentally, less than 10 years ago.

BOAC's decision to introduce its

rear-engined VC-10 jets on its South Pacific routes in October next year has made its two Commonwealth partners, Qantas and Air New Zealand, hopping mad.

By offering passengers a different and more attractive looking aircraft

- As you've just read, there are big developments in South Pacific aviation—all based on predictions of a tourist flood. But how is the tourist picture shaping up generally? How are the hotel operators getting on? And the Islanders themselves? In the next few pages correspondents report on the latest, and somewhat confusing opinions. First, from SUE WENDT in Suva.

Caution, warning and enthusiasm

In the midst of what was virtually Tourism Week in Fiji (with the holding of the Pacific Area Travel Association's board of directors meeting, the 8th Annual Fiji Tourism Convention and the official and very elaborate opening of the Suva Travelodge hotel) came warnings against oversupply of hotel rooms, cautious comments on the benefit of tourism to Fijians and enthusiastic predictions of further "tourism explosions" in the South Pacific.

At the PATA meeting, chaired by Mr. Matt Laurie, a vice-president of the Matson Shipping Line, speakers outlined the massive promotion campaigns being conducted in North America and elsewhere. "Go Pacific" was the PATA theme—and members predicted that audio-visual techniques would bring more tourists to the area.

Unfortunately, there were no Indian or Fijian tourism representatives at the meeting, although the afternoon session had been thrown open to all-comers, so that those who've lately voiced concern over whether the local

populace benefits enough from tourism lost a golden opportunity.

At the opening session of the 8th Annual Fiji Tourism Convention in Suva (local tourist interests were well represented here) the Chief Minister, Ratu K. K. T. Mara, stressed the importance of considering sociological environment.

He said the intrusion of a money economy on what was largely a coconut cash subsistence economy was forcing the Fijians to be Jacks-of-all-trades and masters of none. (Over)

Four aircraft for the price of one

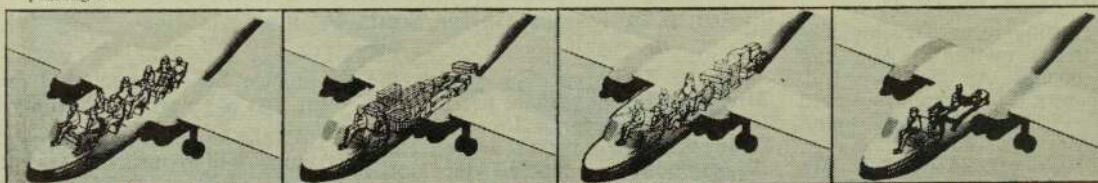
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Fijians worship land

"Promoters, managers and staff in the tourist industry must have regard to the sociological environment of the regions in which they operate. They must look at them with sympathy and understanding," Ratu Mara said.

"While an increasing number of Fijians have drifted into the vortex of money economy, the Fijians' life general is based on a subsistence economy which tends to put land on a pedestal to worship, rather than to use. It implies and requires a regard for shareholding and for mutual respect."

But the tourist industry provides jobs for which Fijians were eminently suited, he said. He referred to tourism as "manna from the sky and sea" and stressed the importance of ensuring

that this "manna" had the widest possible distribution.

During the same week, New Zealand tourism expert Mr. R. S. Odell's report on Fiji's hotel requirements—prepared at the request of the Fiji Government—was released. It contained a warning against a further over-supply of rooms in the Suva area.

Mr. Odell, who was formerly general manager of the New Zealand Government's Tourist and Publicity Department, pointed out that an over-supply of hotel rooms in Fiji was almost wholly concentrated in Suva. Too many entrepreneurs had committed themselves simultaneously, at a stage when Suva had been badly short of rooms. At present there were rooms enough in Suva to meet the demand for at least two years, he said.

Suva has too many hotel rooms, says Mr. R. S. Odell, NZ tourist expert. And he proves it with statistics. Good thing, too, says Marvin Plake, the "Think Big" executive director of the Pacific Area Travel Association. He insists that capacity should stand ahead of demand. All of which is a little confusing for Suva's tourist industry. SUE WENDT reports again.

Suva's hotel headache

Suva needs more rooms, Suva *doesn't* need more rooms—even the experts disagree. And Fiji's tourist interests, travel agents and hotel developers find themselves in something of a quandary.

It hurts the agents to have to turn away business during the busy months, when demand outstrips supply. And there is a bitter kind of irony to see some hotels with empty rooms and idle staff during the slack months. The problem is whether to put the brakes on development and cater simply to immediate needs—or forge ahead in the hope of creating a bigger, more dispersed demand.

A grand new edifice, the Australian-UK financed Suva Travelodge, opened in October with a total of 140 international-standard rooms.

At the same time, New Zealand tourism expert Mr. R. S. Odell's report on Fiji's hotel requirements served that Suva had a serious over-supply of rooms—and suggested government curtailment of building activities (by withholding assistance under the Hotel Aids Ordinance if necessary) in the area at least until 1971.

The local industry's reaction to this section of the report—prepared

at the request of the Fiji Government—was a mixture of concern, uncertainty and scepticism regarding the real picture behind the statistics,

● Suva hotels—if we are to correctly interpret some of the reports coming out of Fiji lately—can be in for a lean time. But most people seem to agree there is a bright future in the Coral Coast of Fiji. Star hotel in this area is The Fijian, situated on one of the best beaches anywhere in the Islands (below). Even on that Coast, occupancy rates are not high at the moment.

many of which seemed open to a certain amount of misinterpretation.

A visiting authority on international tourism, Mr. Marvin Plake (who is executive director of the Pacific Area Travel Association) made no bones about his own reaction. He described Mr. Odell's suggestion as "provincial and dangerous thinking".

"Capacity ahead of demand"

The 267 delegates—98 of them from overseas—who attended Fiji's annual tourism convention in October were fired with enthusiasm by Marvin Plake's "Think Big" philosophy, which he delivered with persuasive finesse.

"Tourism in a free area cannot be turned on and off by pressing bureaucratic buttons!" he said.

"Don't be lulled into thinking that because you've completed a couple of hundred new rooms a miracle has been achieved. Fiji is just barely getting in to a competitive position with a thousand other places."

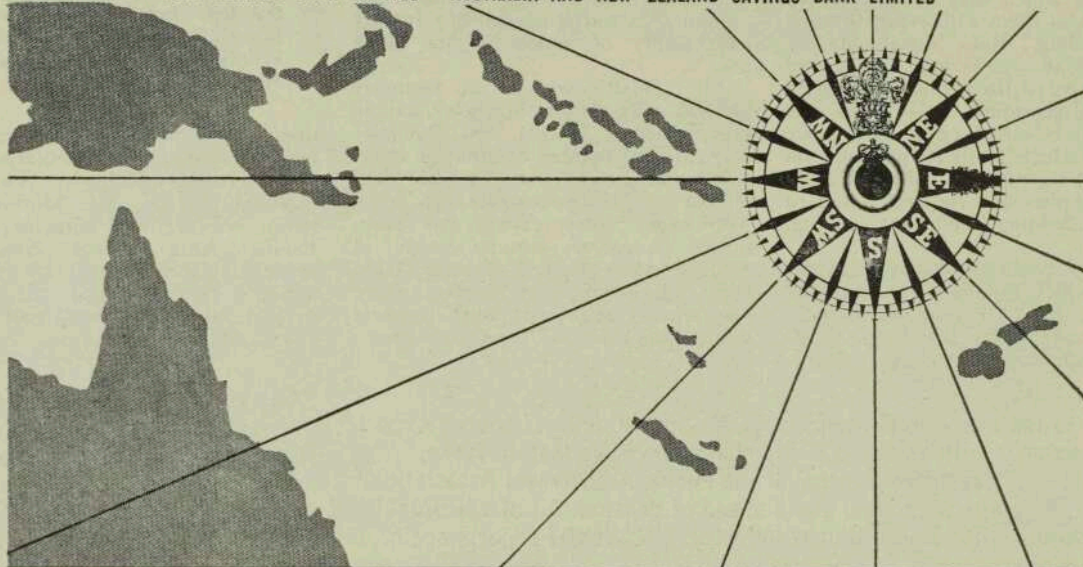
He urged that, instead of "allowing negative influences to stifle initiative," Fiji's tourist industry should take the positive approach—"Capacity must always stand ahead





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Those occupancy figures

demand if you are to succeed
gl!"

He claimed that the suggested
mitations on the number of new
oms for Suva did not appear to
ke due notice of developing patterns,
hich indicated that the annual
umber of visitors was increasing
a very much greater rate than
iginally predicted.

Nor did this section of the Odell
port appear to take into considera-
n the increased average length of
y, which added approximately 25
r cent. to the visitor-night total. It
emed also to ignore the trend
wards group travel, which Mr.
ake predicted would increase notice-
ly in Fiji within the next few
onths.

"And it does not appear to take
o consideration the distinct pos-
sibility of 747's operating in the
th Pacific within 24 months," he
d.

He didn't, however, make specific
nment on the statistics produced
Mr. Odell, showing that during
7 Suva's supply of beds was 32.5
cent. of the Fiji total, while the
and was only 24.9 per cent. of
total.

The 1967 bed occupancy rate per
t. was 48 for Suva and 72 for
di-Lautoka.

The equivalent room occupancy
was 56 per cent. for Suva and
per cent. for Nadi-Lautoka.

The Coral Coast

oral Coast bed occupancy rate
40 per cent. and room occupancy
47 per cent.

he report made it obvious that the
l supply of rooms and their
ven distribution in relation to the
and was causing, and would con-
e to cause, problems.

asing his estimates on the Harris-
r-Forster formula, Mr. Odell
ulated that although Fiji would
e a total of 1,541 rooms (648
them in Suva) by the end of
year, the annual demand would
or 1,348 rooms.

e suggested that for planning
oses the estimated increase in
number of visitors should be
pted at 30 per cent. for this
and at 20 per cent. for the
five years. On this basis, Fiji
d expect to have 181,000 visitors
973.

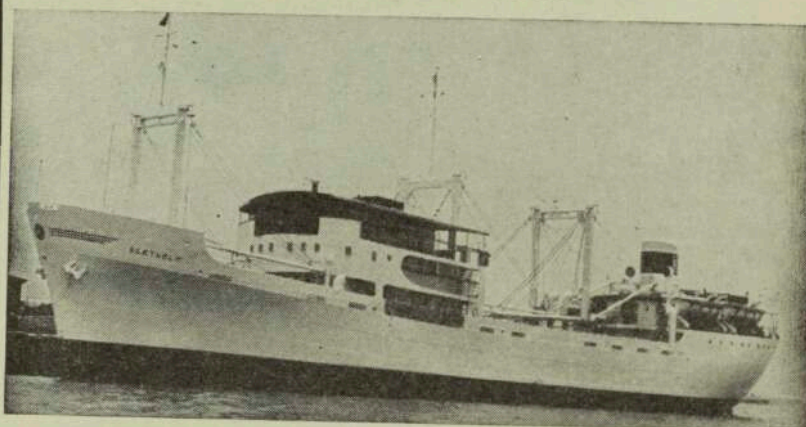
side from the question of Suva's
mmodation, Odell and Plake

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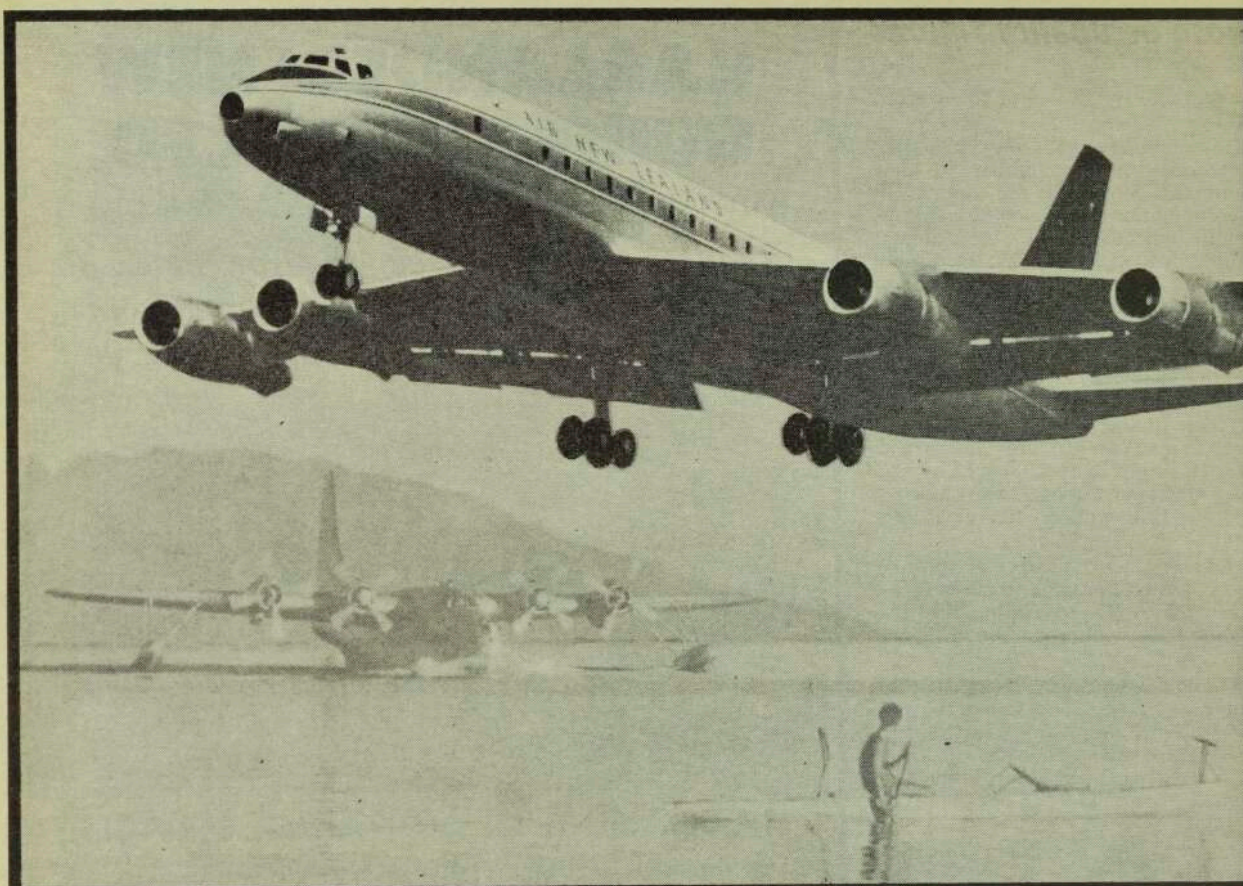
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Get away from Suva

were in agreement regarding the desirability of tourist development elsewhere in Fiji.

Mr. Odell urged the early establishment of a major resort area at Natadola; more hotel rooms in the Nadi Airport area; night flights by Fiji Airways from Nadi to Nausori; and the development of comfortable, round-the-island coach tours.

Marvin Plake spoke of more parks and monuments; a marineland; a major golf course; "living drama" such as a greater outdoor pageant held three or four times yearly; side-walk cafes amidst a bazaar—even, as an atmospheric extra, the booming of a cannon at high noon.

Staff training needed

He urged staff training as a joint project conducted by the Fiji Government and private concerns, emphasising the importance of on-the-job training. And he enthused over the prospect of turning Fiji's Coral Coast into another Gold Coast, 90-Mile Beach, Waikiki or Bora Bora.

A couple of delegates rose to ask, perhaps apologetically: "And what about the money?" But Marvin, a positive thinker if ever there was one, refused to be daunted.

Look overseas, he said. Places like Japan, Hong Kong and Singapore would supply both tourists and money for investment. If Fiji was to strengthen its position in international tourism, it had no choice but to keep planning, building and developing . . . whatever the cost.

● As soon as the Fiji Tourism Convention finished, there was another tourist meeting of sorts in Sydney, which some of the same experts attended. Also there was PIM's JUDY TUDOR, who found that some of the experts in Sydney contradicted things said by some of the experts in Fiji and she didn't agree with some of the other opinions anyway. All of which is a little confusing for anybody trying to find out what state South Pacific tourism is in.

BUT THEY FORGET THOSE SPENDING AUSTRALIANS

When the big tourist boom hits the Pacific in the early 1970's, we can expect four times as many visitors as at present. They will have less money, be poorer educated and stay a shorter period in each country. They will be travelling in parties of up to 200.

It sounds like a dim prospect, especially for those people who liked the Pacific as it once was, but this seems to be the opinion thrown up by a recent survey.

The survey was made by a United States firm, Travel Research International Inc. for *Time* magazine, *National Geographic* magazine and Pacific Area Travel Association. Mr. Stanton Read, a marketing expert and, at present, research director of PATA, who had been making some one-day-stands in a number of Pacific countries, explained the findings to a large travel group in Sydney on October 30.

Naturally, the emphasis was on Australia as a tourist destination, but a lot of surprising things came out about the rest of the Pacific—or what PIM calls the Pacific. As far as PATA is concerned, the Pacific in-

cludes such surprising countries as India and Ceylon and, of course, Japan, Hong Kong, Thailand, Singapore, Malaya and Vietnam.

When Americans think of crossing the Pacific, the meeting was told, they think of going to Japan and Japan is still the favourite destination of Americans, apart from Europe.

The survey was conducted by direct interviews with people who had been beyond Hawaii; and by questionnaires. It was based on the emotional factor—what made people choose a Pacific destination in the first place and what they liked or disliked about it when they had been. (Over 40 per cent. said they went on the advice of travel agents; 31 per cent. because of what they had read in travel books).

Four requirements

The four most important factors in satisfying tourists, it was shown, are "warm, friendly people", "comfortable accommodation", "beautiful natural scenery" and "reasonable prices".

Countries that have been going "duty-free" with mad abandon will, no doubt, be interested to know that shopping comes right down near the end of the list of desirable factors.

Lumping the whole of PATA's Pacific together, upwards of 80 per cent. of those contacted were satisfied with what they had got although they were less apt to recommend it to friends or want to revisit Pacific destinations, than was the case with visitors to European destinations.

In the "would revisit or recommend" stakes, Australia scored 78 per cent.; Western Samoa a surprising 65 per cent.; Tahiti 60 per cent.;

New Guinea likes the way Fiji goes about it

New Guinea's Ministerial Member for Trade and Industry, Angmai Bilas, returned from the Fiji Tourism Convention impressed with what Fiji has done and hoping that "vigorous development of tourism in Papua-New Guinea can confer similar benefits as in Fiji". He saw tourism for New Guinea as widening employment opportunities.

Mr. Bilas, who attended the conference with Mr. Roy Claringbould, of the P-NG Department of Trade, said Fiji had a big advantage in its geographical position as a Pacific crossroads, and it was evident that P-NG needed to increase the number of its international travel links. The forthcoming direct service between Fiji and P-NG by Fiji Airways would be a great help.

Mr. Bilas said there was a strong element of participation in tourism by the Fijians, with polished performances of traditional songs and dances. Most hotels had captured a genuine Fiji atmosphere.

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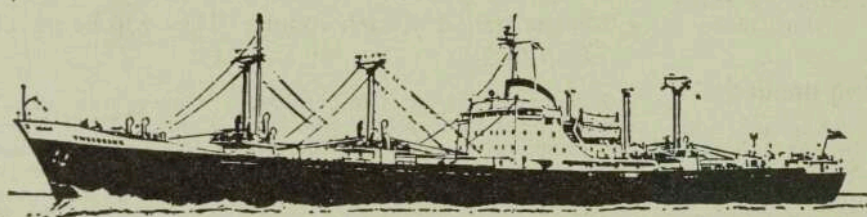
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III tourists aren't from the US

ji 57 per cent.; and New Caledonia
per cent.

Even more surprising was that
Australia was associated with "warm,
friendly people" by 71 per cent. of
visitors; while Fiji was so associated
only 50 per cent. (Hong Kong
scored 31 per cent.).

The extent to which Australians
alleged to be warm and friendly

American visitors was news to
a lot of Australian travel experts;
most of those at the Sydney
Symposium were inclined to take the
evaluation of Mr. Frank Gaven,
Director of the NSW Department of
Tourism, who quoted a recent ex-
perience in a NSW country hotel.

He had jumped the gun for break-
fast and while he waited he heard
a waitress address the manager
as:

"The breakfast is ready to be
served."

"Ah," said the manager. "Bang
gong—then round the bastards
"

Taking the PATA Pacific as a
whole, the things that people didn't
like were "dirt and poverty", "high
cost of getting there", "problems
with language" and "not enough to
see".

Although it was not made clear,
it seems likely that dirt-and-poverty
and difficulty with language were
more likely to have occurred in the
northern part of the area covered than
in the South Pacific islands and Aus-
tralia and New Zealand. Nonethe-
less, to sophisticated eyes, suburban
urban Australia can look slap-
dash and very often untidy. (Aus-
tralia got 49 per cent. for scenery;
Fiji 52 per cent.).

Is survey valuable?

How much are surveys of this
kind worth? To begin with, the
findings were based on the replies of
over 2,000-odd travellers, all from
the United States, among the
hundreds of thousands who visited
Pacific area destinations in 1966-67.

Left completely out of its
calculations, visitors from other
countries and these, so far as the Pacific
islands are concerned, are of grow-
ing importance to the stability of
individual tourist industries.

It is true that originally most
Pacific tourism was based on the idea
of attracting the American dollar and
the Pacific Area Travel Association
has this as its main purpose. Terri-
fies like Tahiti, Hawaii, American,

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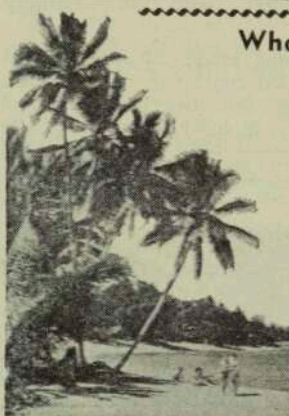
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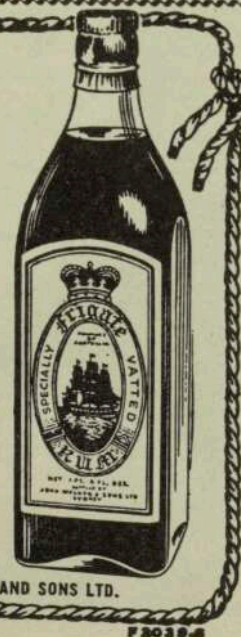
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Airline costs are too high

and probably Western, Samoa must continue to look to the United States for most of its tourists but in recent years a very different picture is emerging in the rest of the South Pacific.

It is the affluent Australian who is giving a shot in the arm to the tourist industries in Fiji and New Caledonia and in this he is helped by the affluent, but much more restricted, New Zealander.

When the tourist industry in Papua-New Guinea gets completely into its stride, again it will be the Australian who will be its backbone. The same can be said of the British Solomons and the New Hebrides.

Australians and New Zealanders do not "collect" countries merely for the sake of collecting. They stay longer in one place. In Fiji and New Caledonia they tend to go for eight days to two weeks, and to go as individuals or small groups and not large parties. They are also, on

average, younger tourists than those from the United States.

In 1967 the biggest single group of US tourists visiting Fiji were females over the age of 60. In the same year the biggest single group of Australians was male, between the ages of 20 and 29. About 35 per cent. of all Australians visiting Fiji were in the 20-49 age group; Americans in the same age group were only 21 per cent. of the total Americans.

Australians good spenders

Although it seems to be the dream of most people running tourist businesses to cater exclusively for hordes of American millionaires, places like Fiji are finding that middle-class Australians are good spenders. Perhaps they aren't as choosy as Americans, and they also buy with the knowledge that, on the whole, Australian Customs' officials are pretty lenient with homecoming travellers.

The points made by the Travel Research International survey are valid enough but they tell only part of the story, at least for parts of the

Pacific. If there is any lesson to be learned from considering all the factors it probably is that, in the future, tourism will have to be more versatile.

It will have to cater for these short-stay, less monied people who we are told, will flood into the Pacific on the jumbo-jets; and at the same time still keep a place for those who want to go leisurely, probably more than once, and stay longer.

To a great extent, the promise of a flood to the Pacific will depend on whether jumbo-jets bring air fare down substantially (and there some talk that they mightn't come down at all!)

There would be a flood now if it weren't for the high cost of getting there from North America, and that is not a bad thing. The economies of some of the smaller Pacific territories are too precariously balanced to withstand mass tourism without losing their identity.

Once they have become just another Nassau or just another Acapulco it is too late to turn the clock back.



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flying off to the
other side of
the world for
the very first time
it's nice to go
with someone
you know.**

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HOTEL PLAN TO ACCENT NORFOLK ISLAND'S HISTORY

Norfolk Islanders and Australians will be offered minor shareholdings in a proposed \$US1 million luxury colonial hotel for Kingston, Norfolk Island, should the Australian Government approve the project and sell 17 acres of land to the developers.

Mr. Paul Stocker, a US lawyer and historian who is Australian manager for the developers, The Wendell-West Company, told *PIM* in November the company would welcome equal shareholdings in the project.

He said Norfolk's Paradise Hotel being bought (for an undisclosed sum) from Mr. Eric Semple on condition Australia sold an adjoining 17 acres of land for the new hotel. Mr. Stocker had personally bought 10 acres of land behind the proposed hotel site, looking out at Phillip and Nepean Islands.

Norfolk Island Council had approved his company's plans, with technical conditions, and he would submit engineering and construction plans to Canberra by about May next year. With the plans would also go request to buy the land.

Mr. Stocker said the proposed hotel would consist of about 100 units in one long line. They would each have a fireplace and be built of stone and genuine timber.

Ruins of Norfolk's convict era could be refurbished and used as part of bars and dining rooms. The whole project would represent Norfolk's early history.

The two-bed units would cost about \$A20 a day, without meals, and the project would put the island on the international tourist map", said.

Mr. Stocker said his company did not aim to take holidaymakers away from current hotels which mainly catered for economy-class and family tourists. Wendell-West was interested in attracting people prepared to pay something more, for something different.

(One of Wendell-West's principals is singer Pat Boone, but Mr. Stocker said Mr. Boone was not personally interested in Norfolk. The Norfolk man was "my baby", Mr. Stocker said.)



P-NG is looking at her tourists, too. Miss Sumiko Tanaka, from Osaka, Japan, one of the first Japanese to visit the territory as a tourist, said that she was met everywhere in P-NG with warmth and kindness.

— Photo: Chin H. Meen.

MAN FRIDAY EXTENSION PLAN FOR FIJI'S CORAL COAST

THE first step in a \$A100,000 extension programme for Fiji's Coral Coast holiday resort, Man Friday, was taken in November with the completion of a new 2½ mile (access) road from the Queen's Road to the resort itself.

Man Friday, a magnificently-sited holiday spot previously hindered by a bad road, is operated by Australian couple, Frank and Joan Ransom. They own an equal share with Mr. George Jorgensen, Sydney businessman and yachtsman (he and his yacht *Veninde 11* will be in the next Sydney-Hobart race).

Two other investors, Suva building contractor Mr. W. C. Hines and English businessman Mr. Dick Russell, who is now working in Nigeria, have taken a share to coincide with the extension to Man Friday.

By June next year, according to ex-Northern Territory cattleman Frank Ransom, his beachside resort should have accommodation for 90 people, situated in 30 separate bure units.

The plans include an impressively spacious central bure, 140 ft long and 40 ft high, containing a dining room, bar, lounge and kitchen. All bures, solidly built from concrete blocks and iron roofings, will be trimmed and covered with native building materials and thatching.

SECOND FIJI VISITORS BUREAU OFFICE FOR AUSTRALIA

PROVIDING the Fiji Government allocates suitable funds — and there seems little reason why it shouldn't — the Fiji Visitors Bureau will open its second Australian office in May or June next year.

The new office, in Melbourne, will take some of the load of promoting Fiji on the Australian market from Sydney manager, Mr. Russ Gribble's shoulders.

TWO NEW AIRSTRIPS FOR THE SOLOMONS

THE Solomons will get two new internal airstrips — at Ballalae, Shortland Islands, and on Nusatupe Island, near Gizo — both in the Western District.

Work began in October on the strip at Nusatupe, which will be just over a mile from Gizo township and will be more convenient for air visitors to Gizo, who currently use Barakoma or Munda airstrips several miles away.

The BSIP Government has made a compulsory acquisition of 37-acre Nusatupe Island and its surrounding 100 acres of reef and seabed for the project.

When completed, the strip will be 3,600 ft long. A small jetty and a terminal building will also be constructed.

Ballalae is a former wartime strip in good condition. Hopes are it will serve the Shortlands, just south of NG's Bougainville, better than the current strip at Mono, in the Treasury Islands. In October, Western District Council workers had cleared an area nearly 2,000 ft long and 360 ft wide.

CATERING SCHOOL FOR PORT MORESBY

While Fiji is still discussing the need for a food and catering training school to assist its hotel industry, Papua-New Guinea has announced plans to establish one. Construction work on the new school, which is part of the Port Moresby Technical College, will begin soon. There will be a four-year food and catering course for those wanting to work in hotels, motels and restaurants, and short courses for waiters and waitresses. New Guineans with an education of form two or higher will be able to attend.

MARKING P-NG/WEST IRIAN BORDER IS A SURVEYOR'S NIGHTMARE

By A. J. LUDBROOK

Australia has only one international border—that between Papua-New Guinea and West Irian. Yet, despite the fact that at various times in the past half-century attempts have been made to define this border, it was not until 1966 that serious work was done to mark it.

Today there are 14 concrete markers defining the border from the north coast to the south coast, the work of combined Australian and Indonesian survey teams in 1966 and 1967.

The story of some of the adventures of the Australians in this operation was told by Mr. John C. Macartney, a senior surveyor of the Department of Lands, Surveys and Mines, Port Moresby, at a recent Australian Survey Congress in Brisbane.

The border cuts across the most diverse types of country including mangrove swamps, sago swamps,

tropical jungles, extensive lakes, rugged limestone cliffs, and high mountain ranges, sometimes capped by snow.

Beginning at Wutung, on New Guinea's north coast, the border rises from sea level to an elevation of 5,000 ft in crossing the Bougainville Mountains, and then drops again to about 500 ft at the Moso River, all within a distance of six miles, and all covered in dense tropical rain forest.

Then the border crosses the Kohari Hills, which rise to 3,000 ft and are heavily timbered, before entering

the low swampy plains of the Bewani River.

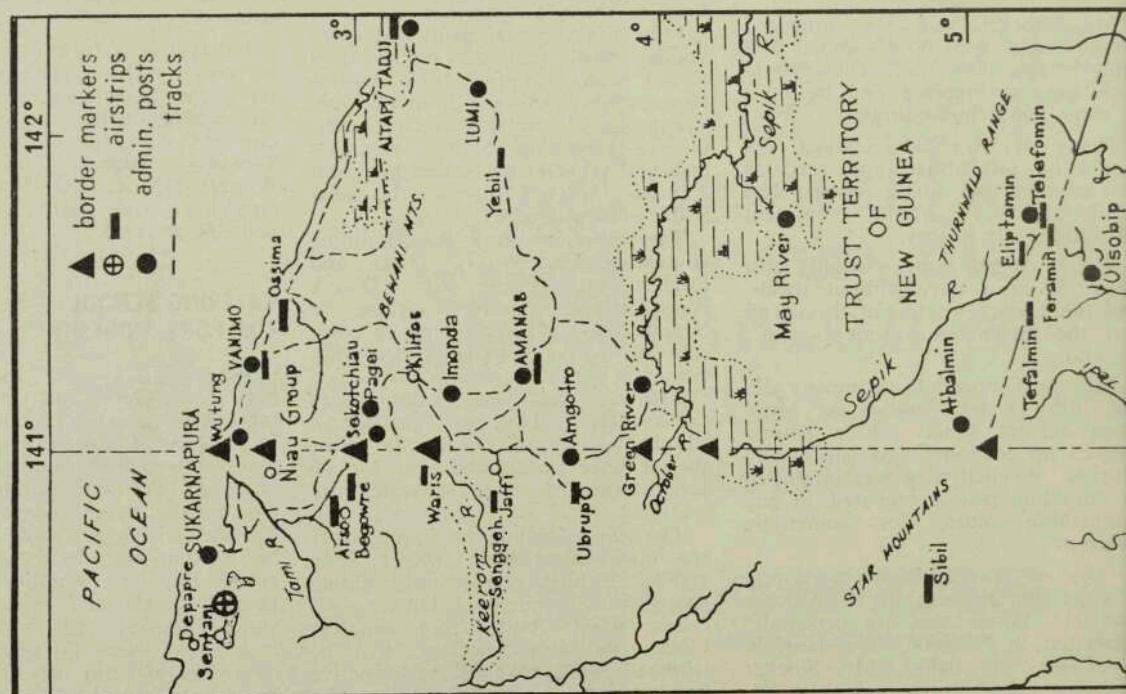
The terrain again rises abruptly in the Bewani Mountains, with peaks reaching to over 5,000 ft. A short descent to Waris . . . and then into the extremely rough Border Mountains, with their huge sink holes, razor edged pinnacles and dense tropical vegetation.

After leaving the Border Mountains, the border runs across 40 miles of low flood plains of the Sepik River before a huge ascent over the Star Mountains.

These mountains are awe-inspiring with their 13,000 ft peaks, vertical cliff faces of thousands of feet, huge land slides falling for a thousand feet or more, dense rain forests on the slopes, moss forests higher up and their alpine grasslands with occasional falls of snow.

From the swampy lowlands of the Fly River the border crosses 15 miles

Map shows 14 concrete mark



of lakes before entering heavy rain forests of the headwaters of the Merauke River.

Moving south, the country changes to open savannah around Sota, then into the marshy swamps of the Tarl River and finally through mangrove swamps to meet the south coast at the mouth of the Bensbach River.

All in all, a horizontal distance of some 450 miles of surveyors' nightmares!

The Dutch initially had claimed all land west of the 141st meridian, and that meridian in theory was the border, with sundry variations from time to time.

In 1962 a joint Australian and Dutch survey team erected marks where the border, as then recognised, twice intersected the Fly River.

Aerial photography involved in his work was not completed before the Dutch handed over the territory to the UN and to Indonesia later that year. But it was subsequently completed by Australia, and a series of reconnaissance maps of the border area was published by the Division of National Mapping.

To help in the compilation of these maps, surveyors from the Papua-New Guinea Department of Lands, Surveys and Mines took star

Australian survey party arrested

fixes in all villages along the border where there was doubt about which side of the border they lay.

But with the hiatus caused by the Dutch withdrawal and the Indonesian takeover, there was another lapse in the progress of joint border marking. On her part, Australia, in late 1963 attempted to further define the border by erecting notices on roads and tracks crossing it.

These notices, carrying the inscription "New Guinea International Border", were positioned solely by reference to the reconnaissance maps produced by the Division of National Mapping and by the allied aerial photography.

Political embarrassment

But the placing of these notices was a unilateral action. It led to political embarrassment when one notice was removed by an Indonesian patrol. An Australian survey party attempted to replace it, but was arrested by an armed Indonesian patrol and forced to abandon the project.

First proposals for the permanent demarcation of the border by Aus-

tralia and Indonesia were discussed at a meeting of survey authorities from both countries in Djakarta in 1964.

Australian delegates to this meeting were Mr. B. P. Lambert, Director of National Mapping, Mr. R. G. Matheson, P-NG's Surveyor-General, and Mr. J. C. Macartney, P-NG's Senior Surveyor.

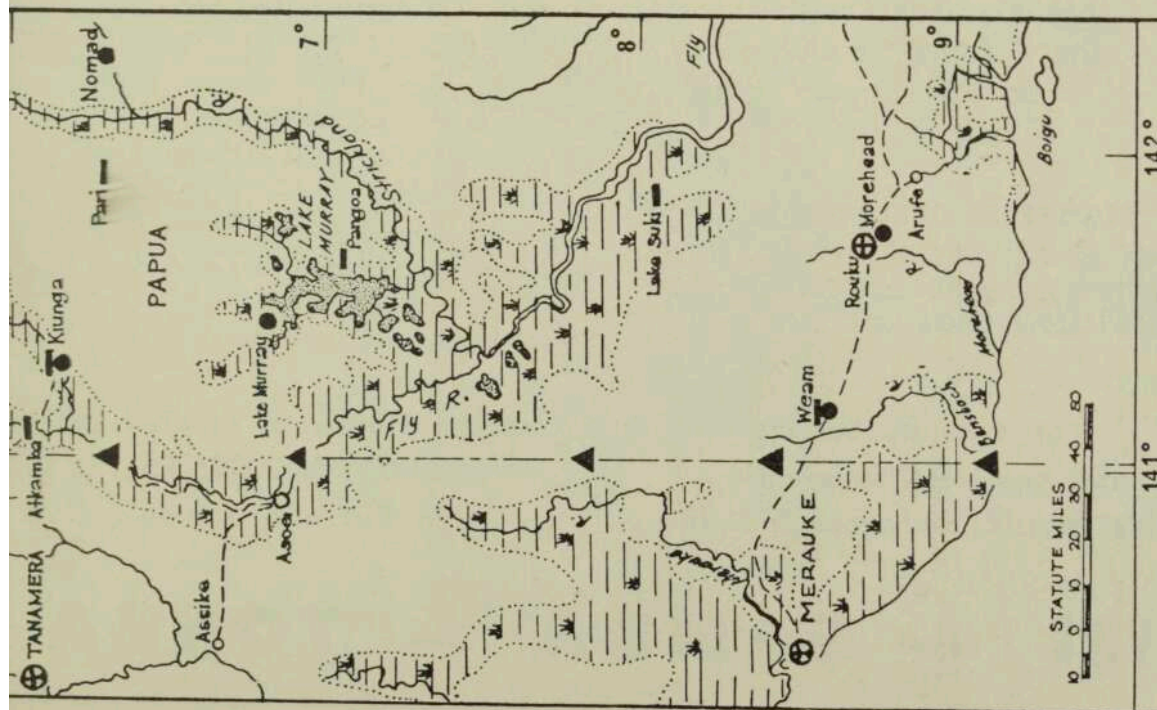
The proposals resulting from this meeting subsequently received the approvals of both governments and have been the basis for the survey operation made since.

Nevertheless, it was almost two years before the Indonesians were able to attend a second meeting at which final arrangements for the method of survey in the field were agreed upon and a firm date fixed for commencement. The survey got under way in June, 1966.

First part of the survey was the establishment of 14 meridian markers. This work was completed in two stages, six markers being placed by an expedition in 1966 and the remaining eight by an expedition in 1967.

The Australian and Indonesian

Mapping P-NG and West Irian



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FIJI — SAMOA — TONGA

They used the stars

teams were equally balanced in numbers. Each team, headed by a survey officer, included labourers for clearing, an administration officer for liaison with local population, medical personnel, and four security men, consisting of one commissioned officer and three others. The teams were even in number.

But first a joint reconnaissance team made an aerial inspection and selected sites as near as practicable to the meridian at which the astronomical observations would be made.

The sites were selected on major rivers at the approximate latitudes agreed upon at the 1964 Djakarta meeting.

The river sites were chosen for several reasons—easy initial access by helicopter landing on the river bed, availability of drinking water for the survey teams, and also water and materials to construct the concrete markers. Further, movement of people in these areas is mainly along the rivers.

It was the job of the clearing party to go into a proposed site and prepare a helicopter landing area, erect a full camp and clear a site for astronomical observations.

The security men and liaison officer made the initial contact with local people in the area.

Concern

At one site the locals had never before seen white people and the landing of the helicopter plus the whites caused them some concern.

The procedure was, first, for a clearing party to be landed by helicopter on a suitable place in the bed of the river, the party then to prepare nearby a helicopter pad with the aid of chain saws (the helicopters sometimes had to descend vertically between trees hundreds of feet tall). The camp site was then cleared, the camp erected, and finally the astronomical observing site was cleared.

Thus the survey parties leapt logged their way down the border. Independent astronomical observations were made by both teams establishing the border. Each team made its observations at separate points, theoretically on its respective side of the meridian.

The teams then traversed to a common point, where their results were compared and averaged, if they agreed within the prescribed limits of accuracy.

If the results differed too much then the position of the point was to be re-determined by both sides



The northern marker at Wutung being inspected by Minister for Territories C. E. Barnes. Other faces of the monument refer to the Indonesian survey team and give the date and position.

until the results agreed within the prescribed limits.

Both teams were free to select their own observational methods and stations for radio time signals.

The Indonesians at one stage were working by an observation method of using stars which they could visually identify from a star chart. As there were seldom large areas of clear sky, this method proved difficult.

Finally they accepted the offer by Australia to supply them with electronically pre-computed star predictions.

After the completion of observations during the 1966 expedition the data was forwarded to Canberra, where it was processed through the CSIRO computer. The results were radioed back to NG, and the full printed computer output was mailed back.

In the 1967 expedition the Australian surveyors processed their observations in the field.

Construction of the concrete monuments on the meridian was always a joint effort, with both teams providing manpower and materials.

"Happy occasions"

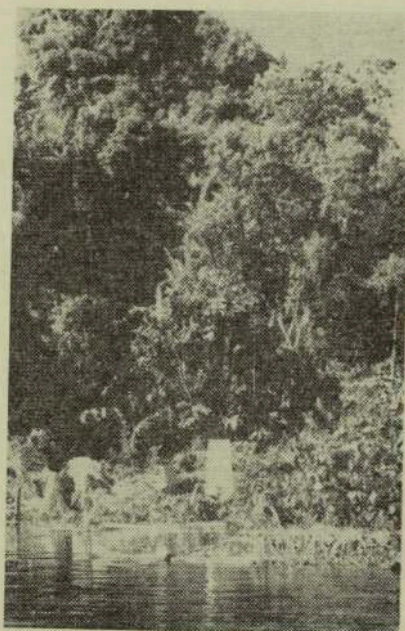
"These were always happy occasions on the survey, for although the work was arduous the sense of achievement of completing another mark overrode the physical discomfort," Mr. Macartney says.

After the placing of the marks at each station, white cloth strips were laid about the marks in the form of a cross and the marks photographed from the air at heights of 300 ft, 1,300 ft, 3,000 ft, and 10,000 ft.

This was done for identification on survey photography previously flown at 25,000 ft.

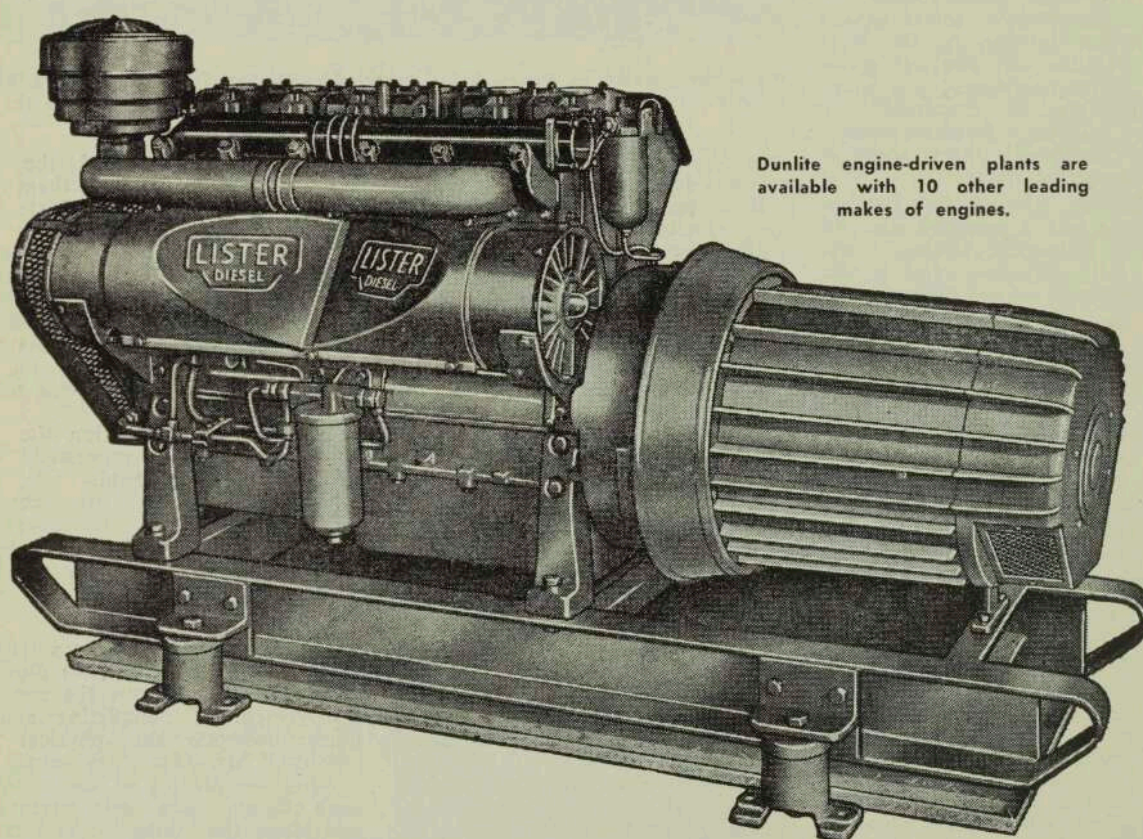
Said Mr. Macartney: "The taking of these photographs was a thrilling experience, particularly from 10,000 ft with no door on the helicopter and leaning out with a camera weighing 15 lb."

Mr. R. G. Matheson, the terri-



One of the border markers on the Fly River.

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Rations ran out

tory's Surveyor-General, in an addendum to Mr. Macartney's paper, said that before the 1964 Djakarta conference, Australian work on the border was made under "considerable hardship".

There were no helicopters. Long patrols through the jungle carried a minimum of camping equipment and the bare necessities in instruments and radio equipment.

The situation changed radically when the international project was planned. There was an abundance of equipment.

The Indonesian surveyor in charge was Dr. J. Soenarjo, principal of the School of Astronomical Surveying in Bandung. He was assisted by pupils about to graduate from that school.

Just prior to the end of stage two of the survey, Dr. Soenarjo accepted a position in Saudi Arabia, and was replaced by Captain Tawil.

"The Indonesian surveyors proved accurate and efficient," said Mr. Matheson. "The spirit of co-operation exhibited by them at all times was a major contribution to the success of the project.

"Our officer in charge, John Macartney, proved an ideal choice for this task because of his understanding of the fairly sensitive diplomacy required in such an operation.

Diplomatic success

"This was probably the first serious joint project by Australians and Indonesians, and was in an area where some embarrassment at diplomatic level had occurred. We are proud that the operation proved an important diplomatic success."

Only the weather was not always kind. An example was when the observing teams, Indonesian and Australian, were left at 12,000 ft in the Star Mountains for three weeks because weather prevented the return of the helicopter.

It arrived the day the emergency rations ran out!

Mr. Matheson added: "The work one does not end the survey. There is still the major task of linking up these 14 points over some of the most difficult country in the world. Then we are faced with the maintenance and preservation of the parks against tropical jungle, winds and snow, and annual floods.

"There is not much chance of surveyors working themselves out of job in New Guinea."



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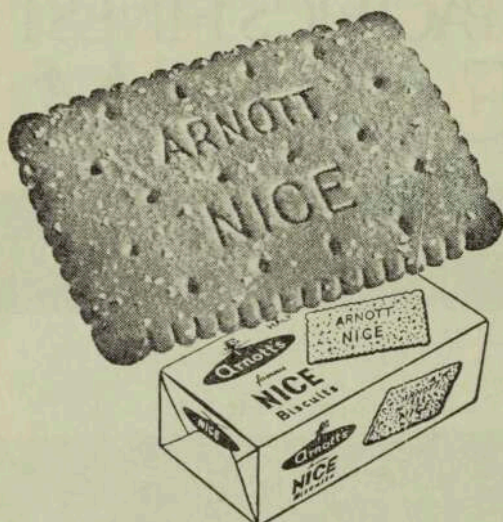
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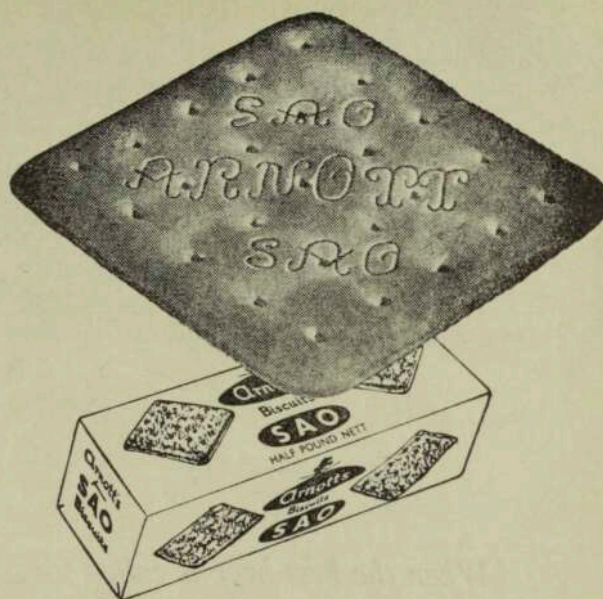
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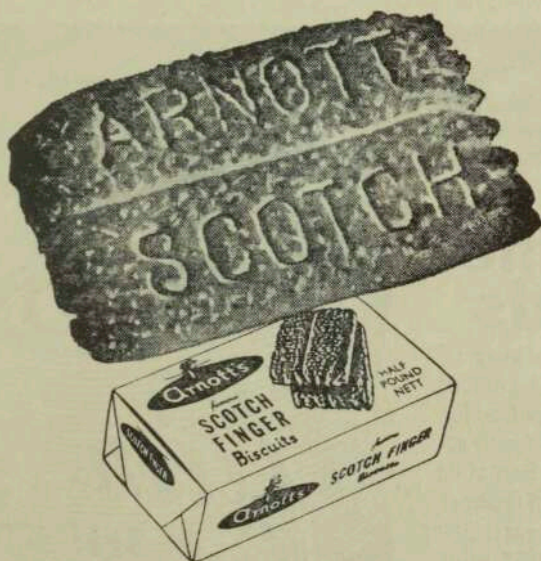
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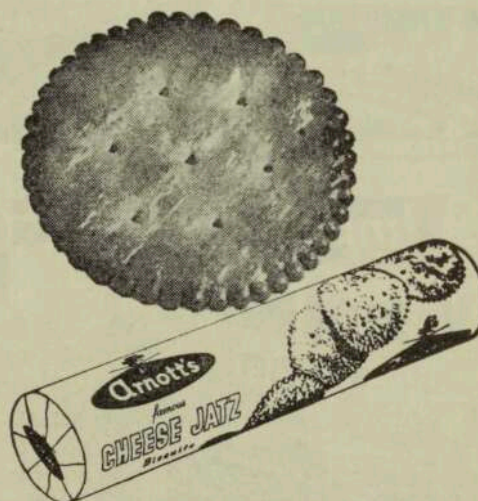
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SUE WENDT spoke to Stephen Klitzman, a 23-year-old Peace Corps Volunteer in Fiji. He likes the country, he likes the work and he likes the people. But he asks himself:

WHO GETS MORE—THE PEACE CORPS OR THE PEOPLE?

Some months ago Dr. Ron Crocombe, of the P-NG Research Unit, wrote an article for *PIM* on the intensive training undertaken by Peace Corps volunteers during their instruction period in Hawaii, before going into the "field".

He pointed out that even by the end of this year the South Pacific would see 2,000 volunteer workers, representing organisations in five different nations.

And he observed that "there is little doubt that the most pervasive outside influence in the Pacific Islands in the 1970's will be that of the voluntary worker."

Dr. Crocombe is probably right, but the extent of their influence will depend upon how far individual members of organisations such as the Peace Corps feel they have a right to go in instituting change.

Some of them—23-year-old Stephen Klitzman, of Belmar, New Jersey, is one—worry that they might get more out of the programme than they are able to give in return.

"Paradise propaganda"

Since January this year Stephen, thoughtful brown-eyed young man with a moustache and round-rimmed spectacles, has been schoolteaching at Rakiraki Village on Kadavu, a jagged island 50 miles south of Suva.

It is his first teaching job since graduating in 1966 with a BA in politics from the University of Pennsylvania and almost graduating here's in the process of completing (the final paper) last year with an MA in journalism from Stanford.

With characteristic honesty, he admits that the publicity which surrounded the Peace Corps' entry into the South Pacific is a major reason for his being in Fiji. Altruistic motivation had little to do with it. "I guess I fell for the Peace Corps goes to Paradise propaganda," he said.

"The South Seas still has the romantic Hollywood-promoted attraction of being a place where a man can be free to live and learn and love as he pleases. I didn't set

out to prove anything—I set out to experience.

"Admittedly, I wouldn't have been as ready to apply if the draft hadn't existed. I sincerely felt that I could make more of a contribution to peace as a Peace Corps volunteer than as a soldier in Vietnam."

I spoke with Stephen Klitzman in September, when he was in Suva with 35 wide-eyed Kadavu school-children, many of whom had never seen the mainland of Viti Levu, and most of whom were overwhelmed by the excitement of "big city" activity.

Although the decision to take the children to Suva rested with the head teacher at the Yali District School, Stephen feels that the trip probably became reality only because he was there to do the letter-writing, make the travel arrangements and encourage the parents to raise money. The boat trip from Kadavu to Suva and return cost £100—and the children contributed to this by selling coconuts to the village store.

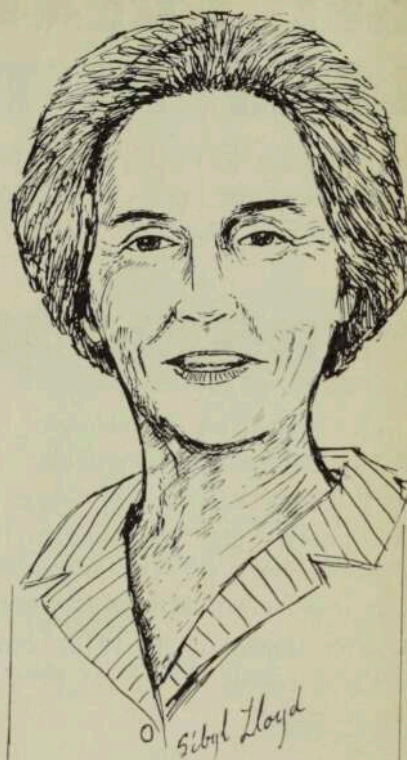
Stimulating

"The children are having a great time during their six days here—and I personally find Suva just as stimulating as New York! The real interest is in the people one sees walking along the streets—I don't miss things like theatres and art galleries," Stephen Klitzman said.

For the first few weeks after his arrival at Kadavu in one of the inter-island cargo vessels, the young volunteer experienced what he calls "culture shock"—adjusting to a new way of life, language and even philosophy isn't easy. "I thought at first—why aren't they bored, just eating and sleeping and doing little real work," he explained.

"Then I realised I'd have to take things slowly and adapt. The key phase in the Peace Corps is 'be flexible'.

"One realises that these islanders,



PORT MORESBY PERSONALITY

Thelma Price, MBE, at present Welfare Officer at Kaugere, Port Moresby, arrived in P-NG in 1934 as a trained nurse to join her husband who was then a medical officer at Manus. She was born in NSW. Between 1934 and World War II, Thelma and her husband lived in Bougainville, Kokopo and Rabaul. Since the war they have lived in Port Moresby. Thelma was awarded her MBE in 1967 for services to the welfare of the Papuan people. A member of the Hospital Advisory Board, Thelma is on the executive committee of the Red Cross, on the council of the Girl Guides and on the Town Advisory Council. She has three sons and four grandchildren.

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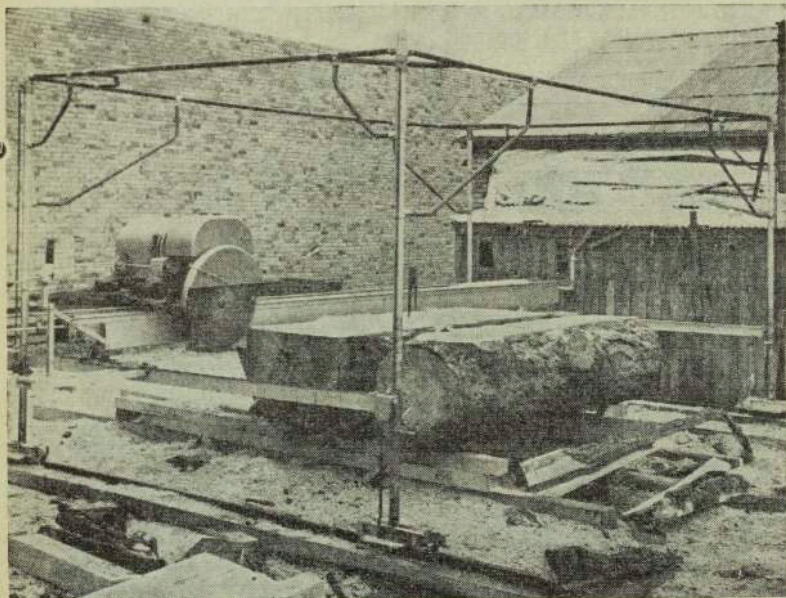
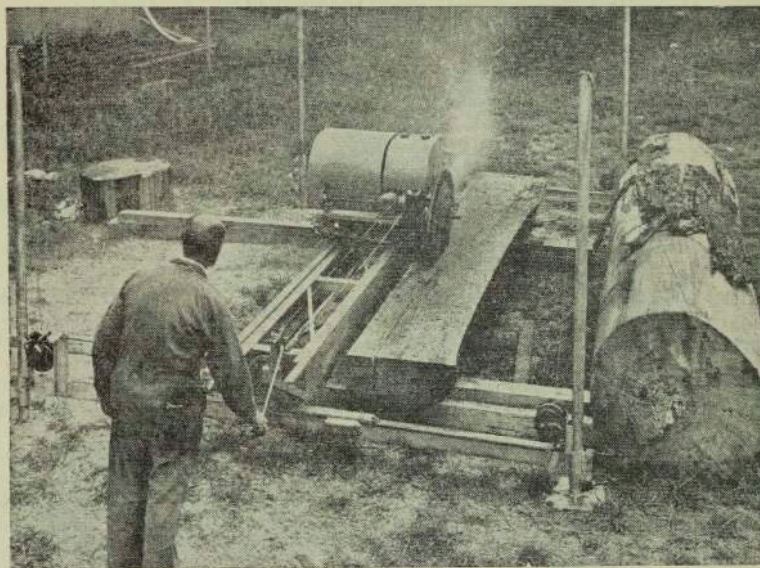


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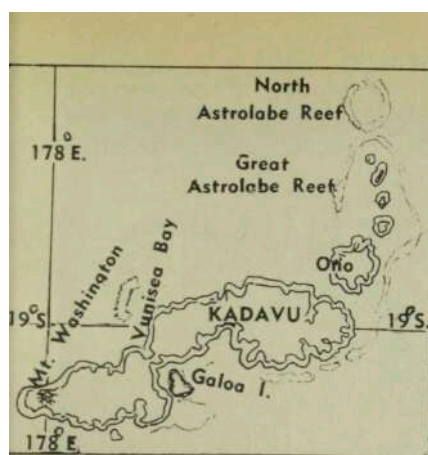
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Kadavu in relation to its outliers and reefs.

particularly the people of Kadavu, could be by-passed by the whole world and not be too unhappy.

"In the matter of promoting change, I limit myself to education. And even during my first week here, I realised that I'd have to adapt to the current system of schooling at Kadavu—it's almost entirely geared towards examinations—before I'd be in a position to suggest any changes."

Despite his doubts about who is benefiting the most, there is already significant proof of the value of having a Peace Corps volunteer at Yali District School. There has been a big increase in the number of textbooks and storybooks available to the school's 90 students—25 boxes of books arrived from Hawaii in May.

And an extra teacher means smaller classes. The head teacher, who taught 50 pupils last year, now has only 20. Stephen Klitzman takes the eldest children—the 15 and 16 year olds—from 8.30 a.m.-3.30 p.m. five days a week, and the younger children for half-hour classes in English every day after school.

Drink yaqona

From 7-9 p.m. each day, he helps examination candidates prepare for their Intermediate and Secondary school entrance examination. "After 9 p.m. I'm free to prepare my own lessons for the next day—I usually do while I'm listening to the BBC."

Weekends? "I go into the village to drink yaqona and talk with the men, from whom I've learned a lot about Fiji. I do a lot of writing and reading and a little singing."

In the outer islands the village people have contracted little of the malarial fever which grips mainland

Fijians and Indians from time to time.

"Rugby is a far more popular topic of conversation than politics—though Fijians are interested in anything concerning land ownership," said Stephen.

"I try to be apolitical, although Fijian politics are fascinating. It's not my place to get involved."

During his two-year term of service the Peace Corps pays Stephen Klitzman £F20 a month, a princely sum when you consider that the entire year's income for the village of Rakiraki is probably less than £100. But it's not much for an American university graduate.

Financial sacrifice

"The Peace Corps also deposits an extra \$US75 per month in an American bank for each volunteer, to be collected when the two-year period is up," he explained, "but most of us could be getting at least \$100 a week in America. So we are making some sort of financial sacrifice."

"But the things I'm learning and doing are far more valuable than money. The fact that I'm living among a non-Caucasian race and speaking their language almost out of necessity is worthwhile in itself."

"But most of the things I'll have learned will be very hard to communicate to my close friends and family."

"I can just imagine telling my mother what a wonderful thing it is to sleep and eat and sit in the sun—she'd consider it sheer laziness. Unless she saw it for herself."

If life on Kadavu is full of surprises for Stephen Klitzman, some pleasant, some frustrating, he, too, must be an enigma to the villagers.

But regardless of who gains the most from his two-year stay there—and who could measure it?—the value of man-to-man communication can't be denied.

● An underground water supply, believed to be the biggest ever found in Fiji, was discovered in October at Varavu. A few days after its discovery, it was yielding a non-stop flow of 6,000 gallons an hour. The reservoir was struck on Fijian-owned land at a depth of 200 ft by a drilling team from Nagan Engineering (Fiji) Ltd., of Ba, who have been carrying out drilling tests for water in the Western Division since March.



Vaine Rere.

VAINE RERE: ATIU'S NATURAL LEADER

From W. H. Percival, in Rarotonga

Vaine Rere, a plump and jovial man with a ready smile, a bright intellect and an urge to get things done, represents his home island of Atiu, in the Cook Islands' Legislative Assembly. (He was a member of the Assembly once before—from 1958 to 1965.) A natural leader, he is headmaster of Atiu's primary school, a captain in the Boy's Brigade, and he is in charge of Atiu's housing development.

Although educated only on Atiu, he speaks perfect English. A church deacon, he was the driving force behind the recent renovations to Atiu's church (for which he designed and carved wooden symbols).

Atiu's 6,654 acres are of volcanic origin. The island has no lagoon, and its five villages are situated on rounded and flat-topped hills some 300 ft above sea level. Atiu is encircled by a cliff of dead coral and is protected by a coral reef through which there are a few small boat passages, none of them good.

In pre-Christian times the warlike Atiuans conquered the neighbouring islands of Mauke and Mitiaro, and were greatly feared for their ferocity and ruthlessness. Today, they are known as hard workers who are prepared to stay on their own island while other Cook Islanders travel to



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Rarotonga and from there to New Zealand.

"Why is it," I asked Vaine Rere, "that the young people of Atiu are willing to stay at home and work while most other young Cook Islanders seem keen to emigrate?"

"I should say there are three reasons," he replied. "One, they know that when their fathers are too old to work they will hand over the family citrus plantations to them. Two, they are allowed to use the village meeting houses for youth club activities. This was not the case in the past. Three, some of them know that they can build and own their own houses."

Vaine Rere, a well-preserved 57, was trained as a schoolteacher, and he taught until he resigned to further his own general knowledge. To do this he went to sea—in 1934.

For almost six years he sailed under veteran skipper "Andy" Thomson, first on the old auxiliary schooner *Tagua*, and then the famous *Tiare Taporo*. In 1940, having learned a lot through travel, he returned to school teaching on Atiu. Eleven years later he was appointed headmaster of Atiu's primary school.

To London

In 1954 he travelled to London with 14 other Cook Islanders to attend the centenary of the death of Sir Alexander William Smith, the founder of the Boy's Brigade. The Cook Islanders camped on the playing fields of Eton.

Some years earlier, during a visit to New Zealand, Vaine Rere first heard about youth clubs and decided that there ought to be some on Atiu. In 1955 Mr. Lyall Noakes, the director of the government's newly-formed Social Development Department, helped Vaine Rere form Atiu's first youth club. Soon each of Atiu's villages had its own government-guided youth club.

Vaine Rere took early advantage of the housing loan scheme when most Cook Islanders were suspicious of it. In 1961 he started to build his own house of concrete blocks, the first of its kind on Atiu.

Until 1965, it was possible to borrow only £200, interest free, on a non-security loan. These loans were made in building materials and never in money. No allowance was made for labour—the applicant and his family were expected to provide their own. Repayments were usually made

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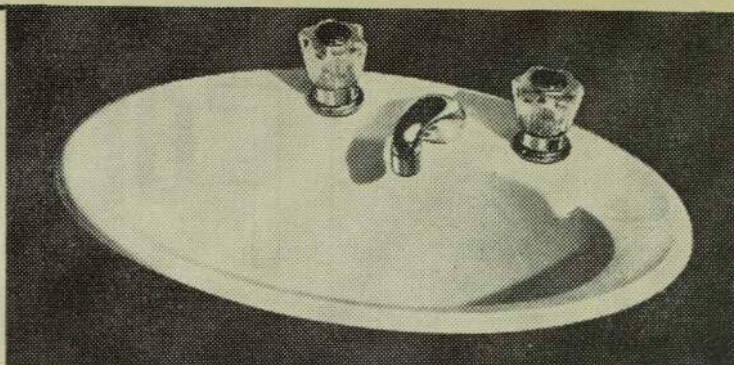
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He persuaded them

through deductions from salaries or wages, or from the proceeds of crop sales.

But £200 would build only the shell of a house measuring 24 ft by 20 ft. This amount would provide a concrete floor, walls, either of concrete blocks or timber frames lined on one side only, and a flat or a gabled roof of corrugated iron.

It did not take Vaine Rere long to work out that the cost of building a house had to be cut. But how?

He took the problem to Resident Agent J. J. "Jock" McCauley, with the result that supplies of cement were imported direct from New Zealand at 11/3 per bag—a big saving. Local boatmen charged £4 per ton to ferry goods from ship to shore and, after a lot of persuasion, Vaine Rere finally got them to agree to a more realistic price of £1/10/- per ton—but for housing materials only.

But expenses were still too high. Atiu labourers charged 10/- each to load a truck with sand, and they refused to lower their rates when Vaine Rere first talked to them.

Better health

So he decided on a less direct approach. Improved housing meant better health for all, and once he could prove that such houses could be built, by doing it himself, other people would follow his lead.

He persuaded members of the Boy's Brigade to load trucks with sand for building purposes for 5/- each, and then persuaded the island's Boy Scouts to do the same thing. The result of this was that the labourers brought their rate down to 5/—a rate which still applies.

When Vaine Rere recently attended a meeting of the Cook Islands Legislative Assembly in Rarotonga he brought with him applications for housing loans from 19 Atiuan families.

Vaine Rere's latest activity in Atiu is the introduction of a Public Lending Library. Books are borrowed from the Cook Islands Library and Museum in Rarotonga. Membership of the Atiu library, originally 24, has grown to 56.

The small and self-governing Cook Islands could use a lot more natural leaders of Vaine Rere's calibre.



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They're swiftly filling in the Games details

From a Port Moresby correspondent

They have decided now on the venues for most of the 15 different sports to be held during the Third South Pacific Games, which will take place in Port Moresby next August.

The games will be played at 10 different locations, all except one within six miles of the centre of Port Moresby and all easily accessible. The exception is the golf tournament, to be held in the town of Lae, on the New Guinea side of the border. Golf contestants will need to take a plane ride if they want to see the rest of the games.

Most of the big events of the games will be held at the main stadium, now being erected alongside Port Moresby harbour, on the Hubert Murray reserve. There are two grounds there.

Although most soccer and Rugby Union will be held in the outer areas, the semi-finals and finals will be held in this stadium area.

Yachting will be held on a 12-mile triangular course off Paga Point, Port Moresby.

Work is going ahead on the olympic size swimming pool near Boroko, and on some other training pools nearby.

The details

Here are the venue details:

Hubert Murray Reserve: Soccer, softball, athletics, Rugby Union.

Boroko Recreation Reserve: Soccer, boxing, Rugby Union, net ball, volley ball.

Murray Barracks: Table tennis, weight lifting.

Taurama Barracks: Judo.

Boroko Tennis Club: Tennis.

Boroko olympic pool: Swimming.

Hohola: Basketball.

University oval: Possibly Rugby Union.

The organising committee is now beginning to produce more Press releases on plans—and not before time. There has been a great interest in the games, but information has



A "Fireball" class yacht tries out on Port Moresby harbour. This class will be used at the Games.—Photo: Susan Young.

been produced only spasmodically for overseas consumption, despite best intentions.

Some of the recent releases, however, would make eyebrows shoot up in the Islands. One bulletin announces that among the territories participating in the games will be the "American Samoan Islands Protectorate", and a place called the "Gilbert and Ellice Island Gura".

Gura? Perhaps they mean g-r-r-h! Entrance charges for the games will range from \$3 for the best seats in the covered stand in the main stadium for the first four days of the athletics, the finals of the soccer and the semi-finals of the Rugby Union, and for ringside seats for the semi-finals and finals of the boxing, to 20 cents for hill seats in the main stadium and standing room at other venues. Certain seats can be reserved for a fee of 20 cents.

A season ticket for all venues will cost \$52, including reservation fees. A season ticket for "Group A" venues—that is athletics, basketball, soccer, Rugby Union, boxing, swimming and tennis—will cost \$38, including reservation fees.

Season tickets will also be available for individual sports.

Children 14 years and under will be admitted to all venues for half-price, except where they occupy reserved seats.

THERE IS NEW HOPE FOR NIUE BEER DRINKERS

From a Niue correspondent

The Niue Island Assembly recently discussed the possibility of lifting control on the sale of beer on the island. A points system currently operates on Niue, with one point equalling one quart of beer. The Assembly has investigated decontrol in other Pacific territories and apparently there have been no adverse effects.

Under new legislation a person would still have to have a permit, but he could be able to buy as much beer as he wanted to, or more correctly, as he could afford to. Spirits would remain on a points' system.

The Assembly has recommended that the Liquor Control Authority give early consideration to decontrol, and if this occurs it should be regarded as an experiment to be reviewed after 12 months.

Another recent Assembly proposal was the establishment of a Farming Estates Corporation. A minimum of 500 acres would have to be acquired to be developed into an economic farming unit (for copra, cattle, pigs and miscellaneous crops). It would take seven years and about a quarter of a million dollars to develop. After seven years it would be self-supporting.

The idea is that selected high school leavers, with no jobs, should become cadets for three years. There would be an annual intake of 10 boys, to be trained in practical farming methods.

Although the Assembly endorsed the proposal, it may be difficult to get hold of the land—the largest area the Assembly has ever sought to acquire—because of Niue's fragmented land ownership.

The Assembly has also discussed the control of coconuts for sale. It is not in the best interests of copra and export earnings that drinking coconuts be sold in the market, and it is thought by some that their sale should be prohibited.

The question of the banning of sale of coconuts to the public for drinking will be considered again in December.

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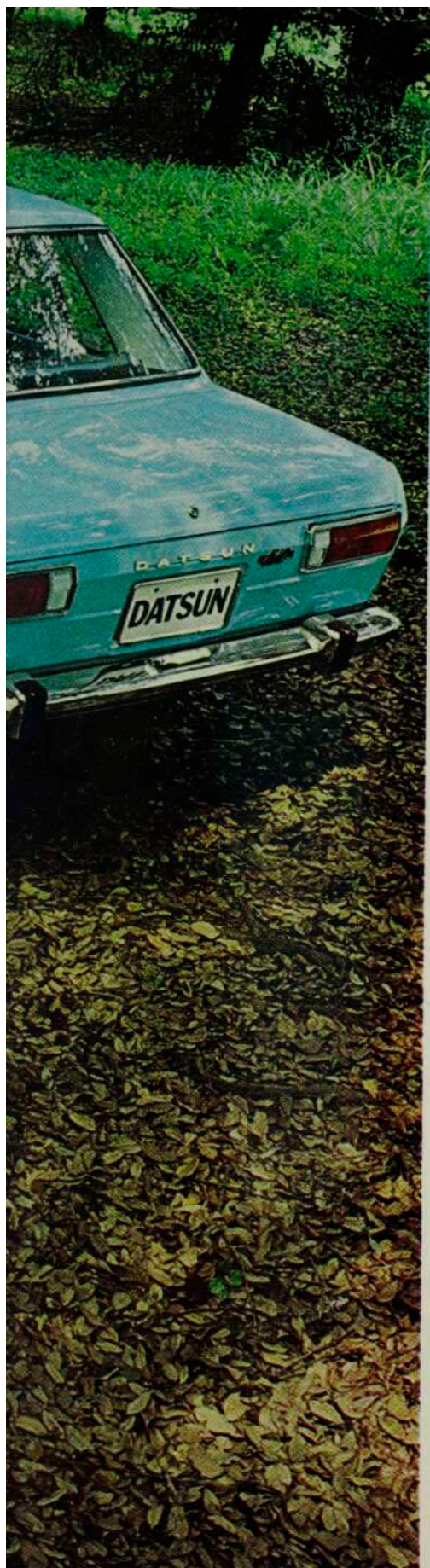
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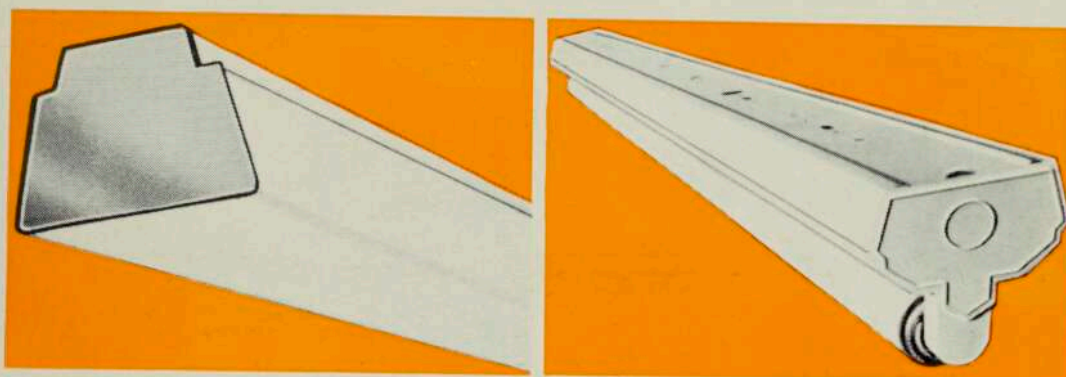
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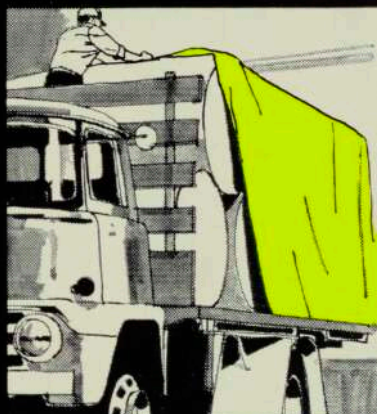
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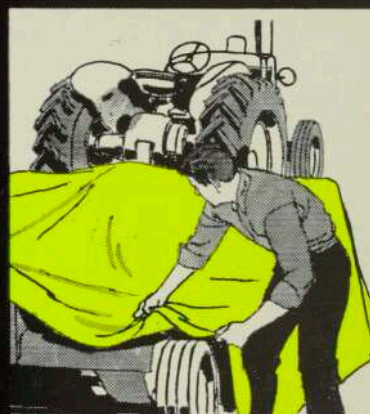
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ROBERT LANGDON, head of the Pacific Manuscripts Bureau at the Australian National University, here discusses two Islands mysteries: What has become of the manuscript of Midshipman Heywood's Tahitian vocabulary? And where did the old sword and anchor at Ngatangia, Rarotonga, come from?

THE LOST TAHITIAN VOCABULARY OF MIDSHIPMAN HEYWOOD

If any reader should ever come across a handwritten vocabulary of 100 folio pages, in which most of the words contain more vowels than consonants, then please phone, wire or cable me at the Pacific Manuscripts Bureau, Canberra—and reverse the charges!

A manuscript answering the foregoing description could well prove to be the lost Tahitian vocabulary of Midshipman Peter Heywood, of mutiny on the *Bounty* fame. The vocabulary was last recorded to have been seen more than 120 years ago. In the realm of Pacific historians and linguists, its re-discovery would be somewhat akin to the finding of one of the Dead Sea Scrolls or a sonnet in the hand of William Shakespeare.

The vocabulary is (or was) a notable document in Pacific history and linguistics for three reasons:

- (1) It was compiled by a convicted mutineer of the *Bounty*.
- (2) It was the first vocabulary of the Tahitian language to be prepared by someone other than a short-term visitor to Tahiti.
- (3) The first missionaries sent to Tahiti by the London Missionary Society found it of great value in learning the language of that island, and it almost certainly had some influence on their thinking when they reduced Tahitian to the written form still in use today.

The vocabulary was compiled in October, 1792, while Heywood was prisoner in H.M.S. *Hector* in Portsmouth harbour. He had just been condemned to death for his part in the *Bounty* mutiny, although he did not, in fact, been an active participant.

When Captain Bligh and the others were cast adrift in the open boat in April, 1789, Fletcher Christian and his fellow-mutineers had kept Hey-

wood on board the *Bounty* against his will because they needed his help to sail their pirated ship.

However, as, in those days, British naval law provided that those who did not assist their commander in a mutiny were against him, it was inevitable that Heywood, when captured, should be courtmartialled and found guilty of mutiny.

With death the only punishment prescribable for such a crime, Heywood was accordingly condemned to hang from the yard-arm. But as there were obviously extenuating circumstances in his case, an appeal for mercy was made to the king on his behalf.

It was while Heywood was awaiting the outcome of this appeal that he set to work and compiled his vocabulary. He was then barely 19 years old, and had spent nearly two of those impressionable years in Tahiti, before and after the mutiny.

"Unspeakable joy"

Heywood's brother James, who visited him in the *Hector* on October 17, 1792, said in a letter written that day: "While I write this, Peter is sitting by me writing an Otaheitan vocabulary, and so happy and intent upon it, that I have scarcely an opportunity of saying a word to him..."

Ten days after that letter was written, Heywood had the "unspeakable joy" of being pardoned by the king; and before long his much-relieved relatives had whisked him home to the Isle of Man for a vacation. Heywood subsequently

resumed his career in the Royal Navy and rose to the rank of post-captain.

Meanwhile, his vocabulary, or a copy of it, had been left with a Portsmouth clergyman, the Rev. William Howell, who had given comfort to Heywood and his fellow-prisoners during their anxious days in the *Hector*.

Howell still had the vocabulary when the mission ship *Duff* put into Portsmouth in September, 1796, with the first L.M.S. missionaries bound for Tahiti. Howell lent the vocabulary to the missionaries so that they could gain some advance knowledge of Tahitian before arriving at their proposed field of labour.

The Rev. Dr. Thomas Haweis, one of the founders of the London Missionary Society, who sailed in the *Duff* as far as Portsmouth, recorded details of all this in a diary he kept at the time.

Heywood's material did, in fact, prove of value. In a letter which Captain James Wilson of the *Duff* wrote to Dr. Haweis from Rio de Janeiro on November 15, 1796, he said: "Mr. Jefferson (one of the missionaries) has made particular advances in the Otaheitan language, which they all write and study diligently from the Vocabulary you left us..."

The MS was also mentioned in a biography of Peter Heywood which appeared in John Marshall's *Royal Naval Biography* in 1825; and Sir John Barrow, the Admiralty Secretary, referred to it in a full-length account of the mutiny which he published anonymously in October, 1831, eight months after Heywood's death.

For his book, Barrow made use of a great number of previously unpublished documents which had either been lent to him by Heywood before his death, or by his widow after-

wards. Among these documents was a copy of the Tahitian vocabulary.

Barrow described the vocabulary as "a very extraordinary performance". "It consists", he went on, "of one hundred full-written folio pages, the words alphabetically arranged, and all the syllables accented".

Following Barrow's perusal of the vocabulary, no one with an interest in either the *Bounty* mutiny or the Tahitian language seems to have sighted it again; and many a scholar who has sought for it or wondered about its fate these past 130-odd years has done so in vain.

Recently, however, the Pacific Manuscripts Bureau chanced to discover a scrap of information about the vocabulary in the National Library, Canberra, which aroused strong hopes that the vocabulary might yet be safe in London.

The information was that the vocabulary had been presented by Heywood's widow to the "US Inst." and that an item to that effect had been published on p. 93 of the catalogue of the "US Inst." in 1842.

Having translated the mystic abbreviation "US Inst." as United Service Institution (now Royal United Service Institution), the Pacific Manuscripts Bureau sent an inquiry to that organisation in London.

Not listed

This revealed that the Heywood vocabulary had, indeed, been listed in that organisation's catalogue for 1842 as a gift from Mrs. Heywood.

But the librarian, the Hon. David Erskine, said that as the vocabulary was not listed in the subsequent catalogue for 1890, it could be taken for granted that the vocabulary was not in the institution's library now.

"The only explanation I can offer," the Hon. David Erskine said, "is that in its early days this institution was a general philosophical institution, with a strong military bias.

"As the years went on, the more general subjects were dropped, and the emphasis became increasingly military. As this happened, parts of the collection were hived off, and there is certainly a record that the ethnographical collection was dispersed, as were coins and marine biology.

"I suspect that late in the 1880's there was a great clear out, in preparation for a move to our present building . . ."

This, then, is the story of Peter Heywood's missing Tahitian vocabulary as far as it has so far been revealed; but I hope that one of these days I will be able to relieve readers of the cliff-hanging suspense I am currently obliged to leave them in.

MYSTERY NO. 2

Has anyone ever seen a "pick" like this?

Strange anchor may be clue to ancient Pacific shipwreck

The curious-looking anchor pictured here, which seems more like a giant fishhook than the generality of anchors in use today, may be a clue to a European shipwreck that occurred at Rarotonga long before European ships are first recorded to have visited that island.

Rarotonga's first known European visitor was HMS *Bounty* which called there towards the end of 1789 while Fletcher Christian and his fellow-mutineers were looking for an uninhabited island refuge. The *Bounty* was followed in 1814 by the schooner *Cumberland* (Captain Phillip Goodenough) which was seeking a cargo of sandalwood.

The strange anchor is shown in the photograph with the blade of an old sword measuring 32½ in.

The two objects are the property of 82-year-old Mr. Charlie Cowan, of Ngatangia, a district on the eastern side of Rarotonga.

Mr. Cowan, who is part-Scottish, part-Rarotongan, is a keen student of Rarotongan history.

Cast up on reef

He believes the sword and the anchor are relics of an ancient ship which was cast up on the reef at Ngatangia.

According to a story which Mr. Cowan published in the *Cook Islands Review* last year, and which was outlined in *PIM* for January (p. 67), the wrecked ship is known in local tradition as *Kora* and the captain's name is said to have been Koni.

Apart from Captain Koni, there were only three survivors of the shipwreck.

The four of them got ashore and brought with them a chest and some sacks. They lived on the *marae* of Kainuku (an ancestor of Mr. Cowan's father-in-law) at a place called Vaerota.

They were kindly treated by the local people, and the captain gave his sword to Kainuku.

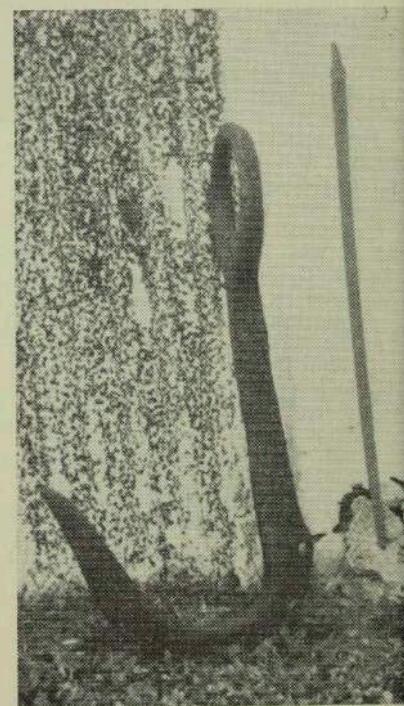
One night Koni and his three companions sailed away in a big

canoe, which they stole from the beach, and were never heard of again.

Mr. Cowan acquired what is thought to have been Koni's sword from his father-in-law, who found it many years ago in the sand on his *marae* at Vaerota.

Main anchor now lost

The hilt was rotted and rusty, and has since crumbled away. However, the blood channel, which is grooved



The mysterious anchor and sword of Ngatangia, Rarotonga.

—Photo: Marie's Photography

n the sword, can still be plainly seen.

The anchor now in Mr. Cowan's possession was found on the beach near where the *Kora* is reputed to have been wrecked.

Mr. Cowan has told *PIM's* Rarotonga correspondent, Mr. W. H. Percival, that the *Kora's* main anchor used to lie in Ngatangia lagoon and that the *Takitumu*, a schooner built here in 1891, used to tie up to it. However, this anchor was later lost in deep water just off the reef.

For mooring?

A feature of the extant anchor is that it has a small hole in its crown (base). This and the fact that it has only one fluke suggest that the anchor was used for mooring, as are somewhat similar anchors today.

Nicholls's Seamanship and Nautical Knowledge (Glasgow, 1959) describes a modern mooring anchor usually having only one fluke and being used to hold buoys and beacons in shallow water.

"The anchor is lowered to the bottom by means of a slip rope rove through a shackle in the crown," *Nicholls's* handbook says.

Webster's dictionary contains a sketch of a modern mooring anchor complete with shackle in the crown, which is basically similar to Mr. Cowan's anchor.

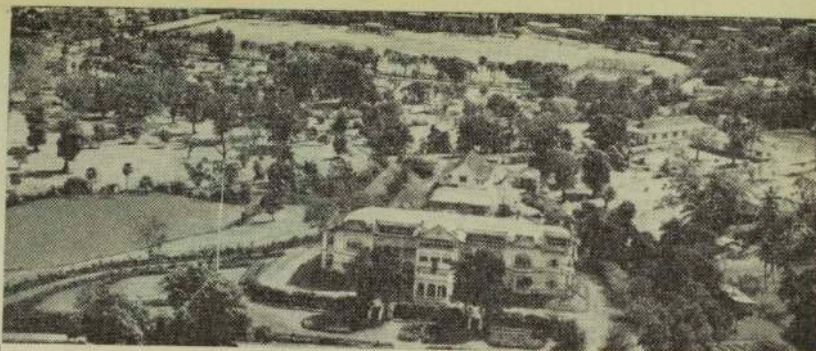
Marked differences

However, three features of the two anchors differ markedly.

- 1) The curvature of the fluke of Mr. Cowan's anchor is much more pronounced than in the modern anchor.
- 2) The eye for the stock in the modern anchor is many times smaller than that in Mr. Cowan's anchor.
- 3) Whereas the eye of Mr. Cowan's anchor faces what might be described as "north and south", that of the modern anchor faces "east and west".

I have spent many hours searching through reference books in an effort to find a picture of an anchor closely resembling Mr. Cowan's. But so far, the sketch in Webster's dictionary is the nearest I have come to.

Any *PIM* reader knows of such a picture, or can throw any light on the subject of the kind in Mr. Cowan's possession, he could well help to date what has all the appearance of a fascinating South Seas story.



Government House, Suva.

Tea, cakes and Empire

By STUART REID

Due to a small mixup (an invitation was wrongly presented), the young lady from the Australian radio station was introduced as Mr. X. But Fiji's Governor, Sir Derek Jakeway, didn't bat an eyelid. Governor's don't bat eyelids, not at garden parties anyway, and this garden party, in late October, was Sir Derek's last before leaving Fiji and the Governorship in November.

After the formal introductions to Sir Derek and Lady Jakeway (they went smoothly enough after the sex mixup), guests were led to a table bearing a *tanoa* of *yagona* (no kava at this party). A few guests took their *yagona* in style. Others knocked it back quickly and headed for the tea table and a chaser.

And so tea, cakes and conversation. Thank goodness it's not hot, thought a few people, as they stood a trifle uncomfortably and stirred their tea.

"Nice band," said someone gesturing with his tea cup towards the red-coated army band. "Yes jolly good," someone else agreed. And indeed it was. For most of the party it played military music. But once the trombone player rose to his feet and played a swing solo, of the sort you might have heard at The Savoy during the last war.

Ladies in hats and gloves and longish dresses were everywhere. After all, a garden party is really a ladies' do. It was a pity that they couldn't have worn sensible shoes, though. There was hardly a lady at the party whose regulation high heels were not heel deep in the croquet lawn.

A few outgoing ladies overcame the problem of sinking into the lawn by taking off their shoes. They made an incongruous sight.

Large hats, long gloves, small handbags, cups of tea—no shoes.

Sir Derek moved among the guests, leaving behind him charmed groups of people.

Sir Derek, well versed in the diplomatic arts (as befits a representative of Her Majesty) is a master of small talk. And in the hands of a master, small talk is marvellously relaxing.

Guests tended to talk at once to the Governor, who calmly, and with a kind smile, untangled many a tale.

Lady Jakeway was no less a diplomat than her husband. She spoke about her children, asked us if we liked Fiji and then nodded and moved to another group.

Almost exactly an hour after the garden party had begun, the band left its rostrum and marched smartly to the flagpost in front of Government House. One by one, groups of people stopped talking.

The band played the Last Post, and slowly, fluttering the while, the Union Jack was lowered. It was a moving ceremony, something from another age.

Even the cynic, who suggested that the "other age" was an age of Queen Victoria and Errol Flynn, had to admit that he had a lump in his throat as the flag was lowered on the Governor's garden party in one of the last outposts of Empire.



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LIFE ON THE BIG POND

Last of a series, by BILL DAME

THE CHRISTMAS THAT BRASS HEART MELTED

The whole world loves a party, and trans-Pacific ship personnel are no exception. And when a birthday happens to be on Christmas day, the resulting party will indeed be a memorable affair. But when a Christmas-birthday party at sea is punctuated by a severe storm, watch your footing, don't kiss your fiancée and don't wear your best uniform!

Brass Heart was a high ranking officer in his early thirties, and was all spit and polish. As long as the men under his command worked well, he kept his peace. But whenever something wasn't quite up to standard, he would let the slacker know that the imperfection had been noticed and that it needed re-doing or completion. On top of that he'd threaten to fire the offender.

On the other side of the ledger, Brass Heart had the reputation of forgetting his fierce anger immediately after the situation was corrected, so he was tolerated by the crew (though not loved).

He was a fastidious dresser and never appeared on deck unless he was resplendent from his neatly combed hair right down to his glistening shoes. There was never a stray hair on his collar nor a hint of lint anywhere on his uniform—much less a spot of coffee, sauce or cake icing. Until...

True love

A beautiful young woman boarded the ship at Sydney bound for San Francisco on Brass Heart's last trip to sea. The word had spread among the officers and crew that he was engaged and had accepted a job ashore, and it only took a few days for his shipmates to learn that the beautiful new passenger was his fiancée.

They were circumspect in their conduct, and they were beautiful to behold. The nearness of his true love had an immediate effect upon Brass Heart. He began to smile at his men and to be jovial. He also found less fault with their work, and in general became human.

The fiancée's room steward learned from her that Brass Heart's birthday was on Christmas day.

In no time at all, a committee of party lovers had formed among the officers and they decided that a combination Christmas-birthday-farewell-to-the-sea party was essential.

A special menu was printed for the event, plenty of champagne was ordered, canapes were prepared and the pastry chef was delighted to contribute a magnificent triple-layer cake in the form of a ship with a bride and groom holding hands over the smokestack.

On Christmas Eve the sea began to get rough. By the wee hours, the ship was being tossed about badly and no one got much sleep. By Christmas morning the ship was in a full-sized gale near Pago Pago. By lunch time, more passengers and crew were gulping Marezine instead of food. By dinner time, only the stout-hearted were still up.

But even though the storm raged outside, the party enthusiasts had no intention of cancelling the gala affair and it was held on schedule. When everyone had finished toasting the guest of honour and his brave, but pale, fiancée, the sumptuous meal was served.

And what a feast it was! The waiters had wetted down the snowy white linen tablecloth to prevent the slipping of plates and condiments, but these still slid around and coffee sloshed out of cups into saucers.

When the meal was over and the harried waiters had cleared the dirty dishes away, the Number One waiter very carefully brought



the cake in.

An instinctive "Ah!" went up from everyone present as Brass Heart, at the end of the long table, said, "Gee, fellows. How can I... how can we ever thank you?" He then pulled his beaming fiancée close to him and kissed her.

He shouldn't have kissed her at that second or they shouldn't have shut their eyes, because the ship lurched, the waiter lost his footing and was thrown violently onto the opposite end of the table.

The force of the lurch sent him sliding straight down the middle of the table.

The resplendent diners were plastered and sprayed from head to waist with a bewildering array of colours, tastes and smells. The waiter continued to hold the cake high and gathered the tablecloth under his chin like some weird accordion.

As the romantic kiss ended, the lovers turned to see what the commotion was about—and the still-intact cake caught them full in their faces. The bride doll stuck to her, the groom doll stuck to him, and the smokestack fell with a sticky thud on their clasped hands.

There was electric silence from the astonished diners as they stared in fascinated horror at fastidious Brass Heart and at his lovely, much sweeter, fiancée.

The forlorn waiter was the first to speak from his prone position in the middle of the table. "Merry Christmas, Miss; Happy Birthday, Sir. Don't bother to fire me; I just resigned".

Brass Heart started shaking with silent laughter that quickly grew audible, followed by an explosion of guffaws as he gingerly wiped cake, icing and frosted decorations from his fiancée who also began to daintily remove the same from him, her laughter matching his as the other diners joined in the hilarity.

The reassured waiter, still prone, grabbed a napkin and helped to clean off the debris from Melted Brass Heart's face, commenting, "Gee, what love won't do to a man!"



DICK WILLIAMS, compere of Radio Australia's breakfast session Wake Up With Williams, heard Monday to Friday at 10.15 a.m. (NZ, Fiji time) on 11.84 megacycles (25.34 metres) and 15.18 megacycles (19.76 metres), and in Hit Parade each Saturday at 8.10 a.m. on 9.54 megacycles (31.45 metres), 11.81 megacycles (25.40 metres), 11.84 megacycles (25.34 metres) and 15.18 megacycles (19.76 metres) and repeated at 1.00 p.m. on 15.18 megacycles (19.76 metres).

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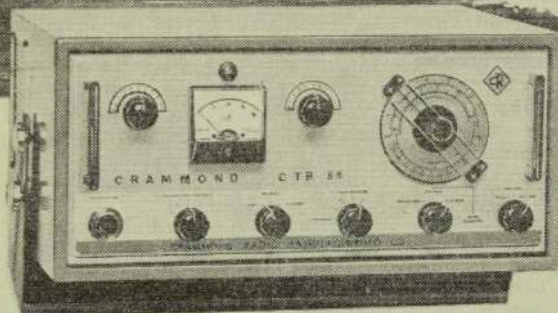
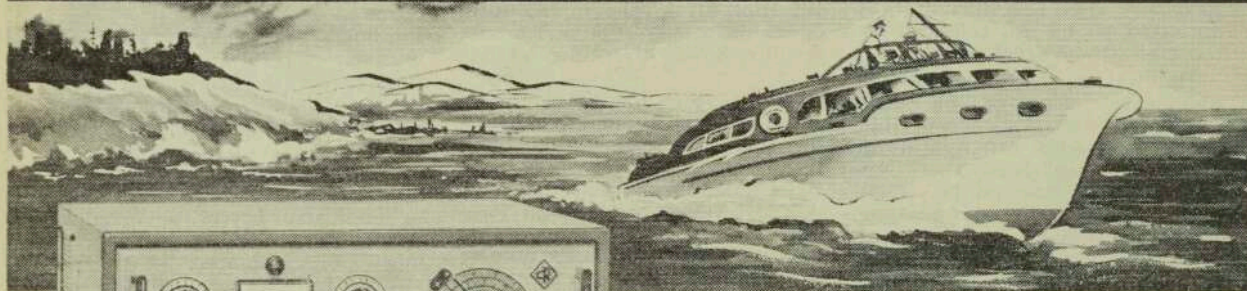
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6.00 a.m. to 10.00 a.m.	11.81 "	25.40 "
6.00 a.m. to 10.00 a.m.	9.54 "	31.45 "
8.00 a.m. to 8.30 p.m.	15.18 "	19.76 "
2.00 p.m. to 8.00 p.m.	15.24 "	19.69 "
6.45 p.m. to 9.15 p.m.	9.56 "	31.38 "
6.45 p.m. to 9.15 p.m.	11.71 "	25.62 "
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This picture, taken about 1918 and published in December, 1948, PIM, shows (left to right): Prince Tungi, Consort to Queen Salote; (unknown); Sir Cecil Rodwell, then Governor of Fiji and HC for the Western Pacific; Captain Clive Brewster, then ADC to the Governor; Queen Salote; the Premier of Tonga; Mrs. McOwen; Mr. Islay McOwen, then British Consul in Tonga.



A proposal to whack a government tax on copra caused an uproar in the Fiji Legislative Council 20 years ago this month. Fijians, who produced most of the colony's copra, vigorously opposed the proposal; Indians saw it as a measure to eliminate other revenue-raising funds and Europeans indicated they would support the Indian moves. Council was hastily adjourned until December 20.

Other news reported by PIM, December, 1948, included:

IN a fire said to be the "most spectacular in Port Moresby's history", a new Administration copra shed containing 300 tons of copra was mysteriously gutted near the town in November. An official inquiry was to be held to determine the cause of the fire.

IN an agreement welcomed by most producers, the British Ministry of Food was to buy all exportable surpluses of coconut products from Fiji from 1949 to 1957. Prices were to be renegotiated annually. The 1949 price was to be £Stg.48 a ton fob.

RABAU was lashed by a fierce wind-storm on November 8. Gusts of up to 70 mph whipped the town, and much damage was done.

A FRENCH steamer left Papeete with 580 Chinese aboard—bound for re-settlement in Hong Kong. A large crowd gathered at Papeete wharf to see the Chinese off.

Yesterday

COPRA production was picking up on Bougainville and many well-known planters and their properties were mentioned in a long article. They included: Robin McKay, Aropa; Jimmy Joyes and his family, Iwi and Kekere; Bob Stuart and his wife, Tenekau; "Sandy" Sandford, Numa Numa; Paul Mason and his wife, Inus; A. M. Stewart and his wife, Teopasino, and Charlie Smith, Tinputz.

PIM said more ships were needed to cope with the extra copra.

NEW ZEALAND was "scouring" the Pacific Islands for abandoned steel of all descriptions because of an acute shortage of steel in the dominion. A light-house ship had made quick trips to New Caledonia and the New Hebrides where Quonset huts, roofing iron and old vehicles were loaded.

THE original edition of Eric Feldt's book, *The Coast Watchers*, had sold out and there were no plans for a reprint. PIM said it was "absurd" that the publishers thought that there was insufficient demand for a reprint, and forecast that it could have a "steady sale for many years", if available. (It was in fact many years before a new edition, and then in paperback, was published).

THE Burns Philp steamer *Marella* was sold for about £80,000 to a South American company and was to be renamed *Captain Marcos* and to sail under the Panamanian flag. *Marella* operated the old BP Sydney-Singapore run with the *Merkur* before World War II.

SAMARAI was to have Papua's second jury trial in December when two Europeans were to come before Mr. Justice Gore and a jury of four. The Europeans were charged with murdering a Papuan at Misima Island in 1942. Old hands could remember only one other jury trial in Papua.

AFTER 116 years, the American consulate in Papeete was to close down—to cut US overseas costs. Queen Pomare IV gave the US a grant of land for a building in Papeete in 1832 and the US built a house there. The last American consul was Mr. W. H. Scott.

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BOOK REVIEWS



Ten thousand years in a lifetime

Two years ago, in my first contribution to *PIM*, I said, apropos of books on New Guinea, that the book I really wanted to read was one written by a Papuan or New Guinean. I went on to express the hope that before too long an indigenous writer would do for New Guinea what Camara Laye, in his *African Child* had done for old Guinea. And now, long before I really expected it, here it is.

Kiki is the result of a fruitful partnership between its Papuan author and Ulli Beier, already widely known for his encouragement of indigenous African writing. Maori Kiki talked to Ulli Beier, with a tape recorder at his elbow, during a series of weekly meetings with him.

Beier produced the written record from the tapes "exactly in the sequence in which he spoke it," though he admits to occasional paraphrasing and restructuring.

The partnership was a great success, and the technique is one which might well be tried again, since most Papuans and New Guineans, even in their own language and much more so in English, find it easier to speak than to write.

The only flaw in the method, and at perhaps a minor one, has been that some proper names have become misspelt in transcription, for example, the well-known Port Moresby churchman appears as "Archbishop Corpas". A reprint is called for, as it surely will be, or if this outstanding book achieves the distinction of republication as a paperback, these errors in spelling should be corrected.

Fascinating

Maori Kiki's first chapter on his childhood in his mother's remote island village is every bit as fascinating and evocative as the early pages of Camara Laye's *African Child*.

The second chapter, on his adolescence in his father's village on the Papuan coast, is nearly as good, though perhaps a little overloaded with tribal legends, not all of equal literary merit. It redeems itself, however, by the superb story-telling of the legend of the origin of the yam. Maori next describes his initiation

at a period when tribal rites were on the way out. In fact he never went through the final stage of initiation; by the time he was ready for it the ritual had been discontinued.

But he had witnessed it, and he tells how, when the young men emerged from the final rites, the girls took the initiative in choosing a man by going up to him and saying "I mark my tree".

"I feel cheated somehow," he says, "when I remember that I never underwent the *miro ava akore* festival, that I never sat in the *hehe eravo*, and that no Oroko girl ever marked me as her tree."

We now follow Maori's transmutation into Albert: his entry into the white man's world; his scanty education—as good as could be got in those days; his progress from D.O.'s tea



This photograph of Albert Maori Kiki (and that of his wife Elizabeth, below) was taken in 1962 while they were en route to Western Samoa. His reactions to that trip are given in his autobiography.

boy at Kerema to medical student in Fiji; his marriage, back home, to a girl who he had first "met" by correspondence while he was still in Fiji; and his career as pathologist, welfare assistant, patrol officer and finally as full-time secretary of New Guinea's first viable political party—Pangu Pati.

There is a good deal of bitterness in the telling, but it is shot through by the sardonic humour which is so characteristic of the man.

When Albert and his wife Elizabeth were chosen to represent Papua-New Guinea at Western Samoa's independence celebrations, they accompanied Mr. Hasluck in a V.I.P. plane, and, as they boarded it, the crew lined up and saluted the minister. To Albert's surprise the hands did not come down when Paul Hasluck had passed, but remained at the salute while the two Papuans went by.

Albert couldn't believe it and decided that at the next stop he would put it to the test. So at Auckland he hung back and allowed the minister to get well ahead. But, sure enough, when at last he went down the steps from the plane, the crew were still there, waiting to give the ex-teaboy from Kerema a smart salute.

This is the kind of situation that Albert Maori Kiki enjoys with a quiet chuckle, and without illusions. Even when he is putting on an act, as he surely was at the airport in Samoa—"I strutted across the tarmac swinging my arms like a white man"



OXFORD UNIVERSITY PRESS

Of Islands and Men

STUDIES IN PACIFIC HISTORY

H. E. MAUDE

This is a collection of some of the most colourful episodes in the story of the South Seas, told with an historian's regard for accuracy by a specialist who has spent his whole working life either living, or engaged in research, on the Pacific Islands, and who probably knows them better than anyone alive today. The general reader will appreciate the pictures of early discoverers crossing an uncharted ocean; of the beachcombers who followed in their wake, living perilous lives among their unpredictable hosts; and of the pioneer traders, changing for ever the old island world in their search for sandalwood, *beche-de-mer* or coconut oil. By the historian the book will be read as a serious work of historical scholarship, breaking new ground in a relatively new subject.

\$8.75

Hubert Murray

THE AUSTRALIAN PRO-CONSUL

FRANCIS WEST

Hubert Murray was a remarkable member of a distinguished family which included Gilbert Murray, his younger brother, the famous classical scholar. Classicist, lawyer, soldier, swordsman and champion boxer, Hubert Murray administered Papua for thirty-three years, so that his name came to be applied to a whole period of Australian rule and to the policy followed under it. This book, the first to be based on all of his personal and official papers, explores the man and his ideas in relation to his time, to his actual administrative practice, to the resources at his disposal.

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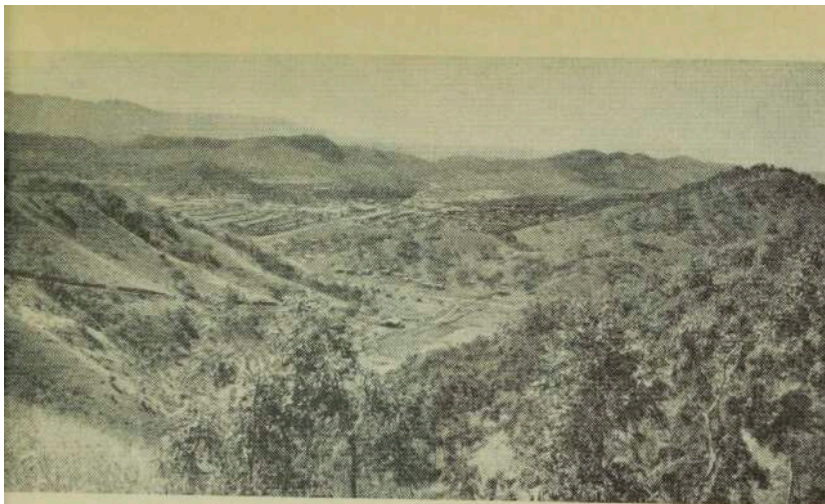
Frontiersman

A BIOGRAPHY OF GEORGE ELPHINSTONE DALRYMPLE

JEAN FARNFIELD

George Elphinstone Dalrymple has been called 'the father of North Queensland', and the author's lively and perceptive account of his life strongly corroborates this judgement. A frontiersman in the true sense of the word, Dalrymple took part in more activities of the young colony than any other man of his time. From his exploration of the Burdekin and his establishment of the first northern township at Bowen in 1861 to his final expedition to the Torres Straits islands in 1874 he was in the vanguard of pioneers.

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Kiki's Port Moresby—the dry hills surrounding Hohola—"with their cramped dog boxes".

he is able to stand apart and laugh himself.

I feel that sometimes he has tended to read back into earlier situations, feelings and reactions which really came to him later. And he sometimes tends to overstate his case.

I fully share his disgust with Hohola's "dog boxes", but, cramped and squalid as they are, they are in fact nearly twice as large as he gives them credit for being on p. 133.

Again, however dim a view we may take of the European who threw a cupful of tea on to his bare chest because he had spilt some into the fire, it is to be doubted whether he was really "badly scalded". If he was, it was a much hotter cup of tea than I have ever encountered in a government office. But these are all faults in a well-told story.

Too many quotes

From a literary point of view the first chapters suffer from a plethora of quotation. Letters, speeches, party programmes and election handouts follow one another in quick succession; and the last chapter, on the 1988 elections, was perhaps written a little too close to the events it records. But future social and political scientists may well regard these "facts" as merits.

Albert Maori Kiki should never have become a public servant. I can't imagine anyone more unsuited to the role. I remember meeting him a few days after he resigned from the Public Service to become full-time secretary of Pangu Pati. He was a changed man. All traces of tension and sullenness were gone; he was relaxed and happy as I had not known him for years.

In the book's final paragraphs the magic of the first chapter is recaptured. Maori returns to his mother's village to visit his 80-year-old uncle.

"He put his hand on my forehead, he placed it on the very spot where he had tied the shell band many years ago when I was to be initiated during the Kovave festival. Only one's maternal uncle can use this gesture which symbolises the transfer of power from the old generation to the young one."

He adds, "I can feel the strength of the old man right in my blood, and I shall certainly go to the end of the road."

I opened Kiki feeling that its subtitle "Ten Thousand Years in a Lifetime" smacked of journalese. I closed it feeling sure that it didn't.

People of all races in Papua-New Guinea should read this book. So should those who sit in the seats of power in Canberra. And if some of my fellow Europeans find themselves resenting the bitterness they find in it, let them ask themselves, as I ask myself, to what extent we are to blame for it.—Percy Chatterton.

(KIKI: *Ten Thousand Years in a Lifetime*. Published by Pall Mall Press, London. Distributed in Australia by F. W. Cheshire. \$3.50.)

● Australians are the leaders now. The American surf scene is prehistoric. So says a character in Jeff Carter's *Surf Beaches of Australia's East Coast*, practical, colourful, readable, authoritative, fully illustrated by Carter's knowing camera lens. Carter makes it easy to believe. Published by Angus and Robertson at \$6.95.

PECULIAR PEOPLE

Late 19th century social protests put the mass street demonstrations of today into the amateur class. Nineteenth century life was tough and earnest, but new concepts of justice and dreams of socialistic Utopias were taking hold of men's minds. Foremost among these was the New Australia experiment in Paraguay. Gavin Souter's new book, *A Peculiar People*, is about this Utopia, the people who tried it, and the reason it failed.

In 1893 two shiploads of Australians—about 600 in all—sailed from Sydney and Adelaide, around the Horn, to Paraguay where the Paraguayan Government had granted them a large tract of land.

There they intended to set up a model colony, based on the Australian principle of "mateship", plus the socialistic concept of equality. The men, for the most part, were bush workers and tradesmen, but there was a sprinkling of what today might be called academics; married couples predominated and children abounded.

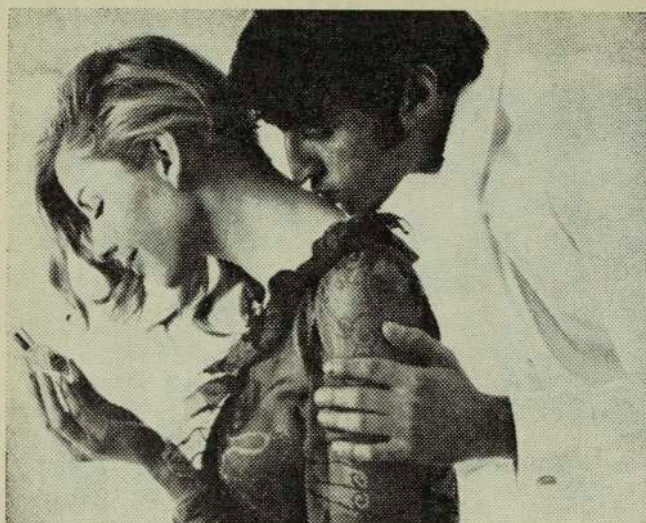
Although the idea of the perfect social set-up had been in the forefront of the minds of reformers for a long time, the move itself was crystallised by the industrial troubles of the 1890's and, specifically, by the Queensland shearers' strike of 1891.

Throughout the industrial troubles the labour forces had been inspired and, according to some, manipulated, by an unprepossessing-looking Englishman with a club foot and weak eyesight called William Lane.

He had arrived in Brisbane in 1885 and, very quickly, became one of the most widely read journalists in Queensland. He launched the pro-Labour weekly *Boomerang* in 1887 and in 1890 became the first editor of the Labour newspaper, *The Worker*.

Utopian settlements had engaged his mind for a long time and after the great socialist debacle following the end of the 1891 strike, and the coincidental efforts of the Paraguayan Government to attract new settlers, his ideas began to take a more concrete form.

It was William Lane who organised



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he New Australian Co-operative Settlement Association. On July 16, 1893, he led the first contingent of new settlers on to the Association's vessel, *Royal Tar*, and to South America.

Paraguay is a small land-locked nation 800 miles up the waterways formed by Rio de la Plata, the Paraná and Paraguay rivers. The colonists, therefore, left the *Royal Tar* at Montevideo in Uruguay and travelled upriver in another boat to Muncion, Paraguay's capital. From there they went by train 100 miles to Villarrica and thence, by bullock cart, 27 miles to the site that had been chosen for them. The Paraguay Government, in a gesture of generosity that seems incredible these days, had granted the colonists 13,100 acres of land free of all charge.

On its part, the association undertook to settle 1,200 families there within six years. Of course, it never did, but the Paraguay Government continued not only to be incredibly generous but also to be overlastingly rebearing with its bickering Australian colonists.

Dissension

Dissension among the colonists had begun even before the first contingent had reached the South American coast: the division into "Royalists" (pro-Lane) and "Rebels" had begun within a few months of arriving at New Australia, the settlement had lost a third of its population, some of these establishing themselves elsewhere in South America or other countries; some eventually returning to Australia.

The dissension was mostly the result of human nature. Although the colonists embraced "union principles" and considered themselves "communists" they were, in fact, rugged individualists.

Some of the blame for the early integration can, however, be attributed to the leader, William Lane. His writing had inspired the colonists initially but although he wrote screeds about mateship and equality, when it came down to it he kept his own counsel, made decisions without consulting anyone

and was cut to the quick when anyone questioned his authority.

He was not, on the other hand, Big Brother with a Big Stick. When people disagreed with him, he was more likely to pay them off and let them go—or to go himself—rather than try to impose his will upon them.

He had spasms of religious fervour, as well as a great many theories about morality, strong drink, "straightness", trust and, of course, mateship. All of these ingredients were mixed up with trade union jargon and formed a set of rules by which the colonists were expected to live. They were rules more suited

to religious fanatics or angels than to ex-shearers and tradesmen from the Australian bush.

In the year following the establishment of New Australia, William Lane and his Royalists themselves seceded. The long-suffering Paraguayan Government made available another parcel of land, of 23,000 acres, about 45 miles south of the original settlement.

By June, 1894, 63 persons were living in the new colony, which they called Cosme.

From this time on, there was little communication between the two Australian colonies but events at each ran parallel courses. New

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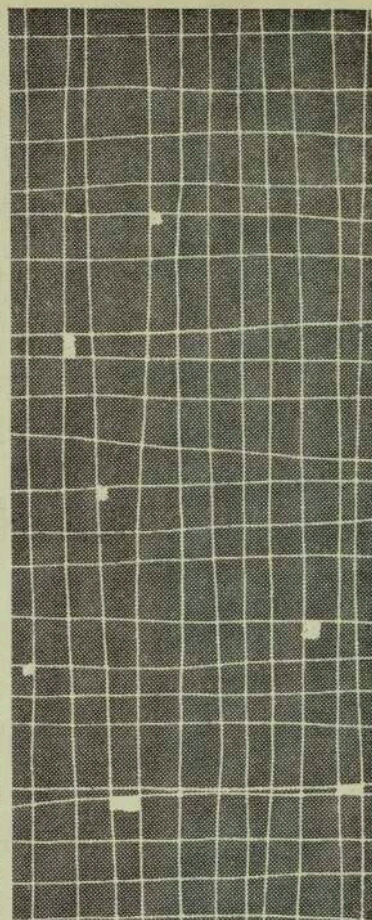
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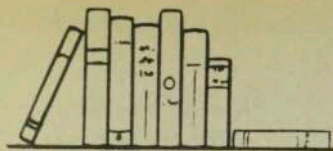
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The amorous Tongans of 300 years ago

Colonists arrived in both settlements but in numbers they were always exceeded by withdrawals.

In August, 1899, Lane himself, with his wife and four children, quit Losme and South America for good. He went to Auckland and became reader-writer of probably the most conservative newspaper in the southern hemisphere, the *New Zealand Herald*. In 1913 he became the *Herald's* editor. He died in 1917.

He apparently withdrew from Losme without any attempt to justify his departure or even to explain it.

By 1904, in Paraguay, only a handful remained in both Australian settlements and with these it became something of a war of attrition. It was obvious that, sooner or later, the colonies, as such, would be abandoned and that those who remained to the end would share what remained.

Those who stayed inevitably became South Americanised. They married into local families and now, their third generation, have almost lost their Australian identities. Most, but not quite.

In 1965, when Gavin Souter started to write this book, he was awarded a Fellowship by the Commonwealth Literary Fund and was therefore able to travel to Paraguay and to meet those still living, who mostly had been children at the time they migrated or had been born at New Australia or Losme in the first years. He was able to revisit the original settlements and trace the subsequent history of those who had played leading parts in the experiment.

While this is, perhaps, one of the most interesting parts of the book, the whole of it is carried through with the meticulous attention to research and detail that we could expect from the author of *New Guinea: The Last Unknown*.

It doesn't sing along in the delightful prose that is characteristic of the earlier Souter book, *Sydney Observed*, then the subject doesn't call for it.

This is stuff for an Australian end, of which Australia has few enough. The Great South American experiment, thanks to this treatment, can now take its place among the exploits of the Kelly gang at Murrumbidgee; Burke and Wills; and the Eureka Stockade.—JT.

A PECULIAR PEOPLE. Angus and Robertson. \$6.95.

When Captain Abel Janszoon Tasman returned to Batavia in June, 1643, from his 10-month voyage of exploration to the South Seas, the Governor-General and councillors of the Dutch East India Company, which had sponsored his voyage, found it hard to make up their minds about the value of the work he had done.

It was true, they resolved, that he had found a number of lands of indefinite extent and what seemed to be a convenient passage to the "gold-rich" coast of Chile. But against this he had found "no riches or things of profit".

And they wrote to the company's managers in Holland carping at Tasman's lack of thoroughness in not fully establishing the character of the lands and people he had encountered.

Shortcomings

The views of the company officials in Batavia on Tasman's shortcomings as an explorer are likely to be shared by readers of a scholarly tome on Tasman and his voyages which has just been published by New Zealander Andrew Sharp.

Sharp's book brings together in one volume for the first time translations of all three known accounts of Tasman's voyage of 1642-43, during which he discovered parts of Tasmania, New Zealand, Tonga, Fiji, and a number of islands in the New Guinea area.

The book also sets down what is known of Tasman's voyage to the Gulf of Carpentaria in 1644; it outlines his early and later life; places his two famous voyages in their historical perspective; and discusses the charts that derived from those voyages.

Spicy barber's account

The accounts of the 1642-43 voyage take up the bulk of the book. Tasman's, which is by far the longest, is, in the main, a rather pedestrian piece of work.

Indeed, students of the present day can only regret that Tasman, in seeing so much of the world that was new to European eyes, did not have the curiosity and persistence to find out more about it and to write down what he saw in the painstaking manner of Captain Cook.

Fortunately, there was a barber and "wound-healer" on Tasman's ex-

pedition—one Henrik Haalbos—whose racy account of the voyage, first published in 1671, supplies some of the verve, colour and spice that is missing in his commander's.

Haalbos was especially intrigued by Tonga and the Tongans and devoted as much space to describing them as he did to describing everything else encountered on the voyage.

Although Haalbos makes no mention of Tongan women exchanging their "favours" for nails (as happened in Tahiti when the first Europeans arrived in 1767), it appears from his account that they had the same amorous propensities.

Shameless

"With the men came also many women on shipboard," Haalbos records. "These were all uncommonly big; but among all stood out two frightful giantesses, one of whom had a moustache. They both grasped the wound-healer Henrik Haalbos round the neck; each desired fleshly intercourse; whereupon (they) assailed each other with words. All had thick, curly and black hair.

"Other women felt the sailors shamelessly in the trouserfront and indicated clearly that they wanted to have intercourse. The men incited the sailors to such a transgression."

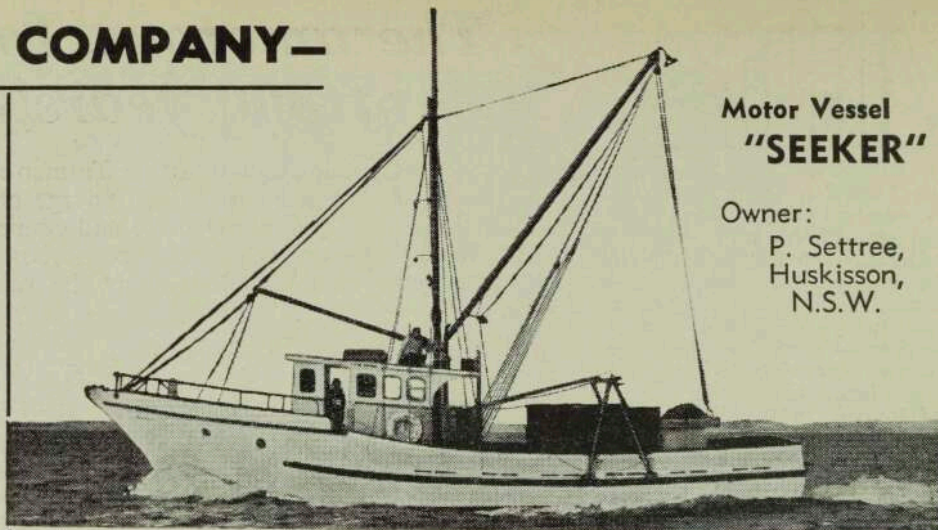
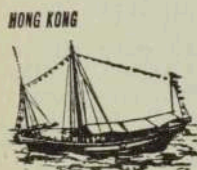
Andrew Sharp states in a footnote to this choice little passage that "the custom of offering women to visitors was not a transgression in Polynesian cultures".

While this is not a typical footnote, it is a good example of Sharp's diligence in annotating every point throughout the journals of Tasman and his companions of 1642-43 which seems to require comment or elucidation.

The third account of the 1642-43 voyage published in Sharp's book, incidentally, is by an unknown sailor. It, alas, is pretty much confined to remarks on the wind and weather.—RL.

(THE VOYAGES OF ABEL JANSZON TASMAN. Oxford University Press. \$11.90).

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5LW	×	5	426	6.974	70	1,300	78	1,500	89	1,700
6LW	152.4mm.	6	511	8.369	84	1,300	94	1,500	107	1,700
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Pacific Shipping

French passenger ships to disappear from South Seas

Messageries Maritimes, the French shipping line which has maintained a passenger service across the Pacific for many years, is to sell the eight passenger vessels in its fleet over the next five years.

The sale of the eight passenger ships will not affect the operations of the Messageries Maritimes passenger-cargo vessels currently serving the Pacific.

The Messageries Maritimes ships operate between Marseilles and Sydney, with calls at Taiohae (Marquesas), Papeete, Vila and Noumea.

The president of Messageries Maritimes, Mr. Gilbert Grandval, announced the plan to sell the eight passenger ships in October.

The ships are the *Caledonien*, *Tahitien*, *Laos*, *Cambodge*, *Pierre Loti*, *Jean Laborde*, *Pacifique* (ex-Vietnam) and *Pasteur*.

The ships will be sold because the development of air services throughout the world has made them uneconomic.

Messageries Maritimes is four-fifths owned by the French Government and is heavily subsidised by it.

The *Caledonien* and *Tahitien* are

the only two MM passenger ships currently operating in the Pacific. They will be sold at the end of next year—the first of the eight ships to be taken out of service.

The *Caledonien* and *Tahitien* have been part of the MM fleet since November, 1952, and June, 1953, respectively. Each carries 100 first-class passengers, 100 tourist class and 200 third class.

To be abandoned

When they are sold, they will be temporarily replaced on the Pacific run by the *Laos* and *Cambodge*. The *Laos* and *Cambodge* are currently used on a service to the Far East, which is to be abandoned.

The *Pierre Loti* and *Jean Laborde*, which operate a service to Madagascar, will be sold at the end of 1970 and replaced by one ship, the *Pacifique*. When the *Pacifique* is sold a year later, the Madagascar service will be abandoned.

At the end of 1972, the *Laos* and *Cambodge* will be sold and this will bring an end to the Pacific service.

Only one ship, the *Pasteur*, currently used in a service to South America, will then remain. The *Pasteur* will be sold at the end of 1973.

"MALEKULA" SOLD TO SINGAPORE

Burns Philp's 16-year-old passenger-cargo vessel *Malekula* has been sold for an undisclosed sum to a Singapore buyer, Ankan Shipping. After she reached Sydney in late November her crew were to be paid off and the ship handed over to the buyers.

Ankan Shipping were to sail *Malekula* from Sydney in late



Fiji's "Tui Lau" will be replaced. Her owners, Maritime Co-operative Shipping Association, a group of local provinces, have decided "as a policy matter" to replace her, and in November feelers were out to see what suitable ships were up for sale. Meanwhile, "Tui Lau" has remained firmly wedged on a reef off Totoya Island, 120 miles east of Suva, where she grounded on October 25 (PIM, Nov., p. 29). She is flooded and considerable damage has been done to her hull. Some gear and equipment has been recovered by salvagers. Aerial photo is by Rob Wright.

December for Singapore, where plans are to refurbish her and put her on a regular South-East Asia passenger-cargo run, to include Cambodia and Malaysia. She will be renamed.

As with most BP ships, *Malekula's* cost had been "written off" many years ago. BP had been after a buyer for some time without success and finally accepted the Singapore offer, with the approval of the Australian Government, for a relatively low sum.

The 3,786-ton trader had been on Australia-New Guinea runs for most of her 16 years and recently she had been plying Sydney - Brisbane - Port Moresby-Samarai, and return.

Her sale follows that of the venerable *Bulolo* by only a few months and reduces the BP medium-sized freighter fleet to four. Left

In The News This Month

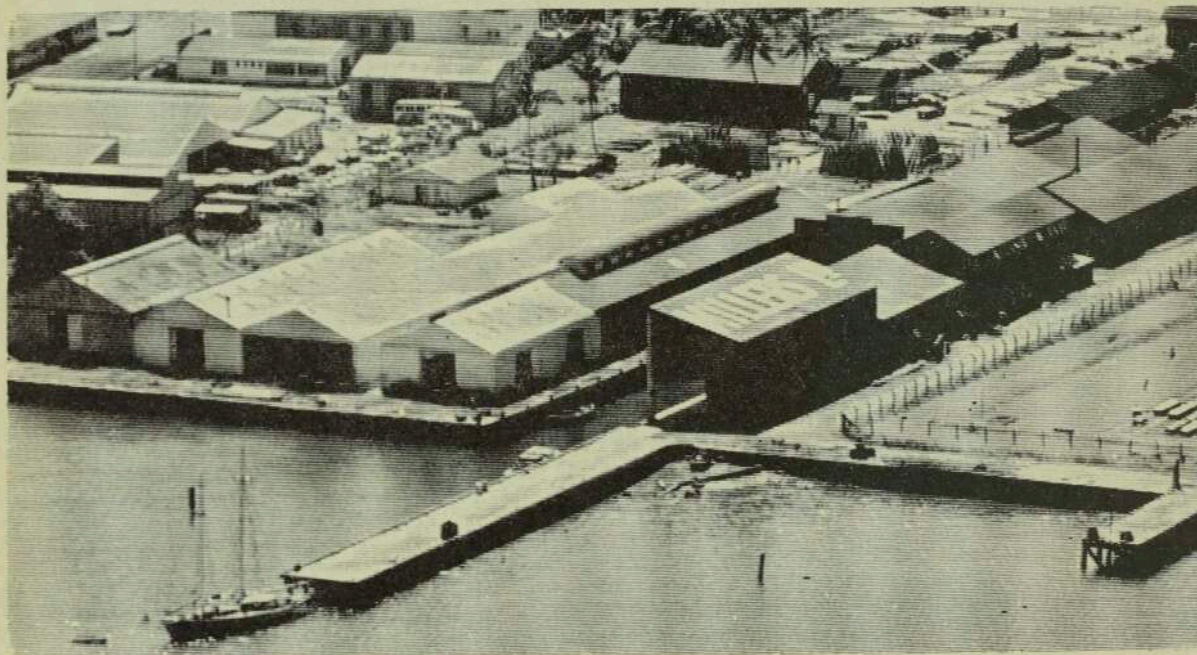
Akaroa	Moresby
Aranda	Mundemo
Arawa	Nexus
Avanti	Nightingale
Bev	Northern Star
Blue Water	Pacifique
Braeside	Pasteur
Bulolo	Perpetua
Caledonien	Peter Ikori
Cambodge	Pierre Loti
Carousin II	Raireva
Cheng Chun No. 102	Rebel
Discovery	Sea Bird
Dove	Seven Bells
Fahrmannsand	Snoopy
Fiji Maru	Southern Cross
Fox Trot	Sylvia
Gisele	Tahitien
Jean Laborde	Tatosa
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are the 19-year-old *Braeside*, the 14-year-old *Tulagi*, the 12-year-old *Montoro* and the three-year-old *Moresby*. BP will retain them.

Three of them have recently been modernised with improved cargo-handling facilities, and the company may even charter a modern vessel for NG operations.

Policy remains to have the ships making profits by 1970, after over 20 years of continuous losses.

WHAT WILL NAURU DO WITH HER NEW SHIP?

The Republic of Nauru's first and only vessel, a 6,000-ton passenger/cargo ship, is to be launched in Leith, Scotland, on December 19, and is expected to start on its delivery voyage next March. The President of Nauru, Hammer DeRoburt, will attend the launching with his wife, who will carry out the launching ceremony.

In November the name of the new vessel was still undecided. Originally the ship was to be named *Nauruan Chief*, but there was some opposition to this in the republic because it was felt too many Pacific ships were named "chief".

Nor has it been decided where the ship will operate. The decision to build the vessel was taken before independence. The economics of the exercise were based on the fact that she would probably operate Sydney-Port Moresby-Honiara-Nauru with passengers and general refrigerated cargo, and Nauru-Cairns-Brisbane on the return journey, carrying phosphate.

There is a superphosphate works at Cairns, and it was thought that delivery at Cairns of 5,500 tons of phosphate a voyage (at delivery charges of something like \$4 a ton) would be a lucrative cargo for the ship. The new vessel was in fact especially designed with shallow draught with Cairns in mind, as BPC ships are too big. With this loading, only an additional 200 tons of general cargo from Australian ports would make the ship a paying proposition.

However, latest plan is to run the vessel to Melbourne, which happens to be Nauruan headquarters in Australia. There is little cargo offering in Melbourne—most comes out of Sydney—and some observers insist that it won't be economic to take the vessel any further south than Sydney.

There is, though, a possibility that the vessel may establish some regular link with the US Trust Territory of Micronesia, and officers of Micronesian InterOcean Line Inc. were in Melbourne recently, talking to the Nauruans about the possibility of the

vessel operating a rationalised service in that area in conjunction with other MILI vessels.

One attitude on Nauru is that the vessel should be retained as a prestige vessel, and for the occasional work of re-laying the deep moorings at Nauru (a job which she is specially fitted out to undertake).

But prestige vessels are too expensive for little nations which have to pay their own way and there is also pressure on the government to put Nauru's new vessel to practical use and earn profit from it. A lot of people will be interested in the outcome. (See also MILI report, p. 110).

THIRD QUEENSLAND-NG SERVICE MOOTED

There are moves in Northern Queensland to start a new shipping cargo service next year between Queensland and Papua-New Guinea.

Queensland interests, supported by the Townsville District Development Bureau, are behind the moves, and they claim that they can operate with cargo rates much lower than present ones. They plan to use a 900-ton ship and call at major ports in the territory, including Kieta, Bougainville. The Bougainville Company is not involved in the new plan.

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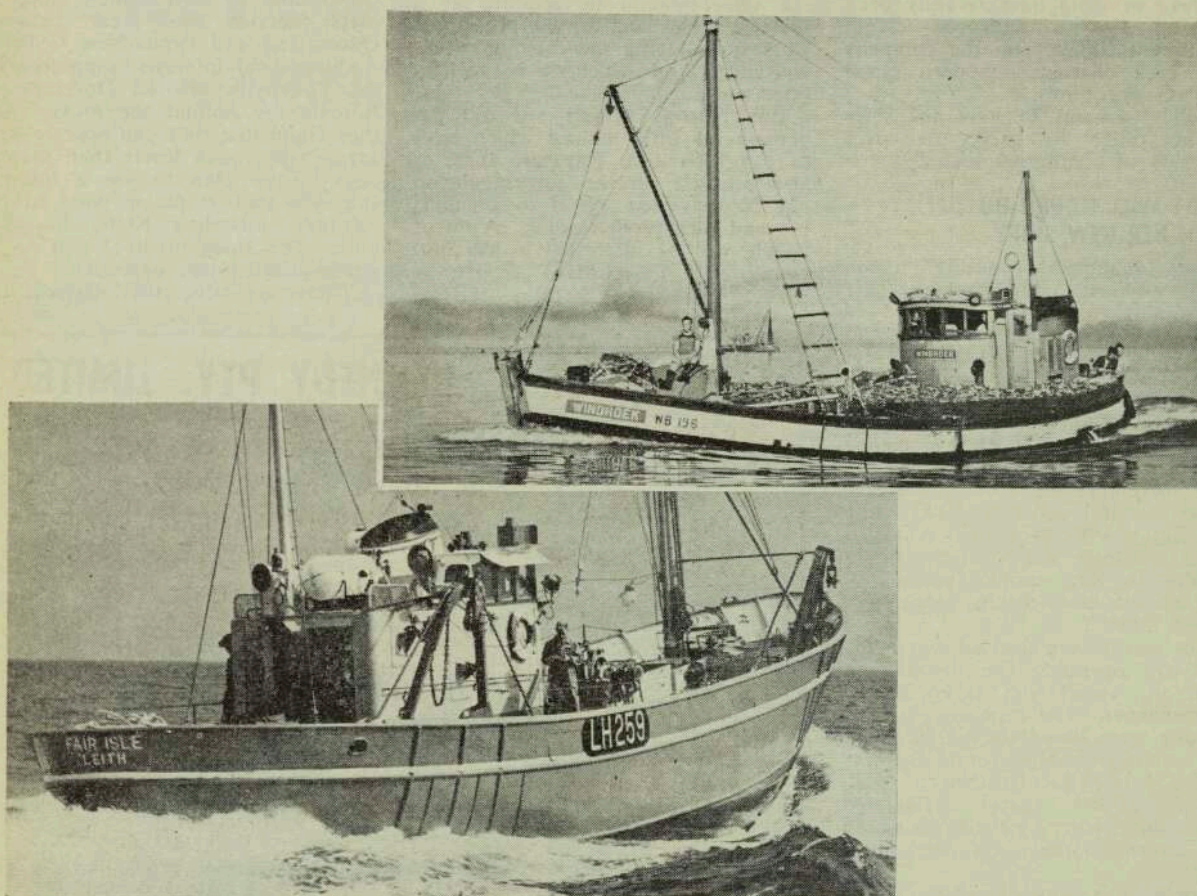
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tween Queensland and New Guinea currently operating — Queensland Papua Line Pty. Ltd., registered in Papua, offering a 16 day service out of Brisbane to Thursday Island, Port Moresby and Samarai, with the MV *Mo-tor*, and Keith Holland Shipping, which operates from Cairns to Daru and Port Moresby, with the *Jardine*.

Mr. Ken Thomas, a Sydney businessman and a major shareholder in Keith Holland, told *PIM* the company intended to expand its services to New Guinea next year with a bigger vessel than the *Jardine*, which had been too small to handle some of the recent cargoes offering.

He said Keith Holland would come to an arrangement with a territory firm and charter or buy a 900 or 1,000-ton refrigerated freighter. It hoped to carry sawn timber for back-loading trips to Queensland.

Meanwhile, when news of a third service was reported in P-NG, importers mostly said they welcomed it, but they doubted if sufficient cargo could be available over a long period to make the run economical. Some pointed out that several ports were currently over-catered for and if a shipper did not get an almost full cargo load north, his journey would be a loss because southbound cargo loadings were virtually non-existent.

NEW ONE FOR THE SOLOMONS

The Solomons' Markwarth Shipping Company has added a new trader to its fleet of inter-island ships—a 70 ft vessel capable of carrying 60 tons of cargo. The trader, called *Gisele* and will trade between Honiara and Gizo.

NOTORIOUS ILE NOU TO BE LINKED WITH NOUMEA

Port improvements in Noumea mean that Ile Nou, the largish island off Noumea which was once notorious as a French penal settlement, is to be connected with Noumea soon.

A Brussels report says that the Common Market countries and the Banque Europeene d'Investissement have concluded an arrangement under which New Caledonia will receive a loan of \$US1 million to partially finance improvements in the port of Noumea.

The loan will enable deep water berths to be built for passenger vessels and ships engaged in the nickel industry, as well as a dike to connect Ile Nou with Noumea.

The report says that the deep-water berths will have an important bearing on the development of the tourist industry, and that the link between Ile Nou and Noumea will

open up new development land.

Ile Nou, which is about three miles long and half a mile wide at its widest part, is separated from Noumea's Pointe de l'Artilerie by barely a quarter of a mile of water.

The use of Ile Nou as the headquarters of a French penal establishment in New Caledonia began in 1864 and continued for 40 years.

Most of France's long-term prisoners during that period were incarcerated on Ile Nou, and the place is associated with many horror stories common to penal establishments.

Ile Nou is still a penal island—Nouvelle Prison being situated there.

AUKI SCHOOL WILL KEEP GOING

Auki's Boat Building School, on Malaita, will be run for the next two years by the BSIP Government on a "trial" commercial and apprenticeship basis (*PIM*, Nov., p. 103).

In co-operation with the protectorate's Marine Department and its marine base at Tulagi, the yard will be run by its previous chief instructor, Frank Faulkner, who is now senior foreman.

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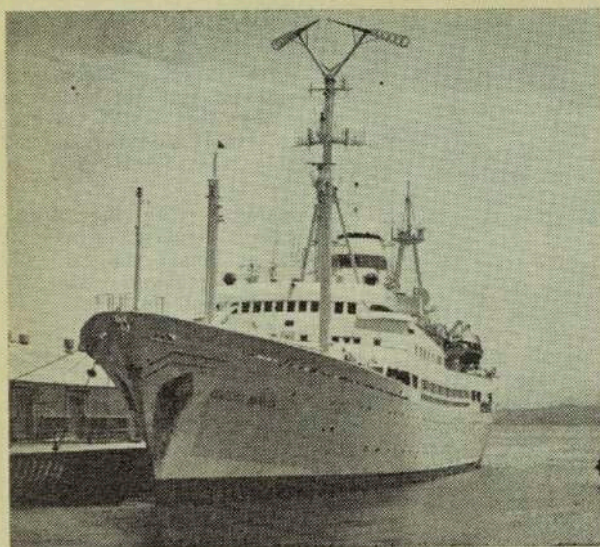
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FIRST VISIT TO SUVA

Russia's newest research ship, "Akademik Korolev", attracted great interest in Suva when she spent a few days there during her maiden voyage in October. Built at Vismar, East Germany, the 7,000-ton ship is conducting meteorological research in various seas and oceans during her around-the-world trip.

at the yard who will carry out any business the yard can attract. A new planing machine and a logging saw has arrived and a recent project was repairs on a 30 ft vessel. *PIM*'s correspondent on Malaita said residents were hopeful the yard could continue building boats and training Islanders.

DAIWA LINE CALLS AT TARAWA

The Daiwa Line's first vessel to call at Tarawa, Gilbert Islands, was to arrive on November 22, out of Yokohama, Japan. Mr. S. Takato, general manager of the company's business department, told *PIM* the

vessel, the 9,685-ton *Fiji Maru* would carry cement, canned foods, canned beer, and steel products and her only call on the way to Tarawa would be at Guam.

Daiwa's call was earlier than expected; previously it was announced that it would be next year (*PIM*, Nov., p. 103).

MILI THINKS MICRONESIA SHOULD HAVE WIDER HORIZONS

The US Trust Territory's new shipper, Micronesian InterOcean Line Inc. (better known to Islanders as MILI) has ambitious plans to link up the territory—which the company thinks has been the Siberia of the Pacific for too long—with the South Pacific by means of a regular shipping run south.

MILI sees the future of the Carolines, Marshalls and Marianas as being with the South Pacific and it has already begun trying to establish links southwards. There have been talks in Australia, New Zealand and with leaders or representatives of several Pacific Islands territories, but no new schedules had been planned by December.

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MARINA

limited number of Australasian goods are already selling very well in the Marshalls and it would like to carry these goods itself.

Plans would probably include chartering at least two additional freighters under 5,000-tons, with refrigerated space. The ships would be on monthly runs out of Sydney or Auckland to the Marshalls, calling on as many Pacific Islands as possible on the way.

MILI in September won a 10-year contract with the US Government for a shipping route from the US to the US Trust Territory and within the Trust Territory (PIM, Oct., p. 103).

Several freighters of under 5,000-ton are already on charter or bought and traders in the territory, such as Ponape's Carlos Etscheit, with his trader *Tungaru*, have taken up shareholdings in the company.

NAVIGATIONAL AIDS FOR FIJI

The operation of VRO in Fiji will be improved next year by the installation of powerful new transmitters—probably before August.

The Minister for Communications, Works and Tourism, Mr. C. A. Stinson, said the government was doing everything possible to speed up installation.

He felt that the new transmitters would obviate the need for a maritime radio service in the Lautoka area—a suggestion made by delegates to the Fiji Tourism Convention in October.

AIR SEARCH CALLED OFF

An air and sea search for a missing Nationalist Chinese vessel, *Cheng Chun No. 102*, has been called off by the Solomons and GEIC Governments.

The boat, based out of Pago Pago, American Samoa, was last heard of in late September when she reported her engine on fire between the Gilbert and the Ellice Islands. Glass fishing floats were recovered in the area, but it is not known if they came from the *Cheng Chun*.

HOLM CHARTERS TWO FOR TAHITI

Holm and Company Ltd. has chartered two vessels to maintain the company's New Zealand-Tahiti cargo run. They are the *Fahrmannsand* and the *Luhesand*.

The company recently returned to its owners the *Magga Dan*, a Danish vessel of 1,700 tons it had chartered for 12 months until May, 1969, because it had proved too slow and it would not be needed for tourist

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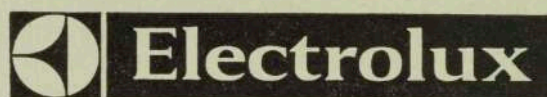
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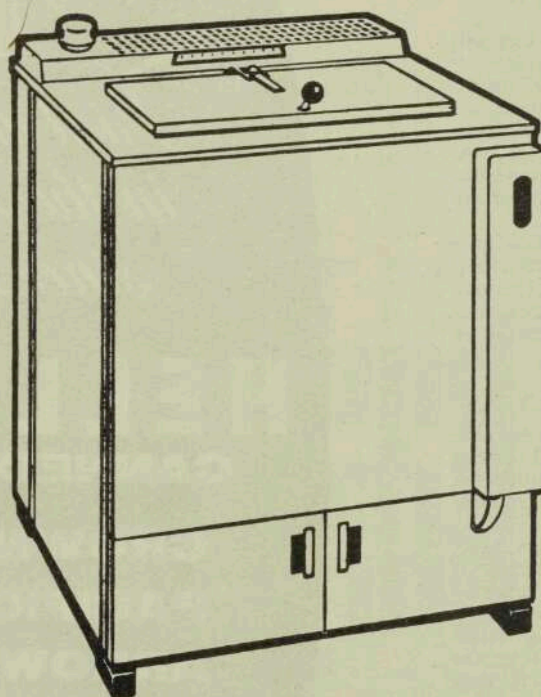
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cruises of the Antarctic this year.

In the first-ever tourist cruises of the Antarctic last year *Magga Dan* made news in Australasia when it was grounded on ice for a short period. This year it has operated monthly passenger-cargo services from Auckland to Rarotonga and Papeete.

STEAMIES TO BUILD OWN REPLACEMENTS

Steamships Trading Company Ltd. has let a contract for construction of a new steel motor vessel for operations around the New Guinea coast. The vessel will be the same design as another vessel currently being built in Steamies' Port Moresby yards.

The company's coastal shipping operation profits in the year ended June 30 were "considerably reduced" because of heavier expenses and overhauling costs, directors say in their annual report.

Steamies lost her trader *Bev* last November in a storm, with eight lives. In February this year a new coastal vessel *Peter Ikori*, built in Queensland, went into service.

Company policy is to phase out older wooden coastal vessels and replace them with new vessels, built by Steamies herself.

AMERICAN SAMOA NEEDS MORE VESSELS

American Samoa's Port Administration had only two vessels—*Tatosa* and *Manusina*—"that were worth ending out to sea", Governor Owen Spinnall said in November.

He said the administration had had six launches, but one had been sunk recently in 40 ft of water near Pago Pago's Marine Railway. Governor Spinnall said the administration's launches were "not worth the money takes to keep them in repair.

"American Samoa would have to find additional boats to do work which could not be provided by commercial boats," he said.

SMALL SHIPS WHARF FOR NEW HANOVER

New Hanover Island, off the north-eastern tip of New Ireland, NG, will get a \$9,000 small ships wharf at the end of a 300 ft causeway at Meterankan, on the island's south east.

The causeway, straddling a coral reef, was to be finished by December and then the NG Administration and the island council were to jointly finance the wharf.

New Hanover is a big copra-processing area, with European and New Guinean plantation owners shipping

copra regularly to Kavieng and Rabaul. There are numerous anchorages, but Meterankan is the only suitable all-weather harbour.

SHAW SAVILL TO ADD TO ITS FLEET

Shaw Savill will add two passenger liners to its present fleet of three ships on its around-the-world route, via Rarotonga and Papeete, in the Pacific Islands.

The new ships, the 20,000-toners *Arawa* and *Aranda*, will be transferred from the company's South American trade. Their arrival in early 1969 will enable Shaw Savill to begin

Pacific cruises with the liners *Northern Star* and *Southern Cross*.

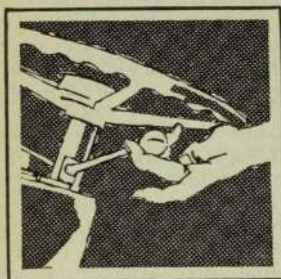
Both will begin cruises to South-East Asia by the middle of next year, and in early 1970 cruise calls at New Zealand and the Pacific Islands will begin. Ports at which Shaw Savill will call at have not been announced, but the company will be after new calls in the Islands and these could include Vila, Santo and Honiara as well as old regulars like Suva, Noumea, Apia, Pago Pago and Nukualofa.

Meanwhile, the company's most recent addition in the South Pacific, *Akaroa*, will continue on her trans-Pacific voyages.



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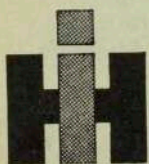


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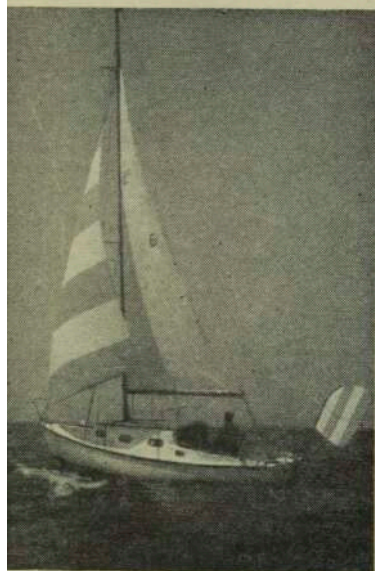
Cruising Yachts

● **SEVEN BELLS**, Bill and Marci Taylor's yacht, has been sold, but the Taylors have plans to travel to Europe early next year, buy another boat and cruise the Caribbean and then the South Pacific. The Taylors were recently at Redondo Beach, California.

● **NEXUS**, Chuck Harris' 30 ft sloop, was to leave NZ in early November for Australia, via Norfolk and Lord Howe Islands. Chuck, who has already made calls in French Polynesia and the Cooks, had earlier hoped to leave on September 27 (PIM, Nov., p. 113).

● **SNOOPY**, 33 ft sloop named after the famous cartoon character, reached Russell, NZ, on November 1 from Nukualofa. Aboard were Norman and Doris Malin and their three children, Terri, Dennis and Norman. Plans are to stay in NZ definitely.

● **PERPETUA**, 40 ft US ketch, reached Russell, NZ, on November 1 from Nukualofa for an indefinite stay. Aboard are "Dusty" and Carol Ogg and Alan and Marlene Walker. The Walkers left a *Bird* just before she hit a reef at Rangiroa, French Polynesia, recently.



"Dove"

● **DOVE**, Lee Graham's 24 ft sloop, was reported in Surinam (formerly Dutch Guiana, South America) in late October. Lee is on an around-the-world trip and has already made many calls in the Pacific Islands.

● **WINDWAGON**, the Tretheway's 60 ft ketch which was recently in Suva (PIM, Nov., p. 113), reached Whangaroa, NZ, in early November. Plans are to cruise NZ waters until the hurricane season is over, and then head for Australia.

● **NIGHTINGALE**, the Bennett's 36 ft ketch, reached Russell, NZ, from Suva on November 3 after a "horror" trip which included engine

troubles and fire. *Nightingale* was almost towed into Russell Harbour but at the last moment Tom was able to get the engine going. The Bennetts have moved ashore and are thinking of shipping the ketch back to the US. They have made calls at the Galapagos Islands and Tonga.

● **FOX TROT**, Al and Eva Fox's yacht, was to leave Panama in late August for the Galapagos Islands and the South Pacific. The Fox's have recently cruised the West Indies and the Venezuelan coast.

● **DISCOVERY**, the Hogan family's yacht which returned to Honolulu on September 1 after a

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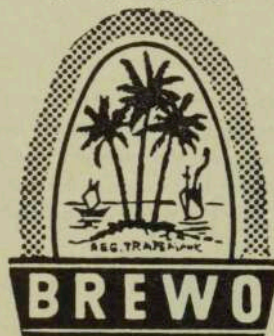
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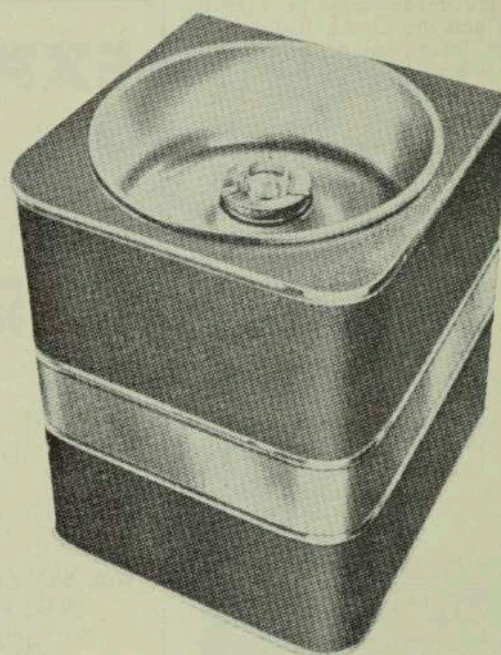
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"Rebel"

two year cruise (*PIM*, Oct., p. 109), was to stay in Hawaii indefinitely. The Hogans hoped to find work and recently they were at Hilo with plans to sail for Oahu.

● **REBEL**, with Marvin and Ann Glenn, was in Russell, NZ, in November after a two-month stop-over at Lord Howe Island. Plans are to remain in NZ waters until March or April next year before pushing on.

● **WHISPER**, Hal and Margaret Roth's 35 ft sloop, returned toausalito, California, in late October after a 19,000-mile, 19-month cruise through the Pacific, including stops at French Polynesia, the Cooks, Samoa, the GEIC, the Eastern Carolines and Guam. "People were so kind to us and we made dozens and dozens of friends," Hal said in a note to *PIM*. "We'll be back in the South Pacific one day soon".

● **SYLVIA**, with Bob and Sylvia "Sally" Welles of Los Angeles, and their three sons, reached Russell, NZ, on November from Suva (*PIM*, Nov., p. 111).

● **MUNDEAMO**, with Phil and Virginia Dutcher, was to reach NZ in mid-November after a trip from Suva (*PIM*, Nov., p. 111). *Mundeamo* has made recent calls at Tonga.

● **AVANTI**, 66-year-old topsail schooner, was in Sydney in November after a slow trip from Norfolk Island. Aboard were the owners, Leif Horstmann and his brother Erik and crew of two girls and three men.

The schooner has made calls at the Galapagos Islands, the Marquesas and the Cooks. Plans are indefinite.

● **CAROUSIN II**, Mike Kane's trimaran, was in Capetown, South Africa, in late October, with plans to sail for the West Indies and make calls at Trinidad, St. Helena and Ascension Island. In a note, Mike said he would have a crew of three South African men and one South African woman.

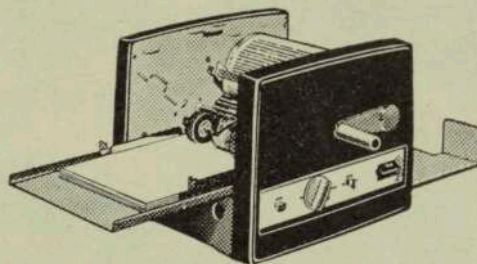
● **RAIREVA**, 36 ft sloop, spent a week in Fiji recently before leaving for Auckland where skipper, Gerd Muller and his crew-woman, Miss

Leni Horstmann, plan to spend five or six months.

The couple have been cruising in *Raireva* since leaving Rotterdam in August, 1966. They intend to cross the Indian Ocean late next year, returning home to Hamburg in 1970.

● **BLUE WATER**, Dick and Sylvia Gard's 42 ft American ketch, was expected in Hawaii in December after a cruise from Papeete via the Tuamotus. Next stop after Hawaii was to be San Diego, California. The Gards were in Papeete in August after leaving NZ in May and calling at Rarotonga, Bora Bora, Tahaa and Raiatea (*PIM*, Aug., p. 104).

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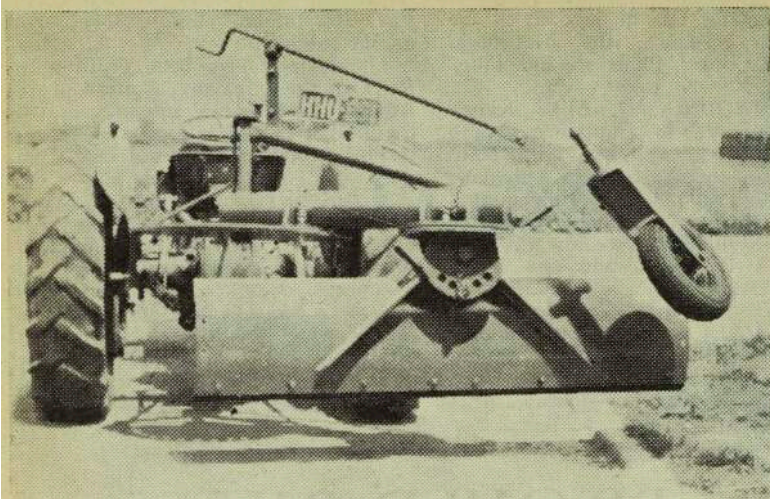
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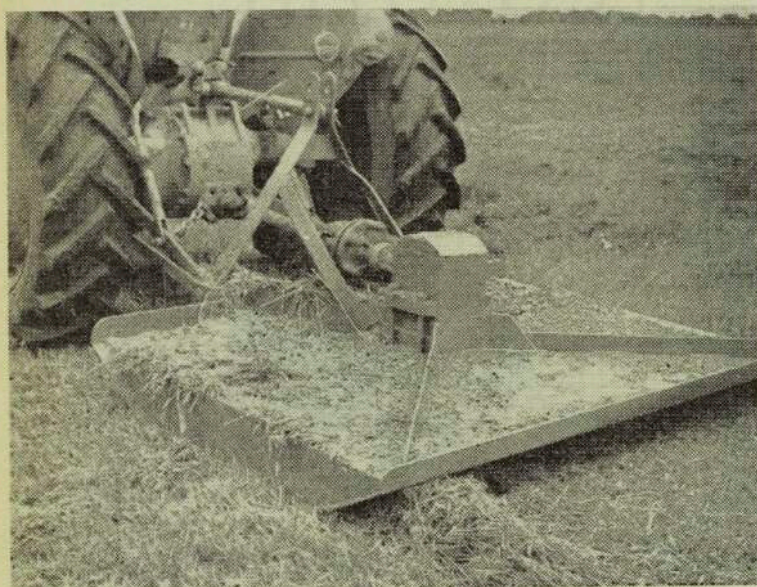
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"THE Administrator is to be thanked for his statement to the council about the possible bad effects of a fryer rabbit industry on Norfolk Island.

It wants just one of these rabbits to get loose on this island. No amount of talk of benefit to the island takes me in, for one. It would be nothing less than a disaster to have such an industry which, if successful, would mean others following.

With an island full of rabbits, inside or outside hutches, I for one, would leave them to it, and would not be here to see the sons and daughters of the councillors who are voting for the industry in a queue to get a job disembowelling fryers.

I am reminded of a certain English Labour Minister of Education who, while trying to have all public schools in England abolished, sent his son to Eton.—*Letter from S. Visick in "The Norfolk Islander"*.

A MAN carrying a suitcase walked into a local airline office and requested a ticket to Tari, in the Southern Highlands. A traffic officer requested he open the suitcase; the man replied that it contained a pig.

When opened, the suitcase revealed the partly-decomposed body of the man's brother, who had died several months previously.

The man was taking the body back to his place for burial.—*Item in the "Times Courier", Lae*.

NO wonder tourists in Fiji complain. As I, a local, was boarding the *Oronsay*, the porters who carried aboard four small suitcases and three packages to my cabin demanded a tip of £1, telling me that the 10/- proffered was not sufficient.

On pointing out to them that the pamphlet issued by P and O stated one shilling per case or package, I was told that there was a minimum charge of 5/- per porter.

I believe that had I travelled really light with only one suitcase they would have taken a corner each! I am not a millionaire but now I can honestly say that just once in my life I have tipped like one.

On my return to Fiji I intend to apply for a porter's licence as it must certainly be Fiji's most lucrative profession.—*Letter from Gray Hansen in "The Fiji Times"*.

A SIGNPOST pointing the way to Mt. Hagen has been placed at the new Mawan Bridge, crossing the Gogol River.

Representatives of the Chamber of Commerce, Town Advisory Council and other interested bodies, drove from Madang to the end of the 17-mile stretch of road for the occasion.

The signpost was placed in position by Mr. Jason Garrett, the Member for Madang Regional.

The sign reads: "187, Mt. Hagen via Simbai, 363 via Kassam".

But at present the road crosses the bridge and then finishes in a 40 ft drop. The route of the next section has not yet been decided and no information can be obtained regarding the missing link.—*Item in the "South Pacific Post", Port Moresby*.

FROM THE Islands Press

OBSERVING the current activity towards establishing new air routes across the Pacific, it is surprising that there appears to be no interest in re-opening an old route—the one between Fiji and Norfolk Island.

Established during World War II as a vital link between Australia, New Zealand and the Pacific Islands, the route was continued commercially with DC3's until 1954, when it was discontinued, probably because Pacific tourist travel had not attained its present high level of development.

The flight was NZ-Norfolk Island-Fiji-Tonga-W. Samoa and return, a very pleasant journey which provided easy access to Norfolk Island, without the backtracking which exists today.

Norfolk airstrip cannot take the big jet planes. However, the planes of Fiji Airways' regional services could easily re-establish the link with this beautiful and historic island, to the benefit of all concerned.—*Letter from L. Low in "The Fiji Times"*.

ONE admires the service of the Post Office Savings Bank staff in filling out withdrawal and deposit slips for its customers, the majority of whom are apparently illiterate. But when one sees a Teachers' Training College student having to avail herself of this assistance, one wonders what sort of education our children might be about to get.—*Columist in the Apia "Advertiser", Western Samoa*.

"DIVIDE and rule" used to be the watchword of colonialism, but metropolitan France seems to be trying a policy of "unite and rule" in its South Pacific territories. A report from Noumea says that France is planning to unite the territories of Tahiti, New Caledonia and Wallis Island as a single Pacific region to be known as French Australe.

At present the territories have separate local assemblies, in which a growing spirit of individualism has been noticed. This is apparently repugnant to paternal France, and the proposed united territory would have only one assembly. This would act purely in an advisory capacity to the central government in Paris, and would have no taxing power.

To political observers, it would seem that such a federation would best be formed after the territories had achieved responsible self-government, or even independence.

To rob them of their individual voices while they are still unashamedly colonies would seem to be deliberately preventing this fundamental step of self-determination.—*Letter from "Pomare for President" in "The Samoa Times", Apia*.

ONE of the most important items of property in the average Rarotonga woman's possession is the simple back-comb—*peru Tamou*. The island traders have run out of these precious items before; now they've run out of them again. There's not a single one available anywhere on the "beach". Reports have it that the combs come from Hong Kong. Quality varies—the best ones usually being obtainable from Tahiti. The cheap ones break on the first try.—*News item in the "Cook Islands News", Rarotonga*.

People

● Darwin journalist and author Douglas Lockwood in December becomes managing editor of P-NG's South Pacific Post group in succession to Mr. Keith Mattingley, who is to return to the Melbourne office of the group's owners, the Herald and Weekly Times.

● Pastor J. R. James, a Seventh-day Adventist missionary who worked in the New Hebrides from 1917 to 1930, returned to the Condominium recently, touring Ambrym, Aoba and Malekula by foot before leaving for the Solomons and NG. Pastor James is 73 and lives in the US.

● Fijian Ruben Tawake, a roads foreman, will leave Malaita, BSIP, for Suva in December after 20 years in the Solomons—nine of them on Malaita. Mr. Tawake was president of the Auki Club and a keen golfer. His wife, Seru, worked for the local Red Cross.

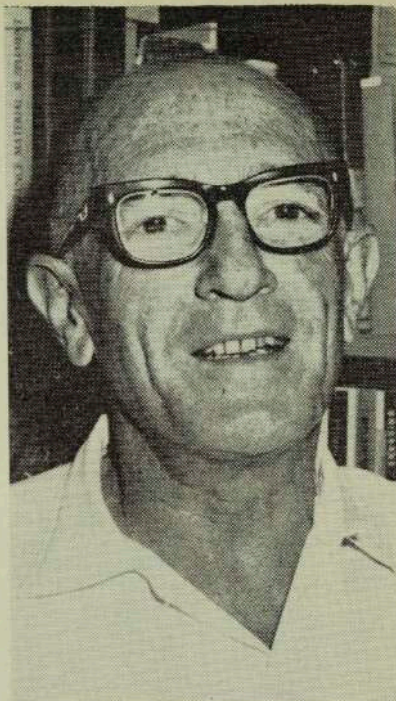
● Stuart Dodds, airlines representative of the Guadalcanal Travel Service since 1965, was recently married in Honiara to Miss Caroline Wheatley, a receptionist at the Hotel Mendana.

● Mr. Frederick Fawcett-Kay and his wife have returned to the Solomons after an absence of four years in NZ. The couple have a 200-ton motor vessel *Waiohahi* and they intend to set up new coconut plantings on land they own on Noro Island in the Western District. They are also looking for work for their vessel and plan to build a wharf and house on Noro.

● Dr. Charles Fox, celebrated Solomons missionary and author of several books about the Solomons, recently had his 90th birthday at his home at the Melanesian Mission, Taroaniara, Gela, off Guadalcanal. He first joined the Melanesian Mission in 1902 and arrived at San Cristobal, Solomons, 60 years ago.

● One of New Guinea's best-known coastal skippers, Captain Tom Boraga, retired in October after 44 years' service with the Papuan Government and the P-NG Administration. Now 62, Captain Boraga will live in Hanuabada, Port Moresby. He joined the coastal service as a seaman in 1924; in 1927 he was promoted to a senior sailor.

During World War II he captained a small vessel ferrying rations and



New Guinea oldhand Les Clout opened the New Guinea Services Bureau in Sydney in November for the Council of New Guinea Affairs. Mr. Clout retired as Chief of the Division of Lands in October after 33 years with the P-NG Administration. The Bureau—the first of its kind in Australia—will give information to Australians intending to visit the territory, and will assist New Guineans visiting Australia.

ammunition to forces on the NG mainland and the NG Islands. In 1948 he was appointed master of the motor vessel *Minnetonka* and then followed several years service at Samarai, Rabaul, Madang and other centres.

● Marshall Islands District Administrator Dwight Heine, 49, a Marshallese, in December will become Special Consultant-Legislative Liaison to the High Commissioner of the Trust Territory. Mr. William Norwood. Mr. Heine was selected for this role because of his broad experience in territorial administration, and most particularly because of his very significant role in the formation of the Congress of Micronesia itself. Robert Law Jr. has been appointed Marshalls District Administrator.

● The French High Commissioner in New Caledonia, Mr. Jean Risterucci, presided over a meeting in Noumea in late October of 26 mayors of the territory. It was the

first time the mayors had been assembled together since a similar meeting was held 18 years ago.

The latest meeting gave the mayors the opportunity to discuss common and particular problems fruitfully. It was seen by observers as a move by the French Government to pay more heed to the views of New Caledonian leaders, some of whom have been urging internal self-government for the territory.

● Mr. T. M. Ainsworth, who has had administrative experience for Britain in Nigeria, Malaya, Sarawak and Aden and has worked in the GEIC since 1967, has replaced Mr. Brian Weeks as District Commissioner for Ocean Island.

● The US Ambassador to Australia, Mr. William H. Crook, stayed overnight on Norfolk Island in November on his way to Antarctica by air. An informal dinner was given his party by the Administrator Air Commodore R. N. Dalkin, at Government House.

● Mr. John Newbery arrived in Western Samoa from England recently on a United Nations Development Programme. He was scheduled to work with a UNDP civil engineering expert on the feasibility of possible hydro-electric power projects in Western Samoa.

● The Fiji Girl Guide Association has appointed Miss Pauline Rakavono as colony trainer and Mrs. Emali Kamarusi as first organising commissioner for the association. From the start of the 1969 school year, both will begin full-time training of adult leaders of the Rangers Brownies and Guides. Mrs. Kamarusi who was colony trainer for four years, will help to organise colony wide gatherings of leaders. Miss Rakavono's work will include travelling to outlying islands to help group leaders.

● Matron B. M. Mulcahy, Papua New Guinea's Principal Matron retired from the territory in November after 20 years' service with the Administration. After taking leave she will live in Australia.

● Changes are expected to be announced soon in the top command of the Royal Papua-New Guinea Constabulary. The Police Commissioner, Mr. Robert Cole, reaches retirement age on November 1, and the force is currently without Deputy Commissioner, following the resignation in August of Mr. A. C. Erskine. Mr. Cole joined the P-NG Administration as a cadet patrol officer in 1938 and saw service in New Guinea in World War II.



- A Samoan maiden presents a lei to Ve'ehala of Tonga during a traditional Tongan kava ceremony honouring him at Hawaii's Polynesian Cultural Centre. Ve'ehala, an adviser to the Tongan King on matters of culture, will serve as a Tongan cultural adviser to the centre.



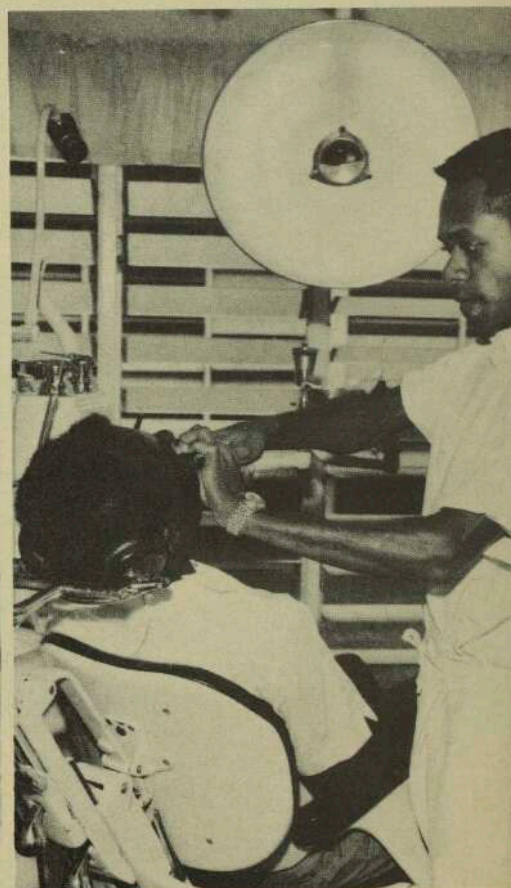
Sir Derek Jakeway, until November Governor of Fiji (his replacement is Sir Robert Foster), shakes hands with Mr. M. Singh, of India's Ministry of Foreign Affairs, while Mr. Jai Sukhlal Hathi, India's Minister for Labour, Employment and Rehabilitation looks on. Mr. Hathi and Mr. Singh made a four-day goodwill tour of Fiji in November.



Pte. Win holds a cassowary, new mascot of the Pacific Island Regiment at Moem, Wewak, while WO1 Manli Rosi and Lt.-Col. E. M. McCormick, commanding officer at Moem, look on.



At a recent dinner of the Port Moresby branch of the Country Women's Association (left to right): Mrs. Warren, CWA Port Moresby branch president; Mrs. Martin, territorial president of the CWA; Mrs. Houghton, CWA's international officer; and Mrs. Rana, wife of the UN representative in P-NG.



Dental assistant, Simon Pranis, concentrates on a patient at Angau Memorial Hospital, Lae.



tionally, music lessons are loathed by children, but these New Guinea youngsters, at Marianville College, Bomana, Port Moresby, seem to be enjoying themselves.



Three ex-Fiji girls, now settled in Sydney, are (left to Misses Jeanette Powell, Jean Eyre and Brenda Newcombe. All were at a recent Islanders Association of Sydney night. Bottom: Also at the social night were Mr. and Mrs. Robert Smith, formerly of Suva.



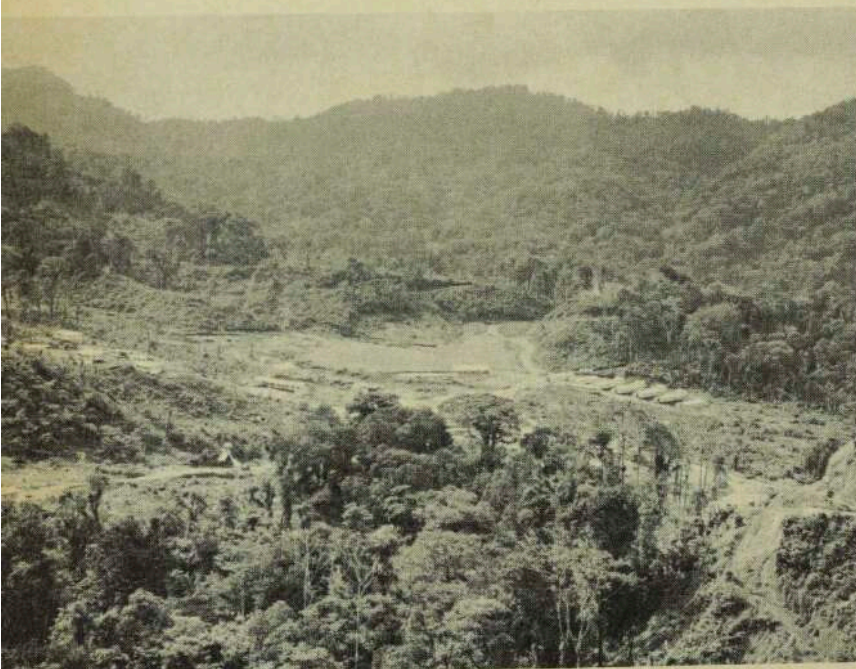
Mr. E. M. Luamanuvae, a member of the three-man Public Service Commission in Western Samoa, at a recent meeting of the New Zealand State Services Commission.



The jungles of Fiji—the one in the photograph is just a stone's throw from the Queen's Road—provided tough training ground in November for the soldiers of the 1st 7th and 2nd 7th Queen's Own Gurkha Rifles. The detachment of 101 Gurkha soldiers from Hong Kong spent four weeks of jungle training in Fiji.



- It's a long, long way to Panguna (bottom), 2,000 ft up in the copper-rich Bougainville mountains, as the men who have trucked equipment to that CRA base camp know. Until the road (left) was completed, men, equipment and supplies had to be airlifted by helicopter from the coast. It's been hard work proving Panguna's copper and gold deposits, and now that they have been proved there has arrived a time of waiting. Will CRA go ahead with its \$A250 million development plan for Bougainville? The answer will not be known until next year. See story at right.



Business and Development

IF BOUGAINVILLE COPPER GOES AHEAD, A BIG NEW TOWN WILL RISE

By a staff writer

What national Treasurer would not await with anxious interest a decision which would give him an additional \$A60 to \$A100 million in export funds per year? Papua-New Guinea's Treasurer is in this position and he may possibly know the answer by the time he produces his next budget in August, 1969.

But the chances are that he will have to wait a few months longer in that for the momentous decision whether Conzinc Riotinto of Australia will go ahead with its \$250 million development plan for Bougainville copper and gold extraction. The final decision may be delayed until the end of 1969.

There is no argument that the copper is there in large quantities and that it can be got out and that it is there, too—more gold than most people realise.

What will occupy Conzinc executives in the coming months is the matter of obtaining the money required for such a large-scale development. While the fund-raising investigations continue, engineers will go ahead with detailed plans for the development, so that when and if the money is available, copper exploitation can begin immediately.

Admin. can share

CRA only as recently as 1965 decided that Bougainville copper was worth serious consideration. It is at present operating on what is called prospecting authority and it has an agreement with the New Guinea Administration (finally okayed on November 30, 1967) which gives it until December 31, 1971 before it has to decide finally if it is to go ahead. It can until that date apply for a special mining lease to mine the deposits, build town sites, wharves, and power stations.

Under the terms of the agreement the Administration has an option to purchase, at par value, 20 per cent. of the share capital of CRA's subsidiary operating company, Bougain-

ville Copper Pty. Ltd. The administration has said the option will be exercised either on behalf of or by the people of the territory, provided the Administration is satisfied the venture offers reasonable prospects for profitable operation. The agreement also provides for employment and training of New Guineans and if possible the purchase of locally produced supplies and equipment. The project would give employment to about 1,500 New Guineans.

The Administration would also get royalties of 1½ per cent.—five per cent. of which would be paid to the Bougainville landowners direct and the remainder into territory revenue.

The company would get an income

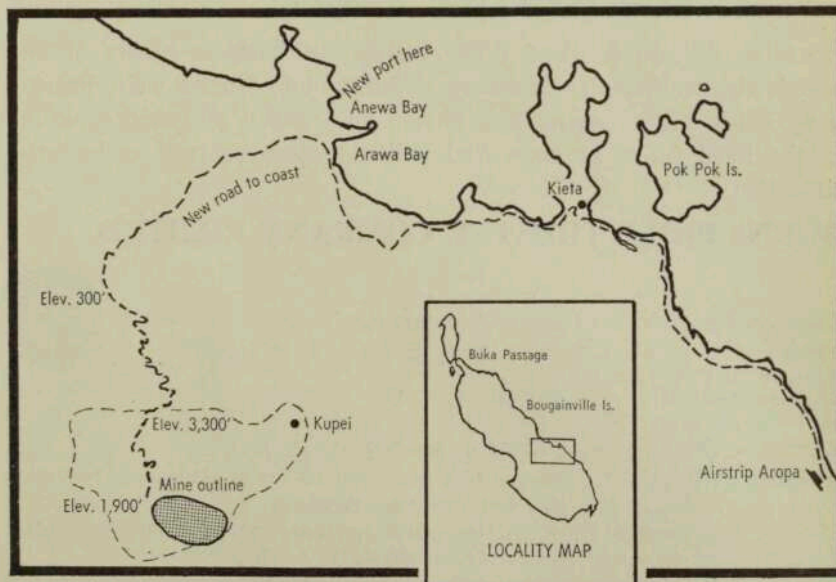
tax holiday of three years from the commencement of production; later it would be taxed on up to 50 per cent. of its taxable annual income.

The copper on Bougainville is 2,000 feet up in the mountains, at Panguna, roughly in the centre of Bougainville and about 12 miles as the helicopter flies from the east coast.

Vast copper reserves

Estimates of how much copper there is have increased each time CRA has made a report and its latest estimate is that there are 500 million tons of ore containing 0.51 per cent. of copper and 0.4 pennyweights of gold. In addition to this fairly low grade material there are 400 million tons of lower grade material. These estimates may again be increased with further investigations.

The 500 million tons of 0.51 per cent. of copper ore are sufficient to keep large-scale mining operations going on Bougainville for 20 years,



before there would be need to exploit the lower grade.

The deposits would be worked by open cut, and trucked to the coast, to a port the company would build, probably at Anewa Bay, north of Kieta. Water here is deep enough to take the 20,000 to 30,000 ton ore loading ships which would be required. A 16-mile winding road to the coast has already been built by CRA during the proving investigations, but there may be a more direct route.

If the scheme goes ahead, CRA plans to build a town of 5,000 people somewhere near the scene of operations. It hasn't yet found a

suitable location available to it, but the town won't be alongside Kieta—where there is not enough land, and in any case it is too far away from the operation.

This town would hold about 2,000 employees of all races, plus their families.

It'll cost \$250 million

CRA estimates it would take about three years for the town, port and mining facilities to be completed, once the go-ahead is given.

Total expenditure to get the whole operation working would be about \$250,000,000, which includes the \$16

million which will have been expended on the Bougainville operation up to the end of 1968. A little arithmetic shows that 500 million tons of copper ore mined over 20 years gives an annual average output of something like 25 million tons. Current world price for copper is £Stg.450 a ton. This would give an average of about 120,000 tons a year of contained copper in concentrate.

Recovery of gold would be something like 500,000 oz per year—which even at the present controlled price of \$US35 an oz, would be worth \$US17.5 million a year. Gold exports for the whole of Papua-New Guinea for 1968 are expected to be worth only \$A500,000.

It could be expected that copper output, and financial returns, would be higher in the first years, because the richer material would obviously be mined first so that loans could be paid back.

If the bankers come up with the money for CRA to go ahead with this big development, there will be no shortage of buyers of the copper. CRA officials have been negotiating in recent months with English, Spanish, French and German companies.

Japanese talks

Mr. Frank Espie, managing director of Bougainville Copper Pty Ltd., was recently in Japan to discuss a Japanese deal. The Japanese will certainly buy some of Bougainville's copper ore although no firm contracts have been signed. CRA is determined to spread its contracts throughout many parts of the world for if you have only one outlet there is likely to be less room for bargaining on the price.

Financial problems on such a vast deal are not the only ones for CRA.

CRA's advent has resulted in opposition from Bougainvillians in the immediate area, who do not want their land interfered with in any circumstances. For a time there were also some bitter arguments over the right of local landowners to royalties, rather than the government.

An American missionary, not now on Bougainville, helped stir up opposition, and the trouble that followed ended in the unprecedented decision to give the Bougainvillians a share of the royalties.

There are still some strong feelings in the area, although both the company and the Administration are doing what they can to point out the advantages of the operation. CRA is

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.

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till regarded as a kind of occupying power.

From the first, CRA on Bougainville has followed a policy of integration of its staff and the 600 New Guineans and 200 Europeans at present working at Panguna and support establishments share the same amenities. This has been successful, especially since a rule was adopted that official notice need not necessarily be taken of trouble between two brown men or between two white men, but if brown and white fight each other then there is immediate dismissal for both.

In fact, few of the New Guineans in the immediate area do work for CRA. They make enough money for their needs by cash cropping now that CRA has built a road which for the first time gives them access to markets.

Many would-be New Guinean employees these days arrive from Buka, in the north—having paid their own air fares down, so content they are of getting work.

A new political problem has arisen in the last month or two with the moves by some Bougainvillians for independence. These moves are not likely to get very far, but should CRA decide next year to go ahead with its big Bougainville operation, and if in the following years there could be serious moves for a break-away from the central New Guinea government, CRA should have no special need for concern.

Dependent peoples are inclined to complain about "exploitation" only until they find themselves in the position of running their own affairs. When they realise, suddenly, that investment is something to be encouraged because it means work, and work means economic prosperity, the phrase "capitalist exploitation" is not then heard so often.

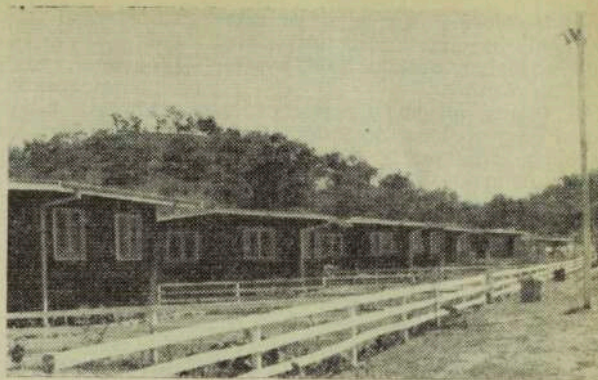
Steamies' profit up by 21 per cent.

Steamships Trading Co. Ltd. made a profit of \$1,188,696 for the year ended June 30, a jump of 21.1 per cent. on the previous year's profit. The rate on increased capital dropped from 18.5 per cent. to 16 per cent., but the annual 10 per cent. dividend is well covered.

Directors of the diversified NG group said retail and wholesale operations "showed much improvement", but an indenting subsidiary, O. Svensson (NG) Ltd. suffered a "slight setback" because of staff difficulties.

The company's two sawmills main-

A rejection of Steamies' application for an additional 47 blocks for its married quarters scheme for NG employees outside Port Moresby has placed the whole plan in "jeopardy", Mr. H. D. Underwood, the company chairman, said in his annual report. Steamies has already built 16 cottages for its married employees at Moresby (right).



tained sales and profits, and the Coca Cola bottling operation is operating satisfactorily although Steamies faced "increased competition in this field". Shipyard operations were satisfactory but quarrying activities had "a difficult year".

Steamies' "Melanesian Hotel" at Lae made a "small loss" until June 30 but "worthwhile profits" were expected in the current year. Work on its multi-storey hotel at Port Moresby would start early next year.

Results from coffee plantations were "most disappointing", copra plantations showed "significant profit increases" and several rubber plantation investments showed poor returns because of depressed world rubber prices (here \$100,000 has been transferred from general reserves to investment reserve because of Steamies reduced market value of its shares in rubber companies).

L. J. Hooker moves into South Seas

Australia's giant L. J. Hooker real estate and investment empire is spreading into the South Pacific—but just how far no one is saying, least of all Mr. L. J. Hooker himself.

Mr. Hooker told PIM in November that he prefers action to words. "We wait until we have done something and then we talk," he said.

However, it is known that the company is going to set up business in Fiji (Mr. Hooker said so in his annual report), developing in the first place homesites and waterfront properties. Later the company expects its Fiji operations to include the building of apartments and shopping centres.

In early December Mr. Hooker was to leave Sydney on a business trip to Fiji . . . and Nauru, the home of Pacific Sporting Pools. He said he was "interested" in the football

pools scheme (how interested he would not say), and that he was going to Nauru to sound out business prospects.

Mr. Hooker is also interested in at least one other area of the South Seas—the Sepik region of P-NG, where there is a possibility that, with others, his company will mine gold and copper.

How possible is the possibility? Mr. Hooker repeated that he prefers action to words, but added: "Of course we're interested in gold and copper in the Sepik—if it's there".

P-NG assembly for vehicles

Two small vehicle assembly plants are to be set up in Port Moresby, and at Lae or Madang—the first time vehicles of any description will be assembled on a production basis in any Pacific Islands territory.

Sir Donald Cleland, former Administrator of P-NG and now chairman of PNG Motors Ltd., announced in November that his company would set up the plants. He did not indicate when they would begin operating but hopes are production may start by 1970.

He said the first plant would operate in Moresby and assemble Land-Rovers, British Motor Corporation commercial vehicles and Mini-Mokes.

Production for the first year is estimated at 380 units—200 Land-Rovers, 80 Mokes and 100 three to five-ton commercial vehicles.

A director of PNG Motors, Mr. A. A. Morris, later said the company was "considering" building a small passenger vehicle in NG. It was thinking of a "fibreglass Mini-Moke without the trimmings".

The vehicle would sell for "about \$900", Mr. Morris said.

Just when the assembly plans get going will depend to some extent on

if PNG Motors can buy five acres of land in the Racecourse Road industrial area, outside Moresby, for the first plant.

Its shares, incidentally, are expected to be quoted on the Sydney Stock Exchange from early December.

The company claims over 50 per cent. of its shares have been bought by NG residents (*PIM*, Sept., p. 117).

New Caledonia, land of light

New Caledonia looks like becoming one of the best-lit territories in the South Pacific before long.

With a loan of 52 million Pacific francs (\$A520,000) from the Caisse Centrale de Cooperation Economique, plans are going ahead for the electrification of seven centres on the mainland—Houailou, Gomen, Ponerihouen, Pouembout, Hienghene, Paita and Poya—as well as Tadine on Mare Island in the Loyalties.

There are also plans to install more powerful equipment at the electric power station at Bourail, La Foa and Koumac.

In addition, studies have recently been completed for the electrification of 19 other centres in the territory. These are Voh, Poum, Ouegoa, Pouebo, Dumbea, Boulouparis, Moindou, Sarramea, Farino, Canala, Chepenehe (Lifu Island), La Roche (Mare), Fayaoué and St. Joseph (Uvea), Isle of Pines, Queen Island, Tiga Island, Belep and Balade.

The electrical authority carrying out the electrification schemes and studies is called Socometra.

Copra expected to remain firm

Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board, gave the following report on world copra market trends on November 24:

"There has been little movement in the market for Philippine copra over the past six weeks or so, prices ranging from \$US191 in early October to \$US197 later in the month, and at present around \$US194. Generally, this steady tendency has existed throughout the whole edible oil sector.

"Reviewing oil seed production, it has been noted that sunflower has declined somewhat, crop prospects for groundnuts in West Africa are not good, copra in the Philippines steady, (however, copra exports have declined, although this has been partly offset by increased shipment of coconut oil) and Nigerian palm

kernel well down. There is also a tightness in edible oils, mainly groundnut, in Argentina.

"Consequently, prices over the next few months are expected to remain firm, with a tendency to improve. Looking further ahead, as far as laurics are concerned (copra and palm kernel) there are indications of improving production and availability; providing no heavy typhoon damage occurs this recovery in supply could lead to a decline in prices."

Carpenter now processing tea

W. R. Carpenter's tea growing enterprise in the Wahgi Valley of New Guinea has begun production in its first tea factory, on Kudjip Estate. The factory will be extended in 1969 to bring it to its planned capacity of two million lbs of made tea a year.

The Carpenter tea enterprise comprises three estates—Kudjip (1,036 acres planted), Kindeng (1,200 acres), and Aviamp (100 acres). Further acreages are being planted on all estates. At Kudjip an area of 440 acres is currently being plucked, and plucking is to begin on Kindeng in the new year.

Mr. C. H. Carpenter, chairman of W. R. Carpenter Holdings Ltd., told a general meeting in Canberra in November that the tea project was expected to make a minor contribution to group profits this year, and rise progressively in subsequent years.

Ginger worth more to Fiji than bananas

Ginger is now worth more to Fiji than bananas. For the first time this year, the combined value of processed and fresh ginger exported from Fiji will considerably exceed the total export value of the banana crop.

So said a leading Suva produce exporter in November. He would not, however, estimate the value to Fiji of this year's ginger exports, although he did say that one consignment of processed ginger alone had totalled over 600 tons.

(Last year, 440 tons of ginger were exported from Fiji and earned £39,000. Banana crops, affected by disease and storm damage, were worth £67,000).

The present keen demand for Fiji ginger is the result of the finish of Hawaiian production. Future prospects for Fiji ginger depend on the fluctuating demands of the Japanese and Taiwan markets. However, ac-

cording to the Suva exporter, "there will always be steady overseas markets for fresh mature ginger of high quality".

Most of the ginger exported by Fiji is grown by Chinese in the Saweni and Waibau areas. About 180 acres of land is under cultivation.

Black ban on Fiji biscuit firm

If housewives in places like Samoa, the Gilbert and Ellice Islands and Noumea find a shortage of biscuits in local shops, they might look to Fiji for the answer.

In November, more than 100 tons of biscuits for export to these countries were stranded in a Lautoka factory, owned by Lees Trading Company, which has been declared "black" by the Fiji Trade Union Congress.

According to the firm's managing director, Mr. Lee, the shipment was not sent for fear that union members would not touch it at the wharf. The stranded shipments were accumulated orders for September, October and November.

The union boycott followed a strike in August by factory workers after the company refused to recognise their union, the Fiji National Union of Factory and Commercial Workers.

The strikers were paid off by the management in mid-September, and new workers were hired the following week. The Fiji Trade Union Congress declared the firm "black" at a meeting with representatives from 10 unions.

Burns Philp and Mauri Bros.

An investment of \$665 for 100 shares in Burns Philp and Co. Ltd., made in May, 1958, will be worth about \$1,372, in January, 1969—and the number of shares will have grown to 225.

That is a handy sort of capital gain in anyone's language, and it becomes even better when annual dividends are added of the order of 10 per cent., increased to 12½ per cent. for 1967-68.

There is more good news in the latest BP annual report in November.

There is to be a new bonus issue of one-for-five and profits rose by 38 per cent. to a new peak of \$5,418,330, which is \$1,475,920 higher than that of the 1966-67 financial year.

The directors also announced a share exchange with Mauri Bros.

and Thomson Ltd., a company which has widely diversified in the food and drink field.

At first sight the link between the two companies seems to be a protection against takeover bids, but the directors of the two companies indicated they were looking ahead. They saw the arrangement as giving considerable financial benefits to each.

The BP directors added that consolidation of reciprocal trading activities would ensure "a sound and integrated development" of MBT's expert manufacturing and packing potential with BP's widespread channels of distribution.

MBT produces a wide range of foods, essences and engineering equipment for the food and drink industry. BP's have a number of retail stores in NSW, and numerous trading outlets in the Pacific Islands, to which they add an unrivalled experience in Islands trading.

MBT rival their new partner with bonus issues. Every four years since 1952 there has been such an issue, and each of the last three was on a one-for-four basis.

The chairman and managing director of MBT, Mr. Donald Junor, had close links with Fiji more than 30 years ago.

He founded the firm of accountants which later became known as Sands Junor and Co., Suva, of which Mr. Syd Gould is now the principal.

Mr. Junor and Mr. P. T. W. Black, now general manager of Burns Philp, met in 1934 in the old *Mariposa* on a trip to Suva, and later they shared the same table at the Grand Pacific Hotel.

They did not meet again till recently when the two companies started to talk about the share exchange.

Other points in BP's annual report:

The directors had their annual "beef" about their unprofitable shipping activities. However, they expect to benefit by altering some routes and modifying some of the ships. They hope to achieve a reduction in shipping losses of about 50 per cent. in the 1968-69 financial year, they said.

Difficult trading in New Zealand was another bleak part of the report, and the drought in NSW affected the overall result of BP's trading stores in that State.

The plantation interests experienced a very good year with increased production and prices of both copra and cocoa.

The Pacific Islands subsidiaries reported buoyant conditions, and made handsome contributions to group profit.

New bank in Tahiti breaks 60-year-old monopoly

From a Papeete correspondent

The foundation of a new bank in Tahiti, with a capital of 40 million French Pacific francs (\$A400,000), was announced in Papeete in November.

Called the Banque de Tahiti, the new bank will break the monopoly of the Banque de l'Indo-Chine, which has been the only bank in French Polynesia since 1905.

The new bank has three Honolulu businessmen among its directors and apparently has substantial American backing.

Its capital is divided into 20,000 shares of 2,000 francs each, all of which have been paid up to 1,000 francs.

With offices in the Fare Gauguin, Rue Paul Gauguin, Papeete, the bank aims to provide all types of banking facilities in French Polynesia, French territories and overseas.

The bank's list of directors is headed by Mr. Jean Breaud, a 63-year-old French banker, who has lived in Tahiti since 1946 and is married to a daughter of the late Oscar Nordman, a colourful Tahiti personality of the pre-war years.

Mr. Breaud is the owner of an extensive property in the district of Atimaono, where he raises cattle, grows pineapples and sugar cane, and manufactures rum, and where he has begun large-scale developments designed to create a de-luxe haven for tourists.

The other directors on the board of the new bank are: Mr. Jean Lalanne, of Punaauia, Tahiti; Mr. Henri Jossormoz, of Vauresson, France; Messrs. Clifton Terry, Charles Klenske and Francis Moore, all of Honolulu; and Messrs. Gaston Montaron, Hans Carlson and Jean-Baptiste Le Caill, all of Papeete.

Mr. Lalanne is chairman.

The foundation of the new bank, with its three American directors and capital, follows two or three years of agitation on the part of the radical majority parties in French Polynesia's Territorial Assembly for an American bank to open a branch in Tahiti.

Although it is understood that certain American banks were willing to do this, the French Government refused to grant them permission.

However, with the employment situation in French Polynesia now tightening up following the con-

clusion of the major part of France's nuclear testing project in the Tuamotus, and with new investment badly needed to develop the tourist industry and so maintain the prosperity of the "bomb years", the French Government has apparently decided to relent somewhat.

The establishment of the new bank will almost certainly bring new American capital to Tahiti, and will probably make it easier for small investors to obtain credit.

By breaking the stranglehold that the Banque de l'Indo-Chine has had on French Polynesia's economic life for the past 63 years, the new bank will bring an end to an anti-American anti-British banking policy which the French Government initiated in 1875.

Founded in 1875

According to an official history of the Banque de l'Indo-Chine published just before World War II, that bank was founded in 1875 "with the object of excluding English and American banking interests from Indo-China".

With headquarters in Paris, the bank started with two branches—one at Pondicherry, India, the other at Saigon.

As time went on, the French Government gave it the right to issue notes for Indo-China and French India; and subsequently it opened branches in other parts of Indo-China and the Far East.

The bank moved into Noumea in 1878 and to Papeete in 1905; and for many years it was the note-issuing authority for New Caledonia, French Polynesia and the rest of the French Pacific.

Its right to issue notes for those territories was withdrawn by the French Government in 1967 when the Caisse Centrale de Cooperation in Paris took over that function (*PIM*, March, 1967, p. 11).

The French Government's action in 1967 appears to have been designed to open the way for other banks to compete in the Banque de l'Indo-Chine's previously closed preserve.

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 November were hot-air dried, \$151 per ton; FMS \$148 per ton; smoke-dried, \$146 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 Faveuni. Prices in Suva until December 11, were: 1st grade, £F56/12/6; 2nd grade, £F51/12/6; CAS, £F42/7/6. A scale of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents—the local firms—and sells the copra on the open market with a portion of Abels Ltd., NZ. Prices in Nov. were \$WS104 for grade one, \$WS104 for grade one sun dried, and \$WS91 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe and the open market. November prices to growers were \$T98.50 first grade and \$T86.50 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 in November were: 1st grade, \$140; 2nd grade, \$136; 3rd grade, \$126 per ton. BSIP ports (Honiara, Yandina and Gizo).

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 Nov. 19, quoted: Selling, Noumea and Papeete, 98 Pac. francs to \$ 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 11-85 francs to £Stg. Also, £Stg. equals 215.50 Pac. francs.

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 in November was \$82 (\$8,200 Pac. Francs). French price was 930.75 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for October, November and December, have been fixed, subject to freight adjustment, at \$NZ184.06 first grade, hot air dried; \$NZ181.98 first grade, sun dried, and \$NZ180.42 standard grade, all per ton packed f.o.b.

AMERICAN SAMOA:—Copra Board buys all copra, for export to the US; Nov. price was US\$6¼ cents per pound, dry.

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 "Loaloo" 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 Nov. 22 was £Stg.455 per ton, c.i.f., UK Spot.

On Nov. 25, Quote No. 1: In store Rabaul, export quality \$780 per ton, ex-wharf Sydney, \$850, and steady. Quote No. 2: Best quality, ex-wharf Sydney, \$850, in store NG ports \$791 (for UK, Continent and USA shipments).

W. Samoa.—Latest price quoted in Sydney, on Nov. 13, was: Grade 1, £Stg. 400; grade 2, £Stg.388, f.o.b.

New Hebrides.—beach, Villa, Santo, \$250 per ton.

Solomons.—4 cents a lb delivered to a fermentary, 3½ cents a lb at buying points.

COFFEE.—P-NG: Nov. 25, Quote No. 1, good quality A grade 38½c to 42c per lb; B grade 37c to 41c; C grade 33c to 35½c; X grade 36c to 39c and native X grade 34c to 35½c (ex-store Sydney).

CROCODILE SKINS.—On Nov. 25, Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—\$2.80 per in., f.o.b. main ports, small scale (salt water); large scale (fresh water) \$1.80 per in. B.S.I., Honiara: \$1.89 to \$2.10 per in.; Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—On Nov. 25 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 Nov. 25, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—Torres Strait Pearl-shellers' 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

	Oct. 22	Nov. 25
A. Lemon .50	.83	.95
ANG Hold. 1.00	1.00	.90
Bali Plantations .50	.85	1.08
Burns Philp 1.00	5.60	5.90
Burns Philp (SS) 2.05	3.80	3.95
Camelec .50	.67	.64
Carpenter .50	2.45	2.78
Choiseul Plntn. 1.00	3.80	3.97
C.S.R. 1.00	5.10	5.76
Dylup Plntn. .50	.95	1.05
Fiji Industries 1.02	2.25	2.50
Kerema Rubber .50	.18	.17
Koitaki Rubber .50	.75	.70
Lolorua Rubber .50	.21	.24
Makurapau Plntn. .50	.57	.62
Maribol Rubber .50	.24	.26
Plantation Hldgs. .50	.55	.65
Queensland Ins. 1.00	6.70	7.00
Rubberlands .50	.25	.25
Sogeri Rubber .50	.62	.56
Sth. Pac. Ins. .50	1.80	2.00
Steamships Tdg. .50	.78	.80
Watkins Cons. .50	1.25	1.38

OIL AND MINING SHARES

C.R.A. .50	17.70	18.80
Cultus Pacific .25	.40	.38
Emperor .10	1.60	2.83
NG Gold Ltd. .35	.80	.85
Oil Search .50	.43	.68
Pacific I. Mines .25	.24	.27
Papuan Apin. .50	.36	.40
Placer Dev.*	31.00	34.30

* No par value

Sydney stock exchange share price index for ordinaries on Nov. 25 was 556.05. On Oct. 22 it was 534.63.

RUBBER.—P-NG price is based on Singapore rates, which on Nov. 25 were: Prompt nominal shipment 58½ Malayan cents per lb; Dec., M58¼ cents per lb and Jan., M58½ cents per lb (all about 18 Aust. cents per lb).

SANDALWOOD.—New Hebrides, landed on the beach, Villa 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: Nov. 25 — Papua — \$170-\$180 per ton — Honiara — \$140-\$145 per ton, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 60c to \$1.50 a lb at Gizo.

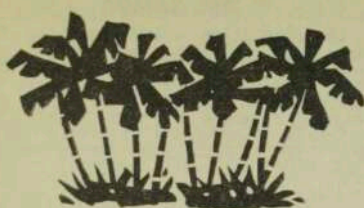
VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Nov. 25 were: white and yellow label processed, standard packs, \$5.90; green label \$5.80, c.i.f., Sydney. Tonga, —\$T14.20, f.o.b., Nukualofa; \$4.50, Melbourne.

UK, US QUOTES

COPRA: LONDON, Nov. 22, Philippines, in bulk, \$US202 per long ton, c.i.f. UK/Nth. European ports; US Pacific coast, \$US168 per short ton.

COCONUT OIL: LONDON, Nov. 15, Ceylon, 1% in bulk, £Stg.150 per ton, c.i.f. UK/Nth. European ports.

RUBBER: LONDON, Nov. 25, Spot 20¼d Stg. lb, Dec. 20-11/16d Stg. lb, Feb. 21-7/16d Stg. lb.



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. Sleigh Ltd., 115 York St., Sydney (2-0253).

BRISBANE - SYDNEY - WEST IRIAN - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service from Indonesia to Brisbane, Sydney and Melbourne. Calls are also made every 8-10 weeks at Sukarnapura.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

CSR operates a passenger/cargo run with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka and return.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the 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).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

AUSTRALIA - P-NG

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul. Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports.

Braeside sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Wewak, Madang, Lae, Port Moresby, Sydney, Melbourne.

Moresby maintains a service from Sydney and Brisbane to Lae, Madang, Rabaul and return to Brisbane and Sydney.

Montoro sails every four weeks from Sydney to Brisbane, Port Moresby, Samarai and return.

BP, as agents for Queensland Papua Line, run a five-weekly service with Jo-Tor to Brisbane, Wewak, Lombrum, Lorengau and Kavieng.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation vessel Papuan Chief runs a service every 17/18 days from Sydney to Brisbane and Port Moresby. China Navigation's Island Chief runs a service every 21 days from Sydney to Brisbane, Lae, Madang and Rabaul.

Details from Swire and Yuill Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line's six cargo vessels leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Fulleborn, 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 Jardine to operate fortnightly services from Cairns, Queensland, to Port Moresby and Daru, and return.

Details from Herbert S. Craig, Box 12, Port Moresby (2728).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessels Australasia and Malaysia run monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby and Djakarta.

Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

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).

SYDNEY - NZ - N. CALEDONIA - N. HEBRIDES - FR. POLYNESIA - FIJI

Messageries Maritimes operates a six-weekly service from Sydney to Melbourne, Auckland, Noumea, Vila or Santo, Papeete, Suva, and return.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via South Africa and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transshipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. four "K" vessels operate a monthly cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via NZ and the Far East.

Details from Swire and Yull Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ

Royal InterOcean Lines operate a monthly return service with the Straat Torres, Straat Madura and Houtman from Hong Kong, Bangkok (opt.), Pt. Swettenham and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA TAHITI - AM. SAMOA - FIJI

China Navigation vessels Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo, Papeete, Pago Pago, Apia, Suva, Lautoka and Noumea returning to Japan direct.

Details from Swire and Yull Pty. Ltd., 8 Spring St., Sydney (27-4701).

GEIC - SYDNEY

The GEIC Wholesale Society operates a seven-weekly passenger-cargo service between Tarawa and Sydney.

Details from Kerr Bros. Pty. Ltd., 4 O'Connell St., Sydney (28-1474).

JAPAN - NEW GUINEA

Mitsui Osk Lines of Japan, with six cargo vessels, operate a monthly service from major Japanese cities to major NG ports, and return.

Details from McIlwraith McEachern Ltd., 247 George St., Sydney (27-1481).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

Daiwa Line runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Labasa, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Burns Philp (SS), Suva.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship passenger-cargo vessels Tofua and Taveuni leave Auckland every two weeks. Tofua calls at Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva and Auckland. Taveuni calls at Lautoka, Suva, Apia, Haapai, Nukualofa, Suva and Auckland.

Details from USS, Quay and Commerce Sts., Auckland (49930).

NZ - COOK ISLANDS - TAHITI

Holm and Co. Ltd. vessels Lufesand and Fahrmanmsand maintain 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 - N. CALEDONIA - NG - NORFOLK ISLAND

NZ Export Line operates a 28-day service from Auckland to Noumea, Port Moresby, Lae, Rabaul, Norfolk Island, and return.

Details from Maritimes Services Ltd., 22 Kitchener St., Auckland, or Shiptraco, Sydney (27-4149).

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 Niuvala 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 Aoniui. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe via South Africa to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo, New Hebrides.

Details from Bank Line (A/asia.) Pty Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service four times a year from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 115 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Adelaide, Burnie, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Frequency of sailings offering fortnightly availability for calls at Suva and Lautoka on demand.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Monterey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, and return via Noumea, Suva, Niuafoou, Pago Pago and Honolulu to San Francisco. Details from Matson Lines, 50 Young Street, Sydney (27-4272).

- PIM's shipping and airways timetables are correct to time of publication.

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make three-weekly calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsgaard and Thor I maintain approximately monthly services from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Noumea, occasionally Pago, Apia, Suva, Noumea, and occasionally Lautoka, Vila, Lae, Rabaul, and return.

Details from Trans-Austral Shipping Pty. Ltd., 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

(International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HAWAII - US

QANTAS (with 707's)

Thurs.: Dep. Syd. 1700, arr. Bris. 1815, dep. 1900 (cross Dateline), arr. Honolulu 0755, dep. 0900, arr. San Francisco 1545.

Thurs.: Dep. San Francisco 2100, arr. Honolulu Fri. 0010, dep. 0100 (cross Dateline), arr. Bris. 0625 Sat., dep. 0710, arr. Syd. 0825.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Tues., Sat., Sun.: Dep. Syd. 1700, arr. Nadi 2245, dep. 2330 (cross Dateline), arr. Honolulu 0735, dep. 0900, arr. San Francisco 1545.

Mon., Wed., Fri., Sat.: Dep. Syd. 1900 Tues., Thurs., Sat., Sun., arr. Nadi 0045, dep. 0130 (cross Dateline), arr. Honolulu 0935, dep. 1100, arr. San Francisco 1745 Mon. Wed., Fri. Sat.

Mon., Wed., Fri., Sun. from London, New York: Dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi Tues., Wed., Fri., Sun. 0420, dep. 0505, arr. Syd. 0615.

Mon.: Dep. Vancouver 1800, arr. San Francisco 2000. Mon. Tues., Sat.: Dep. San Francisco 2100, arr. Honolulu Tues., Wed., Sun. 0010, dep. 0100 (cross Dateline), arr. Nadi Wed., Thurs., Mon., 0520, dep. 0605, arr. Syd. 0820.

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 1745 Tues., Thurs., Sun.

Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359 (cross Dateline), arr. Nadi Thurs., Sat., Mon. 0420, dep. 0505, arr. Sydney 0720.

SYDNEY - FIJI - TAHITI - MEXICO

QANTAS (with 707's)

Wed.: Dep. Syd. 2000, arr. Nadi 0145 Thurs., dep. 0230 (cross Dateline), arr. Papeete 0845 Wed., dep. 2230, arr. Acapulco 1015 Thurs., dep. 1115, arr. Mexico City 1205 (to London).

Sat.: Dep. Mexico City 2200, arr. Acapulco 2255, dep. 2355, arr. Papeete 0415 Sun., dep. 0515 (cross Dateline), arr. Nadi 0755 Mon., dep. 0840, arr. Syd. 1055.

SYDNEY or AUCKLAND - FIJI - HAWAII - CANADA

CANADIAN PACIFIC (with DC8's)

Fri.: Dep. Sydney 1900, arr. Nadi 0055 Mon., dep. 0140, arr. Honolulu 0945 Sun., dep. 1130, arr. Vancouver 1830 Sun.

Fri.: Dep. Vancouver 1800, arr. Honolulu 2150, dep. 2245, arr. Nadi 0305 Sun., dep. 0345, arr. Sydney 0600 Sun. Alt. Wed.: Arr. Auckland 2230, dep. 1100 Thurs.

SYDNEY - NZ - HAWAII or TAHITI - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Syd. 1500, arr. Auckland 1945, dep. 2100, arr. Honolulu 0720, dep. 0830, arr. Los Angeles 1525.

Sun.: Dep. Syd. 1815, arr. Auckland 2300, dep. 2359, arr. Papeete 0655, dep. 0815, arr. Los Angeles 1805.

Wed., Sun.: Dep. Los Angeles 2100, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.

Fri.: Dep. Los Angeles 2100, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC

M.V. "FIJI MARU" V-20

GUAM February 4-5.

LAUTOKA February 25-26.

PAGO PAGO February 16-17.

NOUMEA March 1-2.

APIA February 17-18.

VILA March 12-12.

SUVA February 21-22.

SANTO March 13-14.

Heavy lift and reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Tokai Maru" Voy. 10, End February.

THE DAIWA NAVIGATION CO., LTD.

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TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.

APIA: Burns Philp (South Sea) Company, Ltd.

PAGO PAGO: B. F. Kneubuhl.

NUKUALOFA: Tonga Shipping Agency.

SUVA: Burns Philp (South Sea) Co., Ltd.

LAUTOKA: Burns Philp (South Sea) Co., Ltd.

NOUMEA: Agence Maritime Pentecost.

SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.

VILA: Burns Philp (New Hebrides) Ltd.

HONIARA: British Solomons Trading Company Ltd.

PAPEETE: Etablissements Baldwin.

SYDNEY - USA (VIA N. CAL., NZ, FIJI, AM. SAMOA OR HAWAII)

PANAM (with 707's)

Mon.: Dep. Syd. 1400, arr. Noumea 1740, dep. 1830, arr. Pago Pago Sun. 2345, dep. 0100 Mon., arr. Honolulu 0705, dep. 0915, arr. Los Angeles 1610.
Daily: Dep. Syd. 1645, arr. Nadi 2230, dep. 2315, arr. Honolulu 0720, dep. 0900, arr. Los Angeles 1555, dep. 1645, arr. New York 0030, dep. 1000, arr. London 2240.
Wed.: Dep. Syd. 1400, arr. Auckland 1845, dep. 1940, arr. Pago Pago Wed. 0010, dep. 0100, arr. Honolulu 0705, dep. 0905, arr. Los Angeles 1610. (Direct connections on Pan American are available at Honolulu for San Francisco, Seattle and Portland).
Sat.: Dep. Los Angeles 2030, arr. Honolulu 2350, dep. Sun. 0115, arr. Pago Pago 0525, dep. 0615, arr. Noumea Mon. 0750, dep. 0845, arr. Sydney 1035.

Sat., Mon., Wed.: Dep. Los Angeles 2030, arr. Honolulu 2350, dep. Sun., Tues., Thurs. 0100, arr. Nadi Mon., Wed., Fri. 0520, dep. 0615, arr. Syd. 0830.

Sun., Tues., Thurs., Fri.: Dep. Los Angeles 2030, arr. Honolulu 2350, dep. Mon., Wed., Fri., Sat. 0100, arr. Syd. Tues., Thurs., Sat., Sun. 0755.

Mon.: Dep. Honolulu 1015, arr. Pago Pago 1425, dep. 1515, arr. Auckland Tues. 1800, dep. 1845, arr. Syd. 1950. (Direct connections on Pan American are available to Honolulu from San Francisco, Seattle and Portland).

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., Fri., Dep. Auckland 2355, arr. Papeete Mon., Fri. 0640, dep. 0750, arr. Los Angeles 1735, dep. 1845, arr. San Francisco 1950.

Wed., Thurs.: Dep. Auckland 1940, arr. Pago Pago Wed., Thurs. 0010, dep. 0100, arr. Honolulu 0705, dep. 0900, arr. Los Angeles 1555 and on to New York and London.

Wed., Sat.: Dep. San Francisco 2200, arr. Los Angeles 2305, dep. 2359, arr. Papeete Thurs., Sun. 0610, dep. 0710, arr. Auckland Fri., Mon. 1025.

Mon.: Dep. Honolulu 1015, arr. Pago Pago 1425, dep. 1515, arr. Auckland Tues. 1800.

Tues.: Dep. Los Angeles 2030, arr. Honolulu 2350, dep. Wed. 0115, arr. Pago Pago 0525, dep. 0615, arr. Auckland Thurs. 0900.

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.

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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.

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Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Inter-nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - FAR EAST

QANTAS (with 707's)

Thurs.: Dep. Syd. 1130, arr. Pt. Moresby 1520, dep. 1605, arr. Manila 1900, dep. 1945, arr. Hong Kong 2130.

Fri.: Dep. Hong Kong 2130, arr. Manila 2310, dep. 2355, arr. Pt. Moresby 0700 Sat., dep. 0745, arr. Syd. 1130.

Sun.: Dep. Syd. 1130, arr. Pt. Moresby 1520, dep. 1605, arr. Hong Kong 2025.

Sun.: Dep. Hong Kong 2230, arr. Pt. Moresby 0655 Mon., dep. 0745, arr. Syd. 1130.

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 1030, arr. Nadi 1625.
Wed.: Dep. Nadi 0800, arr. Sydney 1015.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with flying-boats)
About twice weekly from Rose Bay.
Time of departure depends on high tide
in the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)
Mon., Fri.: Dep. Sydney 1100, arr. Noumea
1440, dep. 1600 for Sydney, arr. 1755.
Tues., Sat.: Dep. Noumea 0930, arr. Syd.
1150, dep. 1310, arr. Noumea 1715.
There will be changes in this service
from Jan. 1.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)
Mon., Sat.: Dep. Sydney 0900, arr. Auck-
land 1345, dep. 2130, arr. Nadi 0020
(Tues., Sun.).
Tues., Sun.: Dep. Nadi 0505, arr. Auck-
land 0755, dep. 0930, arr. Syd. 1035,
thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)
Mon., Wed., Sat.: Dep. Sydney 0800, arr.
NI 1450. Flights extends NI-Auckland-
NI Wed., Sat. only (See "NZ-Pacific
Islands").
Mon., Thurs., Sun.: Dep. NI 1445, Sydney,
arr. 1850.
Additional services operating December,
1968, and January, 1969.

AUSTRALIA - P-NG

Trans Australian Airlines and Ansett
Airlines of Australia each operate from
Sydney or Melbourne to Pt. Moresby and
return five times a week, with Boeing
727's.

NORTHBOUND

Ansett Airlines: 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 Airlines: 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 Ansett each operate a weekly
DC4 from Sydney to P-NG with cargo
only.
(Many additional flights have been
scheduled by TAA for Dec., Jan., Feb.
For details see TAA.)

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 Airlines of Australia (with Fokkers)
Thurs.: Dep. Cairns 1325, arr. Pt. Moresby
1545.
Fri.: Dep. Pt. Moresby 0745, arr. Cairns
1005.
Additional flights will operate north-
bound and southbound during December.
Dates and times on application to Ansett
Airlines.

NEW ZEALAND-PACIFIC IS.

(For other schedules touching these
islands see also Trans-Pacific Services).

NZ - AM. SAMOA

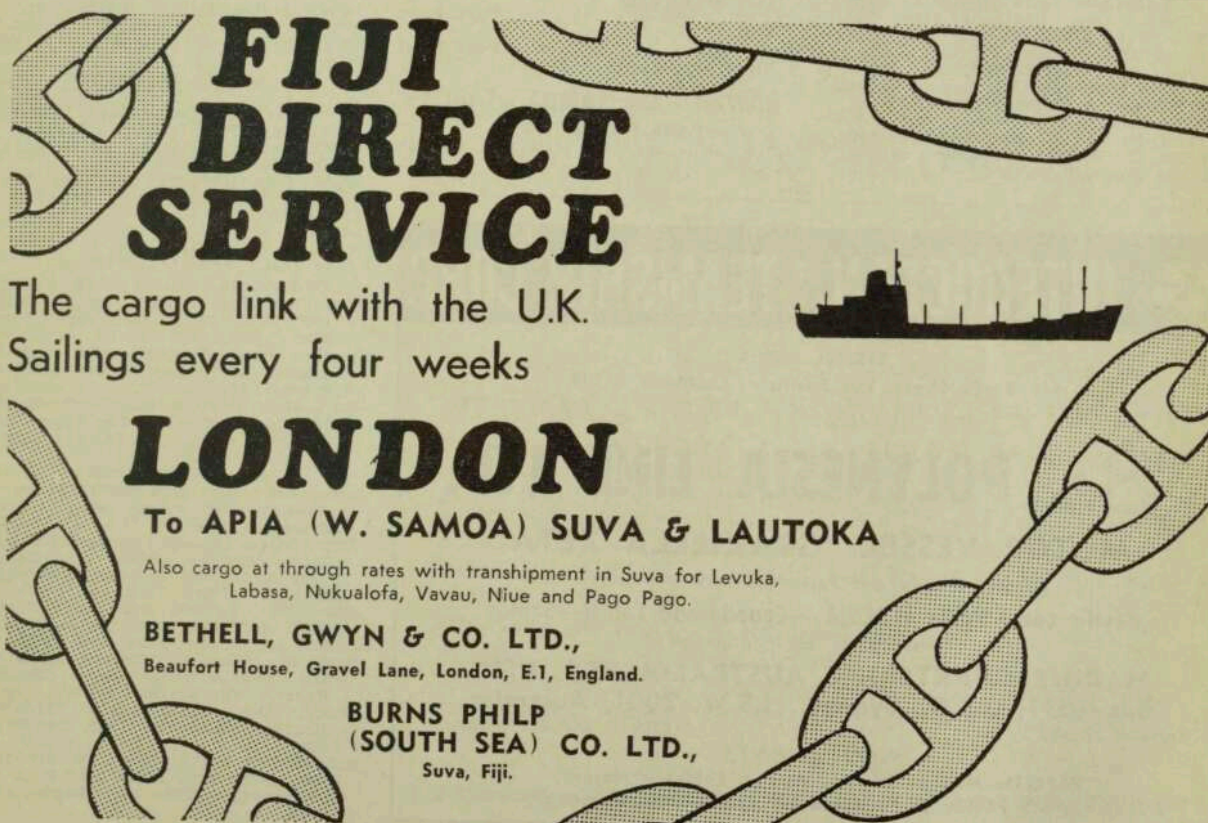
PANAM (with 707's)

Wed., Thurs.: Dep. Auckland 1940, arr.
Pago Pago Wed., Thurs. 0010.
Mon.: Dep. Pago Pago 1515, arr. Auck-
land Tues. 1800.
Wed.: Dep. Pago Pago 0615, arr. Auck-
land Thurs. 0900.

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.



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**BURNS PHILP
(SOUTH SEA) CO. LTD.,**
Suva, Fiji.

NOTE: Mon., Sat. flights ex-Auckland and Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)

Thurs., Sat.: Dep. Auckland 0800, arr. Nadi 1050, dep. Nadi 1145 (cross Dateline), arr. Pago Pago 1445.
Wed., Fri.: Dep. Pago Pago 1600 (cross Dateline), arr. Nadi Sun. 1700, dep. Nadi 1800, arr. Auckland 2050.

NZ - NEW CALEDONIA

AIR-NZ and UTA (DC8's)

Sun.: Dep. Auckland 1300 for Noumea, arr. 1445, dep. 1600, arr. Auckland 1930.
Wed.: Dep. Auckland 2030, arr. Noumea 2245, dep. 0845 Thurs., arr. Auckland 1205.

● PIM's shipping and airways schedules are correct to time of publication.

NZ - NORFOLK IS.

AIR-NZ (with Qantas DC4's on Charter)
Sat.: Dep. NI 1600, Auckland, arr. 2000.
Sun.: Dep. Auckland 1030, arr. NI 1340.

NZ - TAHITI

UTA-French Airlines (with DC8's)

Thurs.: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Thurs. 0635.
Tues.: Dep. Papeete 0645 for Auckland (cross Dateline), arr. Wed. 1030.

INTER - TERRITORY SERVICES

CHILE - EASTER IS. - TAHITI

LAN-Chile (with DC6-B's)

Alt. Tues.: Dep. Santiago 0100, arr. Easter Is. 0700 (24-hour stopover), 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. (Dec. 15, Dec. 29): Dep. Suva 0600, arr. Nadi 0635, dep. 0720, arr. Funafuti 1020, dep. 1105, arr. Tarawa 1435, dep. 1520, arr. Nauru 1650.
Alt. Mon. (Dec. 16, Dec. 30): 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.

HAWAII - AM. SAMOA

PANAM (with 707's)

Mon., Thurs.: Dep. Honolulu 1015, arr. Pago Pago 1425.
Wed., Sun.: Dep. Honolulu 0115, arr. Pago Pago 0525.
Sat.: Dep. Honolulu 1515, arr. Pago Pago 1925.
Mon., Thurs., Fri., Sat.: Dep. Pago Pago 0100, arr. Honolulu 0705.

HAWAII - AM. SAMOA - TAHITI

PANAM (with 707's)

Thurs.: Dep. Honolulu 1515, arr. Papeete 2040.

Sat.: Dep. Honolulu 1515, arr. Pago Pago 1925, dep. 2030, arr. Papeete Sun. 0025.

Thurs.: Dep. Papeete 2145, arr. Pago Pago 2355, dep. Fri. 0100, arr. Honolulu 0705.

Sun.: Dep. Papeete 0145, arr. Honolulu 0705.

HAWAII - MICRONESIA - GUAM

AIR MICRONESIA (with 727's)

Sun.: Dep. Honolulu 0700, arr. Johnston Is. 0845, dep. 0915, arr. Majuro 1005 Mon., dep. 1035, arr. Kwajalein 1120, dep. 1150, arr. Truk 1210, dep. 1255, arr. Guam 1530, dep. 1615, arr. Saipan 1650.

Sat.: Dep. Saipan 0850, arr. Guam 0925, dep. 1010, arr. Truk 1035, dep. 1120, arr. Kwajalein 1540, dep. 1610, arr. Majuro 1655, dep. 1725, arr. Johnston Is. 2215, dep. 2245, arr. Honolulu 0025.

NOTE: A second similar service—on Wednesdays—was to start in late October.

NEW CALEDONIA - NEW HEBRIDES

UTA (with DC4)

Tues.: Dep. Noumea 0800, arr. Santo 1040, dep. 1110, arr. Vila 1215, dep. 1530, arr. Noumea 1725.

Fri.: Dep. Noumea 0800, arr. Vila 0955, dep. 1315, arr. Santo 1420, dep. 1450, arr. Noumea 1730.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA (with DC4)

Second Wed. each month.
Wed. (Dec. 11): Dep. Noumea 0800, arr. Wallis 1530.
Thurs. (Dec. 12): Dep. Wallis 1100, arr. Noumea 1630.

NEW GUINEA - WEST IRIAN

TAA (with DC3's)

Fortnightly flights leave Lae, via Wewak, to Sukarnapura and return the next day (Dec. 16, Dec. 30).

P-NG - SOLOMONS

TAA (with Fokkers and DC3's)

Tues.: Dep. Pt. Moresby 0700, arr. Lae 0800, dep. 0900 for Buka, Munda, Honiara, arr. 1630.
Wed.: Dep. Honiara 0740 for Munda, Buka, Rabaul, Lae, Pt. Moresby, arr. 1415.

TAHITI - USA

UTA-French Airlines (with DC8's)

Mon.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Mon. 2345, arr. Papeete Thurs. 0500.

Thurs.: Dep. Papeete 0900, arr. Los Angeles 1955, dep. Thurs. 2345, arr. Papeete 0500.

Sat.: Dep. Papeete 0700, arr. Honolulu 1225, dep. 1355, arr. Los Angeles 2150, dep. Sat. 2345, arr. Papeete 0500.

PANAM (with 707's)

Mon., Fri.: Dep. Papeete 0750, arr. Los Angeles 1735, dep. 1845, arr. San Francisco 1950.

Thurs.: Dep. Papeete 2145, arr. Pago Pago 2355, dep. Fri. 0100, arr. Honolulu 0705, dep. 0900, arr. Los Angeles 1555 and on to New York and Paris.

Sun.: Dep. Papeete 0145, arr. Honolulu 0705, dep. 0900, arr. Los Angeles 1555 and on to New York and Paris.

Wed., Sat.: Dep. San Francisco 2200, arr. Los Angeles 2305, dep. 2359, arr. Papeete Thurs., Sun. 0610.

Thurs.: Dep. San Francisco 1100, arr. Honolulu 1410, dep. 1515, arr. Papeete 2040.

Sat.: Dep. San Francisco 1100, arr. Honolulu 1410, dep. 1515, arr. Pago Pago 1925, dep. 2030, arr. Papeete Sun. 0025.



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PAGO PAGO: B. F. Kneubuhl, Cables—"Kneubuhling".

W. SAMOA - AM. SAMOA

POLYNESIAN AIRLINES (with DC3)
 Apia-Pago Pago: Three times Wed., Fri.,
 twice Tues., Sun., once Sat.
 Pago Pago-Apia: Three times Wed., Fri.,
 twice Tues., Sat., once Sun. (all flights
 45 mins.).

W. SAMOA - TONGA

POLYNESIAN AIRLINES (with DC3)
 Sun.: Dep. Apia 0800, arr. Tonga Mon.
 1100.
 Mon.: Dep. Tonga 1200, arr. Apia Sun.
 1510.

W. SAMOA - WALLIS IS. - FIJI

POLYNESIAN AIRLINES (with DC3)
 Thurs.: Dep. Apia 0800 (cross Dateline),
 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

FIJI

Fiji Airways, with Herons, DC3's and
 HS748 operates regular services to
 Labasa, Mateti, Nadi, Nausori and
 Suva.
 Details from Fiji Airways, Victoria
 Arcade, Suva.

Air Pacific, with Beech Baron aircraft,
 operate regular services to Ba, Bureta,
 Korolevu, Nadi and Nausori.
 Details from Air Pacific Ltd., Suva
 Phone 25137).

FRENCH POLYNESIA

RAI, with DC4's, Twin Otters and a
 ermuda flying-boat, operates regular
 rvices to Bora Bora, Huahine, Moorea,
 apeete, Raiatea and Rangiroa.
 Details from RAI, Quai Bir Hakeim,
 apeete, or any UTA office.

GUAM - US TRUST TERRITORY

Air Micronesia, with 727's, DC6's and
 rumman SA-16 flying-boats, operates
 gular services to Guam, Koror,
 wajalein, Majuro, Ponape, Rota, Saipan
 and Yap.
 Details from Continental Airlines, Inter-
 national Airport, Los Angeles, California.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's,
 in Otters and Aztecs, operates regular
 vices to Baimuru, Baiyer R., Balimo,
 nz, Bulolo, Buka, Cape Gloucester,
 pe Hoskins, Chimbu, Daru, Finschhafen,
 raina, Goroka, Gurney (Samarai),
 equinot Bay, Kandrian, Kavieng,
 rema, Kietia, Lae, Madang, Malalaua,
 nus, Minj, Misima, Mt. Hagen, Munda,
 san Is., Popondetta, Pt. Moresby,
 baul, Talasea, Wabag, Wakunai, Wau,
 penamanda and Wewak.
 Ansett-MAL, with Fokker Friendships,
 3's and Piaggios, operates regular
 vices to Aitape, Ambunti, Angoram,
 nz, Bulolo, Erave, Goroka, Hayfield,
 ibu, Kainantu, Kagua, Kavieng,
 ndiawa, Lae, Lumi, Madang, Mendi,
 nj, Mt. Hagen, Momote, Nuku, Pt.
 resby, Rabaul, Tari, Telefomin, Vanimo,
 bag, Wapenamanda, Wau, Wewak and
 ngoru.

apuan Airlines Pty. Ltd., with DC3's
 i Piaggios, operates regular services to
 a, Balimo, Bereina, Cape Rodney,
 u, Gurney, Kairuku, Kokoda, Losuia,
 Hagen, Paili, Popondetta, Pt. Moresby,
 ona, Tapini, Vivigani, Wanigela and
 itape.

NEW CALEDONIA

Air Caledonie, with Twin Otters, Herons
 and Aztecs operates regular services to
 Hienghene, Houailou, Isle of Pines, Isle
 Ouen, Kone, Kouaoua, Koumac, Lifou,
 Mare, Noumea, Ouvea, Poindimie, Touho,
 Voh.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates
 regular services to Anietyum, Epi,
 Erromanga, Lamap, Longana, Norsup,
 Santo, Tanna, Tongoa and Vila.
 Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Solomons Islands Airways, with Dove
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 lar services to Auki, Avu Avu, Barakoma,
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Details from Solomon Islands Airways
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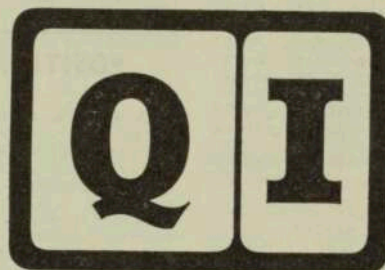
"RETRIEVER" (WITH FIJIANS) GOES TO GIBRALTAR

The Cable and Wireless Ltd. repair
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PAPUA & NEW GUINEA—Branch Office, Port Moresby: Manager
 for Papua & New Guinea: D. J. Granter

PORT MORESBY, SAMARAI, LAE, MADANG, RABAU,
KAVIENG—Burns Philp (New Guinea) Limited. Resident Officer at
 Rabaul: A. Leong. Resident Officer at Lae: J. D. Maclean.

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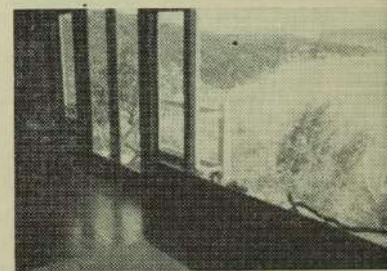
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DEATHS OF ISLANDS PEOPLE

Mr. Colin Gordon Carpenter

Mr. Colin Gordon Carpenter, son of the late W. H. Carpenter and a nephew of the late Sir Walter Carpenter — founder of W. R. Carpenter and Co. Ltd., died in a fire at his house at Popondetta, Papua, recently.

He was born on Thursday Island in 1910 and he first went to Rabaul in 1939 to work on Carpenter plantations in New Britain.

He enlisted in the AIF during World War II and in 1946 went to Tar Kar Island, off Madang on the PNG mainland, to re-open Carpenter's Kul Kul Plantation, which had been abandoned before the Japanese invasion.

In 1960 he took up an Ex-servicemen's block of land at Girua, Popondetta, where he managed to start a small cocoa plantation despite pest ravages. Mr. Carpenter is survived by his wife, Mrs. Doris Carpenter, of Lindfield, Sydney.

Mr. Peter Reid, Sr.

Mr. Peter Reid, Sr., one of American Samoa's leading businessmen, has died in Pago Pago, aged 61. He had lived back in American Samoa a few weeks previously after a long stay in the US. He was admitted to the Lyndon B. Johnson Medical Center and then the Fagaalu Medical Center.

He is survived by his son, Peter, who is currently general manager of the trading firm, G. H. C. Reid, and a daughter, Mabel, who works for Air New Zealand in Pago Pago.

Mr. Max Ford

Mr. Max Evan Ford, who had worked for the Administration of PNG since 1951 and had played an active part in local theatre productions, died in Port Moresby on November 2, aged 55. He leaves a widow, Peggy, and daughter, Narelle.

Mr. E. V. "Wally" Smythe

Mr. E. V. Smythe, a resident of PNG for over 20 years, who took a big part in restoring telephone services in Rabaul after World War II, died recently in Port Moresby, aged 77.

He gained the Military Cross and was in France during World War I, attaining the rank of major during the PNG campaign in World War II. Mr. Smythe joined the Department of Posts and Telegraphs

in Rabaul shortly after 1945 and he remained in his job until his "retirement" in 1962.

Wally—as he was known to his friends—didn't retire and three years later he rejoined the department as a temporary telephone technician.

His interests included encouraging dramatic groups, and tennis.

Mrs. Isabella Catherine Thompson

Mrs. Isabella Catherine Thompson, one of Lord Howe Island's oldest residents, died on October 25, aged 83.

She arrived at Lord Howe in 1899, aged 14, and soon after married the late John Thompson. They lived in the island's first timber house (earlier houses were "thatched").

"Auntie Bella" became either directly or by marriage related to most island families. She is survived by five daughters and a son, and her brother, William, who is 86 and another popular local identity.

Mr. Theo Mason

Mr. Theo Mason, who spent about 45 years in the Solomons and NG, died in the ANGAU Hospital, Lae, on November 7, aged 70. A bachelor, Mr. Mason is survived by a niece in Rabaul and a sister-in-law in Sydney, Doris Fitton.

He went to the Solomons in the early 1920's and ran a coconut plantation and skipped an inter-island trader for about 10 years.

"Gold fever" bit Mr. Mason in the early 1930's and he moved to Wewak, NG, and spent about seven years prospecting.

Caught in Wewak by the Japanese invasion in 1942 he and several other prospectors made a memorable six-month walk across NG via the Sepik and Fly Rivers to Port Moresby to reach safety.

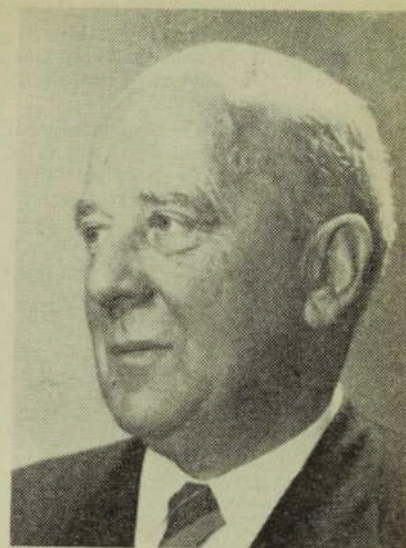
He then moved to Australia where he spent some time with the Army's Geographical Section in Sydney and Brisbane before returning to NG soon after 1945.

Mr. Mason spent most of his post-war days running a 2,400-acre peanut farm at Erap, near Lae. About two years ago he retired, and moved to Lae.

Mr. S. E. Furley

Mr. Stuart E. Furley, for many years a senior executive of Burns Philp and Co. Ltd., died in Sydney on October 23, aged 80.

He joined the Burns Philp staff in 1918 and retired through ill-health only two years ago.



The late Mr. S. E. Furley.

Mr. Furley served first with Burns Philp as an accountant, and later he became chief inspector of the company's branches in Papua and New Guinea.

In this capacity he made many visits to the territory and over the years he became very well known there.

While holding the appointment of chief inspector he was also responsible to the board for the activities of the company's retail stores in New South Wales.

He was a director of several territory companies, including Burns Philp (New Guinea) Ltd., Port Moresby Freezing Co. Ltd., and the BNG Trading Co. Ltd.

After his retirement he retained a lively interest in those companies and visited the Burns Philp office in Bridge Street each week right up till the day before his death.

He leaves a widow, two daughters and two sons.

Mr. E. D. Horton

Fiji-born Mr. Eric Devonport Horton, who served with the Fiji Government for about 30 years, died at the Colonial War Memorial Hospital in Suva on November 11, aged 51.

Mr. Horton, who was one of the early members of the Royal Suva Yacht Club and a strong supporter of all yachting activities, joined government service in 1935 as a clerk in the Stores Department, and from 1940 to 1954 was on the staff of the Western Pacific High Commission

as an Assistant Secretary for Communications, Works and Tourism. At the time of his death, Mr. Horton was office superintendent in the office of the Chief Secretary.

During the war Mr. Horton served with the FRNVR and after anti-submarine training in New Zealand, he saw service in Fiji waters as one of the crew of the *Viti*.

He leaves a widow, Patricia, and a son and a daughter. His mother, Mrs. Amy Horton, lives in Suva.

Mr. Dick Marsters

Mr. Dick Marsters, one of the famous Marsters clan of Palmerston, Cook Islands, died recently on Palmerston aged 78.

Without formal training of any kind, Mr. Marsters took a big hand in community activities on the island, acting as "doctor" for many island births and working as pastor and assistant pastor in the island London Missionary Church.

He had a family of 14 children.

Mr. H. W. Forrester

Sometimes an Islands oldhand fades away without us hearing of it at the time, and such a one is Hugo William ("Bill") Forrester, once of New Guinea, who died in Queensland earlier this year.

He was a true citizen of the world. Born in England, he settled in Canada with his family and became a Canadian citizen. In World War I, he served with the Canadian artillery and was awarded the Military Medal.

Between the wars, he lived in Paris, Sydney (where he worked for several years as a reporter on *The Sun*) and NG. During the war he served with the PNGVR.

He left NG after the war, and bought a property at Rocky Point on the Mossman Baintree road in north Queensland. He named it "Beachcombers".

"Beachcombers" became open house for his friends from the territory—and from other parts of the world. He died peacefully at Rocky Point on March 24.

Mr. Reg Neate

A well-known Papuan oldhand, Reg Neate, died in Charters Towers, Queensland, in October. He was 74.

He arrived in Port Moresby in 1919 (during World War I he had served with the Australian Fifth Light Horse in Sinai and Gallipoli, and with the Royal Australian Flying Corps in France), and worked for the Papuan Administration on the construction of the Rouna Road

and the track to Buna which became the famed Kokoda Trail.

Then, in 1923, he went to Woodlark Island where he spent the next 40 years.

When the island was evacuated in 1942, Reg saw his family off but remained on the island as a coast-watcher, to maintain the radio link with Port Moresby. He reported on the regular surveillance of the island by Japanese flying boats.

Later, when the remaining mining labour was evacuated from Woodlark Island, he and a friend took a launch to Moresby.

Reg Neate returned to Woodlark after the war, where he established a trading and mining business, and spent a lot of time trying to revive interest in the gold, copper and iron deposits on Woodlark. He retired to Queensland some time ago.

Mr. J. R. Halligan

James Reginald Halligan, OBE, a longtime Australian public servant and a former Senior Commissioner of the South Pacific Commission, died in Canberra in November, aged 74.

In 1911, Mr. Halligan joined the Commonwealth Public Service, and between that date and 1929 he served with the Department of External Affairs, the Home and Territories Department and the Prime Minister's Department.

From 1937 to 1941 he was District Administrator and Magistrate on Norfolk Island, and in 1939 was Australian representative at the Permanent Mandates Commission in respect of New Guinea and Nauru.

He was secretary to the Department of External Territories from 1944 to 1951, and was special adviser to the Minister for Territories from 1951 to 1959. He was a representative at the UN Trusteeship Council in 1948, 1949 and 1952.

From 1948 to 1959 he was Senior Commissioner with the South Pacific Commission. In 1959 he retired from that post and from the Commonwealth Public Service. He was awarded the OBE in 1960 for "valuable public service".

Mr. Halligan was, until 1962, Australian Commissioner with the British Phosphate Commission and Commissioner for Christmas Island.

Mr. Halligan leaves a widow, and a son, John, who lives in Darwin.

Mrs. Katharine Belgrave

Mrs. Katharine Margaret Belgrave, who at one time lived in Fiji, has died in England aged 86. She was the eldest daughter of Sir Henry Berkeley, Chief Justice of Fiji towards the end of the last century.

Fiji political scene

(Continued from p. 30)

Mr. Ritchie drew attention to heavy expenditure on social and community services, which together took up 42.5 per cent. of the budget and said: "This is an extremely high figure and one which Fiji cannot afford for more than a few years".

He disclosed that although it was not included in the 1969 budget, the Nauruan Government had recommended to the trustees of its funds for investment a loan to the Fiji Government of \$A2.25 million in 1970.

Outlining external aid received by Fiji, Mr. Ritchie mentioned Australia's gift of 14,000 tons of wheat announced on November 21, and said that Fiji was receiving an impressive degree of outside aid.

However, he warned that the rate of growth in overall expenditure was still too high for 1969 and could not continue without additional taxation—which might not be in the best interest of economy. He added that the rate of growth of recurrent expenditure for 1970 should be further curtailed.

Mr. Ritchie said that earnings from 1968 exports were likely to be better than for 1967, and that higher world prices for sugar were likely to raise Fiji's export income considerably.

Indian Minister's visit

During his four-day goodwill visit to Fiji in November, India's Minister for Labour, Employment and Rehabilitation, Mr. Jai Sukhlal Hathi might have said a great deal about the position and future of Fiji Indians, particularly the political ambitions of some.

In the absence of Mrs. Indira Gandhi herself, he might well have revealed the Indian Government's attitude towards recent demands for deportation of Federation Party Indians. He didn't of course. He trod a diplomatic tightrope, saying only that he was confident that the current problems would be resolved amicably. The purpose of his visit he said, was "to cement the ties of friendship and goodwill that exist between Fiji and India".

Afterwards, he issued a statement saying that he was greatly impressed by the wisdom and sincerity of all the leaders he had met in Fiji.

"I feel confident of their evolving a multi-racial society in Fiji based on principles of tolerance and mutual accommodation," he said.

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PACIFIC ISLANDS MONTHLY — DECEMBER, 1968

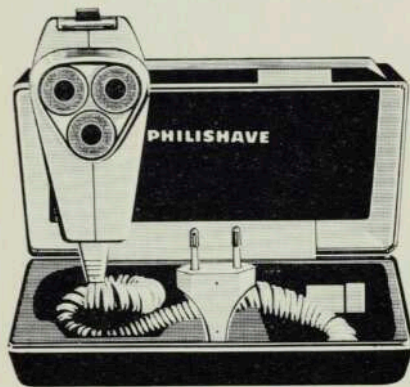
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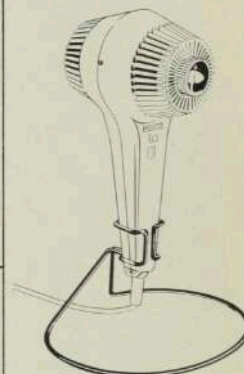
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The Practical Planter

In coming months, PIM will publish articles supplied by the British Government's Tropical Products Institute on the various forms of the spice cassia. This month: Vietnamese cassia.

The cassia that can grow in the poorest of soils

By E. G. Brown, Colonial Products Laboratory.

At least four species of *Cinnamomum*, yielding aromatic cassia barks of commercial value, are found in a wild state in Vietnam. They are *C. zeylanicum* Nees, *C. cassia* Blume, *C. obtusifolium* Nees, and *C. loureirii* Nees. The last-named species is the principal source of cassia in Vietnam and occurs throughout the area, from Upper Tonkin to Cochin China.

Vietnamese *Cinnamomum* trees grow in the poorest soil, but well-wooded mountain slopes suit them. The best soils are found in the valleys on the eastern slopes of the Annamite range, and consist of laterite remains of old volcanic origin, mixed with gravel and clay, lying on alluvial deposits.

The rainfall in these areas is 100 to 200 inches; a high rainfall is essential for the production of good quality bark, and it is said that its quantity varies in direct proportion to the quantity of water the tree has received.

Main areas

The tree is propagated by birds, originally only wild trees were collected, but as the most accessible parts of the forests became depleted, the collection of the tree increased. The bark from the trunks of old trees is regarded as the best. The bark from cultivated trees is considered to be inferior, probably because it is harvested at an earlier age than the wild bark.

The main producing areas are in the north and centre of Annam, with the latter centre in Tonkin. The Mois, a semi-savage tribe inhabiting the mountains of Annam, clear the lianes and weeds from groups of bird-sown trees in the forests, and also plant near their villages.

The preparation of the bark is

carried out largely by the Annamese, who buy the standing trees from the Mois; they also grow their own trees in the plains, both in plantations, and in their gardens mixed with jackfruit, areca nuts, bananas and tea bushes. Most of the bark now produced in Central Annam is obtained from cultivated trees.

The best and most expensive bark, *que-thanh*, comes from the province of Thanh-hoa in north Annam. Until 1955, the bark from Thanh-hoa had, for centuries past, been reserved for the use of the Royal Court at Hue. Such quantities as reached the market (usually the lower grades not required by the Court) realised very high prices. The neighbouring province of Nghe-an produces a bark of only slightly lower quality, *que-quy*.

The bulk

The provinces of Quang-nam and Quang-ngai, in the neighbourhood of Tourane in central Annam, are the source of the bulk of the ordinary commercial grades; the bark from these provinces is known as *que-quang*. Bark of this type is also produced by the Man and Meo tribes from both wild and cultivated trees in the area around Yen-bay on the right bank of the Red River, in Tonkin.

Cultivation: Although the tree can be propagated by means of cuttings or layers, these methods are rarely

used; suckers are sometimes transplanted, but seed is generally preferred. Fruits are selected from healthy, vigorous trees at least 15 years old, with straight trunks and bark of good colour.

The fruits are soaked in water and the pericarps rubbed off and washed away. The seeds, which lose their viability in about a fortnight, are dried in the shade, and immediately sown in fine, sandy soil; germination takes place after ten to fifteen days in central Annam, or three to six weeks in Tonkin.

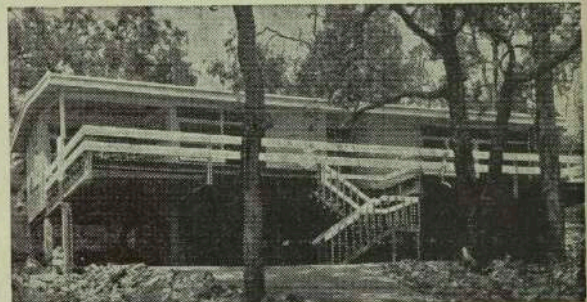
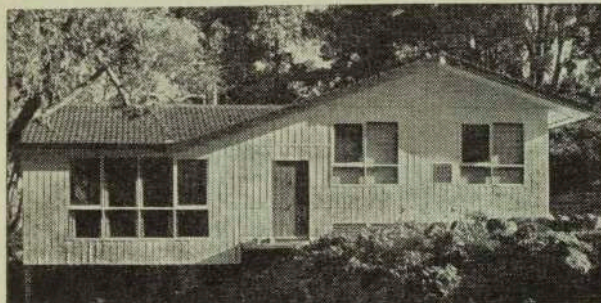
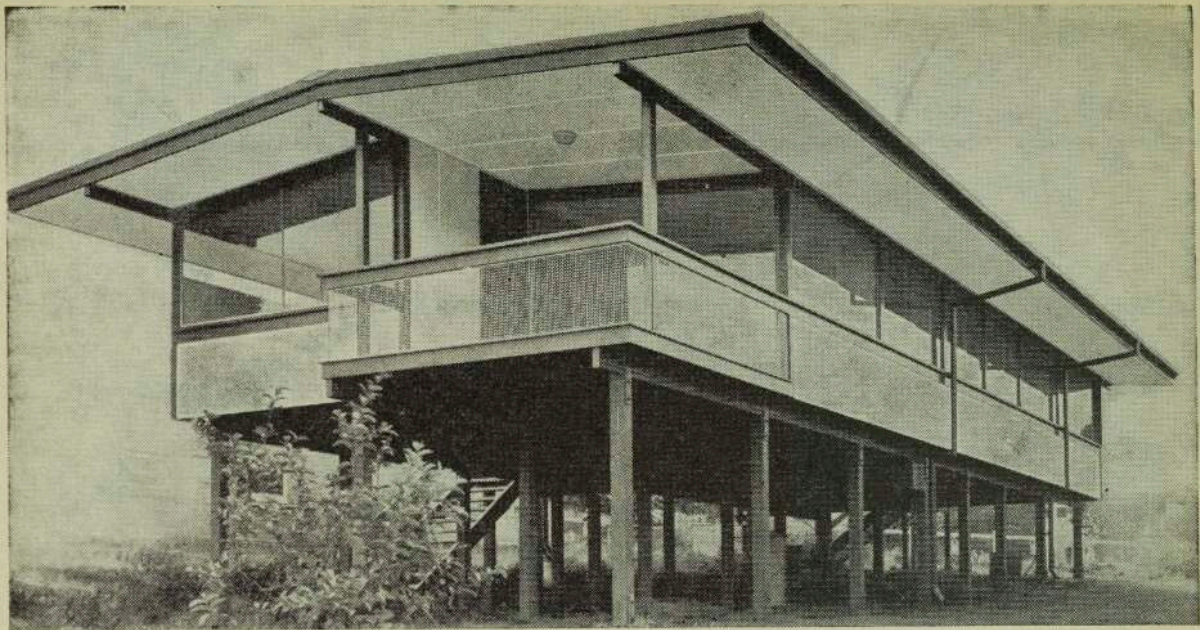
Carefully

The seeds are sown in January or February. After germination the young plants are kept shaded with straw mats, the shading being gradually reduced to accustom the plants to full sunshine.

At the end of a year the plants attain a height of about 3 ft and are ready for transplanting into their permanent positions; they are lifted carefully to prevent damage to the roots and replanted at intervals varying from 5 ft to 15 ft.

Cultural care consists merely of weeding every three months during the first two or three years, and every five or six months afterwards. Once a year, in January, the lower branches are cut off close to the trunk.

Harvesting: The provinces of Thanh-hoa and Nghe-an, in northern



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nam, are thinly populated and are densely forested. The trees have to be searched for, and are recognised by their strong, characteristic odour.

In Thanh-hoa, the discovery of a tree has to be reported to the authorities, who appoint a commission, composed of local and national government representatives, which chooses and supervises the exploitation of the tree. The commission marks the tree and, if necessary, sets guard over it to prevent any attempt at clandestine barking.

Public auction

The discoverer is charged with the harvesting, preparation and safe storage of the bark. It is sold by public auction, 50 per cent. of the proceeds going to the discoverer, 30 per cent. to the village which provided guard and supervisor and 20 per cent. to the chief official of the district, who is also a member of the commission. The discoverer receives the bark from the small branches and the twigs which are of lower quality.

In Nghe-an no such regulations exist, and the finder of a tree has the right to debark it whenever he wishes; frequently, however, he is obliged, on account of poverty, to pay the costs of harvesting and preparation, and is obliged to apply for a loan to a landowner or the local authority; the lender thereby becomes the owner of the tree and the auction of the bark, offers the discoverer of the tree a proportion of the proceeds of the sale.

Economic necessity

Normally the tree is not barked until it is at least 10 to 12 years old. In Moïse do not harvest their trees until they are 20 or 30 years of age, and forest trees may be 40 to 50 years old when they are discovered.

Economic necessity, however, sometimes compels the cultivator to sell his trees when they are four or five years old, although he recognises that bark from such young trees is of inferior quality. Bark is usually cut in April-May or September-October, at which time the bark lifts most easily and is richest in essential oil.

Younger trees are barked earlier in the season than older ones. Trees growing wild in the forest may be

barked by the finder at any time, regardless of the season to prevent them falling into other hands.

Barking is usually carried out on the standing tree, starting with the main branches and working down the trunk. This is done, not by climbing the tree, but by erecting bamboo scaffolding around it. String is tied around the trunk and main branches at intervals of 16 in., and the bark cut through at these points with a sharp, pointed knife.

Vertical cuts are then made between the horizontal incisions, at intervals of 10 to 14 in., and the slabs of bark eased off with the aid of thin spatulas made of bamboo or buffalo horn. Each ring of bark is removed in this way until the bottom of the trunk is reached. The tree is then felled, after which the small branches and twigs are harvested.

In Nghe-an and Quang-nam it is usual first to remove a ring of bark at the base of the trunk, proceeding with the main operation after a period varying from a few days to a month. The removal of this ring of bark arrests the flow of sap and makes the rest of the bark easier to remove. In some plantations the trees are left standing with sufficient bark on the trunk (from 1 ft to 4 ft above ground level) to give them a reasonable chance of survival.

Two forms

Preparation of the bark: The bark is marketed in two forms—squared pieces, unscraped and unrolled (the pieces are actually gutter-shaped), and quills, which are often scraped. The former, known as *cannelle plate* or *ban que*, is used principally in China, whereas the quills, *cannelle rouleé* or *dong que*, are preferred in Western markets.

Although *cannelle plate* is prepared exclusively from bark from the trunk and main branches, quills are obtained both from this type of bark and (principally) from the bark of the smaller branches.

Unrolled bark is subjected to much more elaborate processes of preparation, especially in North Annam, than is that intended for quilling. In Thanh-hoa, for example, the bark is soaked in water for 24 hours, then washed and dried in the shade.

It is then "fermented" for two days in closely woven bamboo baskets so thickly lined with dry banana leaves that the bark is almost hermetically sealed. It is again washed and dried in the air and shade on bamboo screens, being wiped from time to time to remove mildew.

(Over)

BIG INTEREST IN SPICES

From a Rabaul correspondent

Such has been the interest in the series of articles on spices that has appeared in the Practical Planter section over recent months that planters in N.G. have asked for reprints of the series. And now investigations by the P-N.G. Department of Agriculture have shown that spices can be useful in areas where the more common crops cannot be grown.

The department is currently working on the development of cardamom, nutmeg, vanilla, cinchona and pepper.

While these crops are not expected to have the multi-million dollar potential of tea and oil palm, there are still satisfactory market prospects for moderate-scale production.

Cardamom, which would be a useful subsidiary crop, is growing well in the hill areas of Samarai, Milne Bay District; at Garaina, Morobe District, and is now being planted at Sogeri in the Central District. The crop, which takes between two and three years to bear, grows at altitudes between 2,000 ft and 3,000 ft. Cardamom's current market value is \$3 a lb.

Nutmeg has done particularly well at Murua, near Kerema, Gulf District, where the first worthwhile harvests have been made.

New vanilla planting material, introduced five years ago, has proved much better than the strain previously used.

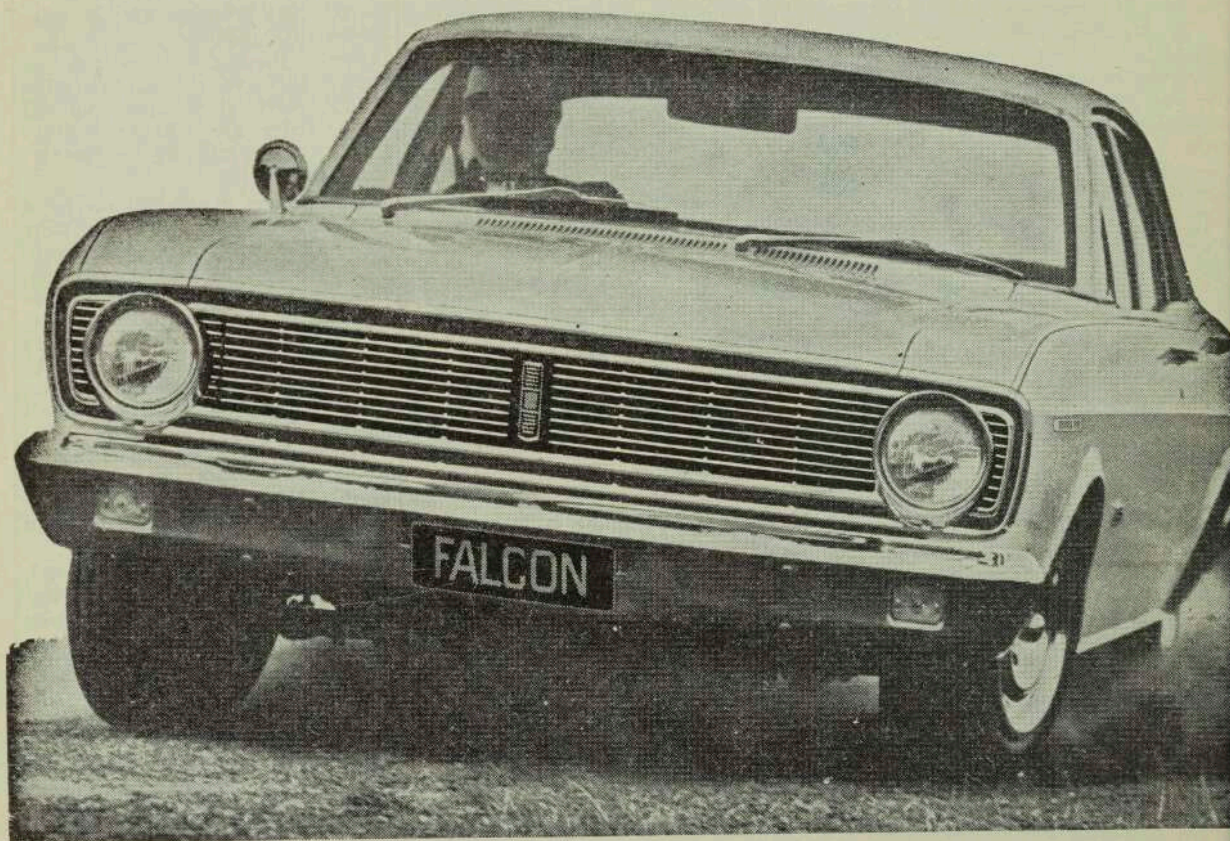
Vanilla is being grown at Budia, Murua and Keravat, New Britain. Cured vanilla beans are worth up to \$6 a lb.

There is a considerable potential in P-N.G. for cinchona, which is much in demand as a flavouring for soft drinks.

Pepper, which grows from the lowlands to 2,000 ft, is now planted in the Morobe, New Ireland, Milne Bay and Northern Districts.

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When sufficiently dry, so that no mildew forms, the bark is and tightly on to pieces of thick bamboo. Thus compressed, it assumes shape of the bamboo and becomes both and polished. Twice daily, it is untied and wiped. This treatment is two weeks in the summer or a month in the winter.

Preparation varies

The method of preparation varies in different parts of the country. In some, the pieces of bark, after the usual washing and drying, are tied in pairs, and placed horizontally in baskets of similar shape. The baskets are placed one on the other, separated by a layer of dried banana leaves, and a pressure is applied at the top by means of a large flat stone.

After three to seven days, according to atmospheric conditions, the pieces of bark are removed from the baskets, immersed in water for an hour, dried in the shade and then tied into bamboo tubes as described above.

A much simpler method is used in Suva, where the pieces of bark are dried merely by spreading them on a bamboo rack raised off the ground, and covering them with banana leaves. To prevent the pieces of bark from rolling up, rods of bamboo, not quite as wide as the pieces of bark, are placed transversely at top, middle and bottom, being held in place by the lashing over edges of the bark. When the bark is finished to the requirements of the purchasers, the process taking a few days for Suva bark, but up to a month for Suva bark.

A method of fire-drying is used in Suva. The prepared bark is made into cylindrical bundles, each containing pieces of approximately the same length, wrapped round with banana leaves and securely tied.

Assisted

A fire of dry wood is lit at the bottom of a large hole dug in the ground, over which a bamboo platform has been built, at such a height that the flames will not reach the platform the bundles of bark are placed to dry. This method is suitable for both wild and cultivated bark.

Planks are prepared from the bark in strips which are no more than 2.5 centimetres in diameter; the ends of strips of bark are freed by scraping to remove the valueless outer bark. Quill formation takes

WORKBOAT MAINTENANCE



MORE TO THAT ENGINE THAN MEETS THE EYE

*Workboat engines can do a lot more than propel a boat.
For example:*

REFRIGERATION

You can fit a small belt-driven compressor at the forward end of the engine which will operate a eutectic unit installed in a refrigerator. If this unit is allowed to run for an hour or two it will get the temperature of the refrigerator right down and hold it there for as long as 10 hours.

Thus a workboat engine, while propelling the boat, can also be made to keep goods refrigerated. (The compressor, incidentally, can be clutch-coupled, using either a manual or a magnetic clutch.)

BATTERY CHARGING

Many plantations have low voltage systems for either night or general use (and occasionally for radio use), and a workboat engine's generator can provide an economical means of charging the batteries of such systems.

Another method of charging batteries is to fit the engine with one of the alternators (with regulator) now available. These units operate at a lower rpm than generators and, with step-up belt drive, will charge fully when the engine is idling.

When charging with generators, it is best to use 12 or 24 volt models of the heavier bus type. Such generators are reliable and able to stand up to long and continuous operation.

Practical Planter

With an alternator it may be necessary to provide extra protection from excessive salt air and dampness.

One important point. Keep the general wiring systems and arrangements quite separate from the engine's own generator wiring—it simplifies matters and is safe.

When using your workboat engine to charge batteries, remember that the amount of the load will not noticeably affect the speed of the workboat or increase fuel consumption.

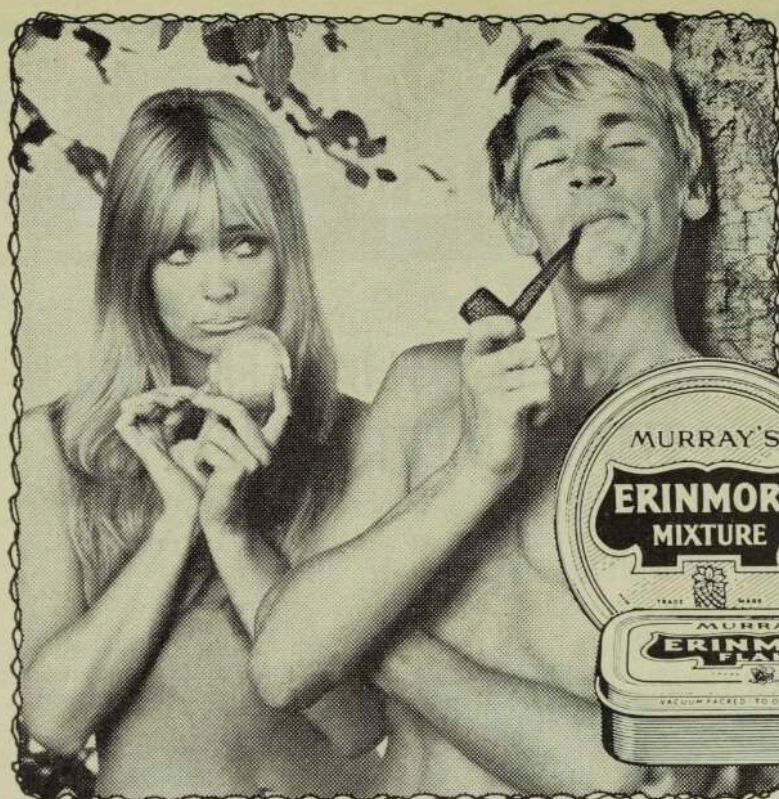
FIRE FIGHTING

It is a good idea to fit a general utility pump to the workboat engine. Such a pump should be a 1½ in. or 2 in. centrifugal pump—possibly self-priming and preferably of a non-ferrous metal.

A pump of this type, either clutch or belt driven, can be of great value when it comes to fire fighting or, in the case of cracked planks or grounding damage, keeping the bilge water down.

In addition, the pump can be used for pumping water for domestic and general purposes.

● Names and addresses of companies which supply the equipment mentioned in this article can be obtained from the Editor, Practical Planter section, Pacific Islands Monthly, GPO Box 3408, Sydney, NSW, 2001.



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ice automatically on drying, but process may be assisted by manual pressure and rolling.

Packing and storage: For the Chinese trade the bark must be packed so that it retains its aroma and essential oil content during long periods of storage. Small quantities are preserved by wrapping in linen, ends being waxed, or by packing in zinc canisters.

Large quantities are packed in lined wooden cases divided horizontally into two compartments by a bamboo tray; the lower compartment is filled with honey, and the bark is arranged in layers on the bamboo tray. It is claimed that bark is indefinitely provided the cases are kept tightly closed.

Western markets

The quills intended for Western markets are packed in bales of 1-1/3 lb and 66-2/3 lb and are graded as thin, medium and thick. The various operations of preparation—trimming, grading and packing—some of the quills are broken, the pieces are sold, also in bales, broken cassia in two grades, according to quality and appearance.

The trade in Vietnamese cassia is solely in the hands of Chinese merchants, who purchase it from the Chinese or Tonkinese and after carrying out any special preparation may be required, as well as grading and packing, export the bark to Hong Kong.

Some of the bark from Thanh-hoa is exported from Haiphong, but the remainder is sent to the market town of Tra-my, near Tourane in Quang-nam, which is the trading centre for bark derived from wild trees. Tam-ky is another nearby market town to which the cultivated bark of central Vietnam is sent.

These two markets supply the Chinese traders at Faifo, who export to Tourane via Saigon or Haiphong to Hong Kong. Cassia from the Haiphong area is exported to Hong Kong via Haiphong or direct to Hong Kong via Lao-kay, on the Yunnan border.

NOTE: Because of the war in Vietnam, cassia is today in short supply. Islands planters should, therefore, be sure of a good market for any cassia they produce.

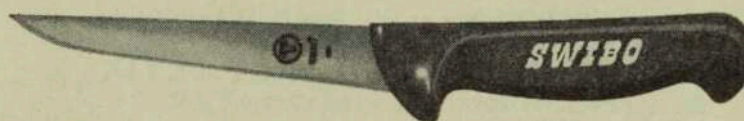
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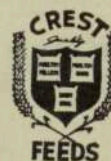
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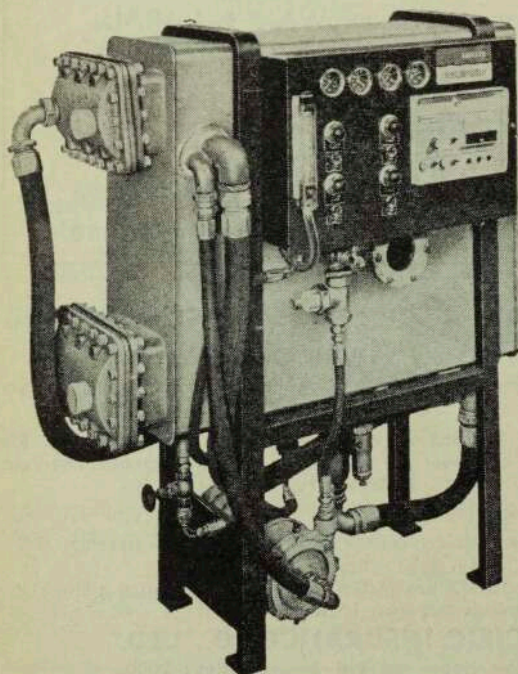
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ain getting through the decking. I
nk the T&G hardwood decking
bers have shrunk over the years.
original "Ormonoid" covering has
cked and perished, and the
uralon" is not sufficiently water-
proof when used as a deck covering.
Other than going to the expense
having the boat slipped and pos-
sibly re-decked entirely, have you
any suggestions as to how I may be
able to overcome the leaking from
top-side? As far as I can see the
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A. E. CRIDLAND.

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Popondetta,
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ANSWER

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move all the perished covering and
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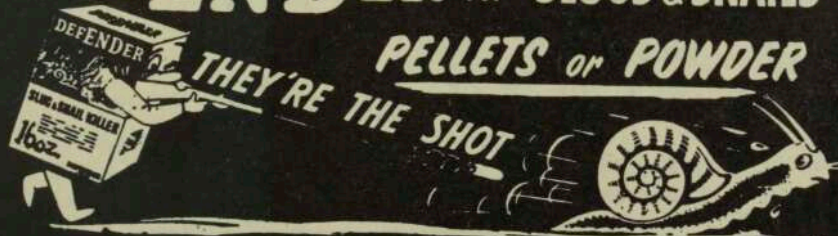
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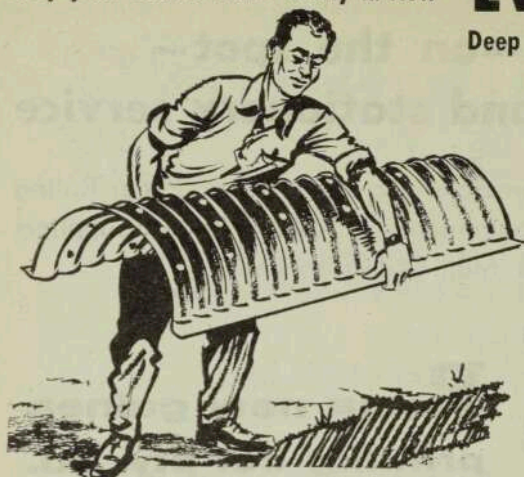


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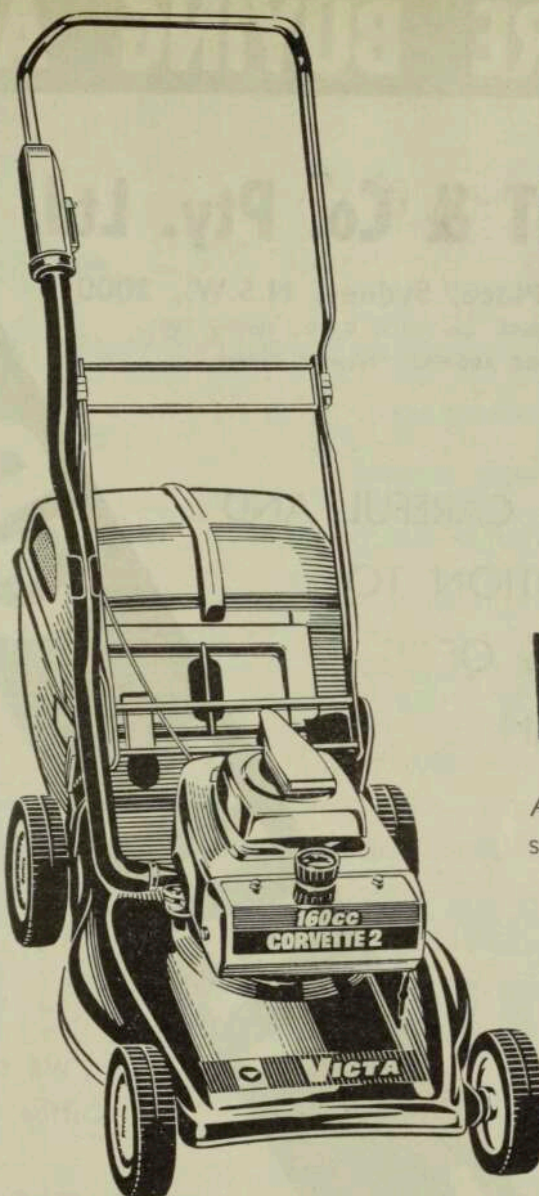
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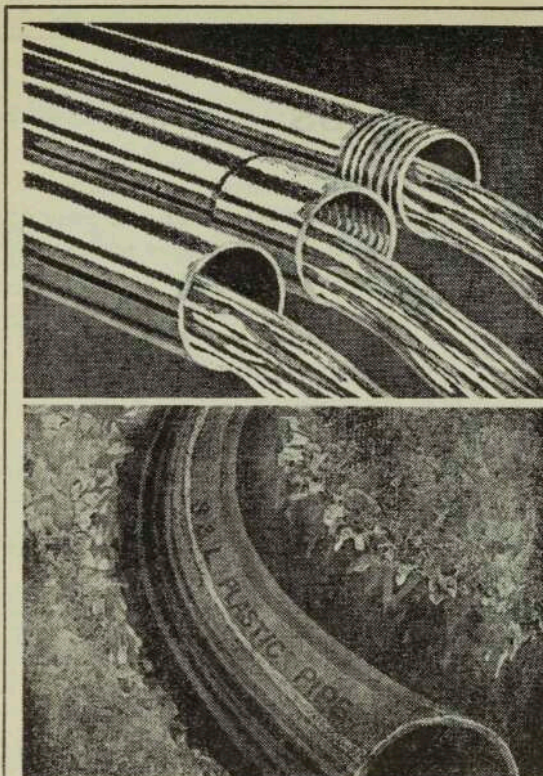
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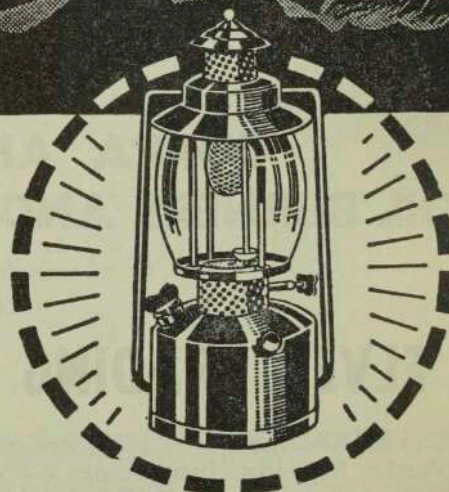
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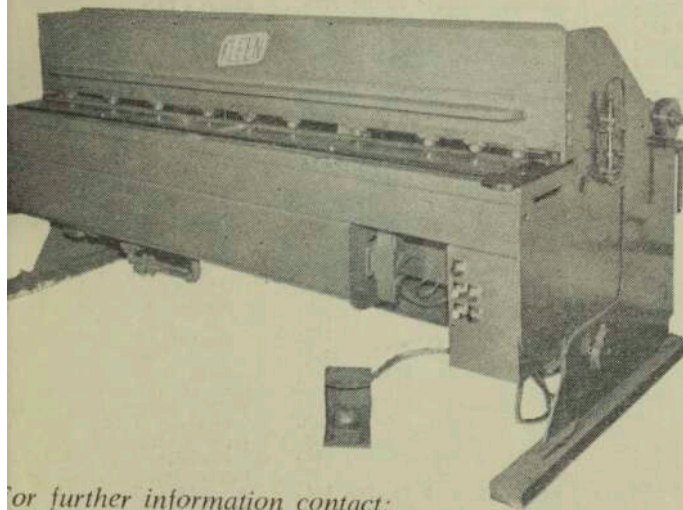
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