

**Vol. 42, No. 5 ( May. 1, 1971)**

Date : 7/17/26, 6:29 AM

<https://nla.gov.au:443/tarkine/nla.obj-332069776>

**Copyright varies by issue and article**

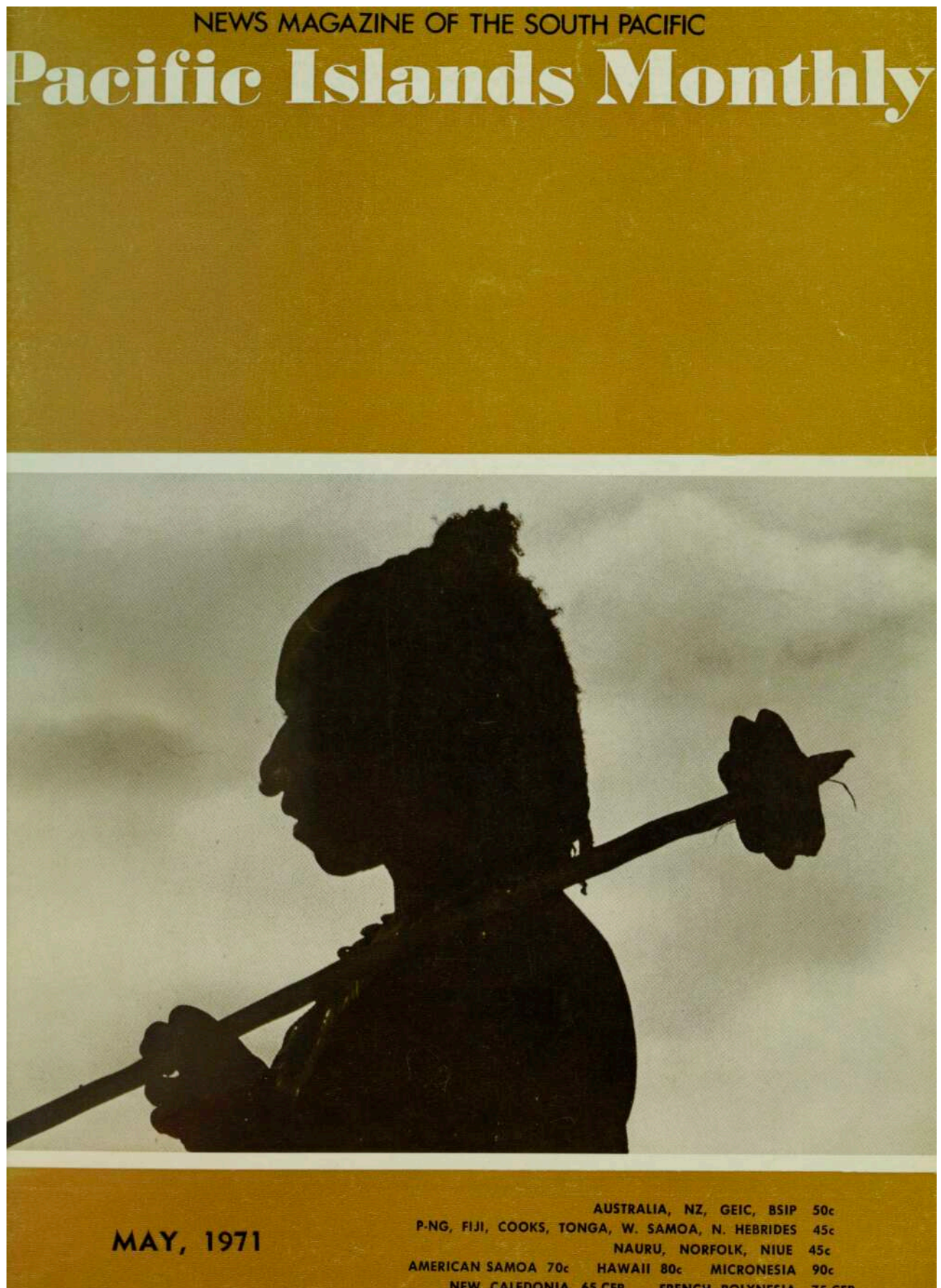
Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit <http://copyright.org.au> and <https://www.library.gov.au/services/copyright-library-collections>

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.





# Happiness spelled the new way — COLT GALANT



Pick either the sleek hardtop or stylish sedan and you are a winner. DYNA-WEDGE lines and luxurious appointments blend beautifully with the Colt Galant's snappy sports car performance. Add to these elegant features, comfort, safety, economy—and you know what owning the Colt Galant is all about.

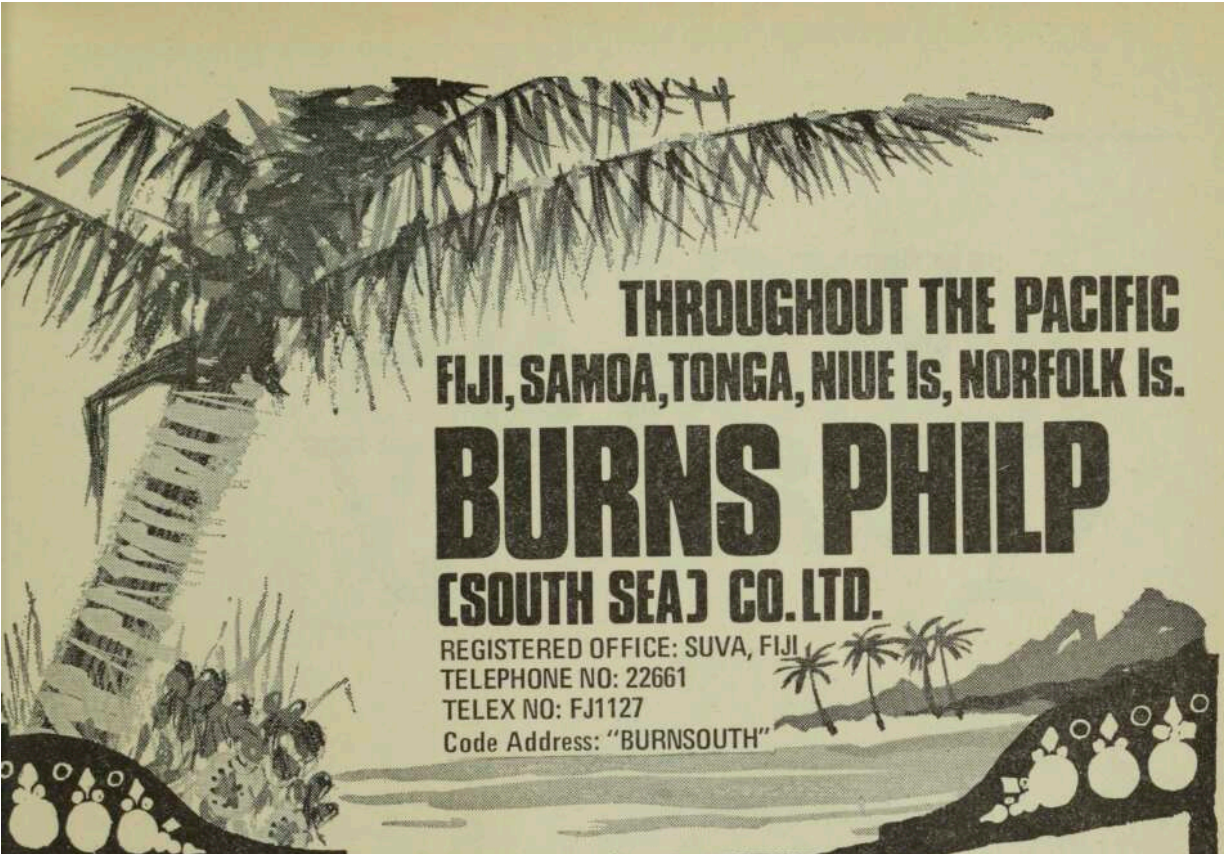
*COLT Galant*



**MITSUBISHI**  
MOTORS CORPORATION

MAY, 1971 — PACIFIC ISLANDS MONTHLY





**THROUGHOUT THE PACIFIC**  
**FIJI, SAMOA, TONGA, NIUE Is, NORFOLK Is.**

# **BURNS PHILP**

## **(SOUTH SEA) CO. LTD.**

REGISTERED OFFICE: SUVA, FIJI  
TELEPHONE NO: 22661  
TELEX NO: FJ1127  
Code Address: "BURNSOUTH"

| <b>SHIPPING AGENCIES</b>                                                                                                                                                                                                                                                                                                                                              | <b>EXCLUSIVE DISTRIBUTORSHIPS INCLUDE</b>                                                                                                                                                                                        | <b>ASSOCIATED COMPANIES</b>                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The New Zealand Shipping Co. Ltd.<br>Shaw Savill & Albion Co. Ltd.<br>Blue Star Port Line (Management) Ltd.<br>Bank Line Ltd.<br>General Steamship Corporation Ltd.<br>Compagnie des Messageries Maritimes<br>Royal InterOcean Lines<br>Daiwa Navigation Company Ltd.<br>Sitmar Line<br>Flotta Lauro (Lauro Lines)<br>Australasia Pty. Ltd.<br>Tonga Shipping Agency. | Akai Taperecorders<br>Sunbeam Appliances<br>Dunlop Products<br>Hitachi Electronics<br>Holden Motor Vehicles<br>Rolex Watches<br>Revlon Cosmetics<br>Pentax Cameras<br>Massey-Ferguson Tractors<br>Olympic Tyres<br>Penfold Wines | Burns Philp (New Hebrides) Ltd.<br>Burns Philp Trustee Co. Ltd.<br>Automotive Supplies Co. Ltd.<br>Corrie & Co. Ltd.<br>Wrought Iron and Steel Construction Co. Ltd.<br>Bish Ltd.                                   |
|                                                                                                                                                                                                                                                                                                                                                                       | <b>AGENTS FOR</b><br>Queensland Insurance Co. Ltd.<br>Shell Company (P.I.) Ltd.<br>Bureau Veritas                                                                                                                                | <b>SPECIALISED SERVICES</b><br>Expert advice on Shipping; Forwarding; Customs formalities; Insurance.<br><b>COMPLETE TRAVEL SERVICE</b><br><b>accredited agents for the INTERNATIONAL AIR TRANSPORT ASSOCIATION</b> |

**OVERSEAS AGENTS: SYDNEY • LONDON • SAN FRANCISCO**

PACIFIC ISLANDS MONTHLY — MAY, 1971



---

# world quality



Only the world's finest  
virginia tobaccos are  
blended to produce ...

PLAYER'S

## GOLD LEAF

*one of the great cigarettes*

B593/2/70



# A great bunch of flours.

Robert Hutchinson makes  
the greatest bunch of flours  
in the Pacific. Bakers' flour.  
Superlite cake and sponge flours.  
Biscuit flour and cracker flour.  
Wheaten sharps and wheaten meal.  
We're particularly proud of our  
bunch of flours. So we have a  
technical advisory service to  
help you use them properly.  
So next time you see a  
Robert Hutchinson flour  
(or even one of our Hutmill  
stock feeds), remember it's just  
one of the bunch.



**ROBERT  
HUTCHINSON  
LIMITED**  
the flour people

Hartington Street, Glenroy, Victoria, Australia. 3046. Telephone Melbourne 306 7261

RH102



# Adding up Bougainville Copper.

Bougainville Copper will begin production operations in 1972, but the Bougainville undertaking is already adding substantially to the economy of Papua-New Guinea.

When the project is finished, the Territory will have gained a new deep-water port and a 135 MW power station at Anewa Bay; a brand new town for over 8000 inhabitants at Arawa, another town at the Panguna mine site, and a multi-million dollar all-weather access highway to Panguna.

These installations are in addition to a much improved airport, ancillary road system, communications network and other services and facilities.

In the spirit of co-operation and mutual

benefit, Bougainville Copper is providing additional careers in employment, education and training. Considerable provision has also been made to contribute to community and social development. Annual production will average 150 thousand tons of contained copper in concentrate and 500 thousand ounces of gold.

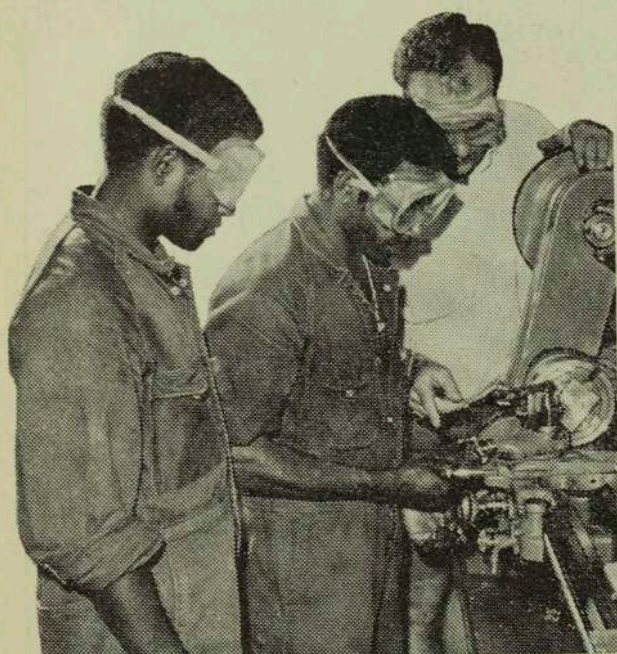
This will more than double the Territory's exports, and should provide revenue to the Administration to the order of \$300 million in the first ten years of operation, depending on the world price of copper.

It all adds up to some \$400 million worth of basic industry for the people of the Territory of Papua-New Guinea.

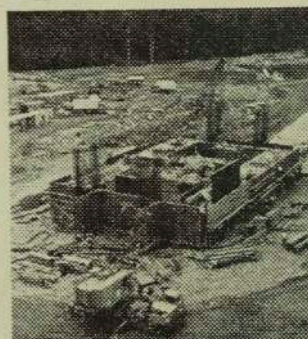


**Bougainville Copper Pty. Limited**

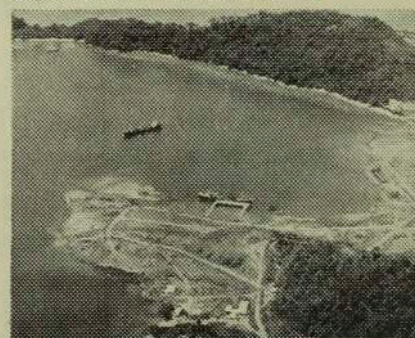
Panguna, Bougainville, T.P.N.G.



New skills must be learned in preparation for tasks ahead.



The primary copper ore crusher under construction at Panguna.

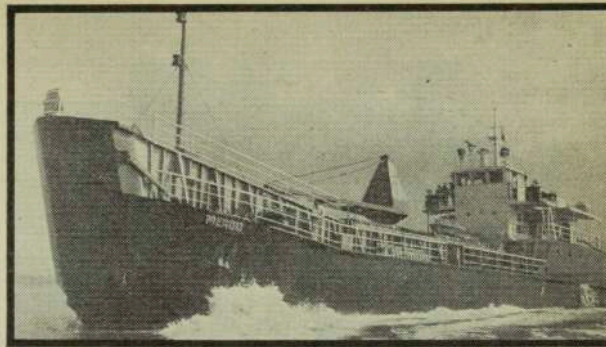


The B.C.P. Port at Anewa Bay.

BC103



# For the big-mouthed large they specified CUMMINS POWER!



French owners have christened her 'Merou' (the groper) because her huge tonnages of cargo are swallowed through the great mouth engineered into her bow.

Designed and built by Carrington Slipway, Newcastle, 'Merou' will operate for the SCET Organisation of New Caledonia, to carry equipment and materials to construction sites (highways, airfields, earthworks) all round the South Pacific!

For her mammoth task, her designers specified mammoth power—two keel-cooled Cummins V12-525-M diesels with two Cummins C105-BIM 41.5 KVA

alternators, one keel-cooled and one radiator-cooled—exceptional arrangement to guarantee reliable performance in tropic waters.

Cummins service influenced the choice initially with Cummins reputation. Cummins parts and maintenance service is available throughout Australia and beyond wherever Cummins-powered cargo boats range the seas.



## **CUMMINS DIESEL SALES & SERVICE (AUST.) PTY. LTD.**

Head Office: 164-170 Hume Highway, Lansvale, N.S.W., 728-6211. Telegrams "CUMTORQ"

Sydney • Melbourne • Brisbane • Adelaide • Perth • Hobart  
Grafton • Darwin • Lee • Townsville • Pt. Hedland • Mt. Isa

Distributor

Factory

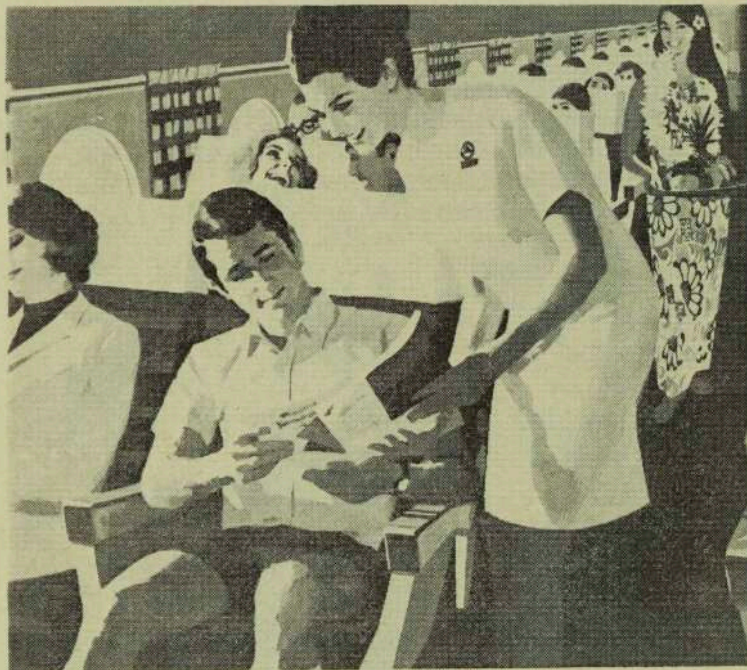
## **CUMMINS DIESEL AUSTRALIA**

(Cummins Diesel Sales Corporation,  
incorporated in U.S.A. with Limited Liability)

Ringwood, Victoria

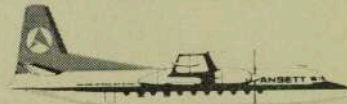
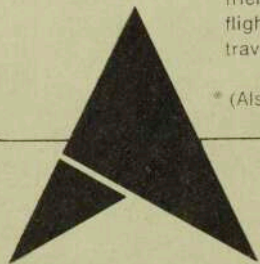


# Territory travel is a cup of tea



It's that easy when you fly in the comfort of an airconditioned pressurised Ansett Airlines of Papua New Guinea prop jet. Up and over the Owen Stanleys, back and forth throughout the Territory. Ansett Airlines of Papua New Guinea have a generation of experience flying the Territory . . . experience any airline would be glad to tuck under its wing. In the air or on the ground our service is friendly, courteous and very helpful. Keep us in mind next time you plan a flight . . . you'll agree that with Ansett Airlines of Papua New Guinea Territory travel is a cup of tea!

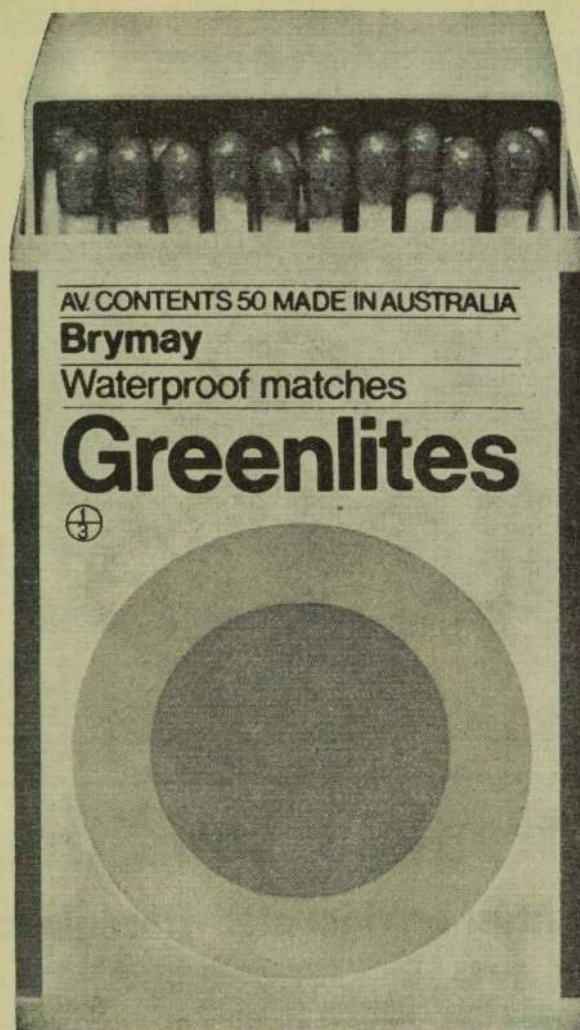
\* (Also operating the services of Papuan Airlines Pty. Ltd.)



**ANSETT AIRLINES OF PAPUA NEW GUINEA**  
In conjunction with ANSETT AIRLINES OF AUSTRALIA

838/107





**Bright new label  
and still the only matches in  
the world that light when wet.**

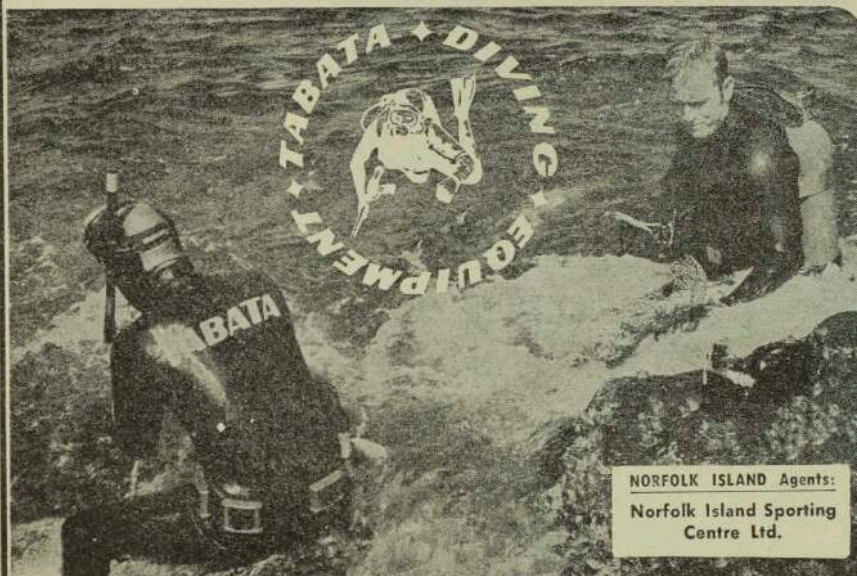
Greenlites are made for *your* part of the world.  
They're tropical matches—*waterproof* matches.  
Ask for them.

MADE IN AUSTRALIA BY BRYANT & MAY

BM23P



## TABATA SKIN & SCUBA DIVING EQUIPMENT



NORFOLK ISLAND Agents:  
Norfolk Island Sporting  
Centre Ltd.

The TABATA line offers the importer a complete range of RUBBER SKIN & SCUBA DIVING EQUIPMENT and ACCESSORIES for both the professional and amateur. Years of specialized manufacturing experience has established our line's REPUTATION FOR QUALITY, ATTRACTIVE and PRACTICAL DESIGNS and VERY COMPETITIVE PRICES. We also offer a varied line of rubber sundries for golfing, skiing and other popular sports.

For full particulars on our lines, write to:

Manufacturers **TABATA CO., LTD.**

Yajima Bldg., 2-2 Yoshi-cho, Nihonbashi, Chuo-ku, Tokyo Cable: "EASTABA" Tokyo TELEX: 252-2806 EASTABATA TOK Tel: (663) 8651-5

## Ideal for tropical conditions . . . .

### George and Ashton refrigerated fibreglass truck unit



These refrigerated truck units are fully approved by the New Zealand Departments of Health and Agriculture. They can be designed for use with any type of vehicle from pick-ups to semi-trailers or they can be used as static storehouses using their own refrigerating units. These units are made from moulded fibreglass — tough, hygienic, colourful. There are no joints to harbour vermin and cleaning is quick, easy and efficient.

Enquiries welcomed.

## GEORGE & ASHTON LTD.

P.O. Box 2056, Dunedin  
New Zealand Phone: 42-779





**S. E. TATHAM  
& Co. Pty. Ltd.**  
MELBOURNE, AUSTRALIA  
G.P.O. Box 8, Cables "SET"  
Telephone 60-1125

**EXPORT AGENTS  
PACIFIC ISLANDS  
AGENTS**

Australian buying  
and shipping agents  
for the  
Gilbert and Ellice  
Islands Colony  
Wholesale Society

**SOME OF THE FIRMS  
WE REPRESENT ARE:**

|                                                      |                                                              |
|------------------------------------------------------|--------------------------------------------------------------|
| A. W. Allens (Confectionery)                         | Mitchell's (Abrasives)                                       |
| Sunshine Biscuits                                    | Regent (Swiss Watches)                                       |
| Sunrise (Confectionery)                              | Gainsborough (Furniture)                                     |
| Flamenco (Instant Coffee)                            | Tamco (Melanie Crockery, Nylon Hard-<br>ware)                |
| Cremota (Quaker Oats, Jets Pet Foods)                | Elmaco (Plastic Household Goods,<br>Electrical Fittings)     |
| Marchants (Canned Soft Drinks)                       | Brownbuilt (Pre-fabricated Houses)                           |
| Highness (Canned Vegetables, Canned<br>Fruit Drinks) | Ryline (Fluorescent Lights)                                  |
| Lunchtime (Honey)                                    | Chargemaster (Fluorescent Lamps)                             |
| South Pacific Canneries (Scallops,<br>Abalone)       | Franklite (Light Fittings)                                   |
| Safcol (Canned Tuna, Salmon)                         | Electronic Industries (Electrical House-<br>hold Appliances) |
| Hancock's (Spaghetti, Cereals)                       | Jex (Steel Wool)                                             |
| Melbourne Canning (Jams, Bleach)                     | Austramax (Pressure Lamps)                                   |
| Water Wheel (Flour, Sharps, Wheat)                   | Preservene (Soap Products)                                   |
| General Food Corporation (Twisties,<br>Twirlies)     | Charles Tims (School Requisites)                             |
| Edward Zorn (Margarine, Cooking Fats)                | Ascow and Philadelphian (Shirts)                             |
| Robert Timms (New Guinea Gold<br>Coffees, Teas)      | Lawn Chair and Tubco (Garden Furni-<br>ture)                 |
| Bx Plastics (Sandals)                                | Sunrise Lustretone (S.S. Sinks, Plumbers'<br>Supplies)       |
| Homy Peds (Sandals)                                  | Kerex (Kerosene Burners)                                     |
| Magnet (Mattresses)                                  | Arena (Football Boots)                                       |
| Esteel (Cookwear)                                    | Ferrari (Men's Shoes)                                        |
| Teco (Cafe Bars)                                     |                                                              |

**DIRECT ENQUIRIES WELCOMED**

Associate Company  
**S. E. TATHAM (FIJI) LTD.**  
Suva, G.P.O. Box 671.  
Lautoka, P.O. Box 366.

  
SINCE 1924

PACIFIC ISLANDS MONTHLY — MAY, 1971

9



## It's nice to know the service doesn't stop with the plane.

O.K. the flight's over. But if you're on Qantas, the service isn't. We don't leave you stranded in a pile of luggage at a strange airport.

We have a crew on the ground as good as the one in the air. They're local people who are there whenever a Qantas plane lands. They'll get you a porter or a connecting flight, look after the kids and show you where to go. They're there because you're there. And

that's nice to know.

These are the things that only time can teach and we've been flying a long time: fifty years.

We've flown more people between Australia and the USA than anyone else.

We know what you want from an airline. We know we have to be better at it than anyone else. And we've got just the people to do it. Your kind of people.



**QANTAS**  
Your kind of people.

QANTAS, with AIR NEW ZEALAND and BOAC

JW1.0508





MFE7155

**To keep cultivating costs down you need  
to buy products that stand up**

**Like our MF135 tractor and MF34 harrow**

All over the world, farmers buy more MF135's than any other tractor in its class. And, the reason is quite simple. On any size farm, the MF135 does more work, more economically because it has — the best power-to-weight ratio in its class — a powerful high-torque engine that delivers plenty of power with economy — and the advanced Ferguson System, that puts the finest implement control plus tremendous



**MASSEY-FERGUSON**

WORLD'S LARGEST MANUFACTURER OF TRACTORS

power at your fingertips (more than enough to lift 2,850 lbs.). Hitch up the MF34 Disc Harrow on the linkage and you make up a most versatile, hard-working combination that is unbeatable in any field. Choose the MF34 in 12, 16, 20 disc sizes with 20" or 22" plain or scalloped discs. You can offset this disc harrow to the right or left of the tractor and extend the rear gang an additional 20 $\frac{1}{2}$ " left or right.

**ASK YOUR MASSEY-FERGUSON DISTRIBUTOR FOR COMPLETE DETAILS . . . THE MAN TO SEE IS HERE**

**PAPUA AND NEW GUINEA**

Ela Motors Limited,  
P.O. Box 75,  
PORT MORESBY

Branches and Dealers  
throughout Papua and  
New Guinea

**FIJI, TONGA, WESTERN  
SAMOA AND OTHER SOUTH  
PACIFIC TERRITORIES**

Motor Division, Burns Philp  
(South Sea) Co. Ltd.,  
P.O. Box 355,  
SUVA, FIJI  
Branches throughout the region

**NEW CALEDONIA**

Pacific Motors, S.A.,  
B.P. 41, NOUMEA

**BRITISH SOLOMON ISLANDS**

R. C. Symes Pty. Ltd.,  
HONIARA, GUADALCANAL

**TAHITI**

Ets. Donald,  
P.O. Box 131, PAPEETE

**NEW HEBRIDES  
CONDOMINIUM**

Pentecost Pacific S.A.,  
Santo and Port Vila



● To Islands Cordial-makers . . . Pastrycooks . . . Confectioners . . . Canners . . .

FOLLOW THE EXAMPLE OF

AUSTRALIA'S LEADING FOOD PROCESSORS

WHO FOR 30 YEARS HAVE CONSISTENTLY USED

# GOLD BADGE

FINE QUALITY

## ESSENCES and EDIBLE COLOURS

We are Flavouring Specialists producing highly concentrated soluble essences for the food industries and invite your enquiries, either direct or through your usual buying channels.

# KEITH HARRIS & CO. LTD.

Sefton Road, Thornleigh, N.S.W.  
Cables: Kehar, Sydney

1015 Ann Street, Valley N.1, Qld.  
Cables: Keharbris, Brisbane



Samples are available for  
manufacturers

## Ask for FOUREX—the clear sparkling amber beer . . . available in BOTTLES, CANS and STUBBIES

# XXXX The Popular BEER



*'Its Quality Never Varies'*

Wholesale Distributors:  
**C. SULLIVAN**  
(NEW GUINEA) PTY. LTD.,  
Port Moresby, Lae, Mt. Hagen, Rabaul,  
Kieta, Lautoka and Suva, Fiji.  
AGENCIES:  
R. Bensley—Madang. Ping Shee & Co.  
—Wewak. E. V. Lawson Pty. Ltd.—  
Honiara, British Solomon Islands.



Brewed from the finest Ingredients by Castlemaine Perkins Limited, Brisbane, Queensland, Australia.





S.C.E.G.G.S.

Sydney Church of England Girls' Grammar School  
Moss Vale

Day and Boarding School for girls from Kindergarten to Higher  
School Certificate—Matriculation.

## Annual Scholarship Examination, 1971

S.C.E.G.G.S. Council offers Scholarships ranging from those which cover full tuition fees and part boarding fees to Scholarships covering part tuition fees. Applicants must be under 13 years of age on December 31, 1971. The Scholarships will be awarded on the results of an examination to be held on July 31, 1971 for entry into Form 1 (Secondary School).

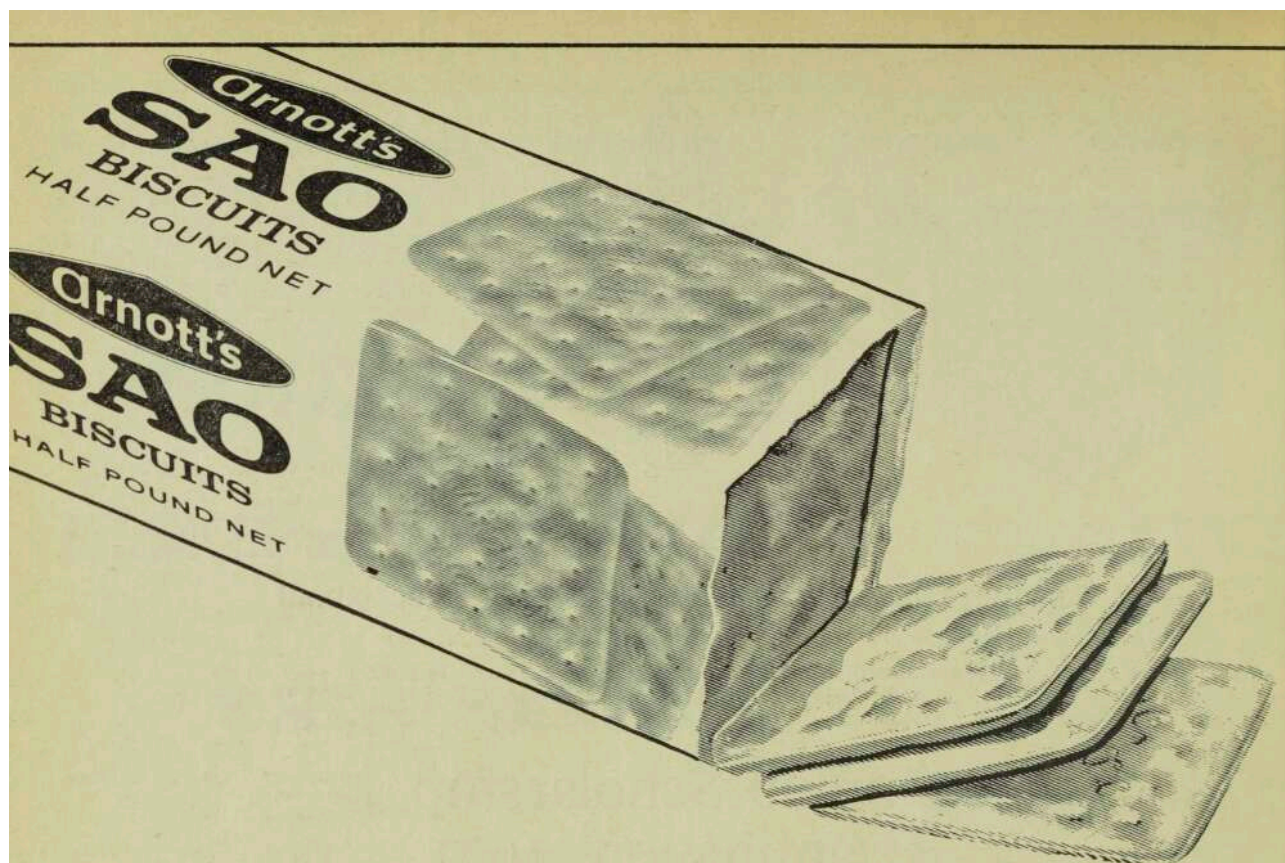
A scholarship will also be awarded for entry into Fifth Form. The award will be made after consideration of School Certificate and Commonwealth Scholarship results.

Entries close May 31, 1971—application forms and further information may be obtained from the Headmistress.

Miss V. Horniman, B.A., M.ED.,  
(Phone: Moss Vale 222)  
S.C.E.G.G.S., Suttor Road,  
Moss Vale. N.S.W. 2577.

*All enquiries—whether by phone or letter—should quote the following reference code: PIM.*





## Lunch size, snack size SAO biscuits are the right size!

Crisp, fresh Arnott's Sao biscuits . . . right size to satisfy, right size for snack foods, too! Cheese for lunch? A big slice fits just right on Sao. So does a slice of ham or salami. Prefer jam or spread? Or how about tomato? Simply serve with Sao—the right-size biscuit that makes all the crisp difference to lunches at home and at school or out-of-doors. *The triple-wrapped pack keeps the biscuits crisp and fresh.*



# Arnott's *famous* Biscuits

*There is no Substitute for Quality*





## Up Front with the Editor

Part of the satisfaction of publishing PIM is being able to record from time to time facets of Pacific Islands history that nobody knew about, or that we knew about but didn't expect to see recorded. Our letters columns sometimes provide excellent examples of the "didn't expect to get" variety—as for instance when somebody who has made a little Islands history, as perhaps a notable administrator, writes to give his version of events he helped shape.

A good example of the "nobody knew about it" kind was our report last month (there are also some pictures in this issue) of the details of the Akmana expedition into the New Guinea Highlands 40 years ago. That story came right out of the blue.

Nobody had suspected that the late Bill MacGregor's Highlands wanderings of 1929/30 had gone as far as they did or that they had been undertaken as part of a well-organised gold prospecting expedition. And that three of the five Europeans in the party were still on deck to tell at first hand about their first contact with the wigmen.

Now that we do know about it, the historians—in this case from the University of Papua-New Guinea—have already gone to work to gather every scrap of information while it's still to be got. (One wonders, incidentally, when we will be in a position to properly tap similar material from native sources).

Luckily the three European survivors are literate, intelligent men and this will make the historians' job easier. Reg Beazley, one of the three, wrote some of his adventures in book form, as yet unpublished. Ernie Shepherd has a retentive memory, is a stickler for accuracy, and has an enthusiastic interest in getting the expedition's work recorded now that he knows others are interested.

"Pontey" Seale, at 84 the eldest of the survivors, is a delightful old boy to whom we owe a debt for having kept in good condition these last 40 years the negatives of the many pictures he took of those wigmen and

their mountains. "Pontey" also retained, right up to two years ago, a journal of the expedition showing dates, camps and heights (he was the mining engineer). He burned it when he and his wife were moving to a smaller home, because as he told me sadly, "I thought everybody else on that patrol was dead, and who else would want to read it?"

But we will get worthwhile information on Akmana because, as I said, the survivors are the kind of people who are capable of giving us the facts coherently.

There is a widely held but erroneous belief that anybody who has had an adventurous life has a book in him, or at least a series of colourful magazine articles. The fact is that the inveterate doers of this world are often unable to express themselves on paper, with or without assistance. Perhaps many of them despise the pen as the tool of charlatans who prefer to scribble theories than meet life head-on.

The alternative to getting the doers to write their story is, of course, getting them to speak it, but this, too, is never as easy or rewarding as popular opinion believes.

"Put a bottle of rum and a tape recorder in front of Old Bill and you'll get a valuable piece of living history before it's too late," is what I am frequently told on my travels.

Those with the patience to put it to the test will find when they commit the tape to paper that Old Bill seldom completes a thought, can't remember dates, has scornful disregard for spellings of people and places.

## PACIFIC ISLANDS MONTHLY

Established 1930: 41st  
Year of Publication.

OWNED AND PUBLISHED BY  
PACIFIC PUBLICATIONS (AUST.) PTY. LTD.,  
29 ALBERTA ST., SYDNEY, N.S.W., 2000.  
Postal Address: G.P.O. BOX 3408, SYDNEY,  
N.S.W., 2001.

Telegraphic Address: PACPUB, Sydney.  
TELEPHONES: 61-9197, 61-7101, 61-4869.

### Chief Executives:

Managing Director: R. W. Robson.  
Executive Director/Publisher: Judy Tudor.  
Executive Director/Business Manager:  
Selwyn Hughes.  
Executive Director/Chief Editor: Stuart Inder.

### PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.  
Advertising Manager: W. A. Gasnier.

### BRANCH OFFICES

Fiji: Pacific Publications (Fiji) Ltd., Fiji Times  
Building, 20 Gordon Street, Suva. Tel.: 25601.  
Fiji Times Office, Mayfair Building, Namoli  
Ave., LAUTOKA. Telex: 1144. Tel.: 60-422.  
Papua-New Guinea: PORT MORESBY, P.O.  
Box 16; LAE, P.O. Box 227; RABAU, Mr.  
Steve Simpson, P.O. Box 433 (c/- Rabaul  
Photographic. Tel.: 2677).

### REPRESENTATIVES

Victoria: Advertising—Wilke & Co. Ltd., 37  
Brown's Road, Clayton, Vic., 3168. Tel.:  
544-8222.

Queensland: Advertising—Beale Media Services,  
232 St. Paul's Terrace, Fortitude Valley, Qld.,  
4006. Tel.: 51-5827.

New Zealand: General—Mrs. E. M. Fisher,  
C.P.O. Box 2229, Queen St., AUCKLAND. Tel.:  
456056.

United Kingdom: S. R. Warman, Park House,  
22 Park Street, Croydon, CR9 3NP. Tel.:  
01-6884177.

Overseas Newspapers (Agencies) Ltd., Cromwell  
House, Fulwood Place, London, W.C.1. Tel.:  
01-242-0661. Cables: WESNEWS, London, DS4.

Japan: Advertising—Universal Media Corpora-  
tion, C.P.O. Box 46, Tokyo. Tel.: 666-3036.

### AGENTS

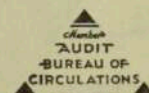
All main trading firms and stores  
in the Pacific Islands.

Pacific Publications Pty. Ltd. is the Australian  
agent for THE FIJI TIMES.

### SUBSCRIPTION RATES:

"Pacific Islands Monthly" is air-freighted to  
all subscribers and agents in the Pacific Islands;  
copies to other areas go by surface mail.

Australia (including Lord Howe and Thursday  
Is.), B.S.I.P., Gilbert and Ellice Is.: \$5.50 Aust.;  
Papua-New Guinea, Norfolk Island, Nauru,  
Tonga and New Hebrides: \$5.00 Aust.; New  
Zealand: \$5.50 NZ; Fiji, Cook Islands, Niue  
and Western Samoa: \$5.00 (local currency);  
American Samoa: \$8.00 US; U.S. Mainland,  
Micronesia (including Guam): \$10.00 US;  
Hawaii: \$9.00 US; New Caledonia: 750 French  
Pacific francs; Tahiti and French Polynesia:  
850 French Pacific francs; United Kingdom and  
elsewhere: £3/5/- Stg.



Copyright © 1971  
Pacific Publications  
(Aust.) Pty. Ltd.



# Good health. Happiness. Australian Dairy Foods. They go together— naturally.



Australian Dairy Foods provide you with the body-building goodness that you and your children need. Concentrated energy from Australian butter. Vital protein and calcium from Australian cheese. Australian Dairy Foods contain the natural health and strength giving properties that all of us need—every day.

Always the best. Australian Dairy Food products include: Butter, Ghee, Cheese, Full Cream, Skimmed and Malted Milk Powders, Baby Food and Invalid Food.



For good health . . . look for the word 'Australia' on the label.

and will remember best and at length those events of least importance to the proper assessment of history. (But it will be a relaxing, boozy evening in the company of a colourful, and probably irreverent, character and thus not entirely wasted.)

Tommy Grahamslaw, former Chief Collector of Customs in New Guinea, whose account of the Australian New Guinea Administrative Unit in wartime Papua has been running in PIM recently (the last of the three parts is in this issue), is one of those coherent people able to tell a good story straight—providing both colour and fact. Other people shared some of Tommy's adventures, but it was Tommy who gave us the word picture and that is the vital difference.

Keith McCarthy is another doer also able to use words to good purpose, as we saw in the story of his New Guinea years, *Patrol Into Yesterday*. Apsley Cherry-Garrard played a minor part in Scott's last expedition, but his ability with words has, in his *The Worst Journey in the World*, kept ever-green that moving episode of Antarctic history. There are never enough first-hand reporters of facts, in my view.

The most efficient method of tracking down unreported history is to deliberately go searching for it. Bob Langdon, executive officer of the Pacific Manuscripts Bureau, attached to the Australian National University, Canberra, does this very successfully. The bureau was set up for just this purpose, but Bob has uncovered an extraordinary amount of material by painstakingly following up all kinds of clues.

Gavin Souter followed the same path when writing *New Guinea: The Last Unknown*, the book which has become a basic text on the history of New Guinea exploration. The reason that book contains such a wealth of new material is that whenever Gavin found in his reading of published works a story that specially interested him he wrote to the man concerned, if he was still alive, or to any surviving relatives or friends he could trace. Relatives sometimes had letters or other material they were delighted to learn still held interest for someone.

The luck, of course, is to uncover the material before it gets burned like Pontey's journal, "because everybody's dead and who else cares?"

—Stuart Inder



Come over to Consulate,  
enjoy the rich inviting flavour of  
choice Virginia tobaccos enhanced  
by a touch of refreshing menthol.  
People who know the best insist  
on Consulate—the world's first  
Virginia menthol cigarette.

**COOL CLEAN CONSULATE**  
For that surprising extra it gives you

**CONSULATE**  
*Menthol Fresh*  
FILTER TIPPED CIGARETTES

PACIFIC ISLANDS MONTHLY — MAY, 1971

17





## NAURU PACIFIC SHIPPING LINES

HEAD OFFICE: NAURU, CENTRAL PACIFIC

Melbourne Agency Office: Wales Corner, 227 Collins Street, Melbourne.

Cables: "Deimanu", Melbourne. Telex: 31158. Telephones: 654-4977, 63-2481.

### FLEET

|                |                    |                |           |
|----------------|--------------------|----------------|-----------|
| M.V. EIGAMOIYA | 5,700 tons D.W.T.  | 12 Passengers  | 15 Knots. |
| M.V. ROSIE D   | 11,993 tons D.W.T. | 48 Passengers  | 14 Knots. |
| M.V. ENNA G    | 7,763 tons D.W.T.  | 111 Passengers | 16 Knots. |



### SERVICES

NAURU MELBOURNE PORT MORESBY LAE RABAU  
KIETA NAURU MELBOURNE SUVA LAUTOKA  
NUKUALOFA APIA

Other South Pacific Ports subject to inducement.

### AGENTS:

Carpenter Shipping Agencies Ltd. (Port Moresby, Lae, Rabaul). Carpenters Fiji Limited (Suva). Morris Hedstrom Ltd. (Lautoka). Tonga Shipping Agency (Nukualofa). O. S. Nelson & Co. Ltd. (Apia). Russell & Sommers Ltd. (Auckland). Toei Kaiun Sangyo Kaisha Ltd. (Tokyo). Wallem & Co. (Philippines) Ltd. (Manila).

*For all particulars apply:*

**NAURU LOCAL GOVERNMENT COUNCIL**

227 COLLINS STREET, MELBOURNE, 3000.





# What's the Stout got that the Land Cruiser and these other Toyotas got?



TOYOTA  
STOUT

TOYOTA

TOYOTA TRUCK

TOYOTA DYNA

Quality and guts.

The TOYOTA LAND CRUISER has got it. 4-wheel drive. 6-cylinder 155HP engine. Fantastic gear combinations of six forward speeds and two reverse. It doubles as a versatile family fun car, too.

Then there's the big horse pickup, TOYOTA STOUT. The front and rear axles, suspension and powerful brakes feature the stoutness of those used in heavier duty trucks. Plus it packs a 106HP engine. Big cab and cargo box. Plenty of legroom in front and space in back.

And the split bench seat has cushion comfort.

You get power, safety, economy and stoutness, too.

But you may like the dual rear wheel TOYOTA DYNA. You can choose a heavy duty pickup. Or a bigger payload platform truck. Even a double cab and delivery van. With either a husky 106HP gasoline engine or an economical 70HP diesel job. Or you may want the big one.

The TOYOTA TRUCK. Six big models built to take the rough and tough. With 130HP diesel or 155HP regular fuel engines under an alligator bonnet. Got room for a Toyota?

DISTRIBUTORS: TERRITORY OF PAPUA & NEW GUINEA: ELA MOTORS LIMITED; Burns Philp House, Musgrave Street, Port Moresby.  
apua / U.S. TRUST TERRITORY: MICROL CORPORATION, P.O. Box 234, Saipan, Mariana Islands, Trust Territory of the Pacific Islands /  
J/ ISLAND: AUTOMOTIVE SUPPLIES CO., LTD., P.O. Box 355, Suva / AMERICAN SAMOA: BURNS PHILP (SOUTH SEA) CO., LTD., Pago  
ago / WESTERN SAMOA: BURNS PHILP (SOUTH SEA) LTD., Apia / GUAM: RICKY'S AUTO CO., P.O. Box 1458, Agaña / NEW HEBRI-  
E'S: BURNS PHILP (N.H.) LTD., Vila / SOLOMON ISLANDS: ZEPHYR SERVICE STATION PTY LTD., Honiara / NEW CALEDONIA: SOCI-  
TE D'IMPORTATION AUTOMOBILE DU PACIFIC, Noumea / TAHITI: ÉTABLISSEMENTS ÉMILE A. MARTIN & FILS, B.P. 61, Papeete

# TOYOTA





The advertisement features a vibrant yellow background. In the upper right, a stream of dark brown coffee beans is being poured from an unseen source into a clear glass jar. The jar is partially filled with the beans, and the granules at the bottom are visible. The jar has a label that reads "NESCAFÉ instant coffee" and "new - natural coffee flavour". To the left of the jar, the Nescafé logo is prominently displayed in a stylized, outlined font. Below the logo, the text "TRADE MARK BECO" is visible. The main headline, "New chunky granules capture all the natural flavour of choice coffee beans", is written in a large, bold, red serif font. Below this, a smaller paragraph in black text describes the product. A small, circular inset image shows a white coffee cup with a spoon, and a banner below it reads "new - natural coffee flavour".

**NESCAFÉ**  
TRADE MARK BECO

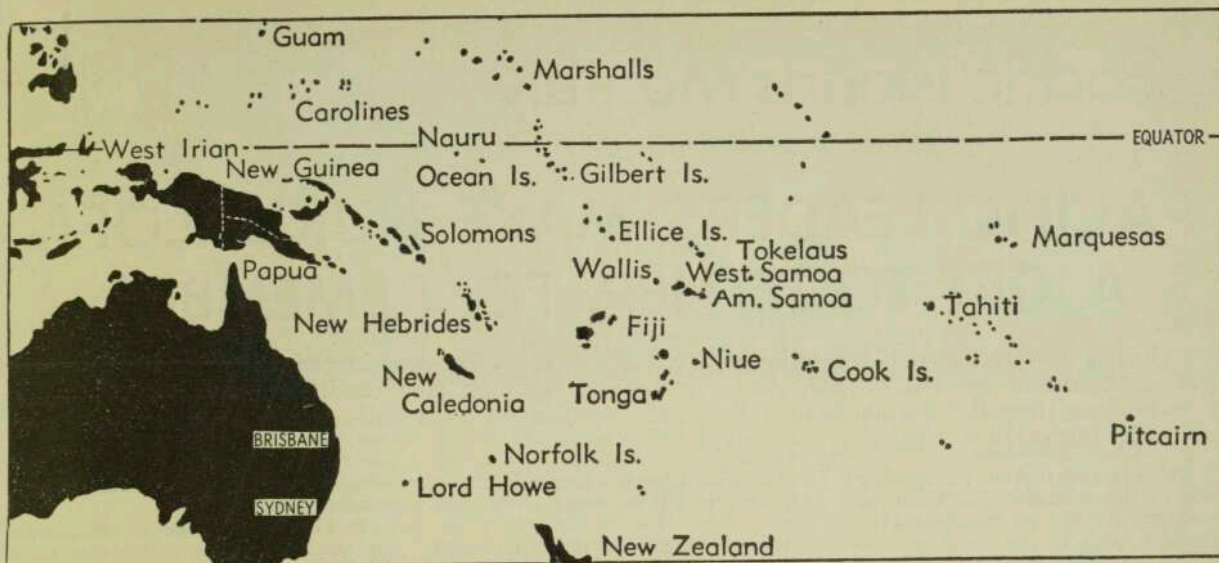
**New chunky granules  
capture all the  
natural flavour  
of choice  
coffee beans**

Nescafé has developed a completely new kind of coffee. You can see the difference. New Nescafé takes all the flavour of those famous 43 beans and turns them into instant coffee granules — big chunky granules that melt instantly in your cup to give you the biggest coffee flavour — the coffiest coffee you've ever tasted.

**NESCAFÉ**  
instant coffee  
new - natural coffee flavour

new - natural coffee flavour





Vol. 42. No. 5. May, 1971

## In This Issue

### GENERAL

|                                    |       |
|------------------------------------|-------|
| PIPA conference .....              | 22-23 |
| Regional shipping will work .....  | 22    |
| Games news .....                   | 32    |
| Regional shipping won't work ..... | 71    |

### COOK ISLANDS

|                            |    |
|----------------------------|----|
| PIPA conference .....      | 22 |
| Death from lightning ..... | 28 |
| Games help .....           | 33 |
| Immigration bill .....     | 34 |
| Ship replacements .....    | 77 |
| Airport plans .....        | 84 |

### FIJI

|                              |    |
|------------------------------|----|
| PIPA conference .....        | 22 |
| Dock strike .....            | 27 |
| Rugby news .....             | 29 |
| Tourism news .....           | 34 |
| Death penalty decision ..... | 35 |
| Where to build boat .....    | 76 |
| Sugar payment .....          | 85 |
| Concern over insurance ..... | 89 |

### FRENCH POLYNESIA

|                         |    |
|-------------------------|----|
| Diving favourites ..... | 33 |
| New air services .....  | 35 |

### GILBERT AND ELLICE ISLANDS

|                             |    |
|-----------------------------|----|
| New Legislature meets ..... | 24 |
| Small Games team .....      | 33 |
| Coconut palm saga .....     | 67 |

### NAURU

|                                   |    |
|-----------------------------------|----|
| Expansion plans .....             | 25 |
| Art of string figure making ..... | 49 |

|                          |    |
|--------------------------|----|
| Pools man in court ..... | 88 |
|--------------------------|----|

### NEW CALEDONIA

|                               |    |
|-------------------------------|----|
| Customs strike .....          | 28 |
| Host to sportsmen .....       | 32 |
| Nickel news .....             | 87 |
| Exports and imports .....     | 87 |
| Unionists refused entry ..... | 88 |

### NEW HEBRIDES

|                    |        |
|--------------------|--------|
| Duke's visit ..... | 36, 81 |
|--------------------|--------|

### NORFOLK ISLAND

|                    |    |
|--------------------|----|
| Airport news ..... | 84 |
|--------------------|----|

### PAPUA-NEW GUINEA

|                                    |       |
|------------------------------------|-------|
| Political future .....             | 26    |
| Localisation should speed up ..... | 28    |
| Percy Chatterton .....             | 30    |
| No Rugby at Games .....            | 32    |
| Church relations .....             | 35    |
| 'Akmana' photo feature .....       | 37-40 |
| 'Papua at War' (part three) .....  | 41    |
| Latest books .....                 | 56    |
| People in the news .....           | 80    |
| The Duke's visit .....             | 81    |
| Photos of Biami people .....       | 82-83 |

### PITCAIRN ISLAND

|                            |    |
|----------------------------|----|
| Valuable stamp issue ..... | 35 |
| Tom loses big toe .....    | 80 |

### SOLOMON ISLANDS

|                               |    |
|-------------------------------|----|
| Hotel expansion .....         | 28 |
| Tribute to Dominic Otua ..... | 66 |

|                    |     |
|--------------------|-----|
| Duke's visit ..... | 81  |
| Athlete dies ..... | 100 |

### TOKELAUS

|                    |    |
|--------------------|----|
| Fewer for NZ ..... | 28 |
|--------------------|----|

### TONGA

|                             |    |
|-----------------------------|----|
| PIPA conference .....       | 22 |
| Hanging decision .....      | 35 |
| 'Ekiaki' will do well ..... | 76 |

### UNITED STATES TRUST TERRITORY

|                           |    |
|---------------------------|----|
| Finance legislation ..... | 29 |
| Shipping changes .....    | 73 |

### WESTERN SAMOA

|                            |    |
|----------------------------|----|
| Betham for SPC? .....      | 23 |
| Cabinet reshuffle .....    | 28 |
| Clubs close midnight ..... | 28 |
| Educationalist dies .....  | 99 |

## OUR COVER

It's a slow process in some parts of New Guinea—this matter of moving from stone to steel. The Biami people of Western Papua still use stone and are still cannibals—some of them. Neville Moderate, of the P-NG Information Department, captured this warrior with his stone club in silhouette, and on pp. 82-83 his camera depicts more of the life of these primitive people.

**DEPARTMENTS:** Up Front with the Editor, 15; In a Nutshell, 28; Tropicalities, 34; Magazine Section, 41; Yesterday, 47; Book Reviews, 49; From the Islands Press, 65; Editor's Mailbag, 66; Pacific Shipping, 71; Cruising Yachts, 78; People, 80; Business and Development, 85; Produce Prices, 91; Shipping and Airways Information, 93; Deaths of Islands People, 99.



## Pacific Islands Monthly

# PACIFIC LEADERS MAKE NUKUALOFA A GET-TOGETHER TO REMEMBER

History may record that a meeting of Pacific Islands leaders held in Nukualofa in April was the most significant in the last decade. And yet the meeting took place under the auspices of nothing more exciting than the Pacific Islands Producers Association — a dull-sounding organisation if ever there was. But don't be misled by the title.

PIPA has grown from the needs of some of the major Pacific territories to compare notes on common problems and speak in one voice on trade matters that affect them, thus countering the pressures that can be brought to bear by those who trade with the Islands.

Its beginnings go back to 1964 when Fiji's present Prime Minister, Ratu Sir Kamisese Mara, was negotiating a sensitive banana contract with New Zealand and realised the necessity of islands sticking together for a better deal.

The first official meeting of what was then called the Pacific Islands Producers Secretariat was held in Apia in 1965, with Fiji, Tonga and Western Samoa taking part. The Cooks and Niue joined later, PIPS was changed to PIPA, a full-time executive secretary was employed, with headquarters in Suva, and the organisation assumed a more dynamic role, with Ratu Mara its president.

The secret of its dynamism is that PIPA is an organisation conceived and operated by Islanders for Islanders—and thus it draws not a little of its strength from nationalistic pride. As Cooks Premier Albert Henry said in Nukualofa in April, "for 200 years the white man has been exploiting the resources of the Pacific, but now Polynesians are working together for Polynesians".

Ratu Mara has from the start seen the organisation as being more effective than the South Pacific Commission, and has worked to give it an ever-widening base.

PIPA began as a commercial pressure group. We can expect it to become more and more involved with political questions, for the good reason that politics are closely involved with international trade.

The April meeting, the sixth, was the largest yet held. More than 60 delegates and observers attended, including a delegation from the Gilbert

and Ellice Islands. The GEIC was admitted to PIPA, as its sixth member.

It was announced that the constitution of PIPA had been registered with the UN, and it was decided to elect as president for the next two years, in succession to Ratu Mara, the Prime Minister of Western Samoa, Tamasese Lealofi. Tamasese was one of the big four Islands leaders who were present, the others being Ratu Mara, Albert Henry and Prince Tui'pelehake, Premier of Tonga.

● After hearing a frightening report on the state of the Islands banana market, the meeting resolved to improve production, quality, disease control, and packing of bananas so as to protect the trade. The conference was told that a banana scarcity existed in the South Pacific.

Samoa was the leading producer in 1970 with 200,000 cases, while Fiji was the smallest, with 87,000. Tonga and the Cook Islands each exported 130,000 cases.

All were exported to New Zealand, which had to supplement its requirements from Central America.

Heads of State from the four territories joined in discussions on the banana situation and were advised of the extreme dangers facing the industry due to the prevalence of weakening diseases which the territories find difficult and expensive to control.

Constant increases in shipping costs and rising production costs also assisted in making the industry uneconomic.

The managing director of New Zealand Fruit Importers Ltd., Ross Walker, told the conference that unless the disease problem could be solved and the quality of fruit consistently improved, New Zealand consumers would find that Pacific

Islands bananas would be too expensive.

● The meeting heard arguments for the Islands to speak as one voice on the copra trade (an early dream of Ratu Mara's), and PIPA is to look into the possibility of establishing its own copra crushing mill, "with producer participation". PIPA is also to investigate regional membership of the Asian Coconut Community on behalf of those territories not wanting individual membership (Tonga and Western Samoa are applying for individual membership of ACC).

This decision was made as a result of one of the resolutions at a regional coconut conference held in Nukualofa the previous week, attended by delegates from the same territories plus the Trust Territory of Micronesia. The coconut conference was concerned that tariffs would be imposed on coconut products if Britain joined the EEC, and decided to investigate alternative markets for copra in Asia and the Pacific Basin, particularly the US.

● The meeting set up a working committee to investigate formation of a regional shipping line to serve the Islands and overseas ports. It was proposed that the shipping line utilise and develop the fleet of the Tonga Shipping Agency, already in operation. The conference heard argument on the difficulties of operating a regional service (see p. 71 for one recent view), but members, on the other hand, were unhappy at increasing freight rates imposed by foreign-owned ships. The turning point came when Ratu Mara reminded delegates that Fiji Airways had started as a purely local venture and developed into a regionally-owned airline.

Mr. Henry, who has his eyes on extending Cook Islands shipping, agreed with the proposal "in principle". But what Nauru thought of the proposal nobody knew, for Nauru





was not represented at the conference, although Nauru now has a national shipping line that rivals Tonga's, and has only recently asked the various territories to support the Nauru line.

The absence of Nauru's views does in fact raise the question of whether it is intended by the Polynesian partners that Nauru should be left in the cold on regional shipping.

There were many other matters raised in Nukualofa, but these were the main decisions that could be described as "purely PIPA decisions".

Some others, even more important, were taken as a result of the Islands leaders finding themselves in close proximity, although these matters won't show up on the PIPA conference record.

The four leaders in Nukualofa held exploratory talks about establishing a regional political forum outside of the SPC—as the SPC is not supposed to be political. As a starter they want to organise a top level seminar in New Zealand later this year, where Islands Heads of State could discuss matters of interest to them within the region and "in their involvement with Australia and New Zealand" (as Ratu Mara put it).

The Heads of State would submit suggestions for discussion in advance, and special papers would be drawn up by experts to assist the leaders in their discussions. The leaders see this top level exchange of views as an annual event, held in different territories.

Delegates to the sixth Pacific Islands Producers Association conference, in Nukualofa in April. In the front row, centre, sit the Big Four Pacific leaders.

In an interview over Tonga radio, Mr. Henry said the territories faced population pressures and growing unemployment, and the time had come when Australia and NZ "couldn't dodge the issue". These countries had to divert more of their financial aid to the Pacific territories, and lower immigration barriers.

The four leaders also compared notes on a possible successor to the late Afioga Afoafouvale Misimoa, who died in February, as secretary-general of the South Pacific Commission. The West Samoan Prime Minister asked for support for another West Samoan nomination, Mr. Fred Betham, and it looks as if he will get it (see separate story).

Cooks Premier Albert Henry, who usually can be depended upon to be controversial (see "Still down on his neck," p. 34) was visiting NZ before his arrival at the PIPA conference. There newsmen set upon him to ask him about rumours that the Cook Islands were seeking complete independence from NZ. He denied them as being "something put around down here, and I don't know why".

He said he intended to seek more financial aid from NZ. And on this question he got support from Maori members of the NZ Parliament. Labour Party spokesman on Maori and Island Affairs, Mr. M. Rata, called for a parliamentary study of NZ aid to the Cook Islands, making it clear that the Labour Party thought not nearly enough was being done for the Cooks.

Mr. Rata said Mr. Henry's "angry and bitter views" on the shortage of money from NZ, which he had expressed in introducing the Cooks Budget earlier in the year (PIM, Apr., p. 101) had obviously "not been made lightly".

## ANOTHER STARTER FOR THE SPC STAKES

Mr. Fred Betham, Western Samoan Member of Parliament and for eight years Minister for Finance until the Mataafa Government lost support at the last elections, has been nominated by Western Samoa as next secretary-general of the South Pacific Commission.

If his nomination succeeds, he would take the post from another Samoan, Afioga Misimoa, who died in office in February. The West Samoan Government takes the view that Samoa should be entitled to nominate a man to "finish the term", and nobody is likely to seriously argue against this. Especially as Mr. Betham is a competent and popular administrator, well-known in the Pacific. And he is an Islander, and that status has developed into a prerequisite for the secretary-general's post since Misimoa's appointment.

Australia has put forward a Papuan, Oala Oala-Rarua, As-

sistant Ministerial Member for the P-NG Treasury, as her nomination, and other names mentioned are Pago Pago-born Peter Coleman, who is former Governor of American Samoa and now Deputy High Commissioner of the US Trust Territory of Micronesia, and J. C. Guerrero, a former Governor of Guam. It is understood, however, that neither of these men is interested in the post.

Fred Betham, at the end of April, appeared The Most Likely to Succeed.

Born in Apia, he was 56 in April. He is married to Olive, daughter of the celebrated O. F. Nelson. He has the OBE.

A decision on the next secretary-general will be made in Noumea in September, unless member governments can agree in the interim. Fiji, although now independent, has not yet been admitted to the SPC as a member government.



## New-look Gilbert and Ellice politics may spark ailing public interest

From a Tarawa correspondent

When the new-style GEIC Legislative Council met for the first time on April 14 there were, among the elected members, only five who had served in the old House of Representatives. Eight members of the House were defeated in the March 19 elections; 10 members did not seek re-election. Of the five elected members of the old Governing Council, only Reuben Uatiao, formerly the colony's Chief Elected Member, took his place in the Legislative Council; and on April 7, at a meeting of the elected members of the council, he became Leader of Government Business.

There are indications in the election results of a general air of disillusionment with political affairs in the colony. Full voting figures are not yet available but the percentage poll could be down as much as 10 per cent. on the 1967 figures, when 50 per cent. and 80 per cent. of registered voters in the Gilbert and Ellice groups respectively, went to the polls.

It is clear that the old House of Representatives did not produce the results expected by the people. Too many requests for an increased copra price, more schools and teachers, and improved shipping services, went unanswered. Despite the fact that the House was only an advisory body, the elected members were held to be responsible; some former members of the House received as few as 10 per cent. of the votes cast in their electorates.

But what of the future?

There are now 23 new elected members out of 28 in the Legislative Council. Most significant, perhaps, is the election of Mrs. Tekerei Russell, who, with Reuben Uatiao, will represent Urban Tarawa.

Mrs. Russell is the first woman to be elected in any colony election. She speaks Gilbertese, Ellice and English and no doubt owes much of her success to her work with women's clubs on Tarawa. Her election suggests a strong women's vote and, at least on Tarawa, a breaking-down of the practice that women vote as their husbands direct.

Many of the other members from the Gilberts are, as yet, unknown quantities, but two, Bureua Kamaoto (South Tabiteuea) and Bauro Tokatake (Abemama) are presidents of Island Councils. Bauro is also the *uea*, or high chief, of his island.

Bwebwetake Arieta (Maiana) is a former editor of the *Colony Information Notes* and, more recently, a Gilbertese announcer on Radio Tarawa. Two of his colleagues were also successful in the Ellice Islands:

Tomu Sione, an Ellice announcer, was returned for Niutao, and Isa Paeniu, Bwebwetake's successor on CIN, defeated Melitiana Kaisami, Nukulaelae's sitting member, by two votes.

Thus there are now five former Broadcasting or Information Department employees in GEIC politics—the three just named, Reuben Uatiao, and Sione Tui Kleiss, who was returned unopposed for his home island of Nui in the Ellice group. As broadcasting facilities have improved, and the distribution of the various news-sheets widened, so these officers have become well known throughout the colony, thus giving them an advantage over other Tarawa-based civil servants seeking election.

The Ellice Islanders have elected a strong contingent to represent them in the House. Most have retired from the civil service or took leave of absence to contest the elections.

Two conclusions may be drawn from their success: The difficulties faced by and the ineffectiveness of the non-English speaking members of the House of Representatives have been recognised; and, with discussions on further constitutional change possible within the three year life of the Legislative Council, the Ellice Islanders have tried to ensure the protection of their rights and position as a minority.

With many ex-civil servants from both groups in the Legislative Council, it is likely that the government will be under increasing pressure to speed up its localisation programme and make more effective use of its existing personnel resources. The issue is one on which the government is particularly vulnerable as the debate at the final meeting of the House of Representatives made clear. (See PIM, Jan., p. 22)

Before the Legislative Council meeting began, Sir John Field, the Resident Commissioner, after consulting the Leader of Government Business, announced the names of those who would serve on the Executive

Council. Bwebwetake Arieta was named Member for Social Services; Isa Paeniu, Natural Resources; Naboua Ratieta, Communications and Utilities; and Otiuea Tanentoa, Internal Affairs.

Naboua (Marakei) was first elected to the House of Representatives in a by-election in 1968 and was returned unopposed in the recent elections. Otiuea (Beru) was a member of the House from 1967.

In addition to the Assistant Resident Commissioner, the Attorney General and the Financial Secretary (who are ex-officio members of Executive Council) the Resident Commissioner appointed the Director of Agriculture Ray Harberd, and the Director of Education, Harry Urquhart, to be official members.

It is of interest that with "development" so much to the fore, and an up-dated plan to be presented later in the year, that the Development Section will not have an official representative on the council.

The Financial Secretary will have to be the chief spokesman in this area, but, at the same time, with Members for Social Services and Natural Resources already in the council, the appointment of officials with parallel interests seems a surprising one.

Sir John opened his speech at the first session by explaining the new constitutional set-up to members. He said he was moved to do so "because from remarks that have sometimes come to my notice, it would appear that in some quarters these things are not altogether understood".

Having explained that the Executive Council would decide government policy, and that the government must seek consent for its laws from the Legislative Council, Sir John warned, "That power to consent must be wisely and responsibly exercised, for the government of the country, with all the services for the public, must be carried on from day to day.

"If, by unwisely withholding your



consent to the government's measures, you brought the government to a stop, the people who sent you here to represent them would be the first to suffer. Your function, then, is not to make the governing of the country difficult, but to do your best to ensure that it is good government—that the laws that are passed are wise and necessary and that the government of the country is carried on efficiently, to meet the real needs of the people without unnecessary expense."

Of the present constitution, Sir John Field said:

"With the new responsibilities that it places on the unofficial members of the Executive Council and on this House it is the first instalment of the transfer of real power to the people and we are, indeed now laying the foundations on which the final constitutional structure will be built. The speed of further progress will depend on how well you can make the present arrangement work. If they work badly, much time will be lost looking for alternative arrangements. If they work well, the way is now open to a steady advance towards full ministerial responsibility."

Britain has formally agreed that the Gilbert and Ellice Islands Colony be separated from the High Commission for the Western Pacific, but she announced in April that the legal and administrative steps to the separation would inevitably take some time, but are now in hand. Western Pacific High Commissioner is Sir Michael Gass, at Honiara. His responsibilities after the separation will be the British Solomons and the British side of the New Hebrides Condominium. He is not likely to complain about shedding the problem child that comprises the Gilbert and Ellice.

## POLITICAL CHANGES IN AMERICAN SAMOA

The United States has agreed to changes in the legislature of American Samoa, which will enable the legislature to undertake a preliminary review of the budget. The legislature will also be empowered to meet in two sessions a year, and its members cannot comprise, in future, full-time government employees. Members who are at present employed by the government have to decide whether to resign either from the public service or the legislature.

The changes are seen as an important step towards political maturity in American Samoa.

## Nauru's all set to spread her wings

There is likely to be a big increase in visitors to Nauru if Nauru Government's plans to increase the capacity of Air Nauru come to fruition.

Air Nauru commenced a fortnightly service between Australia and the island in February last year and increased the frequency to weekly in June the same year.

The airline is using a modern but small (eight-seater) Falcon jet chartered from the Australian company, Business Jets, and despite the greater frequency is often embarrassed for lack of space. The small cargo carrying capacity of the French jet is a particular deficiency as far as the Nauruans are concerned.

Several full size jets have been under study, and it seems likely that the government will soon decide to purchase a Boeing 727 or similar aircraft. The island airstrip is adequate to take a Boeing with modified landing gear, and Air Micronesia in fact operated such an aircraft to Nauru for some time last year.

The Nauruans see a great potential in inter-island air cargo traffic as well as passengers, and would probably decide on a 50/50 passenger/cargo configuration.

The government is also proceeding with plans to build up the strip to the standard required for heavier aircraft. It also intends to extend the runway length from the present 5,300 ft to 5,800 ft, by building out over the reef. The additional length would enable Air Nauru with larger aircraft to reach any point in the Pacific where the government is ever likely to want to fly.

At present, an air terminal being built beside the strip is due to be completed by about September.

Stage one of Nauru's first hotel is expected to be completed by Constitution Day—May 17.

To be called the Naoero—the old name for Nauru—the hotel will have 32 rooms, each with bath, shower and telephone. It will be of international standard, and facilities will include bar, restaurant and swimming pool, function room and souvenir shop. There will be 24-hour room service.

The hotel has two VIP suites to accommodate visiting notables. It is being built in one of the most picturesque spots on the island, overlooking Anibare Bay.

The hotel, which will have a staff of 16, mostly Nauruan, is being built by the Nauru Local Government Council. The council acquired the site after liquidation of the Central Pacific Pools company, and it is expected to be completed fully by August.

Councillor James Bop, who is in charge of the project said that erection of the hotel would enable Nauru to accommodate passengers transiting on the island to and from Tarawa and Majuro.

At present, visitors to the island must be privately accommodated in either government or Nauru Phosphate Commission houses.

While the government is not actively pursuing a policy of attracting tourists, it is nevertheless anxious that visitors to the island be properly accommodated.

Nauru is spreading its wings, figuratively speaking, in other directions as well.

The republic will open its third overseas office in Tokyo soon (the others are in Melbourne and London). The Tokyo office will be the first one to be staffed by a Nauruan, but no announcement regarding the appointment has yet been made.

The office will also be the first Nauruan diplomatic post abroad, and will be at consular level. Both the Melbourne and London offices are presided over by Australian and British nationals respectively, who have the title of Nauru Representative.

It is understood that the Japanese plan to have reciprocal diplomatic representation on Nauru. The only country directly represented on the island is Australia, which maintains Mr. Richard Gate, who is known as the Australian Representative. He also looks after the affairs of the New Zealand and UK Governments on request.

The closer diplomatic ties with Japan underline the growing business connections between the two countries. Japan is currently the only country outside of Australia and NZ to be a customer for Nauruan phosphate, and the Nauruans chose a Japanese shipyard to build their first bulk carrier, a 30,000 ton vessel now under construction.



# A timetable for New Guinea

From a Canberra correspondent

The Australian Government in late April began first moves which will virtually put into effect a timetable for self-government in Papua-New Guinea. The government accepted the recommendations of the P-NG House of Assembly's select committee on constitutional development, as passed by the assembly in March (PIM, Apr., p. 22).

Minister for External Territories, Mr. C. E. Barnes, introduced into Federal Parliament on April 29, a bill which will enlarge the next P-NG House of Assembly from its present 84 elected members to 100 elected members. The bill will increase the number of open electorates from 69 to 82 and the number of regional electorates from 15 to 18. Elections for the 1972-76 assembly will begin next March/April.

Mr. Barnes said that further changes in the legislature recommended by the committee will be embodied in legislation to be put before Federal Parliament later this year. These changes will involve creation of up to three nominated members of the House to represent special groups; the reduction of the number of official members from 10, as at present, to four; the abolition of the titles of Ministerial Member and Assistant Ministerial Member and the creation of up to 17 titles of Minister; and a change in the composition of the Administrator's Executive Council so that it would comprise the Administrator, three official members and 10 ministers. There would also be a change in the name of the territory, which will be called simply "Papua New Guinea", and not the "Territory of Papua and New Guinea".

When all these changes eventually go through Federal Parliament, the House of Assembly will be empowered to have a total of 100 elected members, four official members and up to three nominated members. The decision to include nominated members is a reversion to the old days of the Legislative Council; there have been no nominated members in recent P-NG parliaments. It is intended that one of the nominated members be a woman should no woman be elected by the general voters.

These moves in Federal Parliament are all routine and expected. What is interesting is the statement on constitutional development made by Mr. Barnes in the House on April 27, when foreshadowing the legislation.

He pointed out that the select committee had asked that the territory "be geared to prepare for internal self-government in the period 1972/76, during the life of the next Assembly". He said Federal Government in accepting what was in fact an approximate timetable would "adopt a flexible attitude". It would prepare a programme for movement to full self-government in 1972-76 "but the execution of that programme will have regard to the state of

opinion as it develops after the 1972 Assembly elections and to the policies of the political leaders who then emerge".

This is a sensible attitude in view of the fact that the present assembly is not itself in agreement about the pace of self-government.

Mr. Barnes promised that meanwhile localisation, particularly in the public service, will be stepped up but "positive action" will also be taken to maintain sufficient expatriate officers, "not only by recruitment but also by ensuring confidence in a rewarding career to serving officers". A new five-year development programme would be weighted towards indigenisation, he added.

● See "Political ABC", p. 30.

## Politically, Micronesia moving again

Political developments in US Micronesia are moving again, after the rather stunned calm that followed the burning down of the Congress of Micronesia on Saipan on February 20.

Unknown arsonists were responsible—and it's still believed that the fire had a lot to do with the fact that the Marianas District objected to a bill which sought to put a three per cent. income tax on all TT incomes from July 1, and the additional fact that the Marianas District legislature had just decided that the district should secede from the Trust Territory "by force of arms if necessary". (PIM, Mar., p. 23).

The tax bill will come into force notwithstanding. It was signed into law by High Commissioner Edward Johnston in March, without further fireworks.

Meanwhile, the United States has agreed to continue talks on Micronesia's future political status, and Dr. Franklin Haydn Williams has been named as President Nixon's personal representative for the negotiations. Dr. Williams served as Deputy Assistant Secretary of Defence from 1958-62, a fact which has not gone unnoticed. His talks will be with the Congress of Micronesia's new Joint Committee on Future Status, just set up under Senator Lazarus Sali (PIM, Apr., p. 24).

The question of Marianas secession will, of course, have to come up. The Marianas attitude, which is not new, is now regarded as more pressing by both the Micronesian Congress and the Washington administration. The longer the administration takes to sort out the political future for the TT, the greater the danger of there being a permanent split within the TT. Some observers are now looking at the possibility of a TT without the Marianas, although this does not appear to be what most Micronesians want.

The Marianas have been having talks on the subject with administration officials both in Saipan and Washington. On Saipan in March they spoke with US Ambassador-at-Large David Kennedy at a closed meeting, and in April delegates were in Washington.

In early May the homeless Congress of Micronesia will hold its first meeting away from Saipan—in Truk.



These bananas were destined for New Zealand. They had to be sold off at 70 cents a case because of the dockworkers' strike in April.

## Fiji's dock strike — a test for Mara



The strike by Fiji stevedores in April provided the first real test for Ratu Sir Kamisese Mara's Alliance Government since independence on October 10. The stevedores went on strike in Suva on April 8, demanding an increase in basic pay from 32c an hour to 62½c, and improved conditions. It soon spread to Fiji's other major port, Lautoka.

A board of inquiry heard evidence from shipowners and the stevedores, and held its decision. But it did issue an interim report, just after the owners offered an across-the-board increase of 6c an hour. The board described the strikers' demands as unrealistic and said that the shipowners offer of an 18.5 per cent. rise seemed to be the maximum they could expect.

Ratu Sir Kamisese Mara postponed an official visit to Australia, scheduled to start on April 26, because of the strike, saying he felt he could not leave the country at such a time.

The strike was called by the Fiji Seamen's and Dockworkers' Union after earlier negotiations for an increase had broken down. Union secretary Taniela Veitata said the union would not negotiate with shipowners until the board released its findings.

Veitata said that living standards of his members were extremely low.

An economist told the inquiry that a big increase, of the amount sought, would have a fairly heavy impact on the Fiji economy as a whole and might increase the retail price of goods by one per cent.

Veitata said the dispute was with

the "big companies only". But the big companies operate the major internal services in the dominion, and therefore food supplies for many of the outer islands were quickly cut.

Planters were in a dilemma. If they cut their copra they did not know when it would be lifted. If they left the coconuts lying on the ground they would sprout. The copra mill in Suva quickly cut back on operations, but was able to divert the staff to other work.

Fiji banana planters missed out on a shipment to New Zealand. About 4,000 cases were left behind. About 3,000 were sold locally at 70c a case or given to institutions. The rest were sold to piggeries or dumped.

Apart from essential food supplies, liquor supplies soon started to run low outside Viti Levu. The Savusavu and Taveuni planters found themselves without beer.

One unfortunate aspect was that a consignment of urgently needed medical supplies was not unloaded, in spite of an appeal by the Director of Medical Services, Dr. Charles Gurd.

Food rationing on a voluntary basis, and price control, were two side effects of the strike.

In some villages in Nairai in the

Lomaiviti group, the villagers lived as their forebears did on island fruit and vegetables and what they could catch in the sea.

Soon after the strike started a survey revealed that essential food imports such as flour and sharps, were at a very low level. Some bakers considered they could carry on for a week, others for a month.

Potatoes, tomatoes and other imported vegetables rocketed in the markets, with tomatoes up to 50c per lb, and potatoes at 25c to 30c per lb (from 10c to 12c). Dalo, which could not be shipped to NZ, sold in the Suva market for \$2 a case, with the middlemen jumping in to buy it and sell it in bundles to return \$4 a case.

Overseas ships carrying food in the holds waited at Suva for a few days, and then continued their voyages.

On April 27, Ratu Mara announced that as a result of the shortage of consumer goods, the government would immediately introduce price control on a range of basic goods significant to the cost of living. He said the government agreed with the interim report of the board of inquiry that it was unrealistic to expect trade unions to exercise restraint in wage claims unless an attempt was made to control prices also.

Danger of inflation had been causing the government concern for some time, Ratu Mara said, and the government intended to implement a full prices and income policy in Fiji, irrespective of the present strike.



## In a Nutshell

● Western Samoa's police, using a 1961 ordinance, have shut down public entertainment after 12 midnight. This follows complaints by residents of noisy clubs and rowdy behaviour up to four in the morning.

Permits for public entertainment are now issued on condition that entertainment ends at midnight unless otherwise authorised. The new permits became effective in early April and almost immediately it was obvious that one person's poison is another's freedom.

Critics said individual freedom was threatened by the decision and that tourists would want to continue after midnight.

● "It will be the last," they keep saying about New Guinea's Mt. Hagen Show. "It will become too civilised and it'll die". It isn't dead yet, and the 1971 Hagen Show is scheduled for August.

● Dr. M. Y. Ali, who has held teaching posts in universities in the US, Sudan and Singapore, and is currently Senior Lecturer in Pathology at the University of Tasmania, has been appointed Professor of Pathology at the University of Papua and New Guinea.

● Norfolk Island's Kingfisher Airtel was virtually destroyed by fire in late March. Thirteen people staying at the hotel escaped injury but the fire brigade was unable to stop the blaze from engulfing the complex. The hotel site is part of Norfolk's history. It was a station for the Pacific cable link built early in the century.

● The huge Bougainville copper project has finally attracted a surfeit of labourers. New Guineans who have been making their way there in their hundreds, attracted by the good wages and conditions, are not now welcome unless they are skilled, because the construction phase of the project is now near completion.

● Speaker of the P-NG House of Assembly, Dr. John Guise, said in Port Moresby in April that the pace of localisation in the territory should be speeded up, as it had been in Indonesia. He made his statement after having led a parliamentary

delegation to Indonesia in early April.

He said he hoped there would be further visits between the adjoining territories soon, and that he hoped Papua-New Guinea would include the study of Bahasa-Indonesia in its teaching syllabus. Dr. Guise said the visit, which was a most successful goodwill tour, made him more confident about Indonesian-P-NG relations. The Indonesians had seen for themselves that New Guineans had the future of the territory in their own hands and that independence for P-NG was inevitable. The mission had shown the Indonesians that both P-NG and Australia were friendly to Indonesia. Dr. Guise added that he was proud to have led the first P-NG delegation to another country.

A member of the delegation, Mr. Patik Nimabot, said in Port Moresby that before his visit he had felt that densely-populated Indonesia might one day take over P-NG, but Indonesians during his visit had not expressed any ill-feelings towards the territory.

● Mr. J. W. Weeden was visiting Papua-New Guinea in April to collect facts to enable him to report on the future of the Australian School of Pacific Administration. He has been commissioned by the Commonwealth to make the investigation.

● Mrs. Makitinopara Moeareone was found dead in bed in her Mangaian home, Cook Islands, after the house was struck by lightning on April 20. None of the other occupants of the house was hurt, and an inquest found she had died of acute heart failure and shock.

● A lightning strike in the Noumea Customs Department at the end of March brought a speedy reaction from Paris.

The striking Customs employees demanded an increase in their department's budget, to cope with the ever-increasing imports handled through Noumea—and they got it. (The Noumea Chamber of Commerce last year began paying the salaries of two extra employees in the Customs Department because the State had not provided the finance).

In addition, the Customs Department workers demanded opportunities for Caledonians to be promoted into the top grade of their department, and this request was also met by Paris. Until now, all top division posts in the Customs Department have been occupied by Metropolitan French. The successful strike lasted four days.

● The Hotel Mendana in Honiara is to undergo a \$500,000 expansion, starting July. Additions will be built in three stages; the immediate erection of a three-storey block with 36 rooms fronting the beach, together with new kitchen and dining room, and a swimming pool. The further accommodation blocks with 60 rooms then follow. The completed hotel will total 102 bedrooms, and a new company, Mendana Hotels Ltd., will shortly be incorporated to carry out the development. Participation in the equity capital will be offered to BSIP residents, while a substantial minority holding will be taken by an "international hotel group", as yet unnamed.

● New Zealand's Minister of Maori and Island Affairs, Mr. Duncan MacIntyre, in April completed a 14 day trip to the Tokelaus during which he discussed the setting up of a pearl industry and turtle farming. On his return to NZ he said the government now felt it better that the Tokelauans should help themselves rather than come to NZ; for that reason only 15 secondary school-age children would come to NZ each year from now on, instead of whole families.

● Few people in Apia in April knew why the Western Samoan Cabinet had undergone a major reshuffle. Prime Minister, Tupua Tamasese Lealofi, was generally tight-lipped about the changes and the *Samoa Times* was left to comment, "it is generally taken that they [the changes] have resulted in a better allocation of duties".

First indication of the reshuffle came in late March when Minister of Post Office and Radio, Fatiafafa Momo'e, resigned without public explanation. It was announced he was to be replaced by Vaai Kolone, representative for Vaisigano, and brother of Lesatele Rapi, Minister of Works in Mataafa's old cabinet. Instead, Kolone became Minister of Health in the place of Fuimaono Moasope, who became Minister of Post Office and Radio.

Tuala Paulo then moved from the Justice Department to the Education Ministry, having changed places with Amoa Tausilia, while the rest of the ministers retained their portfolios.

● The Fiji Rugby Union has been urged to seek more major international matches and visits by leading overseas sides. This follows a series of losses on overseas tours, culminating with a \$3,000 loss on last year's tour of New Zealand. The Fiji Rugby



Union secretary Derek Robinson told the union's annual meeting in Suva recently that the international tours agreement was working against Fiji. The agreement provides for the home country to take all profits from tours and is based on the supposition that return tours over the years would even expenses out. Mr. Robinson said that over recent years Fiji played 128 games overseas and had two major internationals (Wales and NZ) and four NZ Maori team tours in return.

He said last season's loss had only been offset by the generosity of the Hawkes Bay Rugby Union of NZ.

A tour by its Saracens side had given the union more than \$600. Sir Maurice Scott, stepped down after 23 years as president of the union, and is succeeded by Ratu Penaia Ganilau, Fiji's Minister for Defence and manager of Fiji touring teams in NZ in 1957 and England and Wales this year.

- Legislation designed to improve the economic development of the Trust Territory of the Pacific Islands was approved in April by the US Senate Interior Committee. Among other things, the bill would implement a US-Japanese agreement to provide \$5 million by each country to compensate inhabitants of the islands who suffered damages during World War II. It would also set up a Micronesian Claims Commission to handle such claims, and increase from \$1 million to \$5 million an existing authorisation for funds to assist the area's economic development.

- The Marshall Islanders are counting the days until the new \$US2 million-plus Majuro airfield will be operational reports the *Micronitor*, published in Majuro. Future plans call for the extension of the runway to 10,000 ft to accommodate larger jets, including the Jumbo 747s. Meanwhile the construction site is a hub of activity where man and machines are clawing the landscape.

- This year's Town and Country Planning Overseas summer school, to be held at Southampton University, UK, in September, will discuss "management in the planning process". Those interested in planning problems in developing countries can get further information from Mr. P. R. Rathbone, Town and Country Planning Summer School, c/o Town Planning Institute, 26, Portland Place, London WIN 4BE.

- The Australasian Petroleum Company in April announced plans to drill an oil well in the Southern Highlands of Papua. The well, the

27th drilled by the company in the territory, will be on the Mananda anticline some eight miles south of the Komo-Mananda patrol post and airstrip. A base camp has been set up at Komo and areas of ground are being prepared for storage of materials, helicopter pads and for the eventual camps for the personnel who will live at Komo during the drilling operation.

- A Sydney-based mining company, Southland Mining Ltd., has been granted permission to apply for prospecting licences and mining leases in the New Hebrides. The three-year-old company is interested in manganese production and minerals exploration. It already has an interest in the French company mining at Forari, Le Manganese de Vate. The authorisation does not apply to Tanna, which is not open to prospecting for the time being.

- George Barley, a Fiji representative Rugby player, has signed up in the cash ranks with the Balmain (Sydney) Rugby League team. Barley, a part-European, started his career with the Cadets club in the Suva European competition, and from there graduated to top rank in the Army. More than a decade ago, Fiji Rugby writer, the late Frank Ryan, tipped Barley as one who would have a successful career. He toured England and Wales with Fijian teams, and in April was one of two Fiji players chosen to go to England to take part in the Rugby Union centenary celebrations. He has signed a contract to play for Balmain for three years.

- A new terminal has been completed at Bauerfield airport, Vila, and its facilities are already being used by overseas carriers, UTA and Pacific Islands Airways.

- The senior New Guinean officer in the Australian Army, Captain E. D. Diro, has been promoted to the rank of major. He is now commanding officer of C Company, First Battalion, Pacific Islands Regiment, the first New Guinean to be a company commander.

- Sixty-one Tongans will arrive in New Zealand in May to work in Wellington's Hutt Valley industrial area. They are all aged between 21 and 45, and they are the first under a new scheme to give Tongans employment in NZ.

- Papua-New Guinea has become a full member of the Asian Development Bank and the Assistant Ministerial Member for the Territory,

## THEY'RE ROWING THE PACIFIC

John Fairfax, the 33-year-old English adventurer, and a companion, Sylvia Cook, were due to leave San Francisco on April 25 to row 7,000 miles across the Pacific to Australia. Fairfax, last year, became the first man to row solo across the Atlantic, and now is hoping for a Pacific "first" to row the Pacific. In their 35 ft rowing boat, *Britannia II*, they started with 1,300 lb of food and water—two-thirds of what they will need. They expect to fish the balance from the sea in the 10 month row.

Mr. Oala Oala Rarua, has been appointed territory governor of the bank. The bank will provide technical assistance and access to soft loans at an interest rate as low as 1½ per cent., as well as loans at commercial rates. In April Mr. Rarua spoke at the ADB annual meeting in Singapore and said PNG people realised that political independence must be accompanied by economic and financial self-reliance. He added that as local resources of capital and skilled manpower were scarce, economic development would depend heavily on continuing investment. Seventy-five per cent. of the people were still involved in subsistence production, but agricultural production for export was still the basic monetary activity, he said.

- An influenza outbreak over Easter filled the Nukualofa hospital. Although there were no deaths, the public were told there was no room for further admissions.

- Papua-New Guinea's new national flag, approved by the House of Assembly at its March sitting, made its international debut in Singapore in April, when it flew alongside flags of other nations at a meeting of the Asian Development Bank, attended by P-NG delegates. The flag has been flown publicly in P-NG for some weeks, alongside the Australian flag.

- The New Zealand Leper's Trust Board in April gave a record \$NZ188,000 for the relief of leprosy and other tropical diseases in the South Pacific. Among the grants was \$3,000 for occupation therapy facilities at the P. J. Twomey leper hospital in Fiji and \$40,000 for a new lecture theatre at the Fiji School of Medicine.



## \* Footnotes

IN Papua-New Guinea, whose House of Assembly has now decided against both "Pagini" and "Niugini" and has put off indefinitely a decision on a new name, political parties come and go and change their names overnight in a most bewildering fashion.

At the March meeting of the House the air cleared a little, and it may clear more at the June meeting if proposals to re-arrange seating so as to allow party members to sit together come to fruition. At the moment it is still not quite clear which and how many members each party can claim.

As predicted in this column, the prolonged gestation of the so-called Independent Group, formed in 1968 to oppose the mildly radical Pangu Party but with no publicly avowed positive platform, has produced two parties, one led by Tei Abal of the Western Highlands and the other by Julius Chan of New Ireland.

Mr. Abal's party, which first called itself the Compass Party but has now changed its name to the United Party, may be regarded as located in the far right of the political spectrum. It is in the main a Highlands party, and indeed has its origin in part in a social organisation called the Brothers Four Movement (the four brothers being the four Highlands districts) and in part in a political programme propounded by John Watts, member for the Western Highlands Regional electorate.

The United Party is at present trying to shed two embarrassing images, that of a regional party and that of an expatriate dominated one. Its anxiety to do this no doubt accounts for its adoption of the rather insipid name United Party in place of the much more evocative label Compass Party.

Mr. Chan's party, which has named itself the People's Progress Party, may perhaps be best described as a right centre party. At present it is playing things quietly (Julius Chan is by nature a quiet man), and by so doing is at least avoiding the *faux pas* which are being made by the more vocal parties. At present the PPP appears to comprise mainly New Guinea islands and coastal mainland members.

On the political left is Pangu (Papua and New

## ABC OF P-NG's PARLIAMENTARY POLITICS

Guinea Union), which was formed prior to the 1968 national elections and has since received a generous measure of publicity both in Papua-New Guinea and overseas.

Its parliamentary leader, Michael Somare, young, energetic and forceful in debate, heads a small, rather uneven and sometimes unpredictable team. Pangu has been the target of a lot of abuse and has encountered plenty of frustration since

1968, but has recently had the inspiring experience of doing very well indeed in elections for the newly established urban local government councils in Port Moresby, Lae and Madang. Its successes include the election of its national secretary, Albert Maori Kiki, to the Port Moresby Council.

Whether this success presages success in next year's national elections remains to be seen. We

may expect that the conservatives will use it to bolster their oft repeated claim that radicalism is an urban phenomenon, against the conservatism of the rural areas.

That incredible figure, young Thomas Kavali, the radical Highlander, has formed his own party, the Papua New Guinea National Party. Definitely a party of the left, though how far left does not yet appear. This mini-party does not number more than two or three in the House, but could form the rallying point for a younger generation of less conservative Highlanders at the next elections.

The fifth party somewhat tenuously present in the House is the Sepik based Christian Democratic Party (or United Democratic Party as it sometimes calls itself) to which three or four MHAs claim to adhere. But what can one say of a party which announces its impending amalgamation at one moment with left-wing Pangu and



WITH PERCY CHATTERTON  
in Port Moresby



at another with right-wing United Party, except that it seems unlikely to have any future.

When the air clears, if it does clear, in June, the United Party will probably be able to muster between 40 and 50 members, that is, either just under or just over an absolute majority, and the other two main parties, Pangu and the PPP, about a dozen each. If these guesses are correct, between 10 and 20 of the House's 84 elected members are still uncommitted, and this group includes a substantial proportion of Papuan members who are not yet attracted by any of the existing parties. This is probably due to the fact that the problem of Papua qua Papua is still unresolved, and has roots in history and economics as well as in geography.

Papuans themselves are divided on this issue. Some like to think of themselves as Papuan nationalists, though possibly they are not quite sure what they mean and Elbia Olewale's proposed Papua Action Group doesn't seem to have succeeded in getting off the ground. Others show signs of becoming more New Guinean than the New Guineans. Said one young Papuan student recently, "I am a Papuan but I think of myself as a New Guinean". This sounds fine and probably goes down well on the campus. But I can think of some places in New Guinea where, if he put that one across, he would be told, "You're not a Guinean, you're a b—— Papuan."

Between these two extremes there are many Papuans who regard Papua-New Guinea unity as inevitable and vaguely beneficial, but have their qualms about it.

The March meeting of the House brought to the surface regional and racial animosities of unprecedented bitterness, and it is superficial to suggest that these fireworks were no more than symptoms of tiredness and irritation at the end of a long meeting.

It has been pointed out rather acidly that Papuans and New Guineans from different regions get on with one another well enough in the army, the police and the university. This is true and I think it brings out a very important point, namely that the animosities which erupted recently in parliament are basically political, not tribal or social. Papuans and New Guineans, even members of the House of Assembly, can get on very well together until they start discussing politics.

It is at least possible that the slanging match which marred the last meeting of the House was not unconnected with the hard line taken by Messrs. Gorton and Whitlam on the political future of Papua-New Guinea. They made it clear that both the major Australian political parties intend to adhere rigidly to the 1 ex-colony = 1

nation formula which has caused so much suffering and bloodshed in Africa.

To the threat of compulsory unity some Papuans and New Guineans have reacted in a very human way, and the situation has been made more tense by the support given to the Gorton-Whitlam closed mind line by the PNG Administration and by some indigenous politicians who aspire to be big fish in a big, big pond.

Be this as it may, the cause of unity is certainly at a very low ebb. Perhaps our best chance of rescuing it would be to leave future political options as open as possible while we concentrate on the job of building up mutual understanding, mutual tolerance and mutual goodwill in personal and social relationships at all levels. If our National Day celebrations achieve this they will not have been wasted even if we don't end up as a single nation.

On March 22, HRH the Duke of Edinburgh, spoke at the Hubert Murray Stadium in Port Moresby, a mile or so away from the spot on which in 1884 Commodore Erskine, RN, hoisted the Union Jack and declared south-eastern New Guinea a British Protectorate, Prince Philip used these words: "It is most important to get priorities right. It is vital to realise that public administration, health, education, economic growth and industrial employment are all means to an end not ends in themselves. All these things exist so that individual people, families and social groups can live in freedom to enjoy a life style and a culture of their own choice. No development, political or industrial, is justified if it threatens to destroy this freedom."

That was well said, and very relevant to our present situation in Papua-New Guinea.



Albert Maori Kiki (left) and Julius Chan.



## New Caledonia hosts the islands

Just four months to go to the South Pacific Games in Papeete in September and Islands territories are either hard at work holding their own championships, or sending the cream of their athletes to perform "overseas". For instance, the New Caledonians in April matched themselves against boxers from Fiji, Rugbymen and weightlifters from Tahiti and yachtsmen from New Zealand.

The Fijians starred in an international boxing evening on April 3, organised by the Le Nickel company's sports club. The Fijians contested 10 amateur bouts against the locals, while middleweight gold medallist from the Port Moresby Games, Alipate Korovou, fought a professional bout against Australian Dick Blair.

The Fijians won three of the amateur bouts: Alipate Ledua (super-lightweight), Sefanaia Vakacequ (middleweight) and Eminohi Harada (flyweight). The locals won four: Emmanuel Tonhoueri (lightweight), Mitra Kaloi (welterweight), Noel Hmae alias Kautche and Wallisian Sosefo Lie as superwelers. Three bouts were drawn.

In his professional match, Korovou won a points victory over the Australian, Blair. The Fijian champion has been working a year in New Caledonia and was keenly supported by 2,000 spectators in the Noumea indoor stadium.

The Fijian boxers were followed by the Tahiti Rugbymen and weightlifters. Rugby has not been a traditionally strong sport among the Pacific French and the Tahitians claimed to have been only playing about one year. The rivalry was nevertheless keen; New Caledonia won both matches at the Magenta stadium, 9-3 and 12-6.

In the weightlifting, Tahiti won three out of five categories. Best results by the Tahitians were: A. Martin (lightweight) with 539 lb; Andre Chung (middleweight) with 627 lb, and Eric Smith (light-heavyweight) defeated Port Moresby gold medallist Selefén, with 731½ lb. Caledonian winners were Gutuhau Soane (featherweight silver medallist at Port Moresby) with 539 lb, and Martial Bone (heavyweight) with 726 lb.

Caledonian sporting interest then turned to yachting, when the territory was represented in the NZ yacht race from Whangarei to Noumea. It was the third time this event had been



organised, but more significant for the Caledonians, they were competing for the first time aboard the "Dame de Corail" (Coral Maid.)

Line honours were taken on April 25 by NZ sloop *Kismul* with, second, 31 ft yacht, *Chico*; *Chico* was unofficial winner on corrected times. *Coral Maid* was not among the leaders at the finish.

## PNG withdraws from Rugby, volleyball

The New Caledonians will send 240 to the Games.

Papua-New Guinea announced in April it would send a team of 164—a considerable cut in numbers following a decision not to be represented in Rugby or volleyball.

The Rugby withdrawal came as no surprise as the PNG association was faced with a difficult fund raising effort, and the team had already completed a tour of North Queensland. Volleyball was different; the game is increasing in popularity in the territory and there was some dismay when volleyball administrators announced they wanted to spend funds on home facilities rather than an overseas trip.

The team will sport a new look. Hats are gone for both sexes. The men will wear bottle-green shorts, long white socks, and green slip-on shirts bearing a pattern similar to the Games tiara flower emblem. The women will wear pant suits.

New Guinea's preparations are reaching fever pitch as final and preliminary trials are held, and sporting bodies frantically raise funds to reach a target of at least \$60,000. A subsidy has been promised by PNG's government, but it's contingent on what is raised by public subscription.

Marathon trials in Port Moresby nearly ended in tragedy when Solomon Island runner Andrew Dakatia was knocked down by a car and seriously injured. At last report he was

recovering, but had been sent to Brisbane for further treatment.

Athletes around PNG are faced with the problem—as in other years—of a lack of good coaches, and to make matters worse the team that won a good share of gold medals at the third Games has been scattered to many centres and some top athletes complain of lack of competition.

Woman athlete Salitia Pipit, who won the 800 metres at Port Moresby, is regarded as one of the best prospects. At last year's championships she easily won all titles from 100 to 800 metres.

PNG's swimmers seem certain again to give a good account of themselves. A training squad was chosen early this year and training is intensive. At least 12 swimmers will make the trip and they will include gold medallist Nigel Cluer, Max Mowen and Charlie Martin, who since the last Games has broken both butterfly and backstroke records over 100 metres. Women swimmers Anne Pini and Tiko Mae from last Games, and Helen Burns, are the lady stars and these "veterans" will be backed by promising young swimmers appearing for their first Games.

PNG basketball teams seem sure to figure in the finals again at Papeete. The women will be out to repeat their gold medal win of the third Games, while the men will try to turn their silver from those Games into gold.

There is a new lineup of boxers on the scene. Three centres have been holding regular tournaments and competition for places in the boxing squad will be keen.

A Port Moresby club soccer team recently made a most successful tour of North Queensland, winning all its matches. This has revived hopes that PNG might at last break into the "big" final at the Games. Administrative problems have plagued this popular sport for two years, but officials are now hopeful that funds will be forthcoming for the Games team.

Weightlifters should again win their share of the medals with old stars like the Seeto brothers going.

Champion yachtsman Dobbs has announced he will not be available this year and there's keen competition from "Fireball" men in Lae, Madang, Rabaul and Port Moresby for places in the team. Trials are to be held in Lae in June.

With archery being staged for the first time at the Games it's anybody's guess how the competition will go. PNG cyclists will face stiff competition from the experienced wheel men of New Caledonia.

Amateur Sports Federation secretary, Jack Pini, will manage the team. Mr. Pini was swimming manager at Port Moresby.



## French are diving favourites

French Polynesia, with no need to worry about sending a team on expensive travel, will, as host, expect its share of gold medals. And in no event will it be so confident as in the Games first underwater fishing event. The team's past performances include runners-up three times in the world championships and twice winners of the French championships.

The Papeete organisers have sent details of the event to the nine territories taking part (Cook Islands, Fiji, Guam, French Polynesia, BSIP, Tonga, Nauru, New Caledonia and Wallis and Futuna), a total of 27 contestants.

It's expected that the hunting area will be around Tahiti, although the reef has been rather denuded of fish by local fishermen. The contestants will have to dive about 20 metres for a minute or more and bring their catches to the surface. There should be some good fishing in spite of the local fishermen. September is the egg-laying season for smaller fish and bigger ones come to the edge of the reef looking for them. Sharks are also plentiful in the area, but are not regarded as particularly dangerous. However, precaution against them will be taken.

A special programme is being printed to explain the different varieties of Tahiti fish and their habits, to the competitors.

## Fiji and Tahiti fight it out again

The cream of Fiji and Tahiti athletes met again at Easter during Fiji's track and field championships, held at Suva's Buckhurst Park. They provided one of the most exciting days of sport seen in Fiji for a long time.

Three of Tahiti's "big names"—Jean Bourne (South Pacific Games 100 and 200 metres champion), Jean Salmon (Games high jump champion), and Michel Paillie (800 and 1,500 metres runner)—added spice to the proceedings, and both Bourne and Salmon produced spectacular performances.

From Fiji's point of view some of the greatest thrills came from watching young hurdler Seru Gukilau, who won the first heat of the 400 metres hurdles in a record of 55.5s. In the final, Gukilau broke his new record, turning in a time of 55.4s.

In the afternoon, Gukilau and



Fastest man in the South Pacific—Tahiti's Jean Bourne wins in 21.2s (a new Fiji all-comers' record) the 200 metres final in Fiji at Easter. Fiji's Samu Yavala and Kalivati Cavuilati were second and third.

—Photo: Bindar Pal.

Tahiti's Salmon dead-heated in the 110 metres hurdles, in a new Fiji's all-comers' record time of 15.2s.

The 200 metres featured Jean Bourne first to the tape in 21.2s, slicing .4s of the previous Fiji all-comer's record.

Showing the benefit of recent hard training in New Zealand, Fiji's Samu Yavala came second with 21.6s. Later in the day he retained his 400 metres title with a time of 48.6s.

In the high-jump, Jean Salmon of

Tahiti equalled the Fiji all-comers' record by winning at 6 ft 4 in.

Bourne equalled the Fiji all-comers' 100 metres record of 10.6s in winning his heat and repeated the time in winning the final with ease from Cavuilati, Aca Salmon and Roy Thomas, all of Fiji.

In the senior 1,500 metres, Tahiti's Michel Paillie (Tahiti) found Suva's Cecil Ono, Arthur Levula and Kalivati Raciri too much for him and was placed fourth as the Suva trio finished in that order. Ono's time was 4m 18.4s.

Ono, who is a Solomon Islander, and 18-year-old Rajendra Prasad, who turned in the best 5,000 metres performance seen in Fiji for some time, are considered very bright prospects for the games in Tahiti.

Prasad won the 5,000 metres in the season's best time for the distance—16m 13.2s. He ran like a veteran, dogging New Zealander Noel Longman, a Suva representative, until he judged the time right to put on the pressure. An inspired Cecil Ono took the 10,000 metres title in 35m 2s.

Field events were highlighted by a winning long jump by Tony Moore, of Suva. He cleared 23 ft 9 in—only an inch from Yavala's Fiji all-comers and national record.

In the women's events, Fiji's Elenor Phillips and Nona Hill—both of whom have been out of the lime-light since the 1969 South Pacific Games—turned in good performances. Phillips won the high jump with a jump of 4 ft 11 in and the shot-put with a toss of 34 ft 4 in. Nona Hill tied third in the 400 metres final and was third in the 200 metres. L. Tuigunu was first in the 200 metres with a time of 25.9s. Liku Make won the 400 metres with a time of 62.6s.

## Small GEIC team

The Gilbert and Ellice Islands, which didn't send a team to the last Games, will send six tennis players, four athletes and two officials to Papeete, its ASA announced in April.

## Help for Cooks

World famous athlete Peter Snell, and Ron Grimmer, regarded as one of New Zealand's top boxing trainers, spent a week at Rarotonga in April to help train Cook Islands runners and boxers for the Papeete Games. Their visit was sponsored by Rothmans Sports Foundation, in conjunction with the Cook Islands Sports Association.





## Tropicalities

The Fiji tourism scene, always a pot pourri of fact and fiction, offers something new every month. If there isn't a super new resort project in the air, there's a proposal to introduce a new cruise ship. Or a rumour of a million-dollar hotel takeover.

Recent *actual* developments include the introduction of a \$F50,000 pleasure cruiser called *Adi Kuila* on a daily run between the Korolevu Beach Hotel and the island of Vatulele; the purchase of the 112 ft Blue Lagoon cruiser *Sayandra* by Tradewinds Marine Ltd.; news of the Royal Military Forces' forthcoming trip to Canada; Naviti Investments Ltd.'s purchase of the Hotel Isa Lei for an undisclosed sum (PIM, April, p. 31), and the expansion to Australia of Hunts of the Pacific Ltd., Fiji's biggest handler of incoming tour business.

The rumour department included a hopeful prediction that news of the much-vaunted Natadola resort development, subject of a complicated land-wrangle, would be released "any day now"; a whisper that the highly successful Tradewinds Hotel in Suva had received three offers in as many months and that all offers had fallen through, and speculation that the luxury cruise vessel *Norango*, former private cruiser of the multi-millionaire Woolworth family, would soon join Fiji's cruise industry.

Local people were interested to hear that sales of Fijian *masi* (bark cloth) had earned more than \$F20,000 for the villagers of Lau, Vanua Levu and Vatulele during the past six months—and that Fijian firewalkers had overcome the problem of two week's abstinence before each performance and had agreed to walk the hot stones twice a month. (The explanation was simple, said Korolevu Hotel entertainment director, Hector Macdonald. They'd split themselves into two groups, so that one group could be abstaining while the other was not. Payment to the firewalkers would be more than \$700 a month).

On the personal side, people sympathised with Fiji Visitors Bureau general manager Rory Scott's plea for formal wear, more appropriate to the Islands than collar and tie. He was inspired by a recent trip to the Philippines, where he found everyone, including the President, wearing the traditional *barong tagalog*, or em-

broided shirt, even on the most formal occasions.

"Despite much ribald ribbing since I first brought up the subject of the embroidered shirt, I feel the matter should be given more thought," said Mr. Scott at a recent board meeting.

"The bula shirt has become closely associated with Fiji. I suggest we come up with something a little more dressed-up—perhaps a white bula shirt with a band of *masi*. It would be acceptable to all races."

Hunts of the Pacific Ltd. has achieved something of a commercial coup for the Islands with its purchase of a major shareholding in the Sydney-based company, Paxton's Australian Tours Pty. Ltd.

It's believed to be the first time that a primarily Fiji-owned business has established itself in Australia by gaining control of an Australian-owned company.

Paxton's Australian Tours, (an associated company of Robert Paxton's Travel and Paxtours, between them occupying a five-floor office building in Pitt Street, Sydney) is one of the biggest tour companies handling overseas visitors to Australia.

Hunts of the Pacific, which is registered as a public company although not yet listed on the stock exchange, handles more than 25,000 visitors entering Fiji on group tours each year.

Managing director of the Hunts group, Mr. R. W. Warner, said the name Paxton's Australian Tours would be phased out and replaced with the name Hunts of the Pacific Australia Ltd. by the end of this year. The company plans to open a

servicing office in Melbourne, establish representation in other Australian States and enter the ground transportation field in Sydney.

An announcement about the opening of a new Hunts' office in New Zealand was also expected during April or May.

The Fiji-based company opened its first overseas office in mid-1970 when it bought out Keithie Tours and formed Hunts of the Pacific (Sol. Is.) Ltd., in which Mendana Travel of Honiara is a shareholder.

Hunts' Travel Service was established in Suva 25 years ago by two of the best-known people in Pacific tourism, Iris and Harvey Hunt. They are directors of Hunts of the Pacific, which was formed in December, 1969 to handle tourist traffic into Fiji. BOAC Associated Companies are shareholders.

The company now has more than 130 staff-members, operates a large fleet of air-conditioned chauffeur-driven cars, runs air-conditioned coaches and has an interest in the largest U-drive company in Fiji.

### Still down on his neck

Premier of the Cook Islands, Mr. A. R. Henry, found during a visit to Auckland in April that his controversial Entry and Departure Amendment Bill was still bringing the critics down on his neck, as it deserved. The bill allows the government to deport anybody not at least 50 per cent. Polynesian if they have not been conducting themselves in a desirable manner—whatever that might mean.

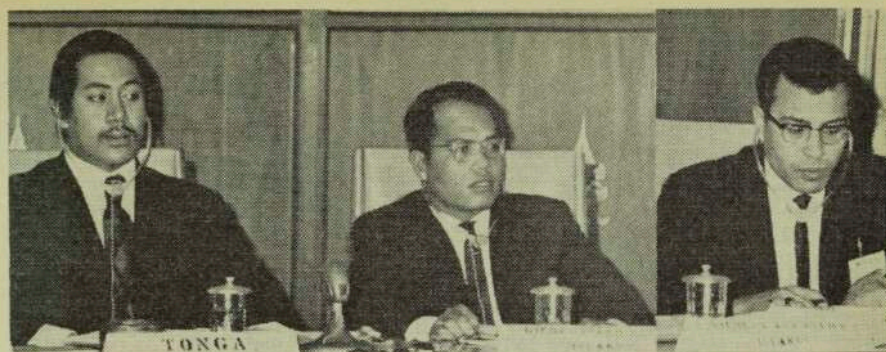
He denied at Press interviews in NZ that the amendment was racially discriminating. He said if it were discriminatory then he would be "discriminating against 16 of my own grandchildren who have more European than Cook Islands blood". In any case, he said, it was an interim measure and permanent legislation on immigration would be introduced in October and only after consultation with the NZ Government.

Earlier, in Rarotonga, the Premier said that "good settlers in the Cooks—the useful and law-abiding ones—have nothing to fear". He would not use the laws against people "who just talked".

Mr. Henry had already made it clear that he would probably use the law to get rid of two particular men in the Islands, both allegedly involved with drugs. He also seems to have his sights on another man, but for a different reason.



At a Bangkok ECAFE seminar in April: From left, Prince Tupouto'a, Assistant Secretary for Foreign Affairs, Tonga; Mr. Taomati Taurabakai, Iuta, official of the Financial and Development Administration, GEIC; and Mr. Geoffrey Arama Henry, Research Officer, Public Service Commission, Cook Islands. Tonga has applied for ECAFE membership.



There is no appeal against a decision made under the new bill.

In Fiji in April a similar aspect of a somewhat similar problem also brought controversy. The Fiji Government refused to accept demands by the parliamentary opposition for an appeals tribunal to review ministerial decisions on passport and immigration matters.

The government claimed that an appeals system for the new Passport Act wasn't necessary because the Fiji constitution protected citizens from "arbitrary or capricious" decisions by ministers.

The Attorney-General, Mr. John Falvey, said where a passport was cancelled or withdrawn by a minister, the aggrieved person could appeal to the Supreme Court on the ground that he had been deprived of his constitutional rights. The decision didn't satisfy the Opposition.

During the debate on the Citizenship Bill, the Fiji Minister for Labour, Ratu Sir Edward Cakobau, said appeals against deprivation of citizenship could be made to a committee of inquiry composed of barristers and solicitors.

Mr. K. C. Ramrakha, an Opposition member, used the debate to attack the immigration laws of Australia and New Zealand, which he said discriminated against the people of Fiji on the grounds of race or colour.

"Let us not deceive ourselves about Australia and New Zealand," he said. "They are posing as friends and benefactors but the amount of benefit we are getting is not much."

## Fiji may vote on death penalty

Fiji's House of Representatives in April voted to extend by a further 12 months a suspension of the death penalty that had already been in force for the past five years. The House resisted pressure from within and without (the Methodist Church in Fiji) to abolish hanging altogether.

Surprisingly both the Prime Minister, Ratu Sir Kamisese Mara and the Leader of the Opposition, Mr. S. M. Koya, declared themselves personally against doing away with the death penalty.

Mr. Koya said it seemed that the majority of the Fiji public supported retention of the gallows. Mr. C. A. Shah, Opposition, called for the complete abolition of hanging and Alliance member Mr. H. W. Yee said that a complete review of all legislation relating to the death penalty was needed.

The outcome was a suggestion from the Prime Minister that the subject of retaining or abolishing the death penalty should become the subject of a national referendum—which would be Fiji's first. By May 31 next year, when the new extension will expire, a decision will have been made on whether to hold the referendum. General elections must in any case be held by May.

Opposition leader Mr. Koya told the House he had inquired about the number of cases dealt with by judges sitting in the Western District during the past three years.

"It has been nothing but murder, murder, murder," he said, adding, "Murder has become cheap in this country since suspension." It was the country people who lived in fear of murder. They were scared of the man who waited in the cane fields with a cane knife or a shotgun.

The death penalty will still apply where a police officer is murdered by a convict, or where a person commits two separate murders.

Meanwhile, in Tonga the Privy Council in April confirmed a death sentence on Kelepi Suli Leao, 45, of Houma, for the murder of Taufa Lutelo last November. He was hanged on April 27.

The last death sentences in Tonga were imposed on three men in 1968 but these were commuted to life imprisonment. The Privy Council's latest decision is in the face of appeals for clemency from the Free

Wesleyan Church and members of the public.

## Banabans won't forgive Britain

The people of Rabi Island, Fiji, were now settling down as part of independent Fiji, where they were loyal citizens, spokesman for the islanders, Tebuke Rotan, said in Suva in April. But this didn't mean, he said, that the Rabi people were happy with Britain over her treatment of them, and they would continue to demand from Britain a greater share in Ocean Island phosphate.

Tebuke Rotan visited Sydney and Canberra in April to make further plans for the next move "to get justice for the Banabans". The Rabi islanders are the original Banabans of Ocean Island, in the Gilbert and Ellice, and in March the British Government rejected a memorandum from the Rabi people asking that a British parliamentary select committee be set up to investigate their long-standing complaints that Britain had virtually taken their birthright from them.

Tebuke revealed that the Rabi islanders had been discussing the possibility of publicly wearing black armbands "in mourning for the death of justice", as one way of protesting against Britain's action in rejecting the points made in the memorandum.

## Huahine on the tourist beat

Tahiti's two internal airlines, Air Tahiti and Air Polynesie, inaugurated services from Tahiti to Huahine early in April.

Huahine, one of the Society Islands, is 80 miles north-west of Tahiti. It is a rugged volcanic island, divided into two parts by a strait which, at low tide, may be crossed on foot at its narrowest section. The two parts are called Huahine-nui and Huahine-iti—Big and Little Huahine.

The island's airport is on the north-

(over)



western side of Huahine-nui, about 2½ miles from Fare, the main village.

The chief of Fare, Oopa Pita, a nephew of the noted political leader Pouvanea a Oopa, was among the large crowd of Huahineans who turned out on April 3 to greet the Governor of French Polynesia, Mr. Pierre Angeli, and other inaugural passengers.

The opening of the Huahine strip, which is only suitable for small aircraft, means that all the main islands of the Society Group are now within easy reach of Tahiti. The other islands, Bora Bora, Raiatea and Moorea, have had airstrips for years.

Air Polynesie, which has announced a thrice-weekly service to Huahine with a Twin Otter, will fly Tahiti-Huahine-Raiatea and return on Mondays and Wednesdays, and Tahiti-Huahine-Tahiti on Saturdays. The flying time from Tahiti to Huahine is 50 minutes, whereas the flight from Huahine to Raiatea takes only 15 minutes.

Those visiting Huahine on the new air services should find plenty to interest them.

Besides pleasant people and much attractive scenery, Huahine has a profusion of ancient stone *maraes*, many of which have been restored in the last few years by Dr. Yoshiko Sinoto, of the Bishop Museum in Honolulu.

Huahine is also notable for the still-pervading influence of the London Missionary Society whose missionaries laboured on the island from 1818 to 1890. The LMS missionaries included the Rev. William Ellis, author of *Polynesian Researches*, a well-known South Seas classic.

Huahine has been a French island only since 1888. Before that, it was an independent kingdom.

A French force was sent to occupy Huahine in 1846 following the declaration of a French protectorate over Tahiti and Moorea in 1842. However, the Huahineans strongly resisted, killing 18 of the French troops and wounding 43, and the French withdrew.

Subsequently, Britain and France concluded a treaty which guaranteed that Huahine (as well as Bora Bora, Raiatea and their dependencies) should remain independent.

The treaty remained in force until 1887 when Britain agreed to its abrogation on condition that France withdrew certain military forces that had been stationed in the New Hebrides.

The French Tricolor was raised over Huahine in the following year. In those days, the island had a population of about 1,200. It now stands at a little over 3,000.

## Another breakthrough in Church relations

The Melanesian Council of Churches in Papua-New Guinea has become one of the very few such organisations to include the Roman Catholic church in their membership.

At its general meeting in August last year, the MCC voted unanimously to invite the Roman Catholic church to join. And the Roman Catholic bishops of Papua-New Guinea, at their last episcopal conference, decided to accept the invitation.

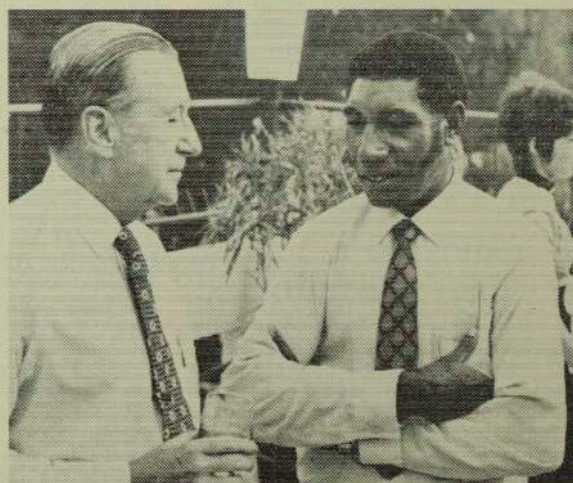
The secretary of the MCC, the Rev. John Key, commented: "This move will give further impetus to ecumenical co-operation and understanding in this country and will be regarded with great interest in other parts of the world."

"Very few national councils of churches include the Roman Catholic church as a full member. . . . This initiative by churches in a developing nation could prove a significant breakthrough in inter-church relations and show the way forward to other longer-established churches."

Fr. Key said that Roman Catholic representatives had already been appointed to the MCC's executive committee, but the church would be formally received at the next general meeting of the council in October.

Members of the MCC since its formation in 1965 have been the Anglican church, the Baptist mission, the Evangelical Lutheran church, the Salvation Army and the United Church (formerly the Methodist mission and the Papua Ekalesia which grew out of the London Missionary Society).

Writers get-together. Robert Trumbull, South Pacific staff correspondent for the "New York Times", who is based in Sydney, and Vincent Eri, author of the recently published New Guinea novel, "The Crocodile", who lives in Port Moresby, find time to compare notes at a Port Moresby function recently.



## In the Wake of the Britannia

Philatelists are frequently, with good reason, disgusted at the stamp policies of some of the Pacific territories, whose governments issue expensive commemoratives at the fall of a coconut. But there was genuine stamp value in the issue of a commemorative by Pitcairn Island on February 22 to mark the arrival that day of the Duke of Edinburgh, the island's first royal visitor (who gave them all a day to remember by shaking hands with virtually everybody on the island—population 82 islanders).

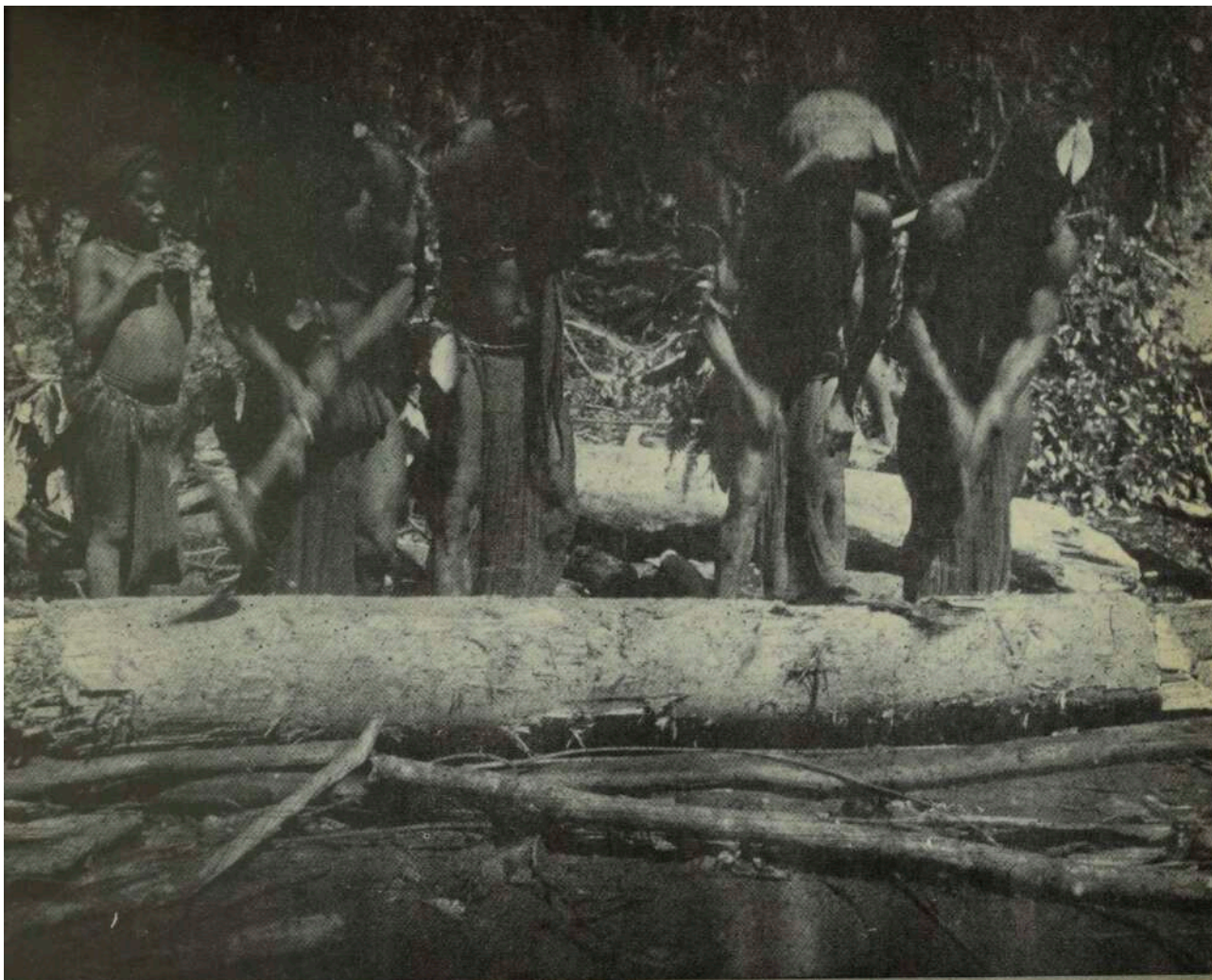
The Crown Agents in London overprinted the current 10c definitive and despatched them aboard the Royal Yacht *Britannia* with the Duke. But a mere 1,000 stamps only were overprinted and every one went to Pitcairn in this royal fashion. Not surprisingly, none was left at the end of the day.

This mention of the Duke reminds us to apologise for a gremlin which had us saying unintentionally last month that the Duke's visit to the New Hebrides was "unimaginative". It was the Duke's visit to Vila which we found unimaginative (although some would argue), and there is more to the New Hebrides than Vila.

At Malekula the dancing by 12 teams from the Big Nambas people, and the Small Nambas and others, and the Namangki grading ceremony, at which a full-circle tusked pig, was symbolically killed, were spectacular and without precedent.

This was the first time the Big and Small Nambas had danced outside their own villages. The work done by District Agent Darvall Wilkins to achieve this was itself spectacular.





## From stone to steel

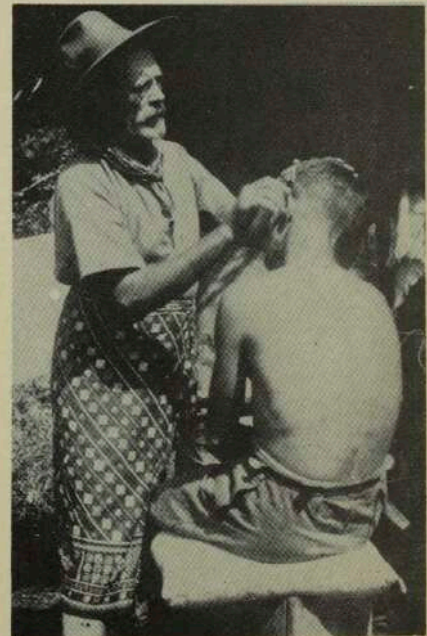
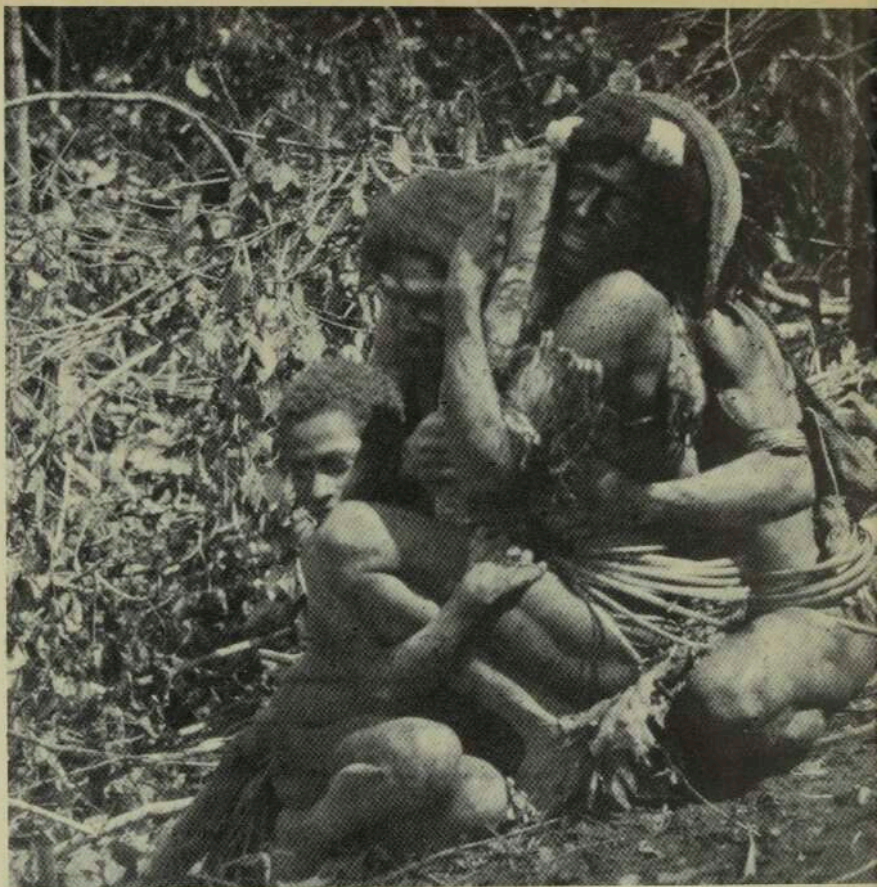
The historic photographs on these four pages were taken more than 40 years ago in the Highlands of New Guinea, but are here published for the first time. They are historic because they are the first known photographs of Highlands wigmen. The photographers, H. V. Seale and Sam Freeman, were members of the Akmana gold prospecting expedition, which we now know was the first European expedition to penetrate deeply into what is now the Western Highlands. This was in 1929-30 and the story of that expedition was told for the first time in PIM in April (pp. 40-49).

European members of that expedition were Freeman, Seale, E. A. Shepherd, Reg Beazley and Bill MacGregor. Freeman and MacGregor are dead. There were two cameras on the expedition, but only the negatives taken by Seale (the mining engineer) appear to have survived. The photographs on these pages are from Seale's negatives and from surviving prints from Freeman's camera. Seale (now 84 and living in Sydney) recalls having kept his films in his tea caddy during the expedition to protect them from humidity. Copies of all prints are being presented by the survivors to the University of Papua New Guinea.

The photograph above, taken at the junction of the Maramuni and Tarua Rivers (the expedition named it Akmana Junction) depicts the first wood chopping contest in the Western Highlands. Wigmen were invited to demonstrate the efficiency of their stone axes on this log, one end of which had earlier been cut into by the steel axes of the expedition. The wigmen were impressed by the greater efficiency of the steel.

TURN THE PAGE







## ... Akmana, 1929

The wigmen were also impressed with the expedition's weapons. When on one occasion wigmen raided the camp and stole the expedition's trade goods, the party got them back by exploding gelignite and firing .303 rifles in the air. The noise caused nearby Highlanders (left) to cling together in fear. The expedition noticed that the local people often clung together for comfort when they were perplexed or surprised.

Members brought out of the Highlands many stone axes, a fine specimen of which is seen in its normal carrying place in the belt of the Upper Maramuni man at left. The expedition entered the Highlands by negotiating part of the Sepik River on a launch, the **Banyandah**, seen at lower left en route, fully loaded and towing laden canoes which were later used on the tributaries. Also on the opposite page, Sam Freeman gives Reg Beazley a haircut.

Although there were several incidents during the expedition, there was no bloodshed and the efficient group (of World War I veterans) made a peaceful entry into the new country. They concentrated on their task of prospecting for gold, and they sampled every stream in the area without success, although colours were found. At right, Beazley and Freeman are seen prospecting on the Tarua. Above, on the Upper Maramuni MacGregor makes contact with a group that included women and children. Man on the right is smoking through a length of bamboo, the cigarette stuck into the hole near the end.

It was on the upper reaches of the Maramuni that the expedition met the

OVER







## ... 'The little people'

"little people". They were of pygmy height, but among the group were people of normal height, as can be seen in the picture above. (People who are well proportioned and whose height falls below 4 ft 11 in. are usually termed pygmies.) There are a number of groups in Papua New Guinea that can be described as pygmy, one of them being on the Jimmi River, not far from the eastern extremity of the route taken by the Akmana expedition of 40 years ago.—**Stuart Inder.**





# PIM

*News magazine of the South Pacific*

... with concise reporting on the significant news of the South Pacific, penetrating background stories, bright informative magazine articles, big picture features, Pacific travel, profiles of Pacific personalities, a cruising yachtsman's department, Islands' business and development, reviews of the latest books and a special section for planters.

**Take out a subscription and dip yourself each month into the real South Pacific.**

USE THE FORM OVERLEAF TO BECOME A REGULAR READER



## SUBSCRIPTION FORM

|                                                                                            | One Year   | Two Years        | Three Years |
|--------------------------------------------------------------------------------------------|------------|------------------|-------------|
| Australia (including Lord Howe and Thursday Is.), B.S.I.P., Gilbert and Ellice Is. . . . . | \$5.50     | \$10.25          | \$15.00     |
| Papua-New Guinea, Norfolk Island, Nauru, Tonga and New Hebrides ..                         | \$5.00     | \$9.25           | \$13.50     |
| New Zealand .. . . .                                                                       | \$5.50 NZ  | \$10.25 NZ       | \$15.00 NZ  |
| Fiji, Cook Islands, Niue and Western Samoa .. . . .                                        | \$5.00     | \$9.25           | \$13.50     |
|                                                                                            |            | (Local Currency) |             |
| American Samoa .. . . .                                                                    | \$8.00 US  | \$15.25 US       | \$22.50 US  |
| U.S. Mainland, Micronesia (including Guam) .. . . .                                        | \$10.00 US | \$19.25 US       | \$28.50 US  |
| Hawaii .. . . .                                                                            | \$9.00 US  | \$17.25 US       | \$25.50 US  |
| New Caledonia .. . . .                                                                     | 750 F.     | 1,425 F.         | 2,100 F.    |
| Tahiti and French Polynesia .. . . .                                                       | 850 F.     | 1,625 F.         | 2,400 F.    |
| United Kingdom and Elsewhere .. . . .                                                      | 65/- Stg.  | 125/- Stg.       | 180/- Stg.  |

Please enrol me as a subscriber to "Pacific Islands Monthly".  
Attached find payment of . . . . . for . . . . . years  
subscription.

☐ NEW
 ☐ RENEWAL  
 (CAPITAL LETTERS)

NAME .....

ADDRESS .....

COUNTRY .....

### PACIFIC ISLANDS MONTHLY

Box 3408, G.P.O., Sydney, N.S.W. 2001, Australia.  
29 Alberta Street, Sydney, N.S.W. 2000.

B
MAY, 1971—PACIFIC ISLANDS MONTHLY





## Magazine Section



### GRIM RETRIBUTION FOR PAPUANS WHO BACKED THE LOSING SIDE

Third and final part of "Papua at War", by TOM GRAHAMSLAW.

It was October, 1942, and a group of us had been landed by a United States Air Force DC3 on a new airstrip at Wanigela, on the north-east coast of Papua. Our job as members of the Australian New Guinea Administrative Unit was to report on the activities of the Japanese in that area.

I was glad to arrive, oddly enough, because shortly after our DC3 took off from Port Moresby, enemy Zeros were reported overhead and our pilot announced he was taking "evasive action." This consisted of flying so close to the tree tops through mountain valleys that I decided we were going to crash. And then we left the valleys and followed the coastline all the way from Abau to Milne Bay, at a height hardly above sea level! The journey took us two hours instead of 35 minutes.

The RAAF were in control at Wanigela, and when I reported that our party would go as far as Oro Bay by canoe we were warned not to travel in daylight because there was a general instruction to aircraft to shoot up everything moving on the water.

We took that advice and set off at night in six small dugouts, the only

canoes obtainable. My party included Jack Wilkinson, pre-war miner and Middle East veteran, who was a tower of strength, and six police, including Constable Sanopa (who had been with me on the Kokoda Track and was loyal and courageous), and Sergeant Katui, who had won a Military Medal for his exploits against the Japs when they first landed at Buna, Corporal Craddock and Private Russell; two army signallers, also were included to handle communications.

● Above, members of the 2/6 Australian Independent Coy., involved in the re-capture of Buna, trudge along the beach from Pongani. Native carriers made this trek many times while assisting the Australians. Grahamslaw pays many tributes to carriers and police in this final instalment of his account of the war in Papua.

We paddled at night and laid up in the undergrowth during daylight. The further we travelled towards Buna the more reports we got of Japanese activity, and the more information we got that the people of the villages adjacent to Oro Bay were actively assisting the enemy.

But there were exceptions, including village constable Elijah, of Eroro, who had refused to co-operate and had to flee, with others who remained loyal, to the Pongani area. I met Elijah at Umini, and signalled army HQ with the information about the enemy which he gave me. At Umini I had a joyful reunion with Constable Christian Arek and two other native police who had served with me at Awala before the Japs landed. I added these men to my party.

Also at Umini was a native constable named John, who had been



sent from Port Moresby via Tufi to report on the Japanese, as he was a local man. He now volunteered to go to Buna in the guise of a Buna native, despite a risk that he might be betrayed by people under enemy influence.

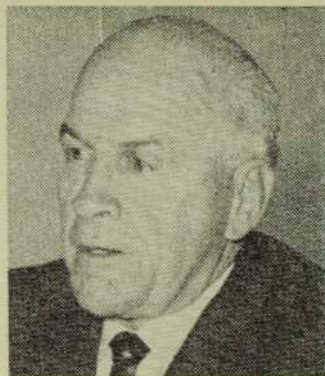
John's mission was most successful. He returned to me after eight days with details from Buna of enemy anti-aircraft positions, barge hide-outs and areas in which large bodies of troops were concentrated. We sent this in code to Port Moresby.

John brought back some of the invasion money with which Japanese had paid him and his fellow villagers for the bananas and taro which they had taken into Buna for sale. I had already heard from the people at Umini that the Japanese had been paying as much as 10/- for a bunch of bananas. This contrasted with the payment of two to three sticks of tobacco (worth less than 1/-) which was standard rate of payment.

I pointed out that the notes were worthless and would not be accepted when the Japanese were beaten and stores re-established. I asked, "Have the Japanese built any stores from which goods may be purchased?" As the answer was in the negative, the natives looked thoughtful and were inclined to agree with me that the Jap money was indeed worthless.

(At that stage I was not to know that when the Americans came in their thousands, they would regard invasion money as curios and pay good, highly negotiable dollars for them!)

I learned that Japanese patrols rarely penetrated beyond Oro Bay. In view of this, and to ensure that our whereabouts did not become known to the people on the Buna side of Oro Bay, I decided to base on Mendoropu and do my patrolling from there.



Tom Grahamslaw is a former Chief Collector of Customs in P-NG and lieutenant-colonel with the Australian New Guinea Administrative Unit. He won an OBE (Military) for his work behind Japanese lines in World War II. This is the final instalment of his first-hand account of the war in Papua. The first two parts were published in March and April. It has been exclusive to PIM.

On the few occasions we came across natives from villages under enemy influence we seized them, and sent them back under escort to Tufi, where they were detained until we decided it was safe to release them.

I continued with that sort of work for several weeks, being involved in a number of adventures, until American forces arrived in the Pongani area. General J. H. MacNider, commanding officer of the US 32nd Division, obtained permission from the New Guinea Force to use my services, and this somewhat curtailed my patrolling for the time being.

I had a lucky escape on one occasion soon after the American landings when I was asked by Colonel R. McKinney, with the US forces, to

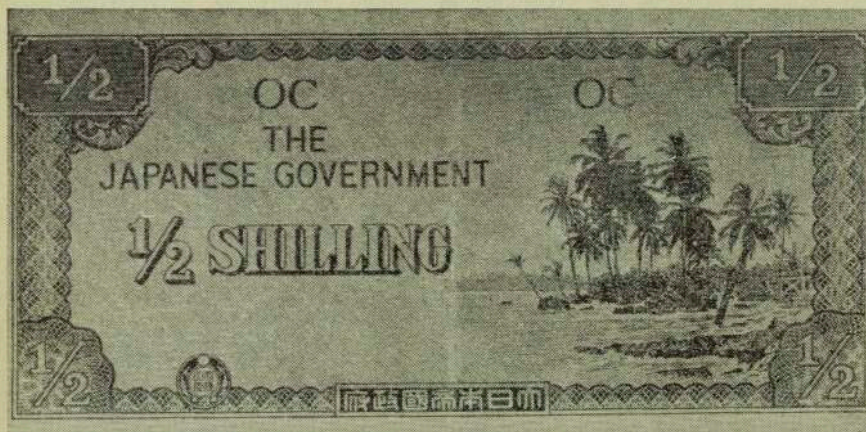
accompany him on a vessel leaving one afternoon with arms and ammunition, but I declined because I had some other things to attend to.

The vessel and two other similarly laden ships had only gone a few miles when we saw them attacked by 18 Japanese aircraft and in a matter of minutes they were blazing wrecks and sank. We later found and buried bodies (including those of four native carriers) which had floated ashore during the night. I was profoundly relieved to find that Bill Osborne, one of my Angau men, who, with 40 carriers, had been aboard the ship, had swum to safety. But I was distressed to learn that Colonel McKinney had been lost, for in the short time I knew him we had become firm friends. He was a fine man.

The loss of the ships meant that American troops engaging the enemy between Hariko and Boreo had to be supplied with food and ammunition from dumps established at Eroro until replacement vessels arrived from Milne Bay. After surviving a somewhat protracted attack by seven enemy aircraft, our first main task was to organise carrier lines, and at one stretch of about a month, carriers from Baniara and Tufi did an outstanding job carrying for a daily return journey of 26 miles along a sand beach, with numerous streams to cross, every day and without time off, regardless of the weather.

Walking on sand is heavy going at any time, but with a 50 lb pack it is particularly hard. The carriers were dive-bombed by enemy aircraft on several occasions.

During this period I was called on to provide natives with local knowledge to pilot American small ships on the last stage from Oro Bay to Hariko. The ships would leave Porlock Harbour in the late afternoon, call at Oro Bay to pick up the pilot, who would travel on her to Hariko,



Japanese invasion money paid to New Guinea natives for food. Grahamslaw pointed out to the natives that the money was worthless, but it turned out he was wrong.



which would be reached about 1 a.m. The ship would depart about 3 a.m. and be back at an anchorage about daylight, in the hope of avoiding prowling enemy aircraft.

Not all the ships succeeded in doing this. One was sunk by bombing, and several others damaged. One of the native pilots was killed and another wounded. In the circumstances, it speaks volumes for the courage of these civilian natives, none of whom received danger pay, that I was always able to obtain a volunteer pilot for each ship that wanted one.

There were never any free moments for me in those days and, as a result, I did not send any reports to Angau Headquarters.

About the middle of December, Syd Elliott-Smith, now a lieutenant-colonel, arrived at Oro Bay. He informed me that Angau Headquarters was displeased with me for not having paid attention to native administration in the areas recently freed of enemy control.

When I explained the nature and volume of operational duties I had been called upon to perform, he commended me. However, he said headquarters had instructed that I must resume duty as District Officer, and that a number of Angau personnel, including Jack McKenna and Alan Champion, had been posted to the district. He agreed to my suggestion that Higaturu would be the most suitable place for the temporary district headquarters, and I set up there.

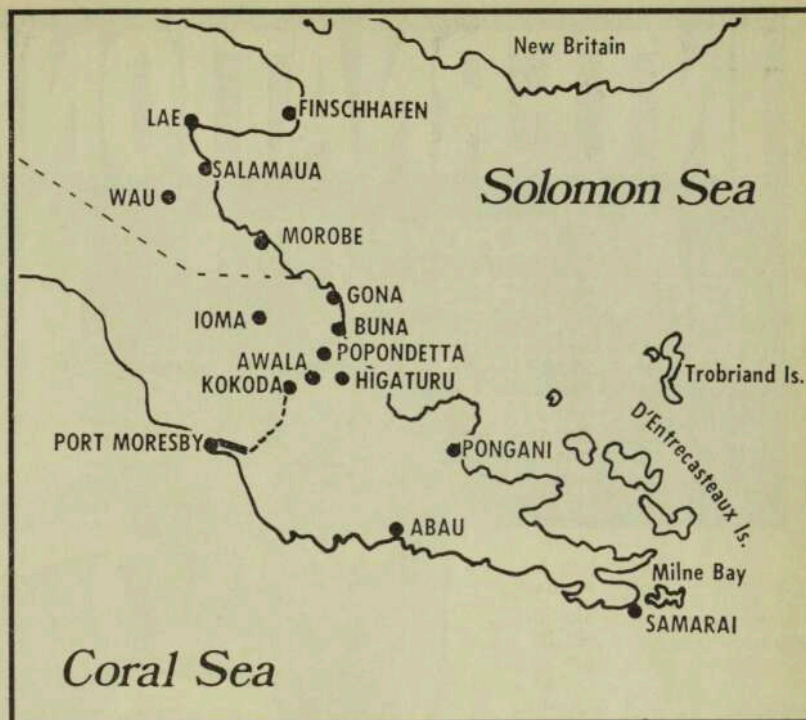
The first task was to despatch patrols to all areas which had been released from enemy control. Apart from "showing the flag", they were to take possession of quantities of arms and ammunition left behind by the retreating enemy, which had come into the possession of village natives. Disturbing reports were coming in of natives using the weapons to pay off old scores.

Within a few days I received a personal signal from General E. F. Harding, who had taken over as GOC American 32 Division after General MacNider had been wounded by enemy mortar fire.

General Harding said that 7th Australian Division had 3,000 carriers but would not release any of them to the US Forces, despite the fact that the latter had only 300 carriers. He requested me to provide as many carriers as I could.

Appreciating the urgency of his need, I set off immediately to an area which had not experienced any appreciable drain on its manpower.

I arrived back on the morning of Christmas Eve with 300 carriers, and was feeling quite complacent about my effort, which had taken about half



the normal time for such a task. I was looking forward to a complete rest on Christmas Day. But that was not to be.

A signal was waiting from Headquarters Angau instructing me to go to Popondetta strip the following morning to meet Lieut.-Col. A. H. Baldwin.

Baldwin had already arrived when I reached Popondetta after the rather pleasant seven-mile walk from Higaturu. He informed me that, as a result of a direct request from General MacArthur to General Blamey, there was to be a more equitable distribution of carriers between the American and Australian forces, and that I was to be attached to Advance Headquarters of New Guinea Force under the command of General Edmund Herring, to implement the decision.

Then followed an extremely interesting period at Dobuduru. I was present at the morning conferences of senior officers presided over by General Frank Berryman, when the latest situation reports from all areas of fighting were discussed, and tactical decisions made.

Berryman expected 100 per cent. efficiency and saw to it that he got it. Officers who didn't measure up were summarily "bowler-hatted".

My direct superior at Dobuduru was Colonel Legge. He would preside over a conference at 8 o'clock every

night and, amongst other things, would deal with the latest requests for ammunition and stores from each sector where fighting was going on.

I would work out the loads on the basis of 50 lb per carrier. Then I would return to my tent and telephone instructions to the OC of each Angau labour camp. While this was going on, Lieut. Neil Proud (ex-Wau) would telephone the appropriate supply depot.

This system worked without a hitch, and all the carrier lines would be in motion in the early hours to ensure that the loads reached their destinations at first light. The Angau camps were located as near as practicable to the areas where fighting was taking place.

Changes in the fortunes of war frequently resulted in alterations to loads (for example, substitution of mortar shells for rifle ammunition).

I'd phone the Angau camp concerned. There would be a muttered curse and then action. The men in charge of those camps—Dick Humphries, Allister McLean, McGregor Dowsett and others, and their carriers, did a particularly fine job under difficult conditions, and with no rest days. As on the Kokoda Track, overwork and exposure affected the health of European and native alike.

My tent at Dobuduru was alongside the one occupied by Colonel Chave, the Intelligence officer. He permitted



# INTERNATIONAL 434

...the "do-everything"  
tractor that's got  
everything you  
want!



The International 434 has proved itself on farms in the tropics from Queensland to Papua and New Guinea. It's got the power to plough and haul and the extra big tyres give you a lot of extra traction when the ground is soft.

Gears and transmission are right for the conditions around you. You'll find the International 434 will beat all the others both in the better equipment it offers and the better performance it gives. Why buy anything else? None of the others come anywhere near the 434 for value.



Just ask for a demonstration.

## INTERNATIONAL FARM EQUIPMENT

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

*Details available  
from:*

FIJI: Niranjana's Auto Port, Suva and Lautoka.  
NEW GUINEA: N.G.G. Trading Co., Lae.  
Steamships Trading Co. Ltd., Rabaul.  
New Guinea Goldfields Ltd., Wau.  
Wewak Engineers, Wewak.  
Govt. Council, Mt. Hagen.

NEW CALEDONIA: Marine Agricole Electrique, Noumea.  
TAHITI: Produits Shelltex, Papeete.  
PAPUA: Steamships Trading Co. Ltd., Port Moresby.  
SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.  
NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney.

5668/EX/49



me to read the translations of Japanese diaries, totalling over 100, which had been recovered from the bodies of enemy dead. These made fascinating reading, depicting as they did the experiences, hopes and fears of the writers.

It was while reading the transcription of one of these diaries that I obtained the first authentic knowledge of the fate of Captain L. Austen and his party. I had left Austen when we had got away from the Jap landings at Buna. Garbled accounts had already been received from native sources which indicated that the party had been wiped out by Japanese, after betrayal by certain natives.

The diary in question made two separate references to Austen's party. The first entry recorded that natives brought in nine Australian prisoners, comprising five men, three women and one child. The writer was most impressed by the beauty of one of the women, Louise Artango. Louise was part-Filipino and part-Papuan. The other two women were Miss Lashmar and Miss Brenchley, of Sangara Mission.

The second entry in the diary, made on the day after the party was handed over, stated that the nine Australian prisoners had been shot and beheaded. The writer said that when the time came for the beheading of Louise Artango he felt quite sick. He made only a passing reference to the killing of the others.

I also found a mention of Austen's party in the transcription of another Japanese diary. This particular Japanese had served in a number of areas—Hong Kong, Singapore, Java, Rabaul and Buna, before meeting his end at Milne Bay. One of the interesting things mentioned in his diary was that his countrymen had established a shrine near one of the volcanoes at Rabaul, where they went to pray.

His diary made two references to Austen's party. The first entry recorded the date (which coincided with that shown in the other diary), and the number and sex of Australians brought in to the Japanese at Sinemi; the second entry made a brief comment of the shooting and beheading of the nine prisoners on the following day. It all made sad reading.

During this period of my work, sizeable numbers of New Guinea natives who had been brought from Rabaul to carry for the Japanese, had either escaped or been released by our troops as the enemy fell back to their last remaining strongholds at Buna and Gona. These natives, after convalescing in the hospital-cum-convalescent camp run by Dr. Vernon at Popondetta, very willingly joined our Angau carrier lines.



● Warrant Officer Wilkinson (left) and Captain Grahamslaw supervise the unloading of a radio set on the north-east coast of Papua late in October, 1942, in order to transfer a spotting station closer to the Japanese at Oro Bay.—Photo: Australian War Memorial.

I now received a report that about 500 New Guinea carriers had escaped early in the campaign and had made their way to the Waria region, where they were being fed by the local people. A patrol was despatched to fetch them in. They were in good fettle on arrival at Dobuduru, and were put to work immediately in the carrier lines, a task which they undertook with gusto.

One of my duties, on behalf of Army Intelligence, was to interrogate New Guinea natives recently released from the Japs. Although reasonably fluent at Motu, which is the lingua franca of Papua, my knowledge of Pidgin was extremely limited. I was making heavy weather of it one morning when I received a visit from G. A. V. Stanley (well-known Territorian), who was staging through Dobuduru at the time. Stanley, who was serving in a hush-hush unit, spoke Pidgin almost as well as he did Motu, which is saying a lot. I gratefully accepted his offer to take over from me.

The majority of natives employed before the war in Rabaul and on plantations in New Britain came from other districts, such as the Sepik, Madang, Bougainville, etc. These natives farmed themselves amongst the Tolai villages when the Japanese occupied Rabaul.

Several months later, the Japs had sent out word that if these "foreign" natives came into Rabaul they

would be sent back to their own villages. The natives fell for the offer, and something like 2,000 reported to Rabaul for "repatriation". Instead, they found themselves transported to Buna to work as carriers.

These carriers had an exceedingly bad time. After the first day in from Buna the Japs compelled them to forage for their own food. This involved raiding village gardens, which did not endear them to the owners of the gardens. In point of fact, a number of unfortunate New Guinea carriers were speared and killed by Papuans when caught raiding gardens. Jap stragglers who raided gardens also met with the same fate.

Within a few days of my arrival at Dobuduru I commenced to receive visits from officials of native villages, ranging as far back as Bofu. All of them had stories of hardships resulting from the enemy occupation.

However, the answers they gave to my questions convinced me that the Japanese had treated them reasonably well. Apart from demands for food-stuff, which was paid for in invasion money, about the only other pressure exerted by the Japanese was for carriers and guides, and this was mainly in the early stages of the invasion. The Japanese made it clear to the natives that, if they assisted the Australians and Americans in any way, they would be severely punished. However, with the exception of a few isolated instances, the Japanese left their womenfolk alone.

It was not long before I received disturbing reports that several of the village constables, now eager to be of service, had taken a major part in the betrayal and killings of the

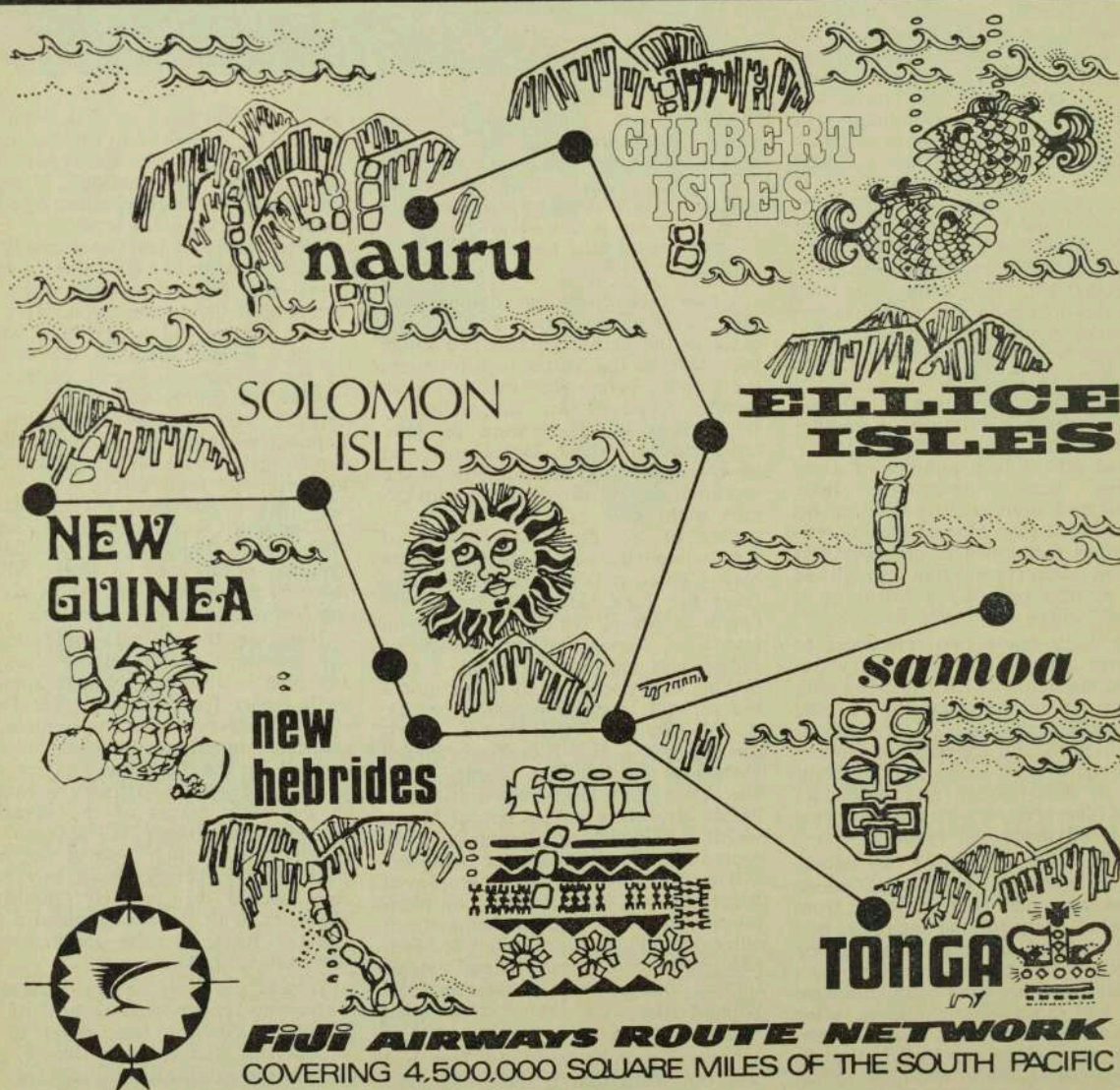
Continued on p. 105



# why not visit the neighbours ?

We have an awful lot in common. Yet we visit each other so seldom. Times are changing fast. It's possible to travel round the islands quickly and comfortably these days — in 40-seater jet-prop aircraft. Get a Timetable and Fares folder from Fiji Airways, or your travel agent.

Fiji Airways, P.O. Box 112, Suva. General Sales Agent for BOAC, QANTAS and TAA in East Fiji and Tonga. Also General Sales Agent for BOAC, QANTAS and Air New Zealand in British Solomon Islands Protectorate, New Hebrides, Gilbert and Ellice Islands Colony and Nauru.



1269



Politically, in the Pacific 20 years ago this month the territories were at sixes and sevens. There was talk that Australia was interested in taking over from Britain the administration of the New Hebrides; the Returned Soldiers' League in New Guinea asked that that territory become a seventh state of Australia; and Paris repudiated suggestions that the French Pacific was getting closer to the English-speaking Pacific people at the expense of France.

On the New Hebrides question, a writer in PIM of May, 1951, said the Liberal Government's thinking was that the New Hebrides should become part of a defensive arc of islands around Australia. France appeared willing to live alongside Australia in the New Hebrides instead of Britain, he said.

The RSL attitude on NG was explained by George Whittaker, president of the P-NG state branch, who said NG should be released from UN control and given to Australia, "whose soldiers fought and died for the freedom of this great

## Yesterday

island". He said Australians fought in two wars in the belief that the territory would be annexed to Australia, but this had not happened.

The French statement was made by the Chief of Cabinet of the Ministry of Colonies and Associated States, Mr. Nicolai, who said that "Australian expansionism" was behind the view that the French Pacific territories were drawing away from France. He said there was certainly American influence in the French colonies, but these territories had "the same regard for the dollar and the easy-spending American people as had any other country which had experienced an occupation by the American armed services and then had to return to its own poor currency afterwards."

The trial of 90 Japanese accused of war crimes ended on Manus Island, P-NG. Thirty-two were acquitted, 13 sentenced to death and the remainder gaoled for varying periods. Of the 13 condemned, one had his sentence commuted, the rest were due later in the month to hang, in a secluded place in Manus. The gaoled men were used as labourers on the Manus naval base.

Henry de Vere Stackpoole, author of "The Blue Lagoon", and other novels lending "somewhat Victorian sex" to the South Seas, died on the Isle of Wight, aged 88. A film version of "The Blue Lagoon" had been shot in the Yasawas, Fiji, and for a time the author had lived in Papeete.

Movie fans on Mangaia, Cook Islands, appealed to the world at large to send them some decent films. PIM's correspondent reported that the single local "talkie-show" had begun two years before with a whoop and a rattle. But the community was no longer getting the films it liked best—the derring-deeds of half-Tahitian Jon Hall. Customers were not so keen on paying sixpence for a fourth repeat of other films.

A resident of French Oceania (later French Polynesia) wondered just who was responsible for foistering wretched small denominations of banknotes on the territory. He said residents had to carry notes as small as two-francs (fourpence) and they very soon fell apart in the climate or became so dirty they were a health hazard. Just about every other country carried coins up to quite high denominations. (This year the Cook Islands announced the issue of a one dollar coin, because of the short life of its paper dollar.)

A Norfolk correspondent reported that highlight of the Easter holiday was a race meeting with the island's best horses handled by "quite brilliant jockeys". The tote handled \$1,000.

Descendants of two pioneering Samoan families married in March, 1951. Miss Joyce Margaret Moors, only daughter of Mr. and Mrs. H. W. Moors, was married to Mr. Peter Macdonald Paul, eldest son of Mr. E. F. Paul and Mrs. Paul.

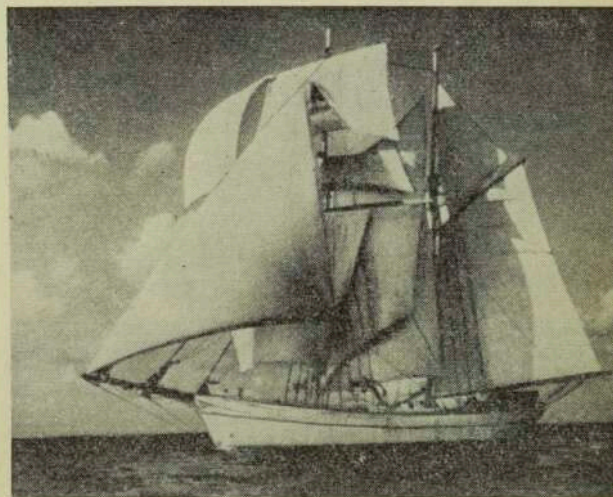
Canberra announced that Mr. Paul Hasluck, 46, had been appointed Australian Minister for Territories, and that the word "External" had been dropped from the name of the department. Today, of course, Sir Paul Hasluck is now Australia's Governor-General. And the word "External" has gone back in.

Captain Brett Hilder was holding an exhibition of his water colours in Melbourne. There were 35 studies of Islanders.

It was decided to move New Britain administration headquarters from Rabaul to Rapopo, near Kokopo, about 20 miles away, "with all possible speed". PIM's Moresby correspondent said that "quite definitely the move is to be made and Rabaul abandoned". Colonel Murray, the Administrator, had been shocked by the Mt. Lamington eruption in Papua, and had revived the scheme for moving Rabaul, which had first been made before the war. (Rabaul, of course, is still the New Britain administrative centre.)

Another planned move was also reported—but this one did take place. PIM reported that although there had been no official announcement it was common knowledge that Britain intended to move the headquarters of the Western Pacific High Commission from Suva to Honiara. It had been in Suva for more than 50 years.

Among the advertisements in PIM, the Sydney grocers, McIlraith's, were offering 24 oz tins of marmalade for 13/6d a dozen.



*Twenty years ago this month the brigantine "Yankee" was one of the finest sailing ships on the High Seas. Now all she's good for is scrap on the Rarotonga reef, after being wrecked. But she's not forgotten: only this month, owners, Island Merchants Ltd., were taking ads in the "Cook Islands News" warning that legal action would be taken against people caught removing any of the fittings.*





## The fantastic "live sound field" experience

**The biggest breakthrough in Hi-Fi musical reproduction since the development of stereo** — Sansui's amazing QS-1 Quadphonic Synthesizer, which creates electrifying 4-channel stereo from 2-channel sources, such as stereo records and tapes. You experience an uncanny concert-hall presence that must be heard to be believed.

To adapt the surprisingly inexpensive QS-1 to your present HI-FI system, all you need are a second set of speakers and a second power amplifier. For an ideal QS-1 system, Sansui recommends: AU-555A 85W control amplifier, Speaker SP-1000 for the front channels; AU-101 50W control amplifier, Speaker SP-70 for the rear channels; SD-7000 tape deck and SR2050C turntable.

Sansui's QS-1 quadphonic system — for an audio experience of a lifetime.

**Sansui**   
The Symbol of Quadphonic Sound

PRABHY BROTHERS LTD. P.O. Box 183, Nadi, Fiji Islands Tel. 70183/SERVONNAT Rue des Polius, Tahitiens Pateete, Tahiti. Tel. 03-29/OCEANIA INDENT AGENCY P.O. Box 5518, Boroko, Port Moresby, Papua & New Guinea. Tel. 56406/CHIN H. MEEN & SONS P/L Tabari Place, P.O. Box 1106, Boroko Tel. 56546/Kametera St., P.O. Box 224, Rabaul. Tel. 2462/PAUL MOW & CO. 9th St., P.O. Box 449, Lae. Tel. 2954/MICHAEL CHOW & CO. P/L Okari St., P.O. Box 1106, Boroko Tel. 56338/SEETO KONG & SONS P/L Taurama Road, P.O. Box 1218, Boroko. Tel. 56445/PINGS (MT HAGEN) P/L P.O. Box 165, Mt Hagen. Tel. 385/BOUGAINVILLE COPPER Canteen, Panguna/PHOTOSONIC P.O. Box 519, Madang. Tel. 2503/SANSUI ELECTRIC CO., LTD. 14-1, 2-chome, Izumi, Suginami-ku, Tokyo, Japan

48 MAY, 1971 — PACIFIC ISLANDS MONTHLY





## Book Reviews

### An art at which the Nauruans excelled

Early this century, an American woman, Mrs. Caroline Furness Jayne, discovered to her surprise that the world's most expert makers of string figures (commonly known as cat's cradles) were the inhabitants of a small Pacific island that few people had then heard of—Nauru.

In a book on string figures which Mrs. Jayne published in New York in 1906, she included illustrations of 15 Nauruan string figure patterns which her brother, who had visited Micronesia, had sent her mounted on paper.

Mrs. Jayne thought the patterns so intricate that she could not imagine how they had been made. In fact, she doubted whether they had been formed on the hands at all, and suggested that, to some extent, they may have been made "artificially".

Twenty-five years after Mrs. Jayne's book was published, Mrs. Honor Maude, wife of a British administrative officer in the Gilbert Islands, read it and developed an urge to visit Nauru to see if string-figure making was still practised there.

This she did in 1937, and although it seemed at first that changing ways brought about by the exploitation of the island's phosphate over the previous 30 years, had vanquished the practitioners of the old art, it turned out that a small group of experts (mainly old men) could still be gathered together.

There and then, Mrs. Maude set about learning all she could about the Nauruans' remarkable dexterity, a process that was facilitated by her knowledge of more than 100 Gilbertese string figures.

Now, after the passage of 34 more years, Mrs. Maude has published a book containing no less than 139 marvellously intricate Nauruan string figures, with illustrations of each one and details of how all but 19 of them—which she never learned—are made. Mrs. Maude is glad to

assert that Mrs. Jayne's theory about the artificiality of the Nauruan figures is now "disproved".

Mrs. Maude's book has an introduction by her husband, Mr. H. E. Maude, who, until recently, was a professorial fellow in the Department of Pacific History at the Australian National University, Canberra.

The introduction tells enough of Nauru's history to set string figures in their context, and it explains how it was that the Nauruans became the world's leading exponents of the cat's cradle art.

In the old days, it seems, the Nauruans' food resources were ample enough to enable the young people to spend much of their time and energy in competitive sports and games. So it was that they indulged in dancing and singing contests, in snipe-fighting, kite-flying, toy canoe-racing, the catching of frigate birds—and the making of string figures.

In time, the making of string figures was included in the miniature "Olympic" games which were on Nauru twice a year, and this pastime became such an obsession with many people that they were never without their piece of string of human hair, and all their leisure time was spent

in thinking up and practising new patterns.

At the Games, each contestant would turn away from the spectators so that his method of making a string figure could not be seen. Then he would suddenly hold up his figure to hear their comments, whereupon others would try to make the new figure as quickly as possible to show to its inventor.

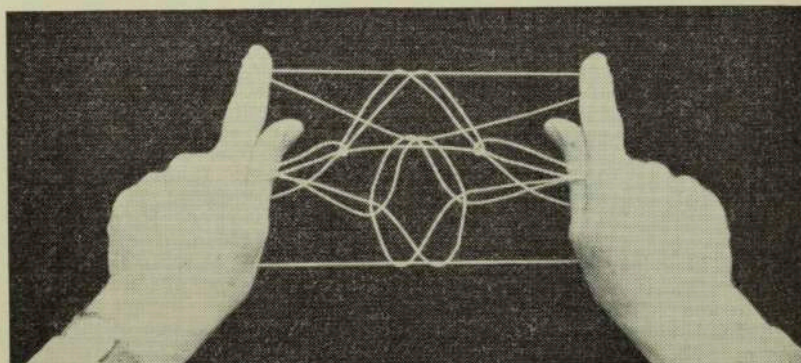
Some of the figures were so intricate that several pairs of hands and feet, not to mention some necks and teeth, were called into service.

Mr. Maude adds: "I have little doubt that the Nauruans would still be producing new masterpieces in their particular medium of graphic art but for the tragedy of the Japanese occupation and deportation [of World War II] during which so many of the older people died of starvation and privation, including every one of my wife's informants five years previously."

"Although we are informed that there are no experts now alive it is our earnest hope that the publication of this book [*The String Figures of Nauru*] may not only serve as a tribute to the master artists of the past but also as a stimulus to the Nauruans of today to revive and again excel in the one skill in which they once led the world."

The book is produced offset from typescript and contains 188 pages.—RL.

(THE STRING FIGURES OF NAURU, \$5, Libraries Board of South Australia.)



A Nauruan cat's cradle: This one is called "Emainodogonigae", or, a woman in her house.



## AT LAST, THE LAST OF THE PRE-COOK CLASSICS

The Dutch navigator Jacob Roggeveen is famous in the annals of the Pacific as the European discoverer of Easter Island and most of the islands of Samoa. Yet it has taken almost exactly 2½ centuries for his own account of his voyage to be translated into English and published.

The translation is the work of the New Zealand scholar Andrew Sharp, who has also supplied a valuable introduction, an epilogue and notes to Roggeveen's journal.

Roggeveen's voyage, which took place in 1721-22, grew out of a proposal put forward by his father in 1675 to seek lands in the South Seas with which trade could be conducted.

Roggeveen had three ships provided by the Dutch West India Company—*Arend*, *Tienhoven* and *Afrikaansche Galei* (known in English as the *African Galley*).

The ships rounded Cape Horn in January, 1722, touched at Juan Fernandez, and then steered WNW in search of Davis' Land, an island reported in 1687 by an English buccaneer of that name, and said to lie about 600 miles west of the Chilean port of Copiapo.

No land answering Davis' description could be found, but Roggeveen did find an island which he named Paasch Eylandt (Easter Island) because the day of its discovery was Easter Day, 1722. He stayed at the island for five days and made one excursion ashore.

The Dutch expedition then sailed westward through the little-known Tuamotu Archipelago, losing the *African Galley* on the reef of Takapoto Atoll, together with five men who got drunk and decided to stay behind.

The next significant landfall was the upraised island of Makatea where some refreshments were obtained for the scurvy-ridden crews of the two remaining ships at the cost of several native lives.

Roggeveen and his officers then agreed that they had failed to find an island mentioned in their instructions, and that they should head for the East Indies with all possible speed to join the fleet that sailed annually for Holland.

As a result, the expedition did not

trouble to investigate two high islands, Bora Bora and Maupiti, that they saw three days after leaving Makatea, nor did they spend more than a few hours among the Samoan Islands—Rose Island, Ta'u, Tutuila and Upolu—which they were the first Europeans to see.

Three months later, having sighted New Ireland, and sailed along the north coast of New Guinea, Roggeveen reached Java. By then sickness and death had ravaged his crews and only nine or 10 men were still fit for work.

The decimated survivors were sent home in a ship of the Dutch East India Company. Roggeveen died six years later. More than a century then passed before Roggeveen's journal was discovered in the archives of the Dutch West India Company and published in Holland in the original Dutch. A second Dutch edition appeared in 1911.

The publication of the present English edition means that scholars now have easy access to reliable accounts in English of all the European voyages to the South Pacific before Cook's first voyage in 1769.

Because of the hasty nature of Roggeveen's voyage, his accounts of his encounters with the Easter Islanders, Makateans and Samoans leave much to be desired. But scholars will undoubtedly find them useful.

Incidentally, the translator and editor does not mention what appears to have been the most important outcome of Roggeveen's voyage. This was that the wreck of the *African Galley* provided the Tahitians with a source of iron more than 40 years before Europeans discovered their island.—RL.

(THE JOURNAL OF JACOB ROGGEVEEN. Oxford University Press. \$7.80.)

## AMERICANS IN THE PACIFIC

Before the American Revolution, vessels from the 13 American colonies did not sail eastward beyond Capetown or westward round the stormy Horn. The Indian and Pacific Oceans were closed to the merchantmen of England's possessions; their wealth was the monopoly of the East India Company and the South Sea Company.

The merchants of New England, whose ships ploughed the Atlantic and the seas of Europe, had no personal knowledge of the trade of the Orient. And even though the teas of China figured in one of the early

Continued on p. 53

## FIAT CONCESSIONAIRES

**American Samoa**  
Silver Star Transport Inc.,  
P.O. Box CB-4, PAGO PAGO.

**Fiji**  
Motibhai & Co. Ltd.,  
P.O. Box 40, BA.

**New Caledonia**  
Agence Automobile S.A.,  
P.O. Box 842, NOUMEA.

**New Guinea**  
New Guinea Motors Pty. Ltd.,  
P.O. Box 1027, BOROKA.

**New Hebrides**  
Societe Bourgeois & Cie.,  
P.O. Box 28, PORT VILA.

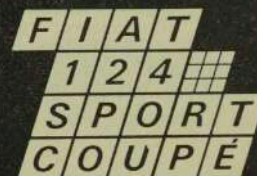
**New Zealand**  
Torino Motors Ltd.,  
P.O. Box 6240, AUCKLAND.

**Norfolk Island**  
Red Rental Ltd.,  
P.O. Box 147, NORFOLK ISLAND.

**Solomon Islands**  
Chan Wing Motors Ltd.,  
P.O. Box B20, HONIARA.

**Tahiti**  
Agence Tahiti Poroi,  
P.O. Box 83, PAPEETE.

**Western Samoa**  
E. A. Coxon & Co. Ltd.,  
P.O. Box 38, APIA.





# Now you can fall in love all over again.

Fiat introduce a new 124 Sport Coupé



You know how it is when you've been in love a long time. And you hardly notice you're in love anymore. Then suddenly she changes. Just a little. And all the old magic returns. Our 124 Sport Coupé has changed too. See the difference? The bonnet has new curving lines. There are four headlights, with quartz iodine bulbs that would light a landing strip. Larger stop lights — a wise precaution with a new twin circuit, four disc, brake system. And the reversing light has moved under the bumper out of harms way. Inside, our bucket seats are now trimmed with cloth, which is cooler. Passengers have individual ventilation, which could be hotter or cooler. And the dash looks even more aeronautical. When will your Italian Love Affair begin? Again.

**FIAT**  
**124**  
**SPORT**  
**COUPÉ**

BS18





CON 20.87

Two vital commodities in building the Territory. Caterpillar Tractors and fresh meat . . . typical examples of the variety of cargo which Conpac carries from Australia to Papua/New Guinea. Conpac is equipped to carry all kinds of cargo — safely and surely. From refrigerators to precious pottery . . . galvanised iron to steel girders. Conpac offers you the safety, convenience and flexibility of containers, refrigerated containers, pallets or flats. Why not try Conpac next time you import cargo from Australia. Contact your local Conpac Agent for details of sailing dates.

**Conpac's regular sailing schedule from Australia:**

| <b>M.V. TENOS</b>                               | <b>M.V. NIMOS</b>                       | <b>M.V. DELOS</b>                                            |
|-------------------------------------------------|-----------------------------------------|--------------------------------------------------------------|
| Sydney, Brisbane to Port Moresby every 18 days. | Sydney, Brisbane, to Lae every 19 days. | Adelaide, Melbourne, Sydney to Lae and Madang every 44 days. |

**CONPAC**  
**CONTAINERS PACIFIC EXPRESS LINE**

A joint enterprise of Burns Philp and Australia — West Pacific Line.

**SYDNEY:** 7 Bridge Street, Telephone 2 0547.  
**BRISBANE:** 133 Mary Street, Telephone 31 0391.  
**MELBOURNE:** 340 Collins Street, Telephone 67 8941.  
**ADELAIDE:** Dalgety Australia Ltd., 35 Baker Street, Pt. Adelaide, Telephone 4 1191.  
**PORT MORESBY:** Musgrave Street, Telephone 2369.  
**LAKE:** Macdhuil Street, Telephone 2269.  
**MADANG:** Coastwatchers Avenue, Telephone 2023.



events of their war for independence, only a few American seamen had been to Canton.

When final victory in the war with England came to the American colonists, the sea routes to China were suddenly open to their merchant ships. The Pacific and Indian Oceans, and the South Atlantic whose waters they join in the high latitudes of the southern hemisphere, became a field of adventure for American sealing and sandalwood vessels bound for China.

In search of cargoes to exchange at Canton, they sailed into uncharted seas and found their way to the edge of the world.

The seal hunters and the sandalwood traders ventured where few had gone before, bestowing the names of their revolution's heroes alike on the cold islands near the Antarctic Circle and the tropical bays of Melanesia and Polynesia.

American historian James Kirker, of New York, tells some of the story of these early American sailing exploits in *Adventures to China: Americans in the Southern Oceans, 1792-1812*, a small book with illustrations as well selected as the journeys he chooses to write about.

The book is both scholarly and readable. Some American maritime exploits in the South Atlantic and the Indian Ocean are covered, but generally the author concentrates on the Pacific in this potted history which will make many people go to the sources for fuller details. A good index and bibliographical notes help them to do so.

(ADVENTURES TO CHINA. Oxford University Press. \$7.50.)

## Hawaiian volcanoes, language and song

Among recent publications of the University of Hawaii Press:

*Volcanoes in the Sea*, a 440-page explanation of Hawaii's geology, by Gordon A. MacDonald and Agatin T. Abbott, is not a technical treatise for the expert; rather it is aimed at the reader who wants to know how volcanoes are made . . . just how volcanic Hawaii became one of the most beautiful strings of islands in the world.

How many know for instance that Mauna Kea and Mauna Loa, two of the five mountains that make up the southernmost island, Hawaii, stand more than 30,000 ft above the adjacent ocean floor, and rise higher above their bases than any other mountain on earth? *Volcanoes of the Sea*, at \$US15, is readable.

*Spoken Hawaiian*, by Samuel H.



## EDUCATIONAL OPPORTUNITIES FOR YOUR SON

### ALBURY GRAMMAR SCHOOL

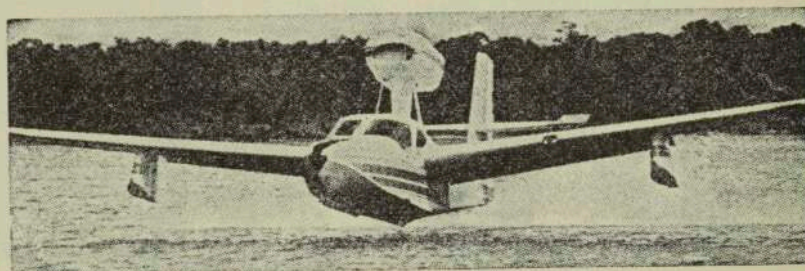
New South Wales, Australia

Albury Grammar School, established in 1866, and one of Australia's leading independent schools, has limited vacancies in 1972 for overseas students between the ages of 9 and 19.

Albury is situated on the banks of the Murray River, in a beautiful rural area midway between Sydney and Melbourne. Students are prepared for matriculation to all universities in New South Wales and Victoria.

#### EARLY APPLICATION IS ESSENTIAL

For Prospectus, fees list, and all details, write now to the Headmaster, Mr. A. J. Rae, B.A., M.Ed., Dip.Ed., M.A.C.E., Albury Grammar School, Australia 2640.



### Picture Yourself in a Go Anywhere Lake Amphibian

3 high performance, 4 seat, models to choose from. 1,135 lbs useful load and 150 mph cruising speeds. Ruggedly constructed and corrosion proofed for salt water operation. For full details or a demonstration contact:

### LAKE AIRCRAFT SALES PTY. LTD.

154 INGLEBURN ROAD, INGLEBURN, N.S.W. 2565, AUSTRALIA.

Phone Sydney 605-1478.

Australasian & South Pacific Distributor.



# Clix Crackers taste as if they're buttered!

Brockhoff Clix are crisp, golden crackers that are tender at heart. Eat them just as they are, straight from the pack. Nip fresh into dips, nibble with drinks or top with savoury spreads. Oven-crisp Brockhoff Clix

Crackers are ready for anything, they taste as if they're already buttered.



There's value, variety and quality in  
**BROCKHOFF BISCUITS**

6441/8 x 6¼



Elbert, opens with the assertion that Hawaiian is far from dead, even in Honolulu. And to judge by the number of people under 20 already fluent in the language, it will be around for a long time.

The book encourages pupils to learn the language by *hearing* Hawaiian. Its exercises come in question and answer form, the idea being that the patterns constituting the language are memorised.

*Na Mele o Hawaii Nei* (101 Hawaiian Songs) is a selection of Hawaiian songs, all post-missionary and therefore derived from missionary hymns. Apologies are given for the fact that melodies of the songs are not included—"a considerable task as many of the songs have never been transcribed in musical notation".

Collectors, Samuel H. Elbert and Noelani Mahoe, end their introduction to the \$US2 booklet, with a point relevant to other Islands territories: "Formerly there was much interest in the words and stories in these songs, as there is, for example, in traditional Western American folk songs. Today the melody and the beauty of the dancers, rather than the story, are of paramount interest, and the words of some of the more recent songs, not included in this collection, are simple and artless".—JSE.

**A**LL the Time-Life national cooking books are a delight to read, even for non-cooks, and *The Cooking of Germany*, by Nika Standen Hazelton is no exception.

To learn about the food of a region is to learn something about the people—at any rate, if the region is European. In Europe they appear to have lost fewer of their national characteristics in food and in cooking than we have in our English-speaking world. These days you can travel all the way from New Zealand and Australia, through the tourist Pacific Islands, across the United States and Canada to the United Kingdom and, in the culinary sense, might never have left home.

The author says that in the last 50 years Germany has changed physically and in other ways more than any other nation in Western Europe, yet it has remained unmistakably German. There has, she says, been the same historical continuity where food is concerned although foods in modern Germany are produced in much the same way as elsewhere. Yet they remain different.

Recipes for the hearty food encountered all over Germany are provided in the main book but for those who like to separate the practical business

## EXPORTERS

*to the Pacific Islands!*

## BRECKWOLDT & CO.

PTY. LTD.

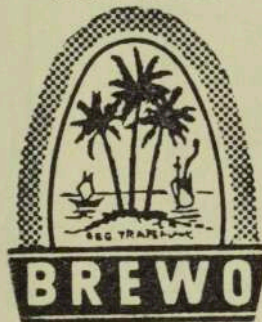
276 Pitt Street, Sydney 2000

Box 5027, G.P.O., Sydney.

Cable Address: "BREWO", Sydney.

### *Pacific-Islands Branches:*

BRECKWOLDT & CO.  
(N.G.) PTY. LTD.



P.O. Box 222, RABAU.

P.O. Box 1549, Boroko, PORT MORESBY.

P.O. Box 185, MADANG.

P.O. Box 557, LAE.

P.O. Box 72, KIETA.

P.O. Box 237, MT. HAGEN.

P.O. Box 178, WEWAK.

BRECKWOLDT & CO.

P.O. Box 47, APIA.

BRECKWOLDT & CO. (S.I.) LTD.

P.O. Box C5, HONIARA.

### Head Office:

BRECKWOLDT & CO., HAMBURG/GERMANY.

Offices at: Milan, London, Antwerp, Kuala Lumpur, Bangkok, Hong Kong.

*Enquiries from Australian Manufacturers invited.*

A holiday in Fiji is not complete without a stay at

## KOROLEVU BEACH HOTEL

Korolevu, the South Pacific's most famous resort, is a must for all visitors to Fiji. Situated on the beautiful Coral Coast of Viti Levu, Korolevu is a holiday-maker's dream. The beautiful curving white sand beaches and the shimmering palm fronds make a stay at Korolevu a truly memorable occasion.

Other Northern Hotels at Suva, Sigatoka, Nadi, Lautoka, Ba and Tavua.

### KOROLEVU BEACH HOTEL, KOROLEVU-I-WAI, NADROGA, FIJI.

Sales Representative:  
Shaul International, Hotel Representatives, 34th Floor,  
Australia Square, Sydney, N.S.W., 2000, Australia.  
Telephone: 27-4601. Cable: "Rephotel", Sydney.  
Shaul International, 6th Floor, 330 Collins Street,  
Melbourne, 3000, Victoria, Australia.





of cooking from the pleasures of looking and reading, the recipes are repeated in a smaller, kitchen-sized book that comes along as part of the package deal.—JT.

(THE COOKING OF GERMANY. Distributed by Angus & Robertson, \$6.50).

THE last of the useful series of books put out under the name of the Corona Library by the UK Central Office of Information has now appeared. It's Austin Coates' *Western Pacific Islands*, dealing with the Western Pacific High Commission area. This 13th volume in the series is the last because the colonial empire of the British Foreign and

Commonwealth Office has disappeared. Publishers are Her Majesty's Stationery Office, and the UK price is £1.50. A review will appear in our next issue.

THE seventh edition of the *Golden Guide to South and East Asia* has been published by the Far Eastern Economic Review based in Hong Kong. It's still a treasure-house of information for any offbeat traveller in Asia; and just the job for whiling away the hours while waiting to cross your next frontier. Price varies around the \$A3 mark, depending on the country of purchase.

AN *Illustrated History of New Guinea*, arranged by June Whittaker and Noel Gash, of the History Department of the Australian School of Pacific Administration, Sydney, is to appear shortly under the Jacaranda imprint. Meant primarily for schools, it comprises photos and maps with detailed captions. And by the end of the year a group of four compilers, Mrs. Whittaker, Mr. Gash, with John Hookey and Rod Lacey, expect to have published, again by Jacaranda, volume one of *Readings and Source Material in New Guinea History*.

It is a big book of 900 pages, reporting oral history and giving detailed written source material on New Guinea up to 1886. Later volumes are planned to bring the material up to date. The book will be illustrated.

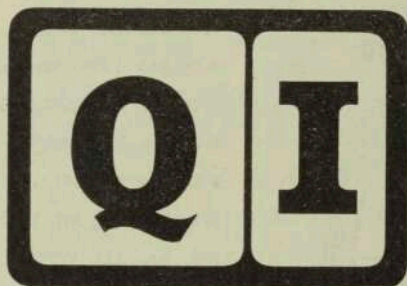
*Fiji Islands* is the simple title of the latest picture book on the dominion, designed mainly for the tourist trade. There's hardly a territory left which hasn't one or more of this kind of thing extolling its virtues, and Hank Curth, who was the organiser and photographer, has a similar book to his credit about New Guinea. In colour and black and white, we get a competent run-down on the people, scenery, etc., all displayed in a small format sensibly chosen to make it convenient for packing or posting. What lifts *Fiji Islands* a little above the norm for this kind of book is the intelligent, text by Sue Wendt, which doesn't talk down. It's published by Nelson, at \$5.95.

A NEW, beautifully produced story about the stamps of Papua-New Guinea and its forerunners, German New Guinea, Mandated Territory of New Guinea, British New Guinea and Papua, will delight the growing number of collectors who are being encouraged by the philatelically-minded postal authorities in Papua-New Guinea.

The colour plates in *Franklin's Guide to the Stamps of Papua and New Guinea* deserve special praise, and so do illustrations of items such as the German 1914 airship expedition issue (not postally used because of World War I) and the Papuan postcard of 1920, which are not listed in popular stamp catalogues.

Mr. M. Franklin's main theme is the connection of stamps with history. Read in conjunction with an authoritative stamp catalogue, the book (A. H. and A. W. Reed, \$3.95) gives collectors and potential collectors the kind of knowledge that makes their hobby even more enjoyable.—HHJ.

## BENEFIT FROM 85 YEARS OF INSURANCE EXPERIENCE



## QUEENSLAND INSURANCE

Company Limited

(INCORPORATED 1886 IN AUSTRALIA)  
HEAD OFFICE: 82 Pitt Street, Sydney

**FIJI**—Branch Office, Suva, Manager for Fiji: K. Galloway.

**LAUTOKA, BA, LEVUKA, LABASA**—Burns Philp (South Sea) Co. Limited. District Manager at Lautoka: U. Singh.

**PAPUA & NEW GUINEA**—Branch Office, Port Moresby:

Manager for Papua & New Guinea: D. J. Granter.

**SAMARAI, LAE, MADANG, RABAU, KAVIENG,**

**MT. HAGEN**—Burns Philp (New Guinea) Limited.

District Manager at Rabaul: J. S. Bell. District Manager at

Lae: J. D. MacLean. District Manager at Mt. Hagen:

G. F. Donnelly.

**HONIARA (B.S.I.P.)**—Breckwoldt & Company (S.I.)

Pty. Limited.

**NOUMEA**—T. A. Hagen, Ste W.A. Johnston S.A.R.L.

**VILA**—Burns Philp (New Hebrides) Limited.

**SANTO**—Burns Philp (New Hebrides) Limited.

**NORFOLK ISLAND**—Burns Philp (South Sea) Co. Limited.

**OTHER SOUTH SEA ISLANDS**—Burns Philp (South

Sea) Co. Limited.

Assets exceed \$A65,000,000

Q303





## The Stylish Seventies

Let's face it, looks are important. When a new car comes out, body styling is the first thing you notice. Note the graceful wave-form body lines of the all-new CAPELLA 1600 Sedan. It's styled for the seventies. Just the right amount of chrome.

But when you have to decide what car is for you, performance, comfort and safety all play a part. Concealed in this stylish family sedan is a quiet 4-cylinder OHC powerplant that puts out 104 hp at 6,000 rpm. Effortless ball and nut steering system and a surprising 4.7

meter turning radius make driving a dream. Specially designed seats to fit every driver or passenger, two independent ventilating systems and plenty of leg and shoulder room add up to luxurious comfort.

For safety's sake, you get power-assisted brakes all round with discs up front, laminated safety windshield, hazard warning flasher, padded dash, collapsible interior fixtures. Seat belts (opt.).

All this at a price competitive in its class from the world's first mass producer of the revolutionary rotary engine.



## CAPELLA 1600 SEDAN



*From the world's most creative automaker  
Toyo Kogyo Co., Ltd., Hiroshima, Japan*

New Zealand/CHAMPION MOTORS LTD, Durham Street,  
Christchurch, P.O. Box 1344, Tel: 80-783  
Papua/PIRG MOTORS LTD, P.O. Box 1394, Boroko  
Western Samoa/H. & J. RETZLAFF P.O. Box 195, Apia  
American Samoa/MAX HELECK INCORPORATED  
Pago Pago, American Samoa 96920  
Fiji/NIRANJAN'S AUTO PORT LTD, G.P.O. Box 450, Suva

"The trademark MAZDA in this advertisement stands for AUTOMOBILES MAZDA as far as France and her territories are concerned."





No offence meant, of course! We're talking of side-port unit-loading—the fast, safe way to load and unload your cargo.

Side-port loading is standard procedure in the "Island Chief," the "Coral Chief" and the "Papuan Chief." These three vessels provide regular and efficient services between Sydney, Brisbane and Port Moresby, Samarai, Lae, Madang and Rabaul, Kavieng and Honiara in Papua New Guinea and The British Solomon Islands.

So, if you would like to know more about how to cut down your inventories, tell the New Guinea-Australia Line that you want to see the twenty-minute film 'Cargo Revolution.' This will tell you how to get your exports from A to B the fast, safe way.

For specialised assistance, please contact:



MEMBER OF THE SWIRE GROUP

## New Guinea Australia Line PTY. LTD.

**General Agents:** PORT MORESBY—Steamships Trading Co. Ltd. SYDNEY—Swire & Gilchrist Pty. Ltd.  
**Agents at:** BRISBANE—Wills, Gilchrist & Sanderson Pty. Ltd. NEW GUINEA—Steamships Trading Co.  
(For "Papuan Chief"—Burns Philp (N.G.) Ltd.)

917/16





# HERE'S TO GOOD EATING

Wherever you find good eating,  
you'll find foods, fresh  
from Kraft, Australia.



\*Reg'd Trade Mark

059-P-164

PACIFIC ISLANDS MONTHLY — MAY, 1971

59









## DATSUN demonstrators!

They're peaceful people who know what motoring is really all about. People so pleased with DATSUN they're ready to tell the world. In fact, motorists of all ages in over 126 nations back them up. They know about the new DATSUN 1600's great OHC engine that zips them up to 100mph. The independent 4-wheel suspensions. The very safe, very luxurious interiors. And extras like healthy fresh air ventilation. Anything else? And how! Just ask any DATSUN demonstrator. He'll be proud to demonstrate for you.



NISSAN MOTOR CO., LTD.

**Available at:**

**BOROKO MOTORS LTD.**

Port Moresby, Lae, Madang, Mt. Hagen.

**RABAU GARAGE LTD.** Rabaul.

**SUVA MOTORS LTD.** Suva, Lautoka.

**MORRIS HEDSTROM LTD.** Apia.

**E.D. PENTECOST.** Noumea.

**PENTECOST PACIFIC S.A.** Port Vila, Santo.

**R.C. SYMES PTY. LTD.** Honiara.

**B.F. KNEUBUHL.** Pago Pago.

**SIRIUS SERVICE STATION** Norfolk.

**SOCIEDADE AGRICOLA** Timor

**PATRIA E TRABALHO LDA.** Dili.

**JACOB ENTERPRISES** Nauru.

**A rather remarkable sporty family  
sedan... DATSUN 1600 by Nissan**



FOR OVER 50 YEARS  
THE MOST TRUSTED  
FLOUR BRAND IN THE  
PACIFIC ISLANDS...

*Gillespie's*



# ANCHOR FLOUR

**MAINTOP HIGH PROTEIN  
BISCUIT FLOURS AND WHEATMEALS**

Gillespie flours are milled from selected high quality Australian wheats and are entoleted for purity. Their consistent high quality has made them the best-known, most asked-for, brands of flour in the Islands.

(Entoletion is a special purification process which reduces the risk of insect infection.)

**GILLESPIE BROS. PTY. LTD.**

**HEAD OFFICE:**

52 Union St., Pyrmont, Sydney, N.S.W.  
(G.P.O. Box 2518, Sydney, 2001).  
Phone: 660-4933

**CABLE ADDRESS:**

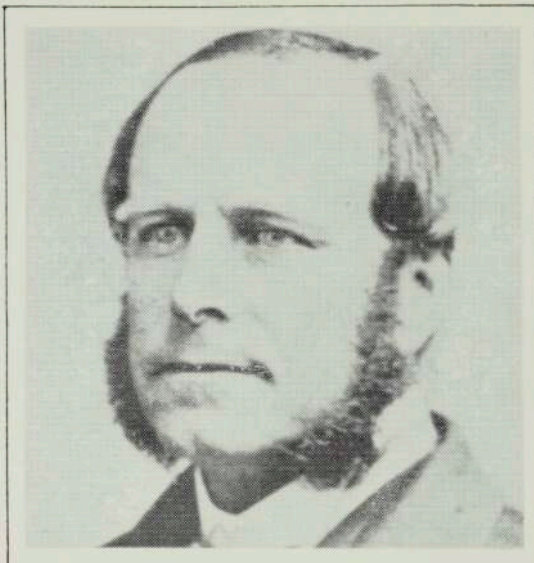
"GILLESPIE",  
Sydney and Brisbane

**BRISBANE OFFICE:**

Albion, Brisbane, Queensland.  
(P.O. Box 8, Albion, Brisbane, 4010).  
Phone: 6-1121



# This man was thinking about your cargo problems back in 1872



John Samuel Swire, Gentleman and founder of Butterfield and Swire and the China Navigation Company.

In 1872 he was organising the transportation of cargo along the Yangtze River. Today, almost one hundred years later, the China Navigation Company he founded provides the most extensive network of

cargo routes within the area bordered by Japan, Tahiti, New Zealand, Australia and the Malay Peninsula.

Twenty-six ships, custom-built for the trades they serve, carry over one million tons of cargo to over forty ports on the western rim of the Pacific.



The China Navigation Company—the name that has become synonymous with experience . . . reliability . . . speed . . . service.

For further details and all enquiries there are Agents at the following ports:

**Melbourne:**  
P. & O. Lines of Australia Pty. Ltd.

**Brisbane:** Wills, Gilchrist & Sanderson Pty. Ltd.

**Papua and New Guinea:**  
Steamships Trading Co. Ltd.,  
Port Moresby, Samarai, Lae,  
Madang, Rabaul, Kieta.

**Wewak; Kavieng:** Burns Philp  
(New Guinea) Ltd.

**Fiji:** Morris Hedstrom Ltd.,  
Suva, Lautoka.

**Western Samoa:**  
Morris Hedstrom Ltd., Apia.

**Tonga:** Morris Hedstrom Ltd.,  
Nuku'alofa and Vava'u.

**Tahiti:** Etablissements  
Donald, Papeete.

**Japan:** Swire McKinnon,  
Tokyo, Yokohama, Osaka,  
Kobe and Nagoya.

**Eastern Managers:**  
Butterfield & Swire,  
9 Connaught Rd.,  
Central, Hong Kong.

**New Caledonia:**  
Etablissements Ballande,  
Noumea.

**B.S.I.P.:** British Solomons  
Trading Co. Ltd., Honiara.

**New Hebrides:** Les Comptoirs  
Francais des Nouvelles-Hebrides,  
Vila and Santo.



**SWIRE & GILCHRIST PTY. LTD.,**

General Agents in Australia, 8 Spring Street, Sydney. Phone: 2-0522

**THE CHINA NAVIGATION CO LTD**

922/FP



# There are no short cuts to Heinz kind of quality.



We believe that food should be as pure, as fresh and as tasty as possible. And at Heinz we strive for this kind of quality everytime.

Take our unique Baby Food Peak-Nutrition cooking Process. By this method we capture all the goodness, proteins, vitamins and minerals that are lost in other ordinary cooking methods.

And the care we take in preparing Baby Food we take in all our products.

So when you buy Heinz you know you are getting a product that for taste, freshness, quality and price has absolutely no equal.

**Heinz**



## From the Islands Press

### Item in GEIC 'Information Notes', Tarawa:

*Members of the general public on South Tarawa are advised that it is now illegal to bury the dead in Bairiki or Nanikai, and prosecution will result from burials taking place in government leased land. The reasons for this step are that the cemetery at the end of Bairiki and the other at Rurubao are both surrounded by inhabited dwellings, and disposal of bodies at Nanikai has an effect on the earthing system of the radio mast. The District Administration is at present engaged in finding a suitable site for a cemetery, but, in the meantime, all bodies must be buried in the Bikenibeu cemetery. Transport will be provided at government expense and it will be available on request to PWD.*

### Letter in the 'Cook Islands News':

Let's take a lesson from the gay informality of the Duke's visit and commemorate it as the day the Cook Islands finally realised that they were in the tropics and that tropical and colourful clothes are far more appropriate to the climate, and appealing to the senses, than the stiff formal regalia we have been so dedicated to in the past. Which do people associate more with the South Pacific Islands—colourful "pareu", or black trousers and ties? Do we want to look like we enjoy life or that we are going to a funeral?

### Letter in the 'Tonga Chronicle':

I am surprised to note that once again the International Dateline Hotel is becoming the meeting house for procurers and ladies of tinted repute. A business friend of mine was swimming in the pool during his recent visit and one of these ladies sat on the edge of the pool, feet dangling in the water, endeavouring to make a sale. The oldest profession in the world is commendable in its place, but is the International Dateline Hotel the right venue for this practice? Yet another sad image of Tonga for our visitors.

### Item in 'The Fiji Times':

People will keep on insisting, "The harlot's life is an unhappy one." Speaking purely for ourselves, we are not convinced of the truth of this viewpoint. It does not check with the chuckles, giggles, fashionable clothing and general air of well-being of the girls who tumble in and out of the premises just around the corner from us morning, noon and night.

### Advertisement in the 'Samoa Times', Pago edition, from an American living in San Diego:

American man, age 49, with no bad habits, with good home and job would like to get married to a Samoan girl with one little girl. Please send picture.

### Item in BSIP news sheet, Honiara:

An old man hunting in the Haununu district of Makira recently almost died of fright when the wild pig he was chasing with his dogs collapsed and died without

being touched. The old man prodded the pig to make sure it was really dead, and then ran with his dogs back to the village where, recovering from his shock, he told the story. Villagers decided not to eat the mysterious pig, but when later they found a large dead fish about 12 ft long on the beach, they were reluctant to miss another tasty meal. Encouraged by the old man, they threw caution to the wind and ate the fish, and are still alive to tell the tale.

### News report in 'Samoa Times', Apia:

In his farewell speech last Friday, the Commissioner of Police, Mr. Alfonso Philipp, said the work of the police was made considerably easy because of the Matai system. He urged that steps be taken to ensure the continuation and strengthening of the system if the country's stability is to be maintained. "This is the only newly independent country that has not had any trouble," Mr. Philipp said, "since it became independent" . . . after the first 3½ hours of the 6.30-8 p.m. cocktails, the Prime Minister, Tupua Tamasese, gave an address and paid tribute to Mr. Philipp's long and faithful service and expressed the government's appreciation of his dedication to duty. The loud declaration, "On this happy occasion", by the interpreter, nearly went unnoticed in the mumbling, swaying room.

### Sad extract of letter from H. S. Newbery to 'The Norfolk Islander':

What worries me is not the inflated cost to travel, because I don't and prefer to walk, but the inflated cost of "Valiant"[a brand of rum] from 7/6 to \$1.95 a bottle, and I hear it is going up again, or what is the same thing, the value of my dollar is about to fall again. Therefore I must change from "Nelson's blood" to Norfolk's polluted water. Anyway the scientists say everything is polluted nowadays, including the air over which Norfolk's polluted music (that makes me sick) comes when I'm having breakfast. . . .

### Item in 'Tohi Tala Niue':

The Kaloama season is here again. At this time each year Kaloama, which is a small fish about 3 in. long, is plentiful round the western coast of the island. The fish are fried or baked or eaten whole. This year there are many different kinds of edible fish round the coast. It is a common practice that people are not allowed to go hunting at night down to the sea, as the brightness of the torches at night might scare the Kaloama away.

### Extract from item in defence of mini-skirts by A. Fegeta, of San Cristobal, in 'The Kakamora Reporter', Honiara:

We Solomon Islanders should learn that we are part of a society, and not divided partners . . . Mini-skirts beautify our Melanesian girls, and add to their natural beauty. I think it is our turn to respect things and not to merely look at the girls' thighs. Also it is more sensible to look at the face than the thighs, so that you know who is coming or going.



## The Editor's Mailbag

### THE FRENCH PRESENCE

Sir,—Allow me, as a subscriber, to express my continued surprise at the apparent ignorance displayed by PIM's editorial writers as regards the French publications of the South Pacific.

True, this attitude corresponds to the general outlook of those (all too numerous) Anglo-Saxons who have no time for people of other countries where the native languages differ from English.

However, within the South Pacific area, a French Press does exist, with an importance and circulation worth quoting. It consists of four daily newspapers, 11 weeklies (one of which is published in Sydney), several fortnightlys and at least four regular monthlies. In the territories covered by those publications, there live approximately 280,000 persons whose vernacular is the French language.

Yet I do not remember of late years many instances, if indeed any at all, where PIM has quoted the French Press of the Pacific.

I believe that you currently have two permanent correspondents, one located in Noumea and the other in Papeete. Only their opinions can but present your readers with personal appreciations of the facts. Too often it has happened that the information you published did not reflect a balanced view of events, particularly with regard to Tahiti.

In the course of contemporary history we are unfortunately apt to find that a monumental incomprehension has loomed large at times between the English-speaking and the French-speaking peoples. Conciliatory efforts—in both directions—being insufficient, have so far resulted in an indifferent relationship, when it has not been a sheer refusal to understand one another, therefore negating mutual esteem. PIM, surely, could have contributed more.

To deny a French presence in the South Pacific through a refusal to acknowledge the French language would, incidentally, explain simply what is happening to French Quebec within Canada. Seven million French Canadians are tired of the contempt that confronts them in their own country . . . Can you blame them?

If you do not wish to see the advent of a similar situation in our region of the world, then I hope

you will agree that a major effort towards mutual understanding must be promoted, in the first place on the part of those whose duty it is to inform public opinion.

Should PIM fail to concur, and thereby refuse to acknowledge a French presence in the South Pacific, then your publication in fairness should change its name for such a one as "English Pacific Islands Monthly".

The Commonwealth Government's commercial services have discovered (recently, it seems) that there exist in fact in our area 280,000 persons who are French-speaking and whose standard of living is well above that of many Islanders where English is spoken. New Zealand, for its part, is now adapting so well as to supply goods carrying French-worded labels to New Caledonia and Tahiti. Regrettably, Australia has not yet seen fit to follow suit!

DANIEL TARDIEU.

Noumea  
and Sydney.

● Of course PIM is aware that a French Press exists in the South Pacific, and it quite frequently quotes from it. But PIM is published in English, for readers of the English language, and prefers to rely on French-speaking correspondents in French territories to express a balanced view of events. This in fact is how we also cover the "American presence" in the South Pacific, the West Samoan presence, the Fiji presence, the New Zealand presence, the Nauruan presence, et cetera. Our yardstick is whether a development, in any territory anywhere, is of interest and of significance to the wide cross section of people inside and outside the Pacific who want an overall Pacific picture and depend on us for it. Those people interested in detailed news of the French Pacific, or of big territories such as New Guinea and Fiji for that matter, have to refer to the local press. We don't claim to do their job for them. Our method works for the French territories as for others, because last August PIM published a letter of congratulations on its coverage of Caledonian problems from the Vice-President of the New Caledonian Territorial Assembly. We hope that Mr. Tardieu, a settler in the Pacific from Europe and ex-owner of

Noumea's "Le Journal Caledonien" (which he sold to Senator Lafleur) will understand our position.

### DOMINIC OTUANA

Sir,—So Dominic Otuana has left the Solomons Department of Geological Surveys. His cheerful sense of responsibility was such that any organisation or community must be the poorer for his going.

My sense of disappointment is not so much due to his leaving as to what must be a failure to appreciate his potential and encourage him. His sound and sensible background and specialised training will make him difficult to replace [It's understood he has not yet taken a new job].

Many years ago Dominic and I met in a dugout canoe in the Shortland Islands, his homeland. He was training to be a priest. I said to him as we parted that, should he not quite make the grade as a priest, I hoped he would join me in the Geological Survey Branch. A decade or so later he came, in February, 1964. We were glad to have him in because he had an education to matriculation standard and a character to go with it.

Dominic and Deni Tunu had a similar background with different churches—they trained under seismological technician Ted Bellis, learning how to operate the World Standard Seismological Station HNR, which was a free gift to the Solomons people from the American Government.

The Solomon Islanders kept the station going and marked cards with earthquake times of arrival. These later were processed by computers in Edinburgh, Scotland, at the International Seismological Centre.

Then Dominic went to the Philippines for several months in 1966 to do seismological training under the Jesuit Fathers at the observatory. Visiting him there, en route to Japan, I found that he had created a great impression on many students, teaching them to play soccer among other things. He was referred to by the students as "our Englishman".

Two chartered busloads came to see him off when he returned by plane to the Solomons. (We then sent Deni Tunu to New Zealand to finish his seismological education.)

A small ceremony in 1967 marked the formal handover of responsibility from the outgoing European technician to Dominic Otuana and Deni Tunu. They operated the station and recorded the data for American, British and world-wide information centres on earthquakes. Their accuracy was noted overseas, and I received favourable comments when I arrived in Edinburgh later in 1967.

Thus an efficient operation was be-



ing undertaken by competent trained Solomon Islanders in their own land at very modest cost. They were proud of it and so was I.

While in Britain I worked partly at the atomic energy station at Edinburgh, where I arrived one day, to be greeted by a number of cards from the Solomons; they had just been rejected by the computer.

Earthquake times were going wrong. Beginning with a few seconds, then a few minutes, then an hour or two, later even the dates were wrong. Dominic was teetotal; it could only be one other thing, so I wrote to him—"Dear Dominic, the computer in Edinburgh has begun rejecting your earthquake data cards. They are getting worse. You are undoubtedly having an emotional experience with a woman and the whole world knows that something is wrong. . . ."

It was quite true. Dominic learned his lesson and never forgot it. There were no more rejected Solomons cards in the Edinburgh computer.

Since 1967 there have been no more visits by outside experts from America. The two have had to restore all breakdowns themselves and make the necessary adjustments and changes. They have installed seismographs at Aruligo and Savo to watch during times of potential danger. This service calls for men with at least five years secondary education and a sense of real responsibility.

It cannot be done by men with less background. Should Deni Tuni also leave, the station could not be run in accordance with assurances given to the American Government—unless a European technician is again recruited to do the job. This would be a step backwards.

Dominic Otua's tireless energy is

a by-word. After a game of rugby he would go on to play soccer without a rest. He did much civic and church work. He was chairman of the Honiara Jaycees, gave live broadcasts of various sporting events, and held the Captain's Cup 1967 for his "Government" rugby team.

Above all he is firstly a Solomon Islander and was proud of the contribution he was making. A man like this will certainly be missed.

JOHN GROVER,  
Former Director of Geological  
Surveys in the Solomons.  
Sydney.

### NO PALM, NOW

Sir,—Referring to that coconut palm article headed "Was It A Rhino?" in PIM (March, p. 36). I received a report of this palm from Captain Shearer of Fiji Airways towards the end of last year. It was all the more interesting that the palm was sited within a quarter of a mile of the Department of Agriculture Office. As is our practice with such reports, an immediate investigation was made by a member of staff climbing the palm and examining the crown, and it was decided that the cause was not rhinoceros beetle.

In view of the publication of this matter in PIM it was considered that the department would be inundated with questions regarding the palm, and therefore the decision was made to fell it and make a post mortem examination. The damage was quite definitely not caused by the rhinoceros beetle, and the ragged edge to the cut leaflets indicated that the fronds were eaten at a much later stage of development than is the case in rhinoceros damage.

The palm was of the sweet husked

variety, a great favourite of rats and we can only conclude that the damage was caused by rats gnawing the fronds. It's of interest that no fronds produced in the last nine months have any signs of damage, that is since rodent control measures were taken on South Tarawa.

R. T. HARBERD,  
Director of Agriculture,  
Tarawa.

● Mr. Harberd's letter refers to a suspicion by PIM that the rhino beetle might have invaded Tarawa, and naturally we rejoice with him that no such invasion has taken place. We are at the same time chastened by the sad news that as a result of our intervention an innocent coconut palm met an untimely death. Requiescat in pace.

### SAMOA'S PAST

I was never happier than after reading Judy Tudor's article "They are dusting off Samoa's colourful past" (PIM, March, p. 61). I had the same experience she and Mr. R. W. Robson had trying to locate the plaque of J. Cesar Godeffroy [in the Casino Hotel garden, Apia], which I had photographed on a previous occasion. I was very disappointed on my last visit to find that it had disappeared. Turning from Pontius to Pilate, I found that nobody had ever seen the plaque and did not know what I was talking about.

Unfortunately no one steered me to Mr. Kelly, whom I had met on a previous occasion. I also missed another memento. In front of the German memorial to the men lost in in hurricane there was a heavy copper cross in the form of a typical German Iron Cross. On it was the inscription:

*De Helden von Apia  
Die Kameraden S.M.S. "Scharnhorst"  
August 1910*

(In Memory of the Heroes of Apia—The Comrades of the S.M.S. "Scharnhorst" August 1910).

This cross had disappeared on my last visit. I wonder if Mr. Kelly, or anyone else, knows its whereabouts?

I have been in Western Samoa at least half a dozen times and shall visit it again this summer. Nobody had told me about the steering wheel of HMS *Calliope* [erected in Apia Court House], but I came across a beautiful old German bookcase in "Vailima", the official residence of the Head of State, originally built by Robert Louis Stevenson. It had an inscription on it in German, which translated meant, "Books are your best friends". I hope that it has been preserved.

I am sorry that the wreck of the



Ted Bellis and the Islanders to whom he handed over. Senior geological assistants Dominic Otua (rear) Deni Tuni (right) Philip Dereki (left).



**TATTERSALL'S**  
introduce the  
**MILLION  
DOLLAR  
GRAND NATIONAL  
HURDLE Consultation**  
**\$250,000  
FIRST PRIZE**

Another great Million Dollar Sweep from Tattersall's — The Million Dollar Grand National Hurdle Consultation. Your chance to win \$250,000 1st prize or any of the other 4465 prizes totalling \$350,000. 200,000 tickets at \$5 each. Race to be run at Flemington, Vic., on Saturday, July 3rd.

|                                                                                                                                                              |  |                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------|
| <b>TATTERSALL'S SWEEP CONSULTATION</b><br>c/o Geo. Adams, 244 Flinders St., Melb. 3000<br>Australia                                                          |  | Office use only |
| Please allot ..... tickets @ \$5 (Aust.) ea. Herewith \$ .....<br>(Add postage or send 2 stamped addressed envelopes for return of tickets and result slips) |  |                 |
| SYNDICATE NAME (OPTIONAL) .....                                                                                                                              |  |                 |
| NAME: Mr., Mrs., Miss .....                                                                                                                                  |  |                 |
| ADDRESS .....                                                                                                                                                |  |                 |

German *Adler*, which could be seen until the recent reclamation of that part of the harbour, has also been completely forgotten. I think that if there were no other way of financing it, the German Government would be prepared to foot the bill for a simple marker and inscription directly above the now buried wreck.

It might be of interest to know that John Cesar Godeffroy's mansion is still standing in my hometown of Blankenese on the River Elbe, near Hamburg. It is considered one of the most beautiful homes in the whole area. A street in Blankenese, Godeffroy Strasse, still bears the name of the one-time King of the South Seas.

HERBERT STEIN.  
Staten Is., New York.

*Judy Tudor comments:*

● Mr. Stein is editor/publisher of the German language weekly *Platt-dutsche Post*, in Staten Island. He would like to know what happened to that German cross and so would we. If any reader has any clues about this or about any other hidden historical relics of the 19th and early 20th centuries in Western Samoa, let's know about them. Some present inhabitants short-sightedly believe that such reminders of the past are best forgotten. But visitors are interested in the past as well as the present and as Western Samoa is in the market for the honest tourist dollar, anything that will make the visitor's stay more interesting is worth preserving.

Sir,—In Judy Tudor's article about the WS Trust Estates, it says that only 11 men had sat in the front office, and gives their names; but I sat in that office, first as Receiver, then Liquidator, of the D.H. & P.G., from 1915 to early 1918 when I resigned and returned to New Zealand to re-enlist in the NZEF. I was followed by my accountant Mr. P. E. Patrick, who came from Wellington and was there when the Spanish 'flu epidemic hit Samoa. He in turn, was followed by another New Zealander, whose name eludes me.

My connection with Western Samoa commenced with my arrival in Apia in August, 1914, as a sergeant in the 5th Wellington Regt. When the German officials refused to carry on their jobs, a number of men in the NZEF were appointed, and, I was one of those. The office I took on was that of the Chinese Commissioner, and later I had the assistance of another from our regiment namely John Pye-Smith.

In 1915, along with Wilfred Sim, now Sir Wilfred Sim, QC, who was Crown Prosecutor and Commissioner of Police, we resigned and returned to NZ where we again enlisted and



I was posted to the 9th Reinforcement NCO's for extra training in Trentham Camp. While there I was sent for by the NZ Minister of Defence, Sir James Allan, and asked to return to Samoa as Receiver for the D.H. & P.G. He said that the British Government wanted this to be done, and I decided to take on the job.

Since then I have always been very interested in South Pacific affairs and have been a regular reader of your monthly, which I get posted to me to my home in the Highlands of Scotland, where I now officially reside, though I come out to NZ every other year to see the bowls and dodge a UK winter. I should add that it is through the kindness of my sister-in-law, Mrs. Farquhar Matheson of Vava'u, Tonga, that I get your monthly.

W. M. MATHESON.  
Auckland, NZ.

### THE WAR RETURNS

Sir,—For me the article in PIM (Jan., p. 45) entitled "The War Returns To Bougainville" proved most interesting; and it was also of interest to find my old station correctly spelled as Kihili, and not as people following map errors call it, Kahili.

There is much in the jungles of Buin surrounding Kihili that could prove of interest to the war museum.

One error crept into the article, where it stated that "Siwai is the home of the wrongly named 'Buka' baskets". Actually Buin was originally the home of such—and in particular the south-eastern end of Buin. Mrs. Voyce learned the art of weaving the simple forms of Buin basketry, and taught it to the school at Tonu in the early 1930s. From then on the Siwai people have taken it up, and today are equally good at weaving all types of elaborate basketware, as are the Buin people.

It may be of interest to record that at Kihili, there was dedicated on Anzac Day, 1958, a war memorial, which in itself is something of a war museum. Part of the Japanese airfield built on Kihili was set apart and dedicated as a memorial field, and planted with gardens. In this area was unveiled the actual memorial—a large prostrate concrete cross, with an inscription in shells: *Lest We Forget The Fallen*. From the centre of that cross there rises an upright cross of remembrance.

At the base of the cross, and separated from it, there is a concrete slab inscribed again with shells: In Memoriam—Natives And Civilians, Armed Forces, Aust., NZ, Fiji, USA, Japan; Prisoners, British, Indian, Korean.

REV. A. H. VOYCE.  
Auckland.



## End the problem of dry skin

Unless you take particular care harsh weather can easily rob your complexion of the precious moist oils quicker than the oil ducts of the skin can replace it, thus resulting in dry skin and the foundation of wrinkles.

A little extra attention should be taken at this time of the year by smoothing oil of Ulan over the face and neck daily before applying make-up. Oil of Ulan is recommended because of its special isotonic properties that help nature to maintain

the natural oil and moisture balance of the skin.

Beauty, the glow of a healthy complexion and protection of your skin from dryness are yours when you use this unique tropical oil regularly. Beauty skin specialists are also recommending that the oil of Ulan should be smoothed over the face last thing at night before retiring to give your skin the added benefit of night-time nourishment.



# MILLERS LIMITED

## MARINE & GENERAL ENGINEERS

BARGE & BOAT BUILDERS  
BOILERMAKERS

FOUNDRYMEN  
SHIP REPAIRERS

METALOCK AGENTS



FIJI'S LARGEST BARGE—built for Marine Pacific Ltd., by MILLERS, of course!

Vessels up to 1,000 tons can be overhauled and fitted out at Millers' wharf and slipping facilities are available to Millers on the Government slipways. Millers have the largest workshops in Fiji, which house the latest machinery, providing

prompt and efficient service. Millers can handle almost any job—Building Construction, Automotive Engineering, Joinery, Air Conditioning and Refrigeration plus Furniture and Upholstery factories.

# MILLERS

LIMITED

P.O. BOX 296, SUVA, FIJI. PHONE 23031.



# Pacific Shipping

## Another view on that regional shipping idea

At the Pacific Islands Producers' Association conference in Nukualofa in late April the member governments set up a working committee to investigate the formation of a regional shipping line in the Pacific. Details are given elsewhere in this issue.

The idea had been kicked about between Samoa, Fiji, the Cooks and Tonga for some months, and in Suva a week or two before the Nukualofa decision, economist John Baker had addressed a meeting of the Economics Association of Fiji on the scheme.

The regional idea originally got an airing earlier this year when Western Samoa Prime Minister, Tupua Tamasese Lealofi, proposed setting one up and claimed support from Nauru and the Cooks (PIM, Mar., p. 96).

Tamasese's concept didn't win any support from Mr. Baker, who was formerly closely associated with the management of the Tonga Shipping Agency, and helped prepare Tonga's latest five-year plan.

He said the idea of regional shipping was not new. Tonga had been in the shipping business for some years and Nauru at present owned three cargo ships. But because of managerial problems the Tongan venture had in the past run at heavy losses and the *Niuvakai* at one point had been losing about \$60,000 a year.

He emphasised that any new line would have to compete with rivals who were willing to stand losses if they thought long-term prospects warranted this. New services recently established between Fiji and Australia had entailed losses for the companies concerned, but they had the resources to bear them. It was unlikely that the proposed regional line would have the financial backing needed for such a policy.

Mr. Baker also pointed out that:

- Despite constant criticism, exist-

ing services were geared to the economic needs of the Islands and current freight rates were "reasonable". There was hardly any point in duplicating services when there was hardly enough cargo for existing services.

- A regional shipping line would not generate more trade between the territories because, through a lack of resources, some had hardly anything to export. For instance, in 1969 Fiji exported or re-exported more than \$1 million worth of goods to Tonga, but the value of goods from Tonga to Fiji was only \$10,000.

- If, say, the Union Steam Ship Company lost cargo to a regional line, its costs would go up and it would be forced to put up freight rates or cut back schedules. He could not see how a regional line could avoid the USS's problems, particularly labour holdups in New Zealand.

In his opinion:

- The line would save little foreign exchange. Ships would have to be bought abroad, slipped abroad, insured abroad and bunkered with imported oil.

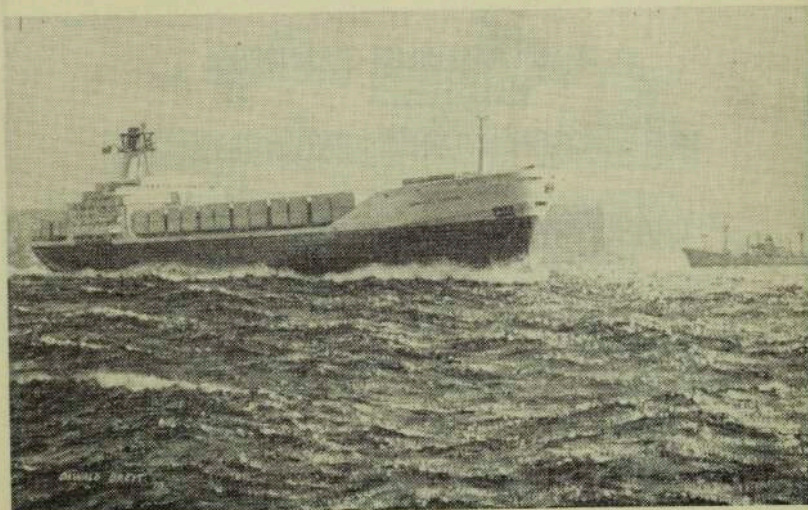
- The 40 or 50 jobs created for Islands' seamen could not warrant the buying of a ship. Pay earned by

### IN THE NEWS THIS MONTH

|                    |                   |
|--------------------|-------------------|
| Akatere            | Malaguena         |
| Argo               | Malulu            |
| Cap Frio           | Moanaraoi         |
| Cathay             | New Guinea Chief  |
| Chitral            | Niuvakai          |
| Columbus America   | Omicron           |
| Columbus Australia | Otto Leonhardt    |
| Columbus           | Pakeina           |
| New Zealand        | Papuan Chief      |
| Coral Chief        | Pavana            |
| Cutty Sark         | Raha              |
| Dmitry Mendeleyev  | Rebel             |
| Ekiaki             | Sea Spray         |
| Fanafjord          | Sahama            |
| Fairsky            | Sana              |
| Fascination        | Shi Bui           |
| Freedom            | Spirit of Barbary |
| Holmburn           | Tagua             |
| Iberia             | Taiki Maru        |
| Island Chief       | Taiyuan           |
| Karie-I            | Tangari           |
| Kittiwake          | Tenos             |
| Korong             | Westward          |
| Kwangsai           | Windsong          |
| Lahaha             | Yo-Ho-Ho          |

the crews was of dubious economic value; experience with the Tongan *Niuvakai* showed that crew spent 80 to 90 per cent. of their pay in Sydney each time the ship docked there. Crew costs would be lower, but this would be offset by inefficiency caused by managerial inexperience.

- The major problem, Mr. Baker reiterated, was still lack of cargo. There was no guarantee that a regional line would receive any particular share of the business available. Governments would do better to concentrate on cutting freight rates within their own territories by building more roads and jetties. Also, dialogue between territories and shipping companies to improve existing services could bear improvement.



The massive "Columbus New Zealand" heading for Australia in April via the US. She's been ordered from Hamburg shipyards by Columbus Line. Full story p. 75.



## Marine Accessories Co. Pty. Ltd.

### "MAKO" MARINE PRODUCTS

EXPORTERS THROUGHOUT THE ISLANDS

"MAKO" NYLON, POLYETHELENE,  
KURALON FISH NETS

"ARALDITE" BOAT SHEATHING KITS

"FERROPRO" RUST CONVERTOR  
"FERROPRO" COLD GALVANISING  
"FERROPRO" META SEAL N.F.  
"FERROPRO" LAQUER COATING FOR  
BRASS, ALUMINIUM, COPPER, CHROME  
"FERROPRO" ANTI-FUNGICIDAL AND  
FLUORESCENT PAINTS

"ALSAFE" LIFEJACKETS, BUOYANCY VESTS

"SOILAX" BILGE CLEANERS

AZLON NYLON FISHING LINES

"CHANDLERY" ALL YACHT, PLEASURE CRAFT,  
AND SHIPS CHANDLERY

*Please write and we will forward you our full catalogue  
on all stocks available.*

## Marine Accessories Co. Pty. Ltd.

c/- P.O. BOX 112, GLEBE, N.S.W., 2037

CABLE ADDRESS: "MAKO" SYDNEY

### JUST EVERYBODY WILL OWN USS CO.

Thomas Nationwide Transport of Sydney, and a New Zealand consortium yet to be organised, will definitely take over the Union Steam Ship Co. of New Zealand, following NZ Government approval of the deal on April 6.

And in April it was also confirmed by a TNT spokesman that the company was negotiating a tie-up with the German-owned Columbus Line.

A joint interest between TNT and the German firm would give TNT a comprehensive road and sea transport network in the South Pacific. Columbus (see article, p. 75), has extensive Pacific interests, while TNT has land transport interests in NZ and similar connections in the US and Canada.

TNT's takeover of the USS Co. has certain conditions imposed by the NZ Government. The company is not to be split up in three parts, as TNT originally envisaged. No changes must be made in USS shipping services for the first 12 months of the takeover, and TNT will give the NZ Government advance notice should it decide to terminate a service.

TNT also plans to sell a number of ships of the USS fleet and replace them with modern vessels.

### PLACER MAY SELL ITS KARLANDER INTERESTS

Placer Development Ltd is considering selling its 45 per cent. interest in Karlander New Guinea Line Ltd, because of Karlander's plans to invest in new ships for Australian Territory Liner Services Pty Ltd.

Karlander owns a 50 per cent. share in ATLS, and the other half is owned by Swiss Aluminium (Aust.) Pty Ltd. Placer's share in Karlander is worth about \$500,000.

The Placer Development annual report says that Karlander's 50 per cent. share in ATLS has been reasonably successful and has supplied a much needed service to the aluminium projects in which Swiss Aluminium is a major participant.

It would be some years before Swiss Aluminium could develop a cash flow to Placer. Karlander New Guinea was originally formed to ship plywood from New Guinea to Australian markets. Now, other shipping could provide an equally effective and competitive service.

Mr. H. Costello, managing director of Karlander New Guinea Line, said Placer had decided to pull out



now because it did not wish to become involved in the large investment needed for the new ATLS ships. ATLS operates services covering Melbourne, Sydney, Brisbane, Weipa and Gove.

The Placer holding in Karlander New Guinea Line will first have to be offered to the other shareholder, Karlander Oslo. Should Karlander Oslo take up these shares it will own 90 per cent. of Karlander New Guinea Line. The remaining 10 per cent. is held by New Guinea Goldfields Ltd.

## TT LOSES A LINK, AND GAINS ONE

The US Trust Territory has lost one shipping link to Australia, but may gain one to New Zealand. The GEIC Wholesale Society vessel, *Moanaraoi*, which used to call regularly at Sydney and every 12 weeks at Majuro, no longer visits Australian ports.

The *Moanaraoi* has not called at Sydney since Christmas and the Wholesale Society's Sydney agents said in April they had no information to indicate when the service would be resumed.

The Trust Territory market is at present dominated by Japan and the US, and Australian businessmen already find it difficult to supply the area because of a dearth of shipping.

MILI's board of directors discussed possibility of a direct run from Auckland/Sydney to Truk/Ponape last June (PIM, July, p. 101). At that time they were well aware that a growing number of businessmen in Australia and NZ would like to serve the TT market.

No definite decision has been made on the proposed new service to NZ. Initial thinking is that the service will operate bi-monthly from NZ ports to Majuro-Ponape-Truk-Koror, with inducement calls at Suva, Tarawa, Kwajalein and Yap. There is also a possibility of inducement calls to Sydney.

On the voyage to NZ the ship would load cargo and bunkers at Davao for Truk-Ponape-Majuro, and if there was an inducement there would be calls at Tarawa and Pago Pago.

The time allowed for the voyage would be 70 days, but if all space was not taken the time could be reduced to 60 days.

MILI will make a feasibility study with the *Fanafford*, which will leave Mt. Maunganui, NZ, about June 1. The *Fanafford* has 500-ton dry cargo

space, and 20,000 cubic feet of reefer space.

Mr. George Kiskaddon, chairman of MILI, said five or six voyages a year would more than triple refrigerated food deliveries. That would fundamentally change a TT tin-can economy to one of fresh food consumption.

The success of the venture will depend on greatly increased reefer storage facilities.

MILI has been operated as a subsidiary of Marine Chartering Co. Inc. of San Francisco since 1968. It also has a substantial number of Micronesian investors. The company charters all its vessels, mostly 2-3,000 tonners of the conventional variety, although there was a whisper in Sydney in April that the company might get a sideport loader.

Other news of the Trust Territory:

- MILI's overall freight charges have gone up about 15.5 per cent. The new tariffs—some increased, some decreased—have been approved by the Water Transportation Review Board.

Primary reasons for the increases, says the board, are an 80 per cent. rise in fuel cost since 1968, 50 per cent. rise in sea-going labour costs; 50 to 90 per cent. rise in shoreside labour costs, and the necessity of providing a reliable fleet to serve TT ports within the terms of MILI's water transportation contract.

"The average net increase in retail cost of consumer goods which should result from these rate adjustments is calculated to be about one cent per

dollar for imported merchandise," added the board spokesman.

- The TT Government has submitted its capital improvement programme for docks, harbours and warehouses for the next six years, to the Water Transportation Review Board.

According to *Micronesia Shipping News*, 1973-77 will see the continuation of a long range programme to improve and upgrade the existing harbours and warehousing facilities at a total estimated cost of \$US6 million.

A programme of improving warehouses in both district centres and outer islands, begun a year ago, will be continued, providing storage areas for contract carriers and government-owned ships. While the programme goes on, a special government-owned ship with beaching ability is providing service to the islands which do not have adequate port facilities.

In co-operation with the US Coast Guard, navigational aids are being installed or replaced as needed.

- An improved service allowing direct shipments between TT ports and Hawaii/San Francisco will be initiated; and direct westbound service from the US, as well as roundtrip service to Japan and the Far East will be continued, said *Shipping News*.

- MILI board of directors have agreed to explore possibilities for joint ventures with Micronesian investors in stevedoring and terminal operations in Majuro, Ponape and Koror, where MILI operates such services itself.

## FOR SALE OR CHARTER LST "MAGELLAN" 2700 t.d.w.

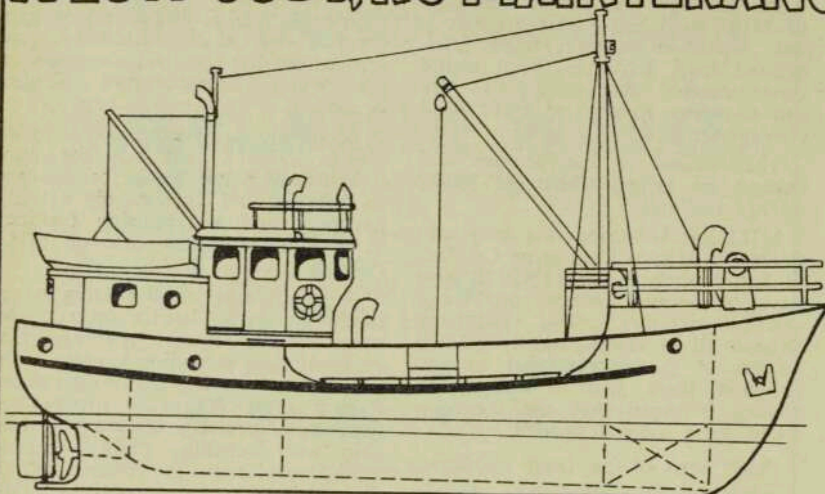
317 ft length with G.M. diesel engines and with operable bow doors, capable of beaching in areas where suitable docking facilities not available.

For specifications and other information contact:

**UNIVERSAL CHARTERERS PTY. LTD.,**  
Sydney. Phone 27-8971. Cables: "Unichart".



# A LOW COST, NO MAINTENANCE **MINI COASTER**



## BUILT IN FERRO CEMENT

NO RUST • NO ROT • NO LEAKS

|                            |                  |
|----------------------------|------------------|
| L.O.A.                     | 53' 6"           |
| L.W.L.                     | 50' 0"           |
| BEAM (Moulded)             | 16' 9"           |
| DRAFT (Loaded)             | 5' 6"            |
| D.W. (Approx.)             | 30 tons          |
| SERVICE SPEED              |                  |
| Loaded                     | 7 knots          |
| Light                      | 7½ knots         |
| ENGINE 76 H.P. L3 GARDINER |                  |
| DIESEL —                   | Range 3000 Miles |

DESIGNED BY WELL KNOWN AUST. NAVAL ARCHITECT FOR ISLAND SERVICE. BUILT UNDER RIGID SUPERVISION BY C'WEALTH OF AUST. DEPT. OF SHIPPING & TRANSPORT — (HULL & ENGINE SURVEY)

FOR A LIFETIME LOW COST VESSEL WRITE TO:

**MARINE FURNISHING BUNDABERG PTY. LTD.**

P.O. Box 69, BUNDABERG, Q. 4670

Phone 72 1260

*Enquiries also welcome  
about our FERRO 40 FT.  
DIESEL WORK BOAT*

## FOR ALL YOUR SHIP REPAIRS



Marine  
General  
Structural  
Electrical  
Metal Stitch  
Diesel Injection  
Boiler Making  
Iron & Brass  
Founders

Workshops  
adjacent to the  
Government's  
200, 500 & 1,000 ton  
slipways &  
fitting out berths

**FIRST CLASS  
TRADESMEN**

CABLES:  
"BISHLIMITED"  
G.P.O. BOX 172,  
SUVA. FIJI ISLANDS.

# BISH LIMITED

H29BL

(ESTABLISHED 1906)

Works phone: 23021, 23022,  
22668, 22669, 22660.

A/H Workshop: 23021,  
Manager: 23739,  
Asst. Man.: 23739



## Wide organisational changes for P&O

The P & O group has made a number of changes. It is reorganising its operating and management structure and radio communications and has appointed Burns Philp (NG) Ltd. as general passenger agents in New Guinea.

The group's reorganisation plans involve some 150 companies being co-ordinated under five new operating divisions. Each division is responsible in its field for commercial and ship management functions, and worldwide investigation of business opportunities.

P & O, through its 12 major ship-owning subsidiaries, controls a fleet of about 240 ships ranging from trawlers to passenger liners; from conventional cargo ships to containers, giant tankers and bulk carriers. About 40,000 people are employed by the group, which at present has on order its largest ever consignment of 30 new ships—some \$300 million worth—11 of which will be in service this year.

The new operating divisions with their chief executives are: Bulk shipping, A. B. Marshall; general cargo shipping, R. B. Adams; passenger shipping, P. E. Parry; special shipping, H. T. Beazley; European and air transport, Lord Geddes.

Five new central staff divisions, providing services to the board and the operating divisions, comprise: Finance, J. Mitchell; international affairs, F. T. Bird; technical services, D. W. Kerr; personnel services, F. H. Thomasson; planning, yet to be appointed.

The new radio communications set up is called GTZU, a system whereby P & O's 240 ships can radio each other for aid anywhere in the world, by means of a collective call sign. Formerly the ships kept in touch by using individual call signs.

Burns Philp (NG) Ltd., has been port agent for P & O in a number of areas, but has never been general passenger agent.

The appointment follows the introduction in February of monthly calls to the territory of the liners *Cathay* and *Chitral*—operated by E & A, a member of the P & O group. Each calls at Port Moresby from Melbourne, Sydney, Brisbane on the way to Hong Kong and Japan, and at Rabaul on the southward leg. Port Moresby, Rabaul and now Vila, are also visited by P & O on cruises. When the *Iberia* arrived at Vila in April, it was the first time P & O liners had visited there since before World War I.

## "COLUMBUS NEW ZEALAND" ON HER WAY

Columbus Line's *Columbus New Zealand* was due in Melbourne May 13 after a maiden voyage from her Hamburg shipyards, via the US where she was due to have her crane mounted and to take on cargo. She is the first of three container ships (other two, *Columbus Australia*, *Columbus America*) which will run the first fully-container service between the east coast US and Australia/New Zealand, not stopping at South Pacific ports.

A Columbus representative told PIM in April that the line intended replacing all its trans-Pacific ships with "similar type vessels", starting at the end of this year. This means that Tarawa, one of the two Pacific ports serviced by the line (the other is Honolulu) may have to be modified to handle some kind of container ships.

GEIC seamen will man the three new containers (they already man Columbus's present Pacific ships) and eight of them left Tarawa in April 5 to join the ship. They are working in a general purpose capacity which means all but one have to hold an AB certificate. Bosun F. Arns, who has been running a GEIC able-seaman course, left with them.

In command of the *Columbus New Zealand* is Captain H. Rassow, who was the first master to sail with a GEIC crew back in 1968 in the old *Cap Frio*.

The vessel is as modern as a container can be. She has a cruising speed of 22 knots, dead weight capacity of 21,200 tons and can carry

1,187 containers, 454 of which are insulated for frozen and chilled cargo. Portable clip-on refrigeration units may be fitted to the containers for movement overland or at a terminal/depot while awaiting loading. A unique feature is an on-board gantry crane, able to handle 80 per cent. of the ship's containers, which can make the ship independent of shore-based facilities.

Columbus Line is wholly owned by Hamburg Sud, which celebrates its 100th anniversary this year.

Another GEIC crew left the colony in April, this time to man the MV *Otto Leonhardt*, a 40,000 ton bulk-carrier, carrying iron ore, grain and coal between Norway, Brazil, South Africa, Venezuela and the Continent. The 14 seamen are all graduates of the Marine Training School.

## ANOTHER SHIP FOR NGA LINE

New Guinea Australia Line, a Swire company, has chartered a fourth boat from China Navigation. Carrying coconut oil from Rabaul to Australia, the 5,500 ton gross *New Guinea Chief* was formerly the *Kwangsi* on a Far East run.

A side-port loader, she will carry special oil tanks for the new service and should be ready by the middle of the year. The company's three other side-port loaders—*Island Chief*, *Coral Chief* and *Papuan Chief*—run Sydney - Brisbane - Port Moresby - Samarai - Lae - Madang - Rabaul - Kavieng - Honiara.

Another Swire company, Fiji-Australia Line, charts the *Taiyuan* from China Navigation to run Suva-Lautoka-Noumea-Sydney.

## FOR SALE BY TENDER

### "DAVID LAWRENCE" STEEL HULL REFRIGERATED TRAWLER

L O A 60'0" Beam 17'3" Draught 7'0" Fuel Capacity 3,000 gallons.  
Power—8V71 G.M. 250 HP Fresh Water Keel Cooled Refrigeration Powered by Auxiliary 3 Phase 40 K.V.A. Diesel Driven Unit.  
Auto Pilot, Sonar, Radio, 6 Bunks, Galley, Full Sixe Portagas Stove, Hot Water System, Shower, Toilet.  
Vessel is 2½ years old, in first class order and is in survey.  
Tenders close May 10, 1971. Highest Tender not necessarily accepted.

Enquiries for inspection should be made to:

**L. P. SMART MARQUAND & CO.,**  
51 QUEEN STREET, MELBOURNE, 3000.



## MARSHALLS SHIPPING UNDER FIRE ON SAFETY QUESTION

In a tough April editorial, the *Micronitor*, published in Majuro, has warned that a major tragedy at sea will occur unless something is done to enforce safety precautions in district shipping.

The editorial said inadequacies pointed out to the newspaper included: ships operated commercially with inadequate personnel on board to provide for a licensed individual to oversee each watch; life rafts on most vessels operating in the Marshalls were either inadequate for the number of passengers, overdue for inspection, or have had no inspection at all; fire-fighting equipment was old, inadequate, and overdue for inspection; drills to familiarise crews with emergency were non-existent; radios were not required on many commercial vessels which carry passengers; flares were not carried on most small ships and vessels.

In particular, many activities by small boats (with special mention of the starfish control boat) had been thought a danger to large shipping in the port area, the paper said.

The editorial concluded: "Proper enforcement of recommended safety requirements by the District Transportation Office will do much to fill the vacuum left by individual shippers who have proved, unfortunately, that we all try to get away with as much as we can."

And in April a VSO member in the GEIC, John Hope, called for increased safety equipment for small craft crossing the passage between Abaiang and Tarawa. He was writing

to the *Colony Information Notes*, in connection with the recent disappearance of two nuns and two Gilbertese in such a crossing (PIM, April, p. 112). The four have not been seen since March 21.

He said this was not the first time lives had been lost in the passage. The dangers could be lessened if all boats carried out regular engine maintenance, carried spare pair of oars, a supply of food and water and a small repair tool kit. Laws should be passed to enforce this.

Ideally, he said, small craft should be stopped making the crossing; or else a regular ferry service should be resumed in the style of the old *Tabakea*.

## TONGA'S "EKIAKI" CAN TAKE BIG CATCHES

Tonga's new ship, *Ekiaki* (below), should be able to take big catches within a 150 mile radius of the Tongan coasts. Costing \$T120,000 and formerly the *Taiki Maru* of Japan, she carries a crew of 20, has a steaming range of 25 days and has four separate freezer holds with a total capacity of 50 tons.

Tonga's Fishing Master, Mr. Susumu Kawakame, has always considered the previous fisher, *Pakeina*, unsuitable for longlining, due to insufficient fuel, water and refrigeration capacity. While on leave in Japan he was commissioned to find a more suitable vessel, and the *Ekiaki* was purchased. With a Tongan crew she recently sailed non-stop from Japan to Tongatapu.

Mr. Kawakame maintains *Ekiaki's* potential for bigger catches is excellent. Yellow finned tuna and marlin are plentiful, as are albacore,

which could command top export prices in Fiji and Samoa where the canning industry is well established. Mr. Kawakame also thinks fish should be canned in Tonga, not forgetting fish sausage, fish ham, fish paste and fish meal as a fertiliser.

That there are plenty of fish in these waters is obvious to all. Tonga is constantly plagued with Pago Pago based longliners encroaching in territorial waters.

Recently the *Pakeina* arrived with a prize game fish aboard—a 650 lb black marlin which apparently swallowed a 20 lb tuna caught on the ship's longline, and only 26 miles east of Tongatapu. And from Niuafoou, the proceeds of a large groper, weighing over 400 lb enabled the fisherman to pay his poll tax for the next year.

## WHY THE GOVERNMENT CAN'T BUILD A BOAT

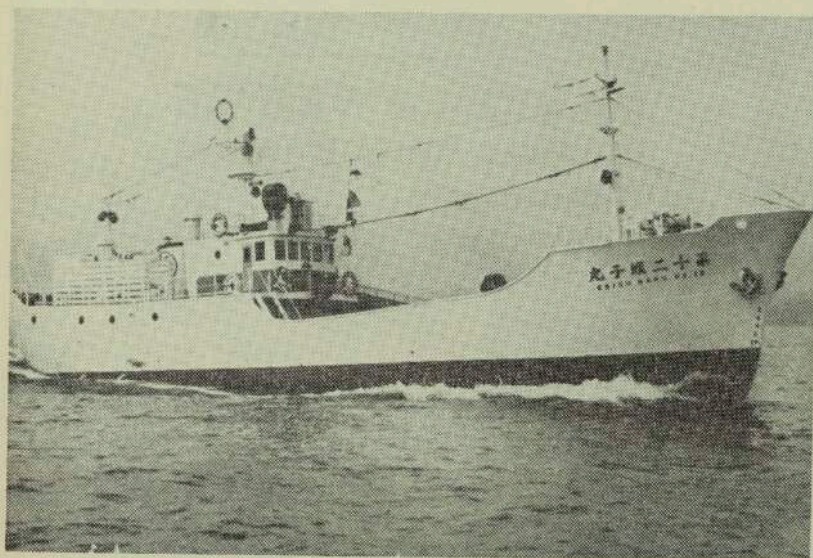
Stinsons Ltd. (a name synonymous with Fiji tourism) is to build a 72 ft cruiser for the tourist industry—but the business won't be going to the government shipyard.

This state of affairs was queried by an Opposition member in Fiji's House of Representatives and he was given this prompt answer by the Minister for Communications, Works and Tourism, Mr. Charles Stinson: "I leave it to the imagination of members to consider the form of the parliamentary questions which would have been asked by members of the Opposition if the government shipyard had undertaken the construction of a vessel for a firm in which the Minister responsible had a financial interest."

He added that if he were a private citizen, he would have no hesitation in approaching the government shipyard for a quotation—"Or, in the case in point, in persuading the firm of Stinsons Ltd. to make such an approach." It was precisely because he was also a Minister, and particularly one with responsibility for the Marine Department, he said, that he couldn't under any circumstances contemplate such action.

Mr. Stinson said he had, as a Minister, consistently advocated the need to develop Fiji as a centre for ship-building and ship repair. The cruiser, designed in England, is being built at Millers' Suva shipyard and is expected to be ready for launching in 18 months.

Ships to 220 ft long, or around 1,000 tons gross, will come within the construction capacity of the Fiji Marine Department, after a





\$F200,000 expansion programme for its shipyard at Walu Bay, Suva. Giving details, Mr. Stinson said in April the expansion would make Suva a ship-building centre of the South Pacific with potential to win orders from Australia and New Zealand.

The size of the present yard limits shipbuilding to 150 ft or less. Its redesign has been planned by United Nations shipping expert, Mr. Arne Sannegren, and Marine Department staff. The first phase of work, due to start this year, will cost \$50,000. The whole project, over three years, calls for the removal of two steel sheds, the extension of No. 1 building, erection of a 35 ton gantry crane and modernisation of the boiler shop.

### TWO NEW REPLACEMENTS FOR COOKS SHIPPING

Silk and Boyd Ltd, of Rarotonga is searching for vessels to replace two of its three-ship inter-island fleet of motor vessels.

The 169 tons gross *Tagua*, stranded on Mangaia Island's reef last December, has been declared a total loss and will be replaced by a larger vessel. She will be cut up and sold as scrap. In March-April Don Silk was overseas looking for a second-hand ship with a speed of around 10 knots.

Also to be replaced is the slow and ageing 201 tons *Akatere*, probably by a steel hulled motor vessel of 200 tons, with a speed of nine knots and capable of carrying 18 cabin passengers as well as general cargo.

This ship will probably be built in Taiwan and is expected to be in service next year. Both replacement vessels will employ Cook Islanders as crew.

### Shipping briefs

- Sitmar Line is to make Rarotonga one of its ports of call in 1972. The company, which carried European migrants to Australia until its contract ran out in June last year, is now concentrating on normal liner services from Europe to New Zealand and Australia via the Panama Canal. Sitmar, which also calls at Papeete and Suva, will make its first Rarotonga call on April 7, 1972, with *Fairsky*.

- The Fiji cruise boat, *Sea Spray*, ran on a reef at Kadavu Lailai on April 16 and stayed there over an hour before refloating under her own power.

- The twin deck, 6,500 ton dwt *Tenos* left Sydney on April 5 on her first voyage for Conpac Pacific Line, stopping Brisbane-Port Moresby and

back. She had just completed a rough delivery crossing of the Pacific. With a Swedish crew and captain, she was carrying 2,000 tons of cargo (PIM, April, p. 87) and was due back in Sydney 16 days later.

- The Holm Shipping Company increased its freight rates by about \$4 a ton on New Caledonian freight from New Zealand on April 5. In a letter to customers the company said the latest financial results indicated substantial losses on this route which the company was unable to absorb. Holm runs the *Holmburn* fortnightly from Auckland to Noumea.

- An unexpected call was made at Rarotonga on March 31 by the

Russian scientific research vessel, *Dmitry Mendeleyev*, from Honolulu. On board were Captain Mikhail Sobolevsky, 90 crew, and 70 scientific personnel.

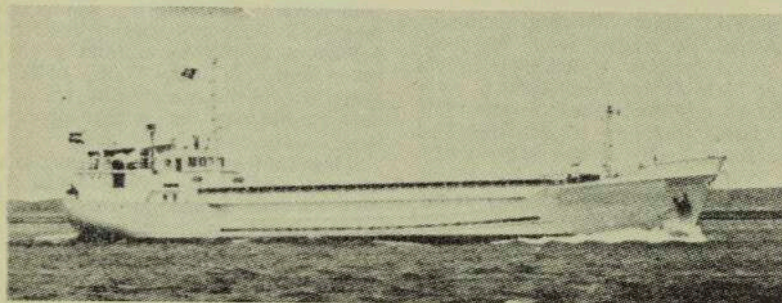
The 6,800 ton vessel is equipped with several laboratories, equipment that can recover specimens from depths of 7,000 metres, and a computer that can make 5,000 calculations per second and can transmit data to Moscow for further processing.

This four-months' research cruise of the Pacific is the fifth voyage the two-years-old *Dmitry Mendeleyev* has made. Pacific ports of call on the current voyage being the Galapagos Islands, Honolulu and Rarotonga.

The advertisement is set within a dark, rounded rectangular frame. At the top center is a stylized palm tree logo. Below it, the text "Tried and trusted in the Pacific since 1873" is written in a cursive script. Underneath this, the brand name "HELLABY'S" is printed in large, bold, white capital letters, followed by "CANNED MEATS" in a slightly smaller, bold, white sans-serif font. Below the text, there are three illustrations of product tins. On the left is a "CROWN" brand tin, in the center is a "PACIFIC" brand tin, and on the right is an "ARROW" brand tin. Each tin has its respective brand name and "CORNER BEEF" printed on it. The background of the advertisement is dark, making the white text and illustrations stand out.



## HANDY CONTAINER COASTERS



● Flushdecker, built 1963, converted into container vessel 1967. ● Class Bureau Veritas + 1 3/3 L. 1.1. "ice", special survey 1/10/71. ● 417 mtons deadweight on summerfreeboard, draft 2.64 mtr—8' 8". ● 450.95/321.18 tons Gross/Net. ● 30.089/29.779 cbft grain/bale. ● Length o.a. 51.90 mtr., between p.p. 47.90 mtr., breadth 70.20 mtr. ● ONE HATCH of 28.31 x 5.20 mtr = 92' 10 1/2" x 17' 3". ● ONE HOLD (same size) now used for 72 containers of 2.50 x 2.50 x 1.52. ● 8' 2 1/2" x 8' 2 1/2" x 4' 11 1/2" which is in fact 1/2 the size of a standard container of 20' x 8' x 8' of which 16 can be loaded underdeck. ● Four electric fans on cargo hold, airchanges 20/hr. ● Two unrigged masts for navigation lights. ● Main engine: 350 h.p. Brons, reduced to 225 h.p., type 5 G.B. No. 14531 fully automatic and bridge-controlled. ● Consumption 1000 Ltr gasoil per 24 hrs, speed abt 9 1/2 knots, bunkers 29.44 mtons, freshwater 8.38 mtons, waterballast 148.35 mtons. ● One hydraulic anchorwinch. Auxiliaries: 1 Armstrong Siddely type A.S. 1 of 10 h.p., 1 Armstrong Siddely type A.S. 3 of 30 h.p. ● Two general service pumps "Borga" type PDK-L or 30 m³. ● One auxiliary compressor "Hatlappa" LHO 10, 1 auxiliary generator 6 KW type Hansa 412/2, 1 shaft generator and harbour set of same type, 110 V. d.c. ● Vessel is fitted with: Decca Radar, R/T, DF, ESD, VHF, Sharp automat pilot and electric-hydraulic steering gear. All cabins insulated.

● Flushdecker, built 1962, converted into container vessel 1967. ● Class Bureau Veritas + 1 3/3 L. 1.1. ACP, special survey Nov. 1974. ● 456 m.tons deadweight on summerfreeboard, draft 2.72 mtr—8' 10". ● 499.47/326.78 tons Gross/Net. ● 33.024/32.572 cbft Grain/Bale. ● Length o.a. 56.83 mtr, between p.p. 51.93 mtr, breadth 7.746 mtr. ● ONE HATCH of 29.73 x 5.20 mtr = 97' 6 1/2" x 17' 3". ● ONE HOLD (same size) now used for 76 containers of 2.50 x 2.50 x 1.52 = 8' 2 1/2" x 8' 2 1/2" x 4' 11 1/2", which is in fact 1/2 the size of a standard container of 20' x 8' x 8' of which 16 can be loaded underdeck. ● Four electric fans on cargo hold, airchanges 20/hr. ● Two unrigged masts for navigation lights. ● Main engine: 450 h.p. M.W.M., reduced to 395, type R.H. 348 S.U. fully automatic and bridge-controlled. ● Consumption 1950 Ltr gasoil per 24 hrs, speed abt 10 1/2 knots bunkers 45.61 mtons, freshwater 12.04 mtons, waterballast 191.88 mtons. ● One anchorwinch. Auxiliaries: 1 Lister, type 4 JPM of 46 h.p., 1 Lister type 3 JPM or 35 h.p. both 1200 revs/min. One hydraulic pump of 30 h.p. type G 156 and one hydraulic pump of 20 h.p. type G 3. Two general service pumps make "Borga" 45 m³ P.M.K.L. One auxiliary compressor (D & O) 18 m³/hr T.K.70. one auxiliary generator 12 KW Hansa type 415/2, one shaft generator same type and one harbour set 5 KW Hansa type 411/2, 110 V. d.c. ● Vessel is fitted with: Decca Radar, R/T, DF, ESD, VHF, Sharp autom pilot and electric-hydraulic steering gear. All cabins insulated.

Both vessels, including 200 containers, are available end April, 1971, FOR SALE OR TIME CHARTER. The containers described above are open, which means 4 sides only, and are ideal for palletized cargoes. All items can be purchased separately but, owners prefer to sell the two ships and containers "en bloc" for which the asking price is \$A275,000, or near offer.

### FURTHER LISTINGS

● 195 ft cargo vessel, flushdecker, Lloyds + 100 A 1, \$A150,000. ● 142 ft ocean going tug, 1350 h.p. Lloyds + 100 A 1, \$A200,000. ● 130 ft twin screw prawn trawler/workboat, 70T freezer, \$A55,000. ● 75 ft trading ketch, \$A50,000. ● 72 ft twin screw charter vessel, \$A40,000. ● 64 ft tug, 520 h.p. G.M., \$A70,000. ● 60 ft double rigged prawn trawler, \$A50,000. ● 59 ft workboat or G.P., twin screw, \$A45,000. ● 52 ft diesel pilot launch, suitable survey work, \$A19,000. ● 50 ft twin diesel, charter vessel, \$A26,000.

## CAPTAIN VAN GELDER & CO.

P.O. BOX 17, NEUTRAL BAY, SYDNEY, N.S.W. 2089.  
PHONES: 92-4387, 929-6992. CABLES: "GELDER", SYDNEY.

## Cruising Yachts

● Amenities for international yachtsmen, needed in North Australia, are being set up in Townsville. The Missions to Seamen, 70 Palmer Street, South Townsville (P.O. Box 1244), is headquarters, and has hot shower and telephone immediately available. Other amenities will later become available. They are not for local yachtsmen, who have their own clubhouse.

● *CUTTY SARK*, 60 ft yacht with 10 on board, including the only girl in the race, came home last in the Brisbane to Gladstone yacht race. She was the only overseas yacht to take part and lucky to be doing so; five months ago she was underwater for two days in Moreton Bay during a bad storm. The boat was badly pounded but survived the ordeal, although skipper Basil J. Fleming lost thousands of dollars worth of gear. Captain Fleming told PIM: "The hospitality at Gladstone has been tremendous and I would encourage other cruising boats to participate in this annual event: although we came in last, as a cruising boat without racing gear we were given a tremendous reception when we arrived at the finish." Captain Fleming now plans to sail *Cutty Sark* either to Suva (in July) or to Japan.

● *SAHAMA*, small yacht, called in at Betio Harbour, GEIC, on April 9 to repair her engine. The yacht was manned by American, Jack J. Ross, one Englishman and a Japanese who gave a karate demonstration ashore by flattening a 44 gallon kerosene drum with a single blow.

● *OMICRON* paid a very quick visit to Majuro early March. Canadian single-handed skipper, David Field, was told without an entry permit, he couldn't stay. So he turned and sailed away. Two, more fortunate, yachts in Majuro in March were *KITTI-WAKE*, with Ed Boden, in from the GEIC, and *YO-HO-HO*, Norman Davidson, from Hawaii. Both Americans work for the TT Government.

● *ARGO*, 28 ft. Swedish sloop being sailed round the world by Jan Kristensson and Sven-Ake Afsenius and which arrived at Rarotonga recently from Bora Bora and Aitutaki,



was hauled out of Avatiu harbour in March for careening. Both men, have obtained jobs as schoolteachers, Jan at the Teachers Training College and Sven at Tereora College. They intend to stay in Rarotonga for a few months.

● **RAHA**, small sloop, arrived Rarotonga March 31 from Tahiti with English lone-hander Richard S. Taylor. She was en route to Tauranga, New Zealand on a delivery voyage for her owner who bought *Raha* in the UK.

● **MALAGUENA**, 26 ft sloop with lone-hander David Thomas on board arrived Rarotonga April 4 from Tahiti and Bora Bora. Mr. Thomas, who visited Rarotonga and Aitutaki in 1968 in *Malaguena*, is currently researching child rearing in Polynesia and Melanesia. A New Zealander, he is a student at the University of Queensland, and plans to visit Samoa, Tonga, Fiji, New Hebrides and the Solomons, returning to Brisbane in December.

● **WESTWARD**, 99 ft schooner of the Oceanic Foundation, Hawaii, arrived Rarotonga March 4 from Rarutu with six marine biologists and archaeologists on board. Previous calls were Line Islands, Starbuck, Vostock, Caroline, Pitcairn, Henderson, Ducie, Rapa, Bass, Mangareva and Oeno Islands. At Aitutaki biologists found four miles of dead reef, and crown of thorns starfish were seen feeding on live coral (see elsewhere). *Westward* left Rarotonga March 13 for Bora Bora, Tahiti and the Marquesas.

● US trimaran **REBEL** is anchored near Kieta on Bougainville where owner Marvin Glenn is working on the copper project.

● Carl and Loys Fristrom in wish-bone ketch **SANA**, from Caloundra, are in Rabaul after a cruise from Brisbane through the Barrier Reef, across to Samarai and through the Trobriand Islands. They plan a cruise to the British Solomons next north-west season.

● **KORONG**, 39 ft concrete ketch from Southport, Qld., with John and Vicky Holmes, is anchored in Port Moresby for the south-east season. John and Vicky will cruise through the Milne Bay islands to Madang in November.

● **SHI BUI**, concrete NZ sloop, *Shi Bui* competed in the 1969 Sydney and Allan Wallis, son Robert and daughter Linda are back at work and school after their year-long cruise north along the Australian coast after *Shi-Bui* competed in the 1969 Sydney-Hobart race.

● Tahiti Ketch **TANGARI**, with owner Eric Kraak and crew Jeannie Wraight, left Port Moresby recently to sail back to home port, Sydney. Also on the way back to Sydney and on to NZ is single-hander Bob Vernon in *FASCINATION*.

● Other cruising yachts in Port Moresby in April include gaff ketch **KARIE-L**, ketch **LAHARA**, schooner **PAVANA** and sloop **MALULU**. Off to SA soon are Steve and Karen Zador and baby son Zolan, in 32 ft Woolacott cutter *WINDSONG* from NZ.

● **FAI SIN**, a 50 ft yacht with a crew of four, arrived in Papeete from Hong Kong early in April. The crew comprises Ted Harmer (owner-skipper), Bob Mehner, Kevin Kirk and Alan Thompson. The first two are Americans; the others, Australians. *Fai Sin* left Hong Kong in July, 1970, and visited the Philippines, New Guinea, the Solomons and Samoa before reaching Tahiti, where the crew intend to stay for several months. Their plans are to go on to the Marquesas, Galapagos, Panama, Honduras, Jamaica and St. Thomas.

## Don't let your family down

You've worked hard to give them a home, schooling and security. Don't let that hard-won security erode away because you continued to overlook making out a Will. With a properly planned Will, you can be certain in the knowledge that your property will eventually pass to the people you specify, and also that your Estate will be as large as possible after probate and duties. In this regard, we invite you to take advantage of the advisory service we provide, entirely free of obligation. Our specialists in Estate Planning will be delighted to help you plan your Will most efficiently, or to discuss it fully with your solicitor or accountant.



### BURNS PHILP TRUSTEE COMPANY LIMITED

Fiji Office: Mr. A. W. Cooper, Resident Manager, Rodwell Road, Suva Telephone: 2 4661

Also Registered Offices at Port Moresby (Papua) and Vila (New Hebrides)

Head Office: 51 Pitt Street, SYDNEY 2000

Telephone: 241 1021. Telegrams: "BURNSTRUST," Sydney

BP13



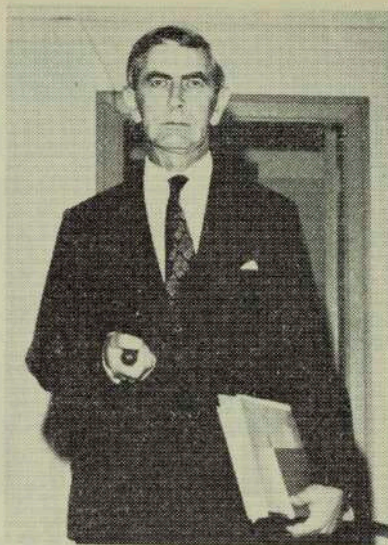
## People

● New Guinea residents are still shaking their heads over the news that the man who will replace P-NG Treasurer Ritchie in late April is a Treasurer named Ritchie. Popular Jim Ritchie has gone to Queensland University as Deputy Vice-Chancellor, and popular Harry Ritchie, 51, until recently Minister of Finance in Fiji, takes on the New Guinea post. A Law graduate from Belfast, Harry Ritchie was posted to Fiji in 1957 by the British Overseas Civil Service as Deputy Financial Secretary and did first-rate work in helping the colony develop its economy in readiness for the dominion status it achieved last October. He made many friends in government and trade circles in Australia during his regular business visits from Fiji, and there is nobody who isn't pleased that he's not now going to be lost to the Pacific. By the end of his time in Fiji he had ceased talking in an Irish brogue but he continued to talk a lot of common sense.

● Bryan Williams, the brilliant young Samoan Rugby footballer, who was an outstanding success with the All Blacks on their 1970 tour of South Africa, won more overseas admirers during the Rugby Union (England) centenary celebrations in April. Williams was one of 24 overseas players picked to play in a four-match series, culminating in a match styled President's XV against England, at the Rugby mecca, Twickenham. In this match, won by the President's XV 28-11, Williams scored three tries. In an earlier match he scored a try and kicked a conversion and a penalty goal. Two Fijians, George Barley and Jone Qoro, played in the series, but were not chosen for the match against England.

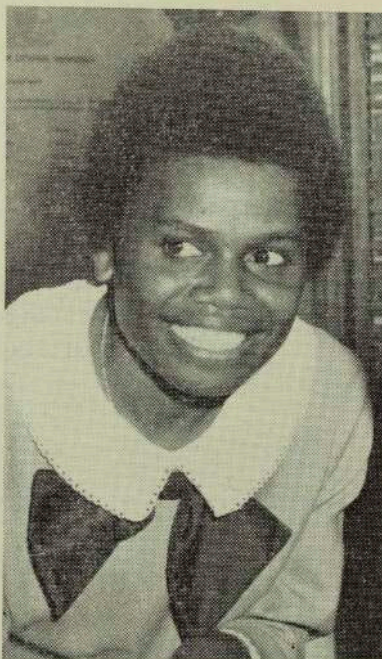
● Margaret Mead is to return to New Guinea where her studies of primitive culture brought her fame in the 1930's. Dr. Mead, 69, will leave New York, where she is head of Fordham College's social science department, in July for the Admiralty Islands on a six month expedition. She said in April she would probably be studying the children and grandchildren of the people she studied in 1932. She plans to teach at Columbia University, NY, on her return.

● Pitcairn Island's radio operator, Tom Christian, lost half of his big



Harry Ritchie

toe in a motorbike accident in April. While on a fishing trip with his wife Betty he fell on a rain slicked pathway and jammed his foot into



Pretty Miss Esther Lapan, 17, is a New Guinean in Sydney. She's originally from New Ireland, works as a clerk in Port Moresby, and finds herself in Sydney on a Commonwealth practical training scheme. She was photographed in April staffing the Papua-New Guinea display at Sydney's Royal Easter Show, with another New Ireland identity, 24-year-old Endy Nelson.

the motorbike's spinning chain. Tom's mother, Flora Christian, 63, suffered a stroke in April and was reported in a serious condition.

● After almost three years as managing editor of the *Papua-New Guinea Post Courier*, Port Moresby's daily, and umpteen years previous to that in Australia's Northern Territory, Douglas Lockwood is reportedly headed for more southern climes in July. He has been given further promotion in the editorial/executive hierarchy of the Herald and Weekly Times Ltd. group, with headquarters in Melbourne. His Port Moresby successor looks like being John Fitzgerald, Melbourne *Herald's* acting assistant-editor.

● Father Stan Hosie, the Australian who is executive director of the New York-based Foundation for the Peoples of the South Pacific, returned to New York in April after an extensive Islands visit, which took in Hawaii, US Micronesia, Western Samoa, Tonga and finally Sydney. For part of the tour he was accompanied by Mrs. Maurice Silverstein, the foundation's president. Greatest need in the Islands, as Father Hosie saw it, is for enough trained people to plan programmes and see they are implemented. The foundation, which already helps the Islands in many ways, may find a method of helping in this direction too.

● Three recent visitors to Norfolk Island were Colin Donnelly Wentworth-Fisher, direct descendant of W. C. Wentworth (who prepared the draft of the Australian Commonwealth constitution), and Ian and Betty Moffitt, collecting material for a book on Australian history. Mr. Wentworth-Fisher was on holiday on Norfolk. The first Wentworth on Norfolk was D'Arcy Wentworth, convict surgeon, who, it is believed, married a convict girl who gave birth to William Charles Wentworth. Ian Moffitt, a feature writer on *The Australian*, has also written articles on Norfolk for his newspaper.

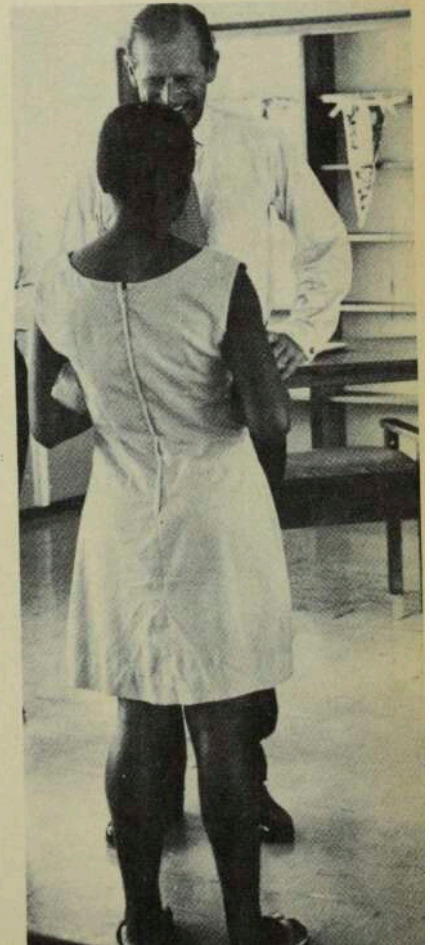
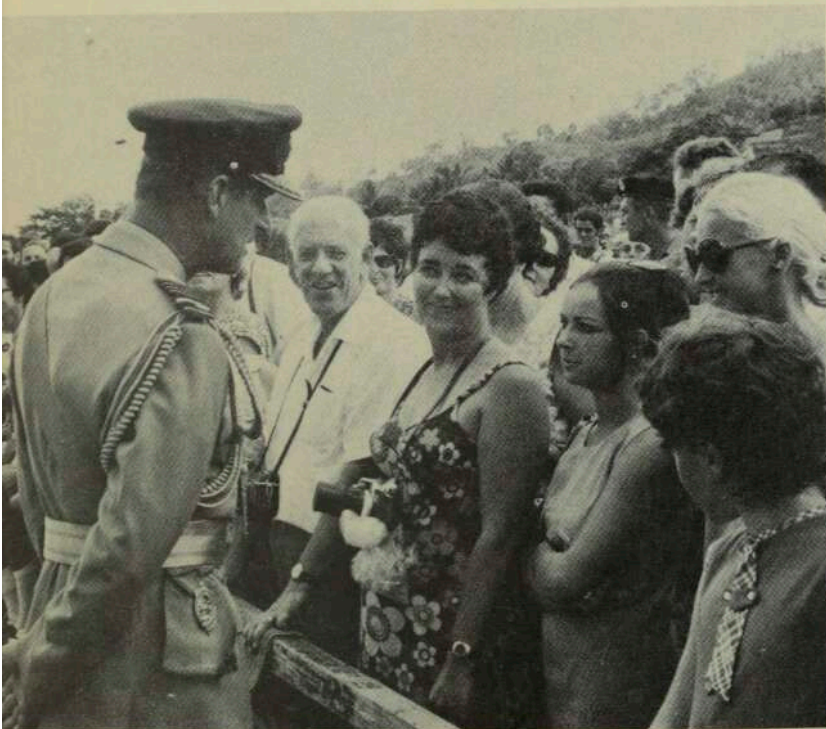
● Mr. Peter Bird has been appointed general secretary of the Red Cross Society in Papua-New Guinea. Former broadcasts officer with the Administration's radio network, he takes the place of Mr. A. A. O. Clarke, who "went finish" in April to Melbourne.

● Mr. Sik Min, South Korean Ambassador to Australia, in March, paid his country's first formal visit to Tonga since the two established diplomatic relations. Mr. Sik Min, with his wife, later left for Canberra via Fiji.

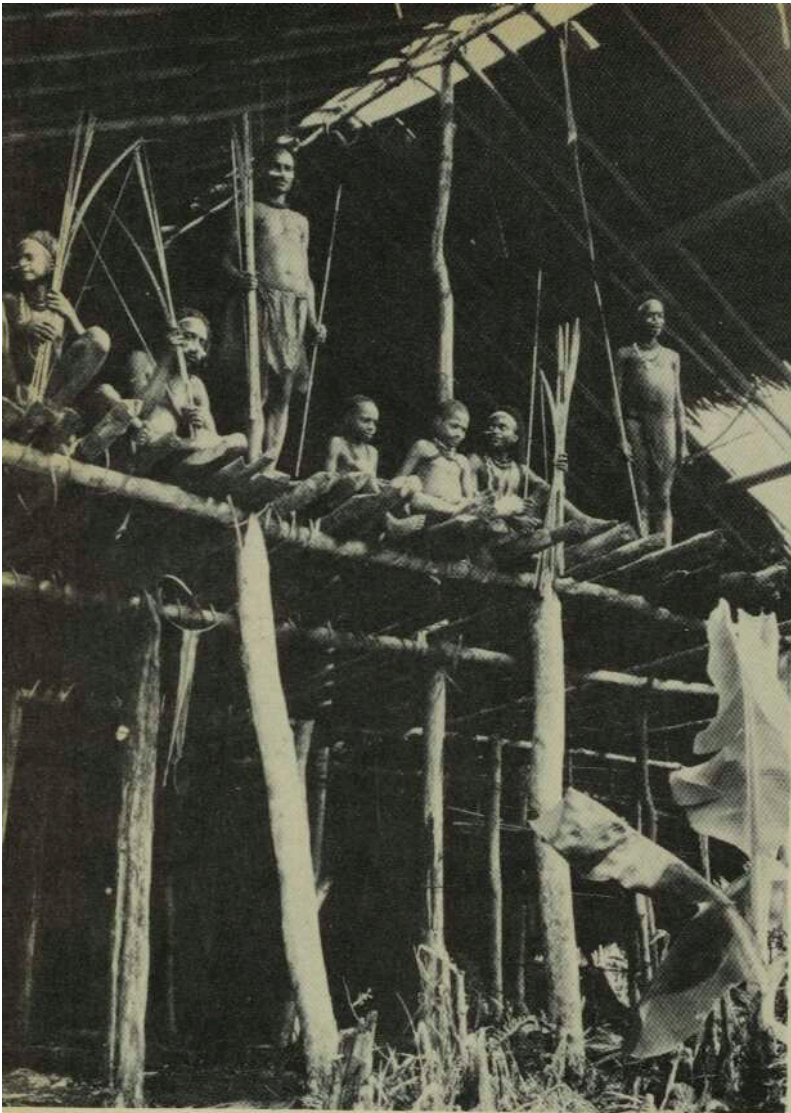


## The Duke meets the girls

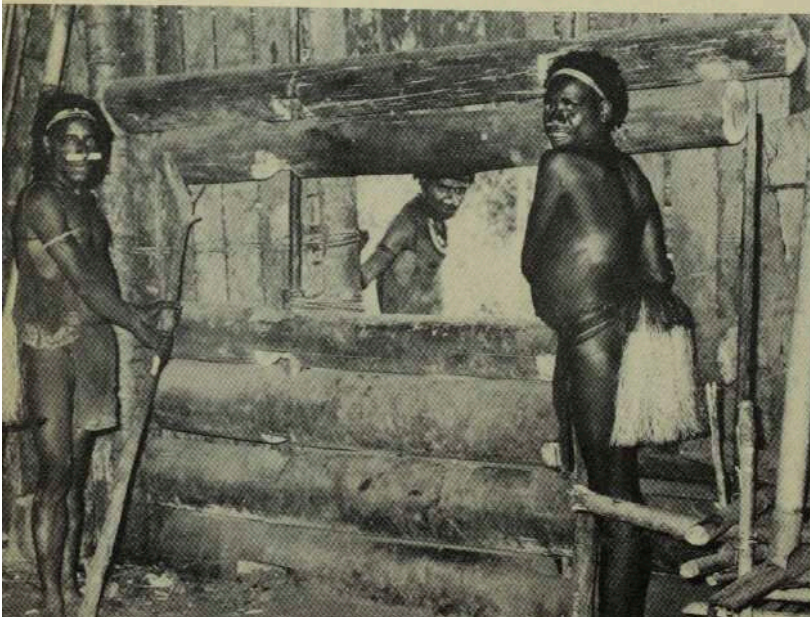
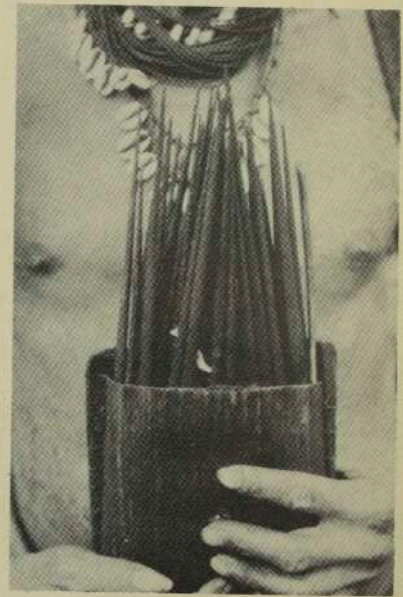
Where would the South Pacific be without its girls? The Duke of Edinburgh on his recent tour of the area seemed to be falling over them everywhere. Not that he looked upset about it. "Doesn't he realise taro pudding can be hot on the fingers?" this Malaita lass (right) seems to be saying as the Duke gets a handful during his visit to the Solomons. Bottom right, the Duke takes special interest in talking to this young New Hebridean girl. In Port Moresby, what did the Duke find? More girls. These young ladies, offering the Duke in full uniform a variety of expressions, were among the large crowd at Jackson's Airport to greet him at the end of his tour of the territory and the Pacific.





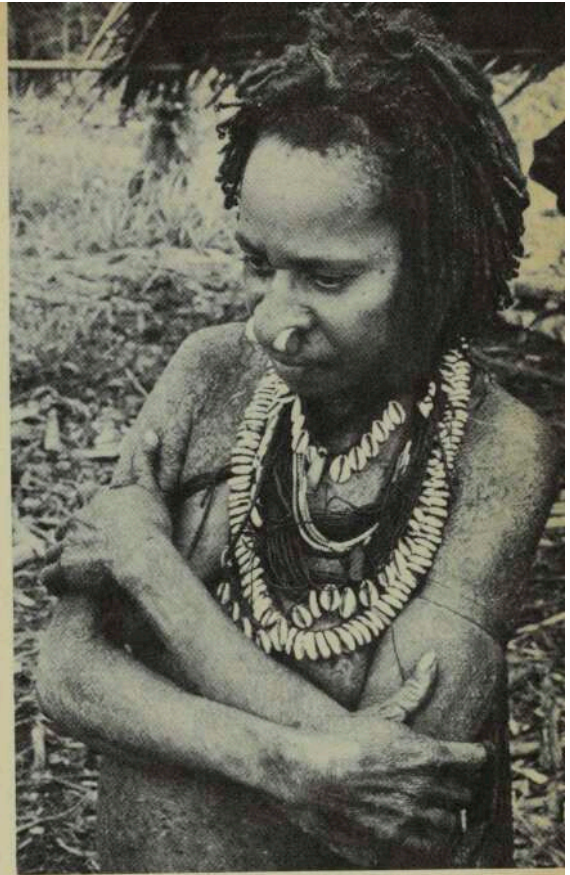


## War and death among the Biami

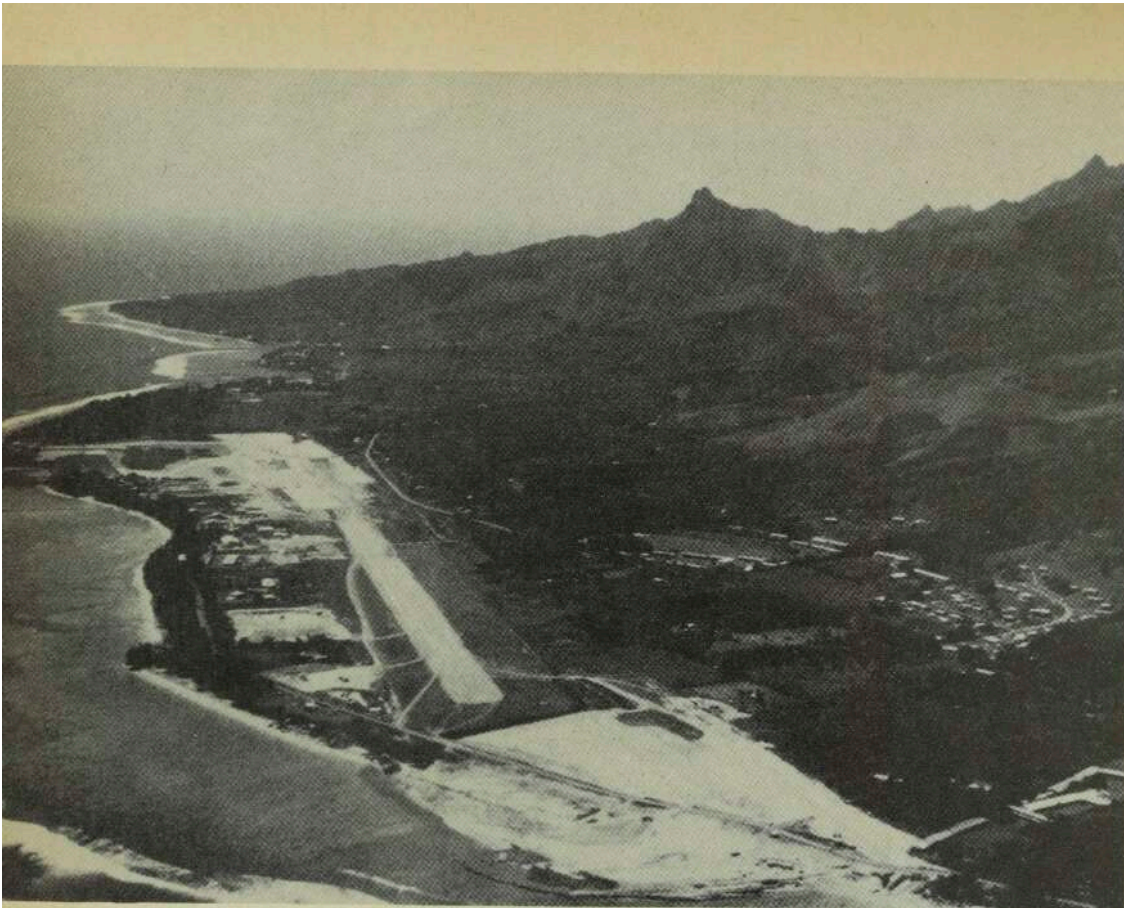




The Papua New Guinea Administration in March announced that the last two "closed" areas of New Guinea were being opened because they were now safe for outsiders. The announcement annoyed John Ryan, of the New Guinea News Service, because he said the areas did not include the Biami people, in the Western District, many of whom are still cannibals and likely to attack visiting patrols. He dared the Administrator to take a walk among them and prove them "safe". These pictures show something of the life of the Biami people. They were taken by Administration photographer Neville Moderate. Defence is still an important part of Biami life. Houses are built into embankments, the opposite end commanding a fine view of the approaches (opposite, top left). Only men are allowed on this section. Attackers are discouraged with hardened wooden spikes hidden in the trail round the house. A Biami man is seen (left) placing them. Inside the house hardwood logs are held above the narrow entrance doorway by cleft sticks, which are pulled away in case of attack, thus sealing it. Below, body of a clan member lies on a bier just outside the house, where it will remain until only the bleached bones are left. The women will wail alongside for a considerable period. Death is always close to the Biami. The woman from Wallibi village (right) has a necklace of cowrie shells, seedbeads, and a baby's finger. Her hair is rolled in a mixture of mud and tree oil, and her poor skin condition is typical of the people, although medical patrols are now slowly improving their lot.







## Airstrips in the news

Latest photos of two airstrips in the news—Rarotonga (top) and Norfolk Island. Rarotonga's jetstrip is concreted and due for completion in 1972, when Air New Zealand will then begin a DC8 service, replacing the HS748 it runs at present from Nadi and Pago Pago. Norfolk, with DC4's into Sydney and Auckland, is also looking wistfully into the jet age. The **Norfolk Islander** reports, somewhat optimistically, that now Pacific Islands Airways has made a firm commitment for the BAC111 475 jet, it might be interested in including the island in its South Pacific chain of stops. Both photos by A. G. Shearer.



# Business and Development

## FIJI SUGAR PALATABLE, BUT GOLD HAS LOST ITS GLITTER

*From SUE WENDT in Suva.*

The Fiji Government has crossed the final multi-million dollar hurdle in its negotiations regarding takeover of the Fiji sugar industry—but has rejected any possibility of nationalising its other problem industry, gold.

The government has agreed to pay \$10 million for the Colonial Sugar Refining Co.'s 98 per cent. holding in South Pacific Sugar Mills Ltd. It was announced in April that, subject to adjustments allowed for in a share purchase agreement, the price to be paid for each of the 36,199,300 shares would be 27.625 cents.

Minister for Natural Resources, Mr. D. W. Brown, told the House of Representatives that CSR would be paid \$5 million in cash by April 1, 1973. It had been agreed that the balance would be paid over 15 years.

Prior to Mr. Brown's announcement, the House ratified the share purchase agreement by unanimously approving a bill to empower the government to buy SPSM.

Besides CSR, about 1,650 other shareholders—most of them Fiji residents—have a total of 800,700 shares in SPSM. The government has agreed they should be offered the same price for the 50c shares as CSR—27.625c.

Negotiations for the government's takeover of the sugar industry follow CSR's decision last year to withdraw from Fiji. The company declared that it could not continue to operate profitably in Fiji because of the terms of an arbitration contract—the Denning Report—which gave a greater share of sugar proceeds to farmers.

The next task for Fiji is to set up an efficient organisation for the running of the sugar industry.

Ratu Mara has said the government would establish a sugar authority whose initial purpose would be to oversee the present CSR-run organisation, and run it according to government policy. It was "not the government's intention to nationalise the industry," he said.

The government will have to look for overseas funds to buy the CSR's shares in SPSM. Fiji's new sixth development plan provides for ex-

ternal borrowing of \$30 million in the next five years. This will now have to be increased to \$35 million. In addition to paying \$10 million for the CSR shares, Government will have to find \$3.75 million to buy CSR land.

Finance Minister, Mr. W. M. Barrett left Fiji in mid-April to attend a meeting of the Governors of the Asian Development Bank, from which he hoped to be able to find the finance for development plan projects. He was also to visit Britain in May to discuss finance for the plan and to establish terms under which aid might be provided. He will also be investigating other financial markets in Europe and Washington.

Closer to the canefields themselves, it was announced in April that more than 1,000 cane farmers or their sons had now attended farm management courses conducted by the SPSM. The nine-day courses have been conducted in the various cane districts since February, 1968. They are an adjunct to the SPSM's farm advisory service. Further courses are planned at Lautoka, Tavua, Rarawai and Labasa.

A joint Fiji Government and Opposition mission were due to fly to Washington in late April to strengthen Fiji's case for maintaining or increasing its United States sugar quota. Fiji wants to increase its quota from the present 42,784 tons to 100,000 tons.

Minister for Labour, Ratu Sir Edward Cakobau, was expected to lead the mission, but that depended upon whether the strike of dockworkers had been settled satisfactorily.

They were to attend hearings by the agricultural committee of the US House of Representatives in Washington in late April.

The hearings are preliminary to a new US Sugar Act, under which the amount of sugar bought by the US

from sugar-producing countries will be decided.

Under the present act, which will expire next year, Fiji is able to sell a minimum quota of 36,675 tons a year to the US.

This quota is particularly valuable because it is bought at a premium price. It is therefore vitally important for Fiji to maintain or possibly increase its quota of sugar sales to the US.

On the subject of Fiji's ailing gold industry, however, the government is adamantly against nationalisation.

Finance Minister, Mr. W. M. Barrett, told the House in April that there could be no comparison between the two industries.

Colonial Sugar Refining Co. staff would stay on in a management capacity for as long as needed and the company's technical resources would remain open to the industry.

It seemed unlikely, said Mr. Barrett, that the Emperor company and its staff would want to stay associated with a declining industry, in the event of nationalisation.

There was no guarantee that nationalisation would make the gold mining industry any more efficient—and in any case, the government did not have the resources for such a move.

"The sugar-milling industry could strain the government's resources at the present time and place in jeopardy the very objective it is hoping to obtain," declared the Finance Minister.

Mr. Barrett was asking the House to approve financial aid to the Emperor Gold Mining Co., to tide it over the next few years. The aid proposed by government consists of a cash grant of \$150,000 and an interest-free loan of \$450,000, repayable over six years.

Mr. Barrett gave some home truths



**THE BEST OF BOTH WORLDS**

# **COLORGAN**

**SOUND ACTUATED LIGHTING SYSTEM**

**MUSIC  
YOU CAN  
SEE!**



Operates from any sound system stereo tape recorder, etc.  
Background, Gain and Delay Controls.  
All solid state construction.  
Cristallux display spheres, complete with lamps cable and  
Atlas stand.

*Coloured Music is a delight to watch. You and your friends will  
be amazed at the instant response to the Colour to Sound similarity.*

*Made in Australia—fully guaranteed.*

## **TRANSLATOR ENTERPRISES**

**CHEGWYN ST., BOTANY, N.S.W. 2019 AUSTRALIA**

## **CATTLE AND HORSES**

**All breeds and types  
selected for export**

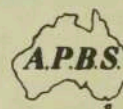
Healthy good quality cattle and horses of all grades and classes are selected and supplied to meet description and price stipulated by the purchaser and sold either through Reg. Stock Agents or on guarantee by vendor.

Transit, agistment, veterinary services, or freight can be arranged and supervised on request.

All types of other animals can also be obtained at best current prices in Australia. We specialise in animals suitable for tropical environments.

### **NETHERBY DOWNS**

**P.O. BOX 166, MILSON'S POINT,  
SYDNEY, 2061.**



INVEST AT

# **6½% P.A.**

IN THE

## **AUSTRALASIAN PERMANENT BUILDING SOCIETY LIMITED**

**NORFOLK ISLAND, SOUTH PACIFIC**

For further details and Application  
Forms please complete this coupon.

Name .....

Address .....

and mail to P.O. Box 150, Norfolk  
Island. (PIM)



about the once-important gold industry, pointing out that it now represented less than eight per cent. of the total value of Fiji's domestic imports and four per cent. of total foreign exchange earnings. Annual gold production was now about 100,000 oz—worth about \$3½ million, he said.

He revealed that recent problems—apart from the perennial ones of rising costs and a fixed gold price—included the failure of machinery and an unexpected fall in the amount of gold being extracted from ore. This short-fall was running at between 500 and 800 oz a week.

However, the industry was important from the point of view of employment. Some 1,700 mineworkers and many thousands of other people living in and near Vatukoula depended on the mines.

Known ore reserves would be exhausted in about three years at the present mining rate, but with certain other work the mines could continue to operate for the next four years.

Government had decided to actively seek other employment opportunities to absorb redundant workers, and in the meantime give further aid to the gold mines in order to prevent the trained workforce at Vatukoula from dispersing.

Opposition members protested that the Emperor company had milked the gold mines dry—and now had an obligation to retrain the Vatukoula workers, instead of leaving this task to government.

Mrs. Irene Narayan (Opposition) referred to a government grant to Emperor of \$1 million some years ago—and declared that instead of making it a subsidy, government should have demanded shares amounting to \$1 million in respect of that investment.

Mr. Barrett ridiculed an Opposition member, Deputy Speaker Mr. R. D. Patel's suggestion that Fiji should warn the US that it was not prepared to stand economic imperialism. (He was referring to the control the US has over the price of gold, which has been kept at \$US35 an ounce for 35 years).

"These might sound like bold words coming from such a small country, but no-one has the monopoly on wisdom," Mr. Patel declared. "Nothing would be lost and everything would be gained if this country started the ball rolling by lobbying for a convention of gold-producing countries.

"I am certain that if all the countries made a concerted effort and brought pressure on the United States of America, the United States would have to listen and revise the price."

Mr. Barrett observed: "No doubt by now, this information will have been relayed to the US Government and I don't think it would improve our relationships. The remark would please other sugar-producing countries who are now lobbying in the US."

Mr. Barrett remarked that it would hardly enhance Fiji's position if visiting US Congressmen and Senators were informed that Fiji wanted to lead a group of countries "to bring America to her knees. We have gained independence. Let us act responsibly," he urged.

Replying to suggestions that large profits had been made from the gold-mine, Mr. Barrett said that in 1964, the company paid a dividend of 2½ cents per share. The same payment was made in 1965 and 1966. However, these were the first payments since 1955.

Between 1956 and 1969, the company had paid a total of \$319,000 in dividends. In the same time it had paid out \$20 million in wages in Fiji. In the same period it had paid out \$1,384,000 in royalties and Customs duties and \$597,000 in indirect taxes.

He added: "I cannot believe that any member of this House is so possessed with saving the nation £75,000 that he would be prepared to throw the workers of Vatukoula on the scrap heap as so much worthless junk."

## NEW CALEDONIA'S 1970 IMPORT BILL DOUBLES

New Caledonia's import bill last year almost doubled its value in francs over the previous 12 months, registering an all-time record of 23,271 million CFP (\$US232 million). Exports, valued at 19,362 million CFP (\$US194 million), were 50 per cent. above the 1969 level.

The unprecedented rise in imports produced a trade deficit of \$US39 million. The situation is, of course, explained by the heavy investments being undertaken to prepare for greater exploitation of the island's nickel ore reserves.

In comparing figures, it must be remembered that the franc lost 12½ per cent. of its value with devaluation in August, 1969. This results in a lesser percentage rise in figures, if dollar values are used. At current exchange rates, 100 Pacific Francs equal one US dollar.

The most significant increases in imports have been in the sector of capital equipment. As a point of

comparison, foodstuffs have risen 40 per cent. in francs value from 1969 to 1970, while metals and metallic products have more than doubled. Machinery and electrical equipment imports have quadrupled.

In addition, the growth in the building industry is reflected in the fact that the volume of cement imports almost doubled last year.

Main beneficiary of the expanding New Caledonian market has been France, which doubled its exports to the territory last year. Its sales reached \$US116 million—50 per cent. of the island's total imports. Tariff regulations favour goods from France and the Common Market, which thus supplied 65 per cent. of Caledonian imports.

However, various Pacific countries also share in the growth of this French territory. After France, major supplier is Australia, which last year made \$US31 million sales, accounting for 13 per cent. of the territory's imports. In third place, the US (7 per cent.) doubled its exports to New Caledonia. West Germany (6.5 per cent.) follows, also doubling its sales there last year. Italy (3.5 per cent.) and Holland (3 per cent.) rank next as fifth and sixth suppliers. Japan sold almost \$US6 million worth of goods, with Britain doing almost as well.

New Zealand is ninth source of supply and last year sold \$US5 million worth of merchandise to the territory, doubling its 1969 sales.

On the side of exports, 99 per cent. are nickel ore and metal. Agricultural products, coffee and copra, figure in quite negligible quantities. Nickel exports last year reached \$US191 million (see below).

With the territory's continuing, though quota-controlled, increase in nickel ore exports, Japan last year became New Caledonia's major customer, displacing France for the first time. Japan's purchases were valued at \$US94 million—48 per cent. of the total value of exports.

France's share of Caledonian exports dropped from 49 per cent. in 1969 to 42 per cent. in 1970. The territory's third major customer was the US, with \$US9.6 million purchases. Next came Italy (\$3.6 million) and Canada (\$3.1 million).

## New Caledonia keeps up its nickel boom

New Caledonia's production of nickel metal rose 10 per cent. last year, compared with 1969, while nickel ore output was 23 per cent. higher.

The nickel metal, produced exclusively by the Societe Le Nickel,



reached 43,821 metric tons, compared with 39,795 tons in 1969. Nickel ore output was up to 6.8 million tons, compared with 5.5 million tons in 1969.

Le Nickel is currently engaged upon an expansion plan at its Doniambo smelting works near Noumea. This resulted in ferronickel production registering 27,964 tons, while nickel matte remained stationary at 15,856 tons.

Of the total 43,613 tons exported, 31,103 tons went to France. The remaining 12,510 tons were destined for foreign markets. Main clients were the US, taking 3,682 tons ferro-nickel, with Japan and Canada buying 5,948 and 1,451 tons of mattes respectively. Among other lesser customers, Australia purchased 359 tons of ferro-nickel.

Owing to the usual creation of stockpiles and the imposition of export quotas, nickel ore exports remained below total production figures and reached 4.1 million wet tons, one third higher than the 3.1 million tons exported in 1969. Last year's ore exports had an average nickel + cobalt content of 2.5 per cent. The average price FOB per wet ton was \$US16, transported from the territory in 310 shiploads.

Leading exporters were the Societe

Le Nickel (1 million tons) representing 24 per cent. of the territory's ore exports, and leading independent Caledonian miner Edouard Pentecost (934,301 tons) selling 23 per cent. of total ore shipments. Main customer is, of course, Japan which purchased just over 4 million tons.

## Unionists 'refused entry' to Caledonia

Two Canadian trade union officials have been refused entry into New Caledonia, following a visit there late last year of Meyer Bernstein, international affairs director of the United Steelworkers of America (PIM, Jan. p. 96).

Mr. Gilbert Drayton, secretary-general of New Caledonia's largest trade union, the SOENC, said in April a complaint had been lodged with Governor Louis Verger concerning the Administration's refusal to allow the Canadian unionists into the territory.

The two French-speaking Canadians, Messrs. Vallee and Seguin, were obliged to fly on by the same plane to New Zealand. Their expected arrival in Noumea had been announced at a trade union congress held in December, at the west coast town of Bourail. Unionists were then

told that the two Canadian experts could be expected to train the Caledonians in financial and administrative organisation of trade unions.

The interest of North American unionists in New Caledonia has been heightened by the operations here of the International Nickel Company of Canada (a partner in the COFIMPAC project) and the Kaiser Aluminium and Chemical Corp., which is working with the French company Le Nickel.

## Nauru Pools man in bankruptcy court

An echo of the failure of Pacific Sporting Pools was heard in Sydney early in April when the Registrar in Bankruptcy, Mr. V. D. Summerhays, started a public examination into the bankruptcy of William Maurice Mayberry, one of the promoters of the scheme. The plan was to conduct football pools from Nauru.

Mayberry was made bankrupt on December 1, 1970, on his own petition. He then had assets of \$A24.59 in cash, and two horses. Against that were liabilities of \$33,657 owing to unsecured creditors; a contingent liability for Seihor Cocoa Estates Pty. Ltd.; \$22,500, plus interest on what he described as a secured debt owing to the Bank of NSW; and \$29,000 or \$30,000 owing to trusts for his children.

He had also received \$15,000 from his wife over the years, but she did not want the money back. Altogether there was a deficiency of about \$90,000. He was at present earning \$100 a week as a liaison officer for Gem Prospecting and Development Pty. Ltd.

Mayberry told the Registrar that he had \$2,000 to \$3,000 in Sloop Ltd., which was registered in Norfolk Is. That company was taken over by Consolidated Football Pools Ltd., also registered in Norfolk Island in August, 1968. Consolidated Football Pools, in turn, was taken over by a Nauru-registered Pacific Sporting Pools Ltd. in November, 1968.

Mayberry, in reply to a question by Mr. C. Darvall, who appeared for the Official Receiver, said he had invested more than \$2,000 to \$3,000 in cash or kind in Sloop Ltd. The money referred to was a reimbursement for travelling expenses. The amount he invested in Sloop was more than \$7,000.

His shares in Sloop were for past services. Apart from himself and Mr. George Pearce, who was on the same basis as himself, the other shareholders in Sloop were Mr. L. G. Scanlan and Mr. D. Berry. Scanlan

---

**MORE SERVICE / MORE PORTS /  
MORE OFTEN**

---

**CARGOES WITH  
KARLANDER**

---

Services to and from: Sydney • Brisbane • Port Moresby • Rabaul • Lae  
• Samarai • Madang • Wewak • Vanimo • Manus Is. • Buka • Kieta  
• Kavieng • Honiara • Vila • Santo • Norfolk Island • Lord Howe Island.

---

## KARLANDER NEW GUINEA LINE LTD.

MANAGING AGENTS: KARLANDER (AUSTRALIA) PTY. LTD.

19-31 Pitt St. (3rd Floor), Sydney, N.S.W., Australia. Tel.: 27 6301.

Brisbane: F. H. Stephens Pty. Ltd., 30 Albert St. Tel.: 31 1476.

### Agents:

Port Moresby—New Guinea Co. Ltd.

Samarai—Burns Philp (N.G.) Ltd.

Kieta—Breckwoldt & Co. (N.G.) Pty. Ltd.

Wewak—Burns Philp (N.G.) Ltd.

Rabaul—Rabaul Trading Co. Pty. Ltd.

Madang—B. J. Back Pty. Ltd.

Lae—N.G.G. Trading Company.

Honiara—E. V. Lawson Pty. Ltd.



put in \$3,000 or \$4,000 and Berry \$1,000 or \$1,500.

There was an advantage to all shareholders in the takeover by Consolidated Football Pools. They sold their shares for cash at \$2 a share. There was a mark-up of two for one. The cash came from outside shareholders.

Mr. Darvall: So it was other people's money being used by yourself and the directors, I think who were directors of Sloop.

Mayberry: No, Mr. Pearce and I were directors of Sloop and two or three other Norfolk Island residents.

He thought the board of Consolidated Football Pools was the same as that of Sloop. The Norfolk Islanders gave the company its residency for the purpose of taxation evasion. His own shares were held by somebody else in trust. It was a sham arrangement to evade taxation. As a second stage in the sham arrangement he made a profit in sales to Consolidated Football Pools.

When Pacific Sporting Pools was formed in Nauru he became a director. Pearce was also a director. When that company took over the shares which were held by nominees on his behalf he suggested the transfer. There were other directors at that stage—Alan Newbury and Ray Lord, with L. G. Scanlan as the alternate director in Sydney for Lord.

Mayberry said there was also a benefit to shareholders in the transfer of shares from Consolidated Football Pools to Pacific Sporting Pools, and again it was two for one. A lot of money, about \$60,000, had been put into Consolidated Football Pools by outside shareholders.

Mr. Darvall: The whole basis of this leapfrogging was that you doubled your shareholdings each time, did you not?

Mayberry: That is correct.

He agreed that the actual cash raised for Pacific Sporting Pools, outside capital generated by transfers, was about \$370,000.

He considered the dealings were honest as far as shareholders were concerned because they were fully aware of everything. There was no prospectus, but confidential memos were written.

He thought 1,000 shares in Pacific Sporting Pools were registered in his name as a director's qualification, and he was entitled to another 24,000 registered in the names of Norfolk Islanders. They were in the name of a company, Jacarra Investments Ltd.

Asked who were the directors of the investment company, Mayberry said he could be wrong—there were a number of companies there, but with Pacific Sporting Pools it was

Mr. Ombler and Mr. Nagle. He thought Mrs. Nagle was secretary. The Nagles were residents of Norfolk Island. The Ombler was residents at the time.

For a company to be formed on Norfolk Island and have residency it was necessary that the shares should be beneficially owned by local residents. He was using Jacarra for a false picture.

Mr. Darvall: It was a false picture being created for the express purpose of defeating the Australian taxation authorities?

Mayberry: Yes.

Mr. Darvall: Do you consider that was honest?—Yes.

He considered it was honest because it was disclosed to everybody concerned. It was never disclosed to the Australian taxation authorities.

To another question by Mr. Darvall, Mayberry said he would agree that non-disclosure was dishonest.

Mayberry repeated that every person who put capital into Consolidated Football Pools was told the position. It was the same with Pacific Sporting Pools.

But it was never disclosed to the Supreme Court of Nauru. The liquidators of Pacific Sporting Pools knew the position because they were the auditors. They knew transfers were for directors' profits.

Mayberry agreed that shareholders in Pacific Sporting Pools lost all their investment; he knew that creditors of that company would not be paid, and also that creditors of Central Pacific Hotels, a subsidiary of Pacific Sporting Pools, would not be paid.

Mayberry said one of the reasons for his bankruptcy was failure of the Pacific Sporting Pools group. He had also lost \$18,000 in Seiher Holdings Pty. Ltd.

The examination was adjourned to a date to be fixed.

## Carpenter to sell Unilever, coconut oil

From July, W. R. Carpenter will sell to Unilever of Australia coconut oil from New Guinea worth at current prices between \$A1.4 million to \$1.6 million.

This follows decisions made early this year by Unilever to close down its Edible Oil Industries Pty. Ltd. crushing mill at Balmain, Sydney, after nearly 70 years of crushing copra from the Islands.

Unilever's last shipment of Islands' copra is due in Sydney aboard the Karlander freighter *Sletholm* from the Western Solomons in June.

In July New Guinea Australia

Line, a competitor of Karlander, will introduce a new vessel on its Australia-New Guinea run—the *New Guinea Chief* (see p. 75). Equipped with bulk oil facilities, she will bring down to Sydney several hundred tons of coconut oil from Carpenter's Rabaul mill.

Terms have been agreed between Carpenters and Unilever for the sale of between 4,000 and 5,000 tons of oil a year. Current prices are £E165 a ton. PIM understands the above volume could well be exceeded.

In its time, Unilever's mill in Sydney—originally designed to process big shipments of oil from Unilever's plantations in the Solomons—has crushed many hundreds of thousands of tons of copra from the Islands. Early volume was from 16,000 to 20,000 tons, but volume in recent years has been nearer 8,000-9,000 tons.

Unilever feels that today's trend is to process most copra in or near producing areas. The Islands' big mills are in New Guinea and Fiji, smaller desiccated coconut mills are in Tonga, New Guinea and French Polynesia and negotiations have slowed on a major coconut oil mill for the New Hebrides.

## Concern over some Fiji insurance

Fiji Minister for Finance, Mr. W. M. Barrett, has rejected an application for a licence to establish a new insurance company in Fiji.

As a result, in the House of Representatives in April he answered allegations that Fiji citizens were being denied the right to enter the insurance business in their own country.

He commented on a newspaper article which contained allegations made by Mr. David Gamble, a previous manager of the British-American Insurance Company in Fiji, whose application for a licence to operate an insurance company had been rejected.

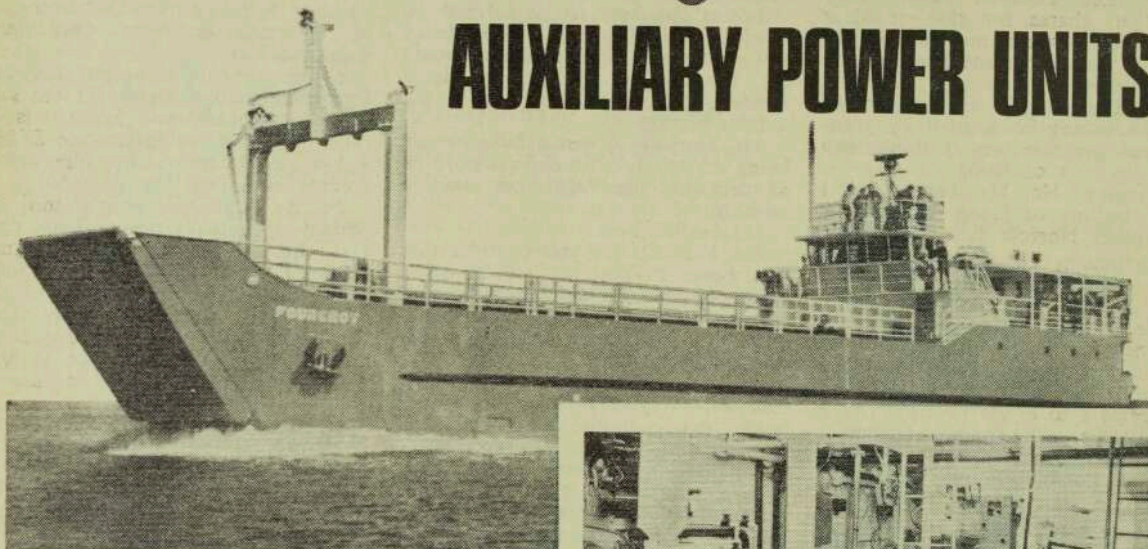
The Minister said it was the declared policy of the government to encourage any worthwhile venture, "providing it wasn't going to result in the workers, farmers, housewives and the man in the street being subjected to high-pressure door-to-door selling tactics which could result in their entering into agreements which they did not fully understand."

He said that when the application for a licence was first made, it was stated that the company would have a nominal capital of \$F100,000, 60 per cent. of which would be owned

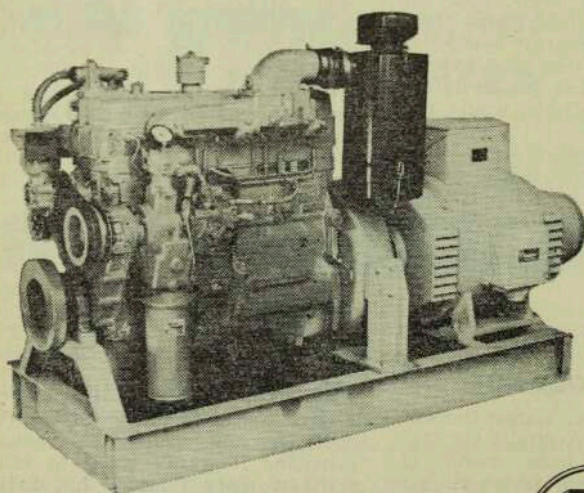
Continued on p. 97



# EQUIPPED WITH **Braybon** AUXILIARY POWER UNITS

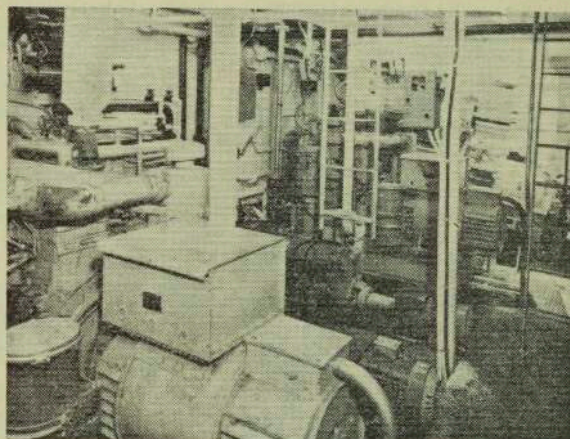


Three new Australian-designed and built giant landing barges for operation in the S.-W. Pacific area are equipped with Braybon Auxiliary Power Units. These new 70 kW Cummins-Diesel powered alternators also have many industrial applications on land.



*Write for fully illustrated literature and obligation-free quotation.*

BRAYBON SERVICE EXTENDS  
THROUGHOUT THE S.-W.  
PACIFIC AREA



Illustrated above is the engine room of one of the three barges showing the alternators in situ.

We design and manufacture a complete range of diesel alternating sets for industrial, marine and domestic applications up to 100 kVA capacity. Both mobile and stationary units are available.

DEAL DIRECT WITH THE MANUFACTURERS



**Braybon Bros**  
PTY. LTD.,

2 ROTHWELL AVENUE, CONCORD WEST 2138.  
Tel.: 73-3246.

BB6032/1170



## Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals \$1.00 New Zealand; 98-99 cents Fiji; 110 French Pacific francs; \$1.24 Western Samoa; \$1.00 Tonga; 46 new pence UK; \$1.12 USA).

### COPRA

Copra industries are controlled through copra boards in NG, the Solomons, the GEIC, both Samoas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used for local making of soap, etc.

The boards were born after World War II and their functions, which vary among territories, include orderly selling overseas, maintaining stabilisation funds, raising government revenue and developing copra on long-term bases.

**NEW GUINEA:**—The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Latest prices, delivered main ports, were: hot-air dried, \$132 per ton; FMS, \$129 per ton; smoke-dried, \$127 per ton.

**FIJI:**—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$F131; 2nd grade, \$F121; CAS, \$F102.

**WESTERN SAMOA:**—The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd., NZ. Recent prices were \$WS118 for 1st grade, \$WS118 for 1st grade sun dried, and \$WS105 for 2nd grade.

**TONGA:**—All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were \$T101.90 1st grade, and \$T89.90 2nd grade, per ton. Per coconut, 3c.

**SOLOMON IS.**—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: 1st grade, \$130; 2nd grade, \$126; 3rd grade, \$116 per ton, BSIP ports (Honiara, Yandina and Gizo).

**GILBERT AND ELLICE:**—Board pays co-op. societies \$103.60 (1st grade) and \$92.40 (2nd grade); co-op. societies pay producers \$89.60 (1st grade) and \$78.40 (2nd grade).

**NEW HEBRIDES:**—Copra sold direct by planters to France and Japan. Official market price on Mar. 1 was \$75 (7,500 Pac. francs). Marseilles, 1,110 French francs, Apr. 16.

**COOK IS.**—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing

### EXCHANGE RATES

**FIJI.**—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda. Sterling £ on Fiji \$, buying £1 = \$F2.085; selling £1 = \$2.11. Aust. \$ on Fiji \$, buying \$A1.0288 = \$F1, selling \$A1.0177 = \$F1.

**WESTERN SAMOA.**—Through Bank of Western Samoa, controlled from NZ, seller \$A1.2470 to \$WS Tala 1.

**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 Apr. 21, quoted: Selling, Noumea and Papeete, 109 Pac. francs to \$ Aust.; approx. 97 Pac. francs to US \$; Noumea 100 Pac. francs equal 5.5 French francs. Paris-London: Buying 13.3435 francs to £. Also £ equals 242.71 Pac. francs.

mill. Prices for April 1 to June 30 were fixed, subject to freight adjustment, at \$NZ179.25 1st grade, hot air dried; \$NZ177.18 1st grade, sun dried, and \$NZ175.60 standard grade. US TRUST TERRITORY.—Board pays \$US112.50 per ton, grade 1; \$100 per ton, outer islands.

### OTHER PRODUCE

**BECHE-DE-MER:** Chang Sing Loong Co., Suva, quote F35c (4 in. to 7 in.) to F40c (9 in. to 11 in.) lb depending on quality.

**Honiara.**—Live slugs, over six inches, black six for 10c, other colours—12 for 10c.

**CHILLIES.**—Solomons, Honiara, Tabasco, grade one, dried 22c per lb; long red, grade one, dried, 12c per lb.

**COCOA.**—Islands rates are based on Ghana prices. Ghana price on Apr. 21 (May/June shipment) was spot £231 a ton, c.i.f., UK Continent Spot.

Apr. 27, Quote No. 1: In store Rabaul, export quality \$390 per ton, delivered ex-wharf Sydney \$450. Quote No. 2: Best quality ex-wharf Sydney \$450, in store NG ports \$398 (for immediate UK, Continent and USA shipments).

**W. Samoa.**—Nominal quotation for Apr. 21 was 1st grade, £Stg.255; 2nd grade, £Stg.235, f.o.b. per ton.

**Solomons.**—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

**COFFEE:** P-NG: Apr. 27, good quality A grade 43c per lb; B grade 41c; C grade 38c; X grade 41c and native X grade 38c (ex-store Sydney).

**W. Samoa.**—Recently, WSTEC ground and dried beans, 49 sene per lb (wholesale).

**CROCODILE SKINS.**—Recent Sydney buyers quoted for 12 in. and over, 1st grade quality as follows: B.S.I., Honiara—\$1.80 to \$2.20 per in.; Gizo: \$2.10 per in.

**GREEN SNAIL SHELL.**—\$350 a ton f.o.b. (nominal).

**PAPUAN GUM.**—Graded gum \$215 per ton, f.o.b.

**PASSIONFRUIT.**—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

**PAPAW.**—Cook Islands, Island Foods Ltd. pays growers NZ2c per lb for good fruit.

**PEANUTS.**—P-NG: Sydney agents reported recently f.o.b., Lae; Kernels—white Spanish 17.25c lb.

**PEARL SHELL.**—Torres Strait Pearlshellers' Assn. has no recent quotes. **Solomons.**—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb. **Cook Islands.**—Penrhyn, 20-25c per lb, del. Rarotonga 33-35c per lb. **French Polynesia.**—Tuamotu, Gambier shells, to \$1,000 per ton, Papeete.

**PYRETHRUM.**—NG growers 17c lb. flowers.

**RICE (Aust.).** Prices till March 31, 1972, are —P-NG: Dried brown, 112 lb bags, \$124 a ton, 40 lb bags, \$134 a ton; vitamin enriched white, 56 lb bags, \$137.50 a ton; all f.o.w. Sydney/Melbourne. **Pacific Islands:** White polished, 56 lb bags, \$156 a ton, f.o.w. Sydney/Melbourne.

**RUBBER.**—P-NG price is based on Singapore rates which on Apr. 20 were: No. RSS prompt shipment (Malayan cents a kilo) b 110.25c; June b 110c. s 110.25c.

**SANDALWOOD.**—New Hebrides, landed on the beach, Vila and Santo, \$250 a ton.

**SHARK FINS:** Chang Sing Loong Co., Suva, offers 55c per lb for well-dried fins of commercial quality.

**TROCHUS.**—BSIP—3c to 4c per lb for clean, well packed good quality shell.

**TURTLE SHELL.**—BSI: First grade unmarked 60c to \$1.50 a lb at Gizo.

**VANILLA BEANS.**—Prices recently were: White and yellow label processed standard packs, \$7.50; green label \$7.40, c.i.f., Sydney. **Tonga.**—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

### UK, US QUOTES

**COPRA.**—LONDON, Apr. 21, Philippines, in bulk, \$US201 (reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b \$US171. s \$US174.

**COCONUT OIL.**—LONDON, Apr. 21, £Stg.157. **RUBBER.**—LONDON, Apr. 20, No. 1 RSS Spot (per kilo), b 16 new pence.

## STOCK MARKET

SYDNEY SELLERS

|                       | Mar. 23 | Apr. 27 |
|-----------------------|---------|---------|
| ANG Hold. 1.00        | .90     | .90     |
| Bali Plantations .50  | .51     | .92     |
| Burns Philp 1.00      | 2.82    | 2.80    |
| Burns Philp (SS) 2.05 | b3.00   | b2.90   |
| Carpenter .50         | 1.88    | b1.78   |
| Choiseul Plntn. 1.00  | 2.90    | 2.40    |
| C.S.R. 1.00           | 6.30    | 5.98    |
| Dylup Plntn. .50      | .65     | 6.58    |
| Fiji Industries 1.02  | 2.35    | 2.30    |
| Kerema Rubber .50     | .20     | .19     |
| Koitaki Rubber .50    | .60     | .59     |
| Lolorua Rubber .50    | .30     | .30     |
| Makurapu Plntn. .50   | .70     | .65     |
| Mariboi Rubber .50    | .24     | .19     |
| P-NG Motors .50       | .51     | .51     |
| Plantation Hldgs. .50 | .70     | .70     |
| Queensland Ins. 1.00  | 2.90    | 2.95    |
| Rubberlands .50       | b.15    | .14     |
| Sogeri Rubber .50     | .53     | .53     |
| Sth. Pac. Ins. .50    | 1.30    | 1.30    |
| Steamships Tdg. .50   | .63     | .60     |
| Territory Brewery .50 | .45     | .46     |

### OIL AND MINING SHARES

|                      |       |       |
|----------------------|-------|-------|
| Buka Min. .10        | .04   | .04   |
| C.R.A. .50           | 12.20 | 11.10 |
| Cultus Pacific .25   | .60   | .32   |
| Emperor .10          | .35   | .34   |
| Highland Gold .20    | .18   | b.12  |
| NG Gold Ltd. .35     | .42   | .33   |
| Oil Search .50       | .26   | .28   |
| Pacific I. Mines .25 | .18   | .12   |
| Placer Dev.*         | 33.00 | 33.60 |
| Southland .25        | 2.55  | 2.24  |

\* No par value

Sydney Stock Exchange share price index for ordinaries on Mar. 23 was 510.04. On April 27 it was 501.75.

## Downward trend in copra market

Mr. K. G. Oliver, general manager of the P-NG Copra Marketing Board, gave the following report on the world copra market in Port Moresby on April 21:

The March monthly average of the daily prices declared by the organisations concerned resulted in a downward variation of \$A5.06 when compared with the average for February.

This is indicative of market trends in oils and oilseeds which have continued to slide since the commencement of April. The variations have been only small but the trend has been downwards and the main reason for this seems to be a ready availability of supplies in most of the oils and oilseeds.

Offers of Philippine/Indonesian copra have been plentiful, and with reports of greatly increased production in each of those areas this year the market has remained depressed particularly for the lauric items.

Early April brought consumer offers at \$US205, falling away to \$US203 a little later.



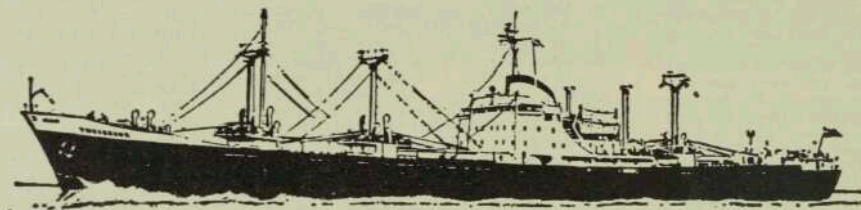
# THE BANK LINE

MONTHLY SERVICES

U.K., CONTINENT to PAPUA-NEW GUINEA & SOLOMON ISLANDS  
PAPUA, NEW GUINEA to NORTH AMERICA & U.K., CONTINENT  
SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K.,  
CONTINENT



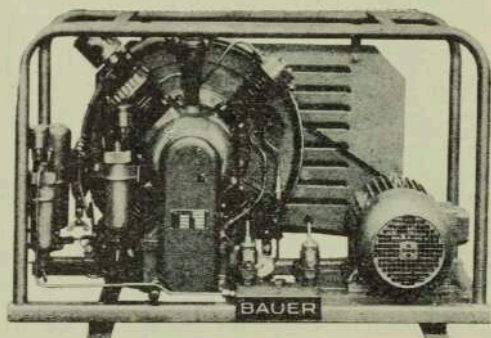
U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED



FOR PARTICULARS APPLY:

**THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.**

## BAUER HIGH PRESSURE COMPRESSORS



Made in Germany to exacting standards.  
Models are available with capacity from 2.1  
c.f.m. to 35 c.f.m.

(Model KA 14E Pictured)

*Territory Wide Agents:*

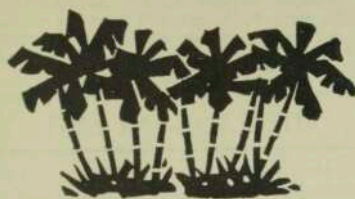
**BOUGAINVILLE MARINE PTY. LTD.**

P.O. BOX 277, KIETA, NEW GUINEA

*Also Agents For:*

**CLARK ALUMINIUM BOATS • NIHON DIVING EQUIPMENT  
SWIFTCRAFT • PACIFIC DIVING SALVAGE CONTRACTORS**





# Shipping & Airways Information

## SHIPPING

### SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a six to seven weeks' cargo service from Indonesia to Sydney, Melbourne and Fremantle; there are inducement calls at Djayapura and Brisbane.

Details from John Mannors and Co. (Aust.) Pty. Ltd., 4 Bridge Street, 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 Street, Sydney (2-0515).

### SYDNEY - NZ - FIJI/TAHITI - UK

Chandris, with Australis, Britanis and Ellinis, maintain a two-monthly passenger service from Sydney via NZ, Suva (Australis and Britanis), Papeete (Ellinis) to Britain. Details from Chandris Line, 135 King Street, Sydney (28-2451).

Sitmar Line, with two liners, operates a six-weekly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK via Balboa, Panama, via NZ or Papeete. Details from Sitmar Line, 22 Bridge Street, Sydney (27-4521).

### SYDNEY - LORD HOWE

A Karlander vessel calls every month at Lord Howe from Sydney. Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

### SYDNEY - NORFOLK ISLAND - NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea) operates a three-weekly passenger-cargo voyage from Sydney to Norfolk and Noumea.

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311). Chargeurs Caledoniens, with the Ville de Noumea operates three-weekly Sydney-Noumea. Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

### SYDNEY - GEIC - HONOLULU

Columbus Lines operate monthly passenger-cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth. America.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

### SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FRENCH POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitian and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila, Noumea and Sydney, and return to France via Panama.

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo. Details from France Australia, 261 George Street, Sydney (27-2654).

### AUST. - FIJI - N. CALEDONIA

Fiji-Australia Line's MV Taiyuan offers a regular three-weekly service from Brisbane and Sydney to Lautoka, Suva and Noumea. Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522), Morris Hedstrom Ltd., Suva and Lautoka.

### SYDNEY - NZ - FIJI - HAWAII CANADA - UK

P. and O. liners call regularly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago and Tonga.

Details from P & O Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

### SYDNEY - NZ - FIJI - AM. SAMOA - HAWAII - COOKS - TAHITI

Shaw Savill's Northern Star, Southern Cross and Ocean Monarch make seven round-the-world voyages each year, and also cruise in Pacific. They sail from Southampton, alternately via South Africa and Panama, calling at Sydney, Wellington, Auckland, Suva, Pago Pago, Honolulu, Rarotonga and Papeete.

### MELBOURNE - FIJI - W. SAMOA - TONGA - NAURU

Nauru Pacific Shipping Line operates regularly from Melbourne to Suva, Lautoka, Apia, Tonga and Nauru.

Details from Nauru Pacific Shipping Lines, Wales Corner, 227 Collins Street, Melbourne (654-4977).

### AUSTRALIA - FIJI - US - NZ

Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Los Angeles, San Francisco and Auckland with sideport door ships, Woolgar, Slevik and Wyvern.

Details from Karlander (Aust.) Ltd., 19-31 Pitt Street, Sydney (27-6301); F. H. Stephens Pty. Ltd., 554 Flinders Street, Melbourne (62-3333); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

### AUSTRALIA - NEW CALEDONIA - FIJI - NEW HEBRIDES

Messageries Maritimes Line with Dorotea operates monthly service from Adelaide, Melbourne, Port Kembla (occasional), Sydney, Newcastle (occasional), and Brisbane (occasional), to Noumea, Suva, Lautoka, Port Vila and Santo. Inquiries from France Australia, 261 George Street, Sydney (27-2654).

### AUSTRALIA - P-NG

Compac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Nimos, and to Port Moresby with Tenos, every six weeks from Adelaide, Melbourne and Sydney to Lae and Madang with Delos.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (27-0547).

New Guinea Australia Line's vessel Coral Chief operates every 15-17 days from Sydney to Brisbane, Port Moresby and Samarai (alt. voyages); Island Chief operates every 21 days from Sydney to Brisbane, Lae, Madang and Rabaul; Papuan Chief operates every 21 days from Sydney and Brisbane to Rabaul, and alt. voyages to Honiara and Kavieng.

Details from Swire and Gilchrist, 8 Spring Street, Sydney, (20-522).

Karlander New Guinea Line's six cargo vessels call at Brisbane, Lord Howe, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kiefa, Honiara, Gizo, Yandina, Manus, Vila, Santo, Norfolk Island. Three carry passengers.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Amplex NG, with Jette Bue, operates monthly Sydney-Rabaul-Lae, Fulleborn, Wilelo and Bakada.

Details: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

### AUSTRALIA - GUAM

Nauru Pacific Shipping Line operates five weekly from Melbourne to Port Moresby, Lae, Madang, Rabaul, Nauru and Guam.

Details from Nauru Pacific Shipping Lines, Wales Cnr., 227 Collins Street, Melbourne.

### AUSTRALIA - P-NG - FAR EAST

Austasia, with Malaysia, runs two-monthly Aust. ports — Moresby - Djakarta - Singapore.

Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

E. and A. Line passenger ships, Cathay and Chitral, call at Port Moresby monthly on round trip from Melbourne, Sydney and Brisbane to Manila, Hong Kong, Keelung, Kobe, Nagoya, Yokohama and Rabaul.

Details from E. and A. Line, 55 Hunter Street, Sydney (2-0317).

### FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaishuung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Royal InterOcean Lines operates three weekly with four ships from Manila, Pt. Swettenham, Singapore, Bangkok, Hong Kong to Suva, Lautoka and NZ.

Details from Royal InterOcean Lines, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

### EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA - NZ

Nedlloyd Lines operates from Europe three-weekly via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Royal InterOcean Lines, 261 George Street, Sydney (2-0573).

### NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly services from Dunkirk and Le Havre to Noumea, via Panama.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

### FAR EAST - NEW GUINEA - SOUTH PACIFIC

China Navigation Co. Ltd. operates monthly from Japan to NG and South Pacific ports.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

### EUROPE - TAHITI - NEW CALEDONIA

Messageries Maritimes operate four services a month from north and Mediterranean European ports to Papeete and Noumea, one returning direct from Papeete, one returning direct from Noumea, one returning via Japan (after Noumea) and one returning via NZ (after Noumea).

Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

### FAR EAST - P-NG - BSI

China Navigation operates monthly from Japan and Hong Kong to Wewak, Madang, Lae, Rabaul, Kiefa, Honiara, Port Moresby.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

### JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - WEST IRIAN

Daiwa Line runs a monthly cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo, Djayapura, Biak and Sarong.

Details from Burns Philp (SS), Suva.

### JAPAN - NEW GUINEA

Mitsui and China Nav. vessels provide fortnightly services from major Japanese cities to major NG ports, and return.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

### 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 Maori and Island Affairs, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

#### NZ - COOK IS. - TAHITI

Holm Shipping Co. Ltd. operate a 24-day service from NZ to Rarotonga and Papeete. Details from Holm Shipping Co. Ltd., John Bates Building, 10 Customs St. E., Auckland (33-946).

#### NZ - FIJI - TONGA - SAMOAS - AND NIUE IS.

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland. Tofua (passenger-cargo) calls at Suva, Niue, Pago Pago, Apia, Vavau, and Nukualofa, Suva, Auckland, every four weeks. Taveuni (cargo only) calls at Lautoka, Suva, Pago Pago, Apia, Nukualofa, Suva, Auckland, also every four weeks to provide with Tofua a regular alternate fortnightly service. In addition, Waimate (cargo only) leaves Tauranga and Auckland at approximately six weekly intervals on the route followed by Taveuni.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

#### NZ - N. CALEDONIA - NG - NORFOLK

NZ Export Line operates a 5-6 weeks' service from Auckland to Honiara, Kietia, Rabaul, Lae, Port Moresby, Brisbane, and return.

Details from Maritimes Services Ltd., 14-18 Customs St. E. Auckland.

Holm Shipping Co.'s vessel Holmburn operates fortnightly between Auckland and Noumea; also monthly to Norfolk Is.

Details from Holm and Co. Ltd., 10 Customs Street East, Auckland (33-946).

#### NZ - NEW GUINEA - BSIP - NEW CALEDONIA - NEW HEBRIDES - FIJI

Sofrana, with three ships, operates regularly out of Auckland to Tauranga (NZ), Noumea, Vila, Santo, Suva, Futuna, Lautoka, Wallis, NG, ports and BSIP return.

Details from Sofrana, 57 Customs street, Auckland (37-2228, 36-4521).

#### TONGA - FIJI - AUSTRALIA

Tonga Copra Board vessel Niuvaikai operates a five-week cargo service from Nukualofa, Apia, Suva, Lautoka, and Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

#### 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.

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, Vila and Santo, New Hebrides, Kietia, Djayapura and Yandina.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

#### US/JAPAN - MICRONESIA

MILL, with several inter-island passenger-cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam, to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein, and Majuro.

Details from American Trading, Box 168, GPO, Sydney (25-5421).

#### US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Los Angeles with the Sonoma, and Ventura to Sydney, Brisbane, Melbourne, Pago Pago and Los Angeles.

Details from PFEL, 50 Young Street, Sydney (27-4272).

#### US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd., operates regular services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand. Details from Bank Line (A/asia.) Pty. Ltd., 269 George Street, Sydney (27-2041).

Pacific Far East Line Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Bora Bora, Papeete, Auckland,

Sydney, and return via Suva, Niuafuou, Pago Pago and Honolulu to San Francisco.

Details from PFEL, 50 Young Street, Sydney (27-4272).

#### USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport's Thorsgaard, Thorsisle and Thor I operate three-weekly from West Coast Nth. American ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea, and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

## AIRWAYS

### TRANS-PACIFIC SERVICES

#### US - HAWAII - BRISBANE - SYDNEY

Qantas, with 707's, operates Brisbane and Sydney, departing from San Francisco to Sydney on Tues.

#### SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707's, operates twice weekly out of Sydney on Tues. and Fri. and return out of Mexico City on Tues. and Sat. Stops at Acapulco.

#### SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DCB's, operates twice weekly out of Sydney on Sat. and Vancouver on Thurs.

#### SYDNEY - NZ - HAWAII or TAHITI - USA

Air-NZ, with DCB's, operates out of Sydney and Los Angeles on Wed., Fri., Sat. and Sun., return Wed., Fri., Sat. and Sun.

#### SYDNEY - FIJI - HAWAII - USA

Qantas, with 707's, operates daily services, from Sydney to San Francisco, and San Francisco to Sydney.

BOAC, with VC10's, operates from Sydney to Los Angeles on Mon., Tues., Wed., Thurs. and Sat., and Los Angeles to Sydney daily except Wed. and Fri.

American Airlines, with 707's, operates three daylight flights from Sydney to Nadi and Honolulu (Sat., Sun., Mon.), returning to Nadi and Sydney Thurs., Fri. and Sat. (effective April 25).

#### SYDNEY or NOUMEA - USA (via FIJI NZ or TAHITI)

UTA, with DCB's, operates out of Sydney on Mon. and Fri. and Noumea on Mon., Wed. and Sat., NZ on Thurs.

#### SYDNEY - USA (VIA N. CAL., FIJI OR HAWAII)

PanAm, with 747's, arrive Sydney from Los Angeles, via Honolulu and Nadi, on Sun. and Thurs., and leave on return flight the same day.

PanAm, with 707's, operates five days a week return trans-Pacific service out of Sydney and Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon. Sydney-LA flight is via Noumea and Honolulu. Jets connect with services to London, Europe and Far East. Jets fly Sydney-Hawaii non-stop both ways Tues., Wed., Fri. and Sat.

#### NZ - AM. SAMOA - TAHITI OR HAWAII - USA

PanAm, with 707's, operates out of Auckland, via Tahiti, on Tues., and via American Samoa and Honolulu on Thurs. and Sat. for Los Angeles and San Francisco.

American Airlines, with 707's, operates out of Auckland to Honolulu, via Nadi on Wed. and Fri. and from Honolulu to Auckland, via Nadi on Mon. and Wed.

#### FIJI - HAWAII

American Airlines, with 707's, operates out of Honolulu to Nadi daily (Tues. and Sun.) flights via Pago Pago, and from Nadi to Honolulu daily (Thurs. and Tues. flights via Pago Pago).

#### CANADA - FIJI

CP Air with DCB's, operates from Vancouver to Nadi on Sun., returning Tues.

#### INDONESIA or MALAYSIA - USA (via DARWIN, NOUMEA, NZ or TAHITI)

UTA, with DCB's, operates a weekly service out of Djakarta to Los Angeles on Tues. and return on Thurs. A non-stop Noumea-Singapore flight operates on Mon., Tues. and Thurs.

## AUSTRALIA-FAR EAST

#### SYDNEY - P-NG - FAR EAST

Qantas, with 707's, operates services out of Sydney on Mon., and Wed. to Port Moresby and Hong Kong, and return from Hong Kong on Tues. and Sun. Wed. and Sun. flights via Manila.

## 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

(For other schedules touching these islands see also trans-Pacific services.)

#### MELBOURNE - NAURU

Air Nauru, with a Falcon Fan jet, operates weekly Melbourne-Brisbane-Honiara-Nauru but takes no passengers for Honiara (Solomons).

Details: Nauruan Government Office, 227 Collins St., Melbourne.

#### SYDNEY - FIJI

Air-India, with 707's, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

#### SYDNEY - BALI - DJAKARTA

Garuda Indonesian Airways leaves Sydney for Bali and Djakarta on Mon. and Thurs.

#### SYDNEY - LORD HOWE IS

Airlines of NSW, with flying-boats, operates four times weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

#### SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea Mon. (2 flights), Wed., Fri. and Sun.; and Noumea to Sydney on Mon., Wed., Fri., Sat. and Sun.

#### SYDNEY - NEW ZEALAND - FIJI

BOAC, with 707's, operates services out of Sydney on Mon. and Sat., and out of Nadi on Tues. and Sun. NZ call is at Auckland.

#### SYDNEY - NORFOLK IS.

Qantas, with DC4's, operates three times weekly. More in holiday periods.

#### AUSTRALIA - P-NG

TAA and Ansett, with 727's or DC9's, operate 14 times a week from Sydney or Melbourne to Pt. Moresby.

TAA Fokkers operate Townsville, via Cairns, for Port Moresby on Tues. and Brisbane, Townsville, Cairns, Port Moresby on Mon., Port Moresby, Cairns, Townsville on Mon. and Port Moresby, Cairns, Townsville, Brisbane on Fri.

Ansett, with Fokkers, operates Wed. service Townsville-Cairns-Port Moresby-Cairns-Townsville-Brisbane, and a Thursday service Port Moresby-Cairns-Townsville.

## NEW ZEALAND-PACIFIC IS.

(For other schedules touching these islands see also trans-Pacific services.)

#### NZ - AM. SAMOA

PanAm, with 707's, operates from Auckland to Pago Pago on Thurs. and Sat., and returns on Wed. and Fri.

#### NZ - COOKS

RNZAF planes make regular calls, Auckland-Rarotonga return. Passengers are carried.



#### NZ - FIJI

Air-NZ, with DC8's, operates daily return services from Auckland to Nadi with BOAC, using 707's.

#### NZ - FIJI - AM. SAMOA

Air-NZ, with DC8's, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

#### NZ - TAHITI

UTA, with DC8's, operates weekly from Auckland on Thurs. and returns Wed. Air-NZ, with DC8's, operates weekly, Auckland on Sun., returning Sat.

#### NZ - NEW CALEDONIA

UTA, with Caravelles, operates weekly from Noumea on Tues. and returns Wed. Air-NZ, with DC8's, operates from Auckland on Sun., returning Sat.

#### NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4's, operates once weekly, leaving NI on Sat. and Auckland on Sun.

#### NZ - FIJI - HAWAII

Air-NZ, with DC8's, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu to Fiji and Auckland on Thurs.

### INTER - TERRITORY SERVICES

#### CHILE - EASTER IS. - TAHITI

Lan-Chile, with 707's, operates weekly, leaving Santiago on Thurs., leaving Papeete on Fri. (returning to Santiago on Sat.). Stop-over at Easter Island is about six hours.

Details from Lan-Chile, 88 Pitt Street, Sydney (28-9629).

#### FIJI - GEIC

Fiji Airways, with 748s, operates from Suva to Tarawa via Nadi and Funafuti and returns to Suva via Funafuti and Nadi on Sundays.

#### GEIC - NAURU

Fiji Airways and Air Nauru each operate fortnightly between Nauru and Tarawa (weekly service).

#### NAURU - MARSHALL IS.

Air Nauru makes a fortnightly flight Nauru-Majuro and return.

#### FIJI - WESTERN SAMOA

Fiji Airways, with 748s, operates one service a week from Nadi to Apia via Suva, leaving Fiji Thurs. Return service from Apia to Nadi via Suva, leaves Apia Mon.

Polynesian Airlines, with 748s, operates one service a week from Nadi to Apia, leaving Nadi on Mon. Return service from Apia to Nadi, leaves Apia on Thurs.

#### WESTERN SAMOA - TONGA

Polynesian Airlines, with 748s, operates a twice weekly service from Apia to Tonga, leaving Sun. and Wed. from Apia, arriving Tonga on Mon. and Thurs. respectively. Return service leaves Tonga on Tues. and Fri., arriving Apia on Mon. and Thurs. respectively.

#### FIJI - NEW HEBRIDES - BSIP -

#### PORT MORESBY

Fiji Airways, with 748's, operates from Suva on Wed., Fri. and Sun., via Vila and Santo, to Honiara. Planes leave Honiara on Tues., Thurs. and Sat. for Suva. On Mon. 748's fly direct to Pt. Moresby from Honiara and return to Honiara same day; staying overnight before flying to Fiji Tues.

#### FIJI - TONGA

Fiji Airways, with 748s, operates from Suva to Nukualofa four times a week.

#### FIJI - WALLIS/FUTUNA

Fiji Air Services operates weekly services to Wallis and Futuna Is.  
Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

#### HAWAII - AM. SAMOA

PanAm, with 707's, operates from Honolulu to Pago Pago on Wed. and Fri.

#### HAWAII - AM. SAMOA - TAHITI

PanAm, with 707's, operates to Tahiti, via Pago Pago on Thurs. and Sat. and to Tahiti on Tues. and Sat.

#### HAWAII - MICRONESIA - OKINAWA

Continental-Air Micronesia with 727s operates from Honolulu, Wed. and Sun. via Midway (fuel stop only), Kwajalein, Maturo, Ponane, Truk, Guam and Saipan; Tues. to Okinawa from Guam and Saipan. Return to Honolulu Wed. and Sat.

#### NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates four return services a week, out of Noumea on Mon., Wed., Fri. and Sat., making a call at Vila.

#### NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates a twice monthly service, leaving Noumea on the second and third Thurs. of the month.

#### NEW GUINEA - WEST IRIAN

TAA, with DC3's, leaves Madang on alternate Sat. for Djayapura and returns the same day.

#### P-NG - SOLOMONS

TAA, with Fokkers and DC3's, operates twice weekly. Wed. planes leave Moresby to Honiara, returning Thurs. Sat. leave Rabaul via



## MICRONESIA INTEROCEAN LINE INC.

Regular freight and passenger service between

### U.S. PACIFIC PORTS — HAWAII — JAPAN — MICRONESIA

(OTHER PORTS ON INDUCEMENT)

#### Home Office:

Micronesia InterOcean Line, Inc.,  
P.O. Box 471,  
Saipan, Mariana Islands, 96950,  
Trust Territory of the Pacific  
Cables: 'Mili'

#### U.S. General Agents:

InterOcean Steamship Corp.,  
680 Beach Street, San Francisco,  
California 94109,  
'Phone (415)-771-6400  
TWX 910-372-7388 RCA 27-337  
Cables: 'Interco'

#### Hawaii Agents:

Hawaii Freight Lines Inc.,  
P.O. Box 1601,  
Honolulu, Hawaii 96806.  
'Phone 567-031  
Telex: 723-407  
Cables: 'Freight'

#### Far East General Agents:

InterOcean Shipping Corporation,  
Room 627, Iino Bldg.,  
1-1, Uchisaiwai Cho, 2-Chome,  
Chiyoda-ku, Tokyo, Japan.  
Telex: 781-2335  
Cables: 'Oceaninter'



## POLYNESIA LINE LTD.

Regular freight and passenger service between

### U.S. PACIFIC PORTS — CANADA — TAHITI — SAMOA

(OTHER PORTS ON INDUCEMENT)

#### U.S. General Agents:

InterOcean Steamship Corp.,  
680 Beach Street, San Francisco,  
California 94109,  
'Phone (415)-771-6400  
TWX 910-372-7388 RCA 27-337  
Cables: 'Interco'

#### Tahiti Agents:

Maison Morgan-Vernex,  
Papeete,  
Cables: 'Morex'

#### Samoa Agents:

B. F. Kneubuhl,  
Pago Pago,  
Cables: 'Kneubhline'

#### Australian Agents:

American Trading Shipping  
Co. (Pty.) Ltd.,  
G.P.O. Box 168,  
Sydney, N.S.W., 2001, Australia  
Telephone No.: 25-5421  
Telex: AA20486  
Cable: 'Amtraco', Sydney



Buka, Kietia, Munda, Yandina to Honiara, returning Sun.

#### TAHITI - USA

UTA, with DCB's, operates on Mon., Tues., Thurs., Fri. (Sat. non-stop from Papeete to Los Angeles, and return the same day).

PanAm, with 707's, operates to San Francisco, via Los Angeles on Mon. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Sat., and from San Francisco, via Los Angeles, to Tahiti on Wed. and Sat.

Air-NZ, with DCB's, flies to Los Angeles from Papeete on Sun., leaves Los Angeles Fri.

#### W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC3's, operates between Apia and Pago Pago at least twice a day (all flights, 45 min.).

#### W. SAMOA - TONGA

Polynesian Airlines, with 748's, operates Apia-Nukualofa on Wed. and Sun., and Nukualofa-Apia on Tues. and Fri.

#### W. SAMOA - FIJI

Polynesian Airlines, with 748's, operates Apia-Nadi on Thurs. and Nadi-Apia on Mon.

#### FIJI - AM. SAMOA - COOK IS.

Fiji Airways (chartered by Air-NZ) with HS748's, operates fortnightly service from Nadi to Rarotonga, via Pago Pago (technical stop), returning via Aitutaki and Pago Pago. Service leaves Nadi on Thurs. and returns on Fri. (Fiji time).

### INTERNAL SERVICES

#### AM. SAMOA - WEST SAMOA

Two charters operate: Air Samoa Ltd. of Apia and South Seas Airways, of Pago Pago. Air Samoa, with Islanders, flies Apia, Faleolo and Asau; South Seas, with a Cherokee seaplane, to Pago, Manua, Rose and Swains.

#### FIJI

Fiji Airways, with HS748's, DC3's and Herons operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Details: Qantas, BOAC or Air-NZ.

Fiji Air Services, with Beech Baron and Norman Islander aircraft, operates to Ovalau Is., Korolevu, Natadola on regular service basis. Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

#### FRENCH POLYNESIA

Air Polynesia, with DC4's, Twin Otters and a Bermuda flying-boat, operates to Bora Bora, Huahine, Moorea, Papeete, Raiatea and Rangiroa.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

Air Tahiti and Air Moorea, with light aircraft, operate shuttle service from Papeete to Moorea and charter service to Raiatea, Bora-bora, Huahine, Rangiroa and Manihi.

Air Tahiti with Piper Aztec and RAI with Twin Otter operate services from Papeete to Ua Huka.

#### GILBERT AND ELLICE ISLANDS

Fiji Airways, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

#### GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Manjuro. Details from Air Micronesia, Saipan and Honolulu.

Air Pacific, with Piper Navajos, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific Inc., Saipan.

#### PAPUA - NEW GUINEA

TAA, operates to Baimuru, Baiyer River, Bali, Balimo, Banz, Bialla, Buin, Bulolo, Buka, Cape Gloucester, Cape Hoskins, Chimbu, Daru, Djaipura, Esa'ala, Finschhafen, Garaina, Goroka, Gurney, Ihu, Jacquinot Bay, Kainantu, Kandrian, Kavieng, Kerema, Kietia, Kikori, Lae, Madang, Malalaua, Manus, Mini, Misima, Mt. Hagen, Munda, Namatanai, Nissau Is., Popondetta, Pt. Moresby, Rabaul, Talasea, Tol, Wabag, Wakunai, Wau, Wapenamanda, Wewak, Yandina.

Ansett operates to Aroa, Aguan, Balimo, Banz, Bereina, Buin, Buka, Bulolo, Cape Rodney, Daru, Finschhafen, Goroka, Gurney, Huskings, Jacquinot Bay, Kainantu, Kairuku, Kavieng, Kietia, Kokoda, Kundiawa, Lae, Losuia, Madang, Mendi, Momote, Mt. Hagen, Paili, Popondetta, Port Moresby, Raba Raba, Rabaul, Rorona, Samarai, Tapini, Talasea, Tufi, Vanimo, Vivigani, Wabag, Wakunai, Wanigela, Wapenamanda, Wau, Wedau, Wewak, Wolitape.

Papuan Airlines operates to Aroa, Balimo, Bereina, Cape Rodney, Daru, Gurney, Kairuku, Kokoda, Losuia, Mendi, Mt. Hagen, Paili, Popondetta, Pt. Moresby, Rorona, Tapini, Vivigani, Wanigela and Wolitape, Girua, Rorona, Tufi, Safia.

Aerial Tours with Britten Norman Islanders and Cessnas operate to Aitape, Amanab, Angoram, Efogi, Gr. River, Haifields, Ihu, Imonda, Ioka, Kasi, Kerema, Kubana, Lese, Lum, Mununu, Naora, Nuku, Pagei, Port Moresby, Telefomin, Terapo, Vanimo, Wewak, Yangopu.

Territory Airlines operates in the Highlands.

#### NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea, Touho, Mueo, Belep, Tiga.

Details from Air Caledonie, Noumea.

#### NEW HEBRIDES

Air Melanesia, with Norman Islanders, operates to Erromanga, Lamap, Longana, Lonorore, Norsup, Santo, Tanna, Tongoa, Vila and Walaha.

Details from Air Melanesia, Vila.

#### SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Gizo, Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is. and Choiseul Bay.

Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

## UNION STEAM SHIP CO. of N.Z. LIMITED

*Serving the Pacific for nearly 100 years.*

### Regular Sailings by Modern Vessels

From Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa. Also from Tauranga to Lautoka, Suva, Apia, Nukualofa. Regular sailings from Australia to New Zealand to enable transhipment of cargo to all the above ports.

### Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

## PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

**Motor Vessels "Thorsisle", "Thorsgaard" and "Thor I"**

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

**TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA  
NEW HEBRIDES**

### GENERAL STEAMSHIP CORPORATION LTD.

*General Agents*

**400 California Street, San Francisco, California, U.S.A.**

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Inter-nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAERABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.



## FIJI INSURANCE (from p. 89)

by investors domiciled in Bermuda. Of the remaining 40 per cent., \$24,000 worth of shares would have been offered locally with \$16,000 on call.

In the meantime, Mr. Gamble obtained a residential permit for Fiji. Mr. Barrett said he understood the reason he gave for wanting to reside here was to buy or build a tourist motel and operate it.

Last November, Mr. Gamble was advised that his application had been "most carefully and sympathetically" considered, but the government was not prepared for the time being to authorise the establishment of further insurance companies in Fiji. He was told that this was a decision of policy taken before his application.

In January, a further submission was made from Mr. Gamble's solicitors stating that his second application was supported by a group of local citizens. They included Messrs. Y. P. and R. S. Reddy of Reddy Construction Company Ltd., Mr. Harvey Hunt, of Hunts of the Pacific, Mr. R. F. Burness of the Fiji Development Company, Mr. R. N. Patel, Dr. Ali Asgar and Mrs. J. B. Kantilal Jina.

Mr. Barrett told the House that door-to-door selling—which was the form that industrial sickness and accident insurance, etc., took—was highly lucrative for the owners or shareholders of a company.

In 1969, he said, non-life insurance companies, which were generally known as general insurance companies, collected premiums on personal accident, sickness, medical and hospital insurance policies amounting to \$250,000. However, they paid out claims of only \$80,000.

The life companies authorising this type of insurance collected premiums amounting to \$364,000 but paid out a mere \$57,000 in claims.

"Our people generally are not a sophisticated group," Mr. Barrett said. "The workers in particular are trusting and susceptible to high pressure door-to-door salesmanship."

"Unable to resist, they buy policies which are in force so long as the policy holders pay their premiums weekly or monthly. Once a policyholder is unable to meet his commitments because of unemployment or some other financial emergency, the policy lapses. In 1969, some 16,000 policies were surrendered as lapsed policies."

Mr. Barrett added: "Government is looking closely at the area of insurance not controlled by the Assurance Ordinance and which enabled substantial sums of money to flow out of the dominion unrestricted."

## IN TAHITI THE "IN" WORD IS NODULE

Lay your hands on the nearest dictionary and the chances are that it won't say much about the word "nodule" other than "a little lump, knot or node".

But go to Tahiti and you'll find that "nodule" (or, at least, "nodules") has recently acquired a more precise meaning, and that, to be brief, it means treasure—underwater treasure.

It is a word that could loom large in the economic future of French Polynesia—if a means is ever found of exploiting the vast deposits of nodules that apparently exist in the vicinity of the Tuamotu Archipelago.

Nodules, it seems, are pebbles, generally about the size and shape of turkeys' eggs, but sometimes much larger, which are found on the ocean floor.

They are dark in colour and are composed of mineral salts—manganese, iron, aluminium, nickel, copper, cobalt and titanium (to put them in their order of importance). The salts are absolutely pure, which makes them of great interest to industrialists.

According to a recent article in the Papeete newspaper, *Le Journal de Tahiti*, the French vessel *Coquille*, which was in the Tuamotus in late December and early January, discovered an abundance of nodules near those islands, using underwater cameras and a dredge at a depth of 3,000 metres.

The only trouble, *Le Journal* says, is that it would be necessary to mine about 4,000 tons of nodules a day to make the industry economic, and as yet the means of mining such things are virtually non-existent. Furthermore, nodules are found in depths of from 1,000 to 6,000 metres, and at present "there is no question of going below 3,000 metres".

"But," *Le Journal* goes on, "all these problems will be resolved within five years, the specialists say. Satisfactory results have already been obtained in the harvesting field. The Americans have a kind of giant aspirator which sucks the sea bed, and the Japanese have a dredge with multiple buckets which they tested successfully last year off the north and east coasts of Tahiti."

*Le Journal* says that as the Tuamotus are not on a continental shelf, the nodules on the sea bed around them "belong to anyone who comes to get them".

It believes, however, that anyone who does come—and only the Americans and Japanese could do so—

would find it convenient to stockpile and treat their nodules on one of the islands of French Polynesia.

In which case, French Polynesia could enter a period of economic stabilisation, rather than recession, after the French nuclear testing programme is completed in the next few years.

## Oil refinery at Vuda, Fiji

A \$10 million oil refinery is to be established in Fiji by an American company, Global Refining and Exploration Co. Ltd., of Houston, Texas.

Official government approval has been given to the project; the first news of the huge refinery came in an official government statement in April.

The Prime Minister, Ratu Sir Kamisese Mara, commented that about 500 people would be employed during construction of the refinery, near Vuda, north west Viti Levu. Between 80 and 100 people would be employed there when the factory was in operation.

The company is presently moving to acquire land at Vuda and the refinery is expected to be operating within two years of its acquisition. Under its agreement with government, the company is obliged to offer up to 20 per cent. of the equity capital to local investors and any government-nominated institutions.

Crude oil will be brought to Fiji for refining. Products will include motor gasoline, kerosene, diesel, industrial diesel oil, aviation turbine fuel, liquefied petroleum gas and asphalt. The plant will be capable of processing more than 7,500 barrels of crude oil a day.

Minister for Commerce, Industry and Co-operatives, Mr. Vijay R. Singh, said the government would have access to all information relating to the purchasing price of crude oil and to the whole refinery operation. The refinery would sell its products at prices no less favourable than the cost of imported products.

"We do not want the refinery to become a distributor as well," the minister said. "They will be obliged to supply to the existing oil-distributing companies."

● The Tongan cabinet has agreed in principle to set up a company to breed bees for honey; Tongans would hold 52 per cent. of shares and New Zealanders 48 per cent. Only three members of the public turned up to a meeting to discuss the investment in April, but it was thought that more support would come later.



## Classified Advertisements

Per line, 95c Aust.;  
Minimum rate. 4 lines.

### FOR SALE

**BODEN'S BOAT DESIGNS PTY. LTD.,** 695 George St., Sydney, 2000. Get your Bodens Boat Designs and Boat Building Book from newsagents everywhere. Posted direct \$A2.20 surface mail.

**CONCRETE BLOCK MACHINE.** Makes blocks, flags, edgings, screen-blocks, garden stools—up to 8 at once and 96 an hour. \$A107 c.i.f. main ports. Send for leaflets. Forest Farm Research, Londonderry, N.S.W., 2753.

**SEAPLANE,** 1969, 7-passenger Cherokee Six. Nearly new, excellent maintenance. Being sold to phase out water operation. Contact: South Seas Airways, Inc., Box 987, Pago Pago, American Samoa, 96920.

**FLEETS.** 98 ft x 30 ft x 6 ft (loaded) steel bulk carrying barge, btl. 1967, in survey, marine diesels, \$70,000. Fleets, Rowe's Bldg., Edward St., Brisbane. Cable: Fleets, Brisbane.

### BOOKS, MAGAZINES, ETC.

**ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD.** Catalogues issued and sent free on application. Correspondence invited. Berkelouw, 114 King St., Sydney, 2000. Telephone: 28-7874.

**THE SACRED HENS.** 45 fascinating Samoan legends. Soft cover. Equiv. \$U.S.2.25 post paid, M.O. or cheque. G. Wright, Box 587, W. Samoa.

### ACCOMMODATION

**ACE CARAVAN HIRE SERVICE,** 11 Euree St., Kenmore, Brisbane. Modern aluminium vans, annexes, etc. Special rates for long bookings.

**METROPOLITAN MOTEL.** Cnr. Leichhardt and Little Edward Streets, Brisbane, Qld., 4000. Quiet, old established, moderately priced. Self-contained suites including telephone, TV, air-conditioning, radio, frig., tea making facilities. Licensed Restaurant. Tel.: 21-6000. Brochures available. Telex 40099.

### PARK VIEW MOTEL—BRISBANE

Quiet location—opp. Botanic Gardens. Single, double, family suites, all with refrig., air conditioning, phone, TV, radio, tea making facilities, from \$10. Pool and restaurant.

Phone 31-2695—Telex 40270.

Write for coloured brochure—

Park View Motel, 128 Alice St, BRISBANE, Qld., 4000.

### VISITING BRISBANE?

Stay at **TOWER MILL MOTEL.** First class air-conditioned accommodation, T.V., private bathroom and verandah with a delightful view. Two restaurants. From \$10.00 per day. Book through your Travel Agent or Airline office or direct to 239, Wickham Terrace, Brisbane. Telephone 31-1421.

## TRADE ENQUIRIES

**MAIL ORDER.** Whatever you might want from Hong Kong (Photographic and Cine Equipment, Transistor Radios, Household Appliances, Chinese Brocades, Plastic Flowers, Cultured Pearls, etc.) we can supply you. Right prices and personal care assured. Please write us for quotations. Filmo Depot Ltd., 313 Marina House, Hong Kong. Established in Hong Kong since 1936.

**NEEDING A RELIABLE SYDNEY MERCHANT?** Then contact **GUY FAIRFAX** whose organisation will give prompt and individual attention to your inquiry, 30 years dealing with every conceivable type of merchandise through manufacturers and wholesalers.

**Furniture, Furnishings, all Machinery and Spares, Hardware, Pre-fab. buildings, etc.** Both trade and personal inquiries welcome **Guy Fairfax & Co., Suite 5, Dymock's Block, 430 George Street, Sydney, 2000.**

## WANTED

**WANTED TO BUY TRADE STORE.** Anywhere in South Pacific. Please reply: "G.B.", c/- Box 3408, G.P.O., Sydney, 2000.

**LAND WANTED,** suitable small holiday resort. Sheltered cove or mini-island close to airfield, town, etc. Prefer B.S.I.P. Visiting area June, 1971. Write fully with photo to: Mr. K., 22 Rigby Ave., Ormond, Vic., 3204.

## WANTED FREEHOLD LAND

Am interested in buying a large tract of freehold land in the South Pacific. Might pay cash.

Please write: "PAM", c/- Box 3408, G.P.O., Sydney 2000, Australia.

## EDUCATIONAL

**THE RAPID RESULTS COLLEGE.** World famous postal tuition for G.C.E., School Certificate, Accountancy, Banking, Insurance, Law, Marketing, Secretaryship, etc. Our Airmail Service gives you the full benefit of expert London tuition without delay. Write to-day for your FREE copy of "Your Career" to the Principal, **THE RAPID RESULTS COLLEGE, Dept. ZD1 Tuition House, London, S.W. 19, England.**

**INDUSTRIAL - VOCATIONAL TEACHER,** 22 years experienced organising and teaching machine shop, welding, carpentry, drafting, building design, audio-visual and stage management at secondary level (ages 15-19). Wishes to correspond with school authorities or remote communities needing vocational facilities. Could establish shops on covered barge or hull serving several areas. Will train local teaching cadre to perpetuate learning skills. Will upgrade equipt. and techniques annually. Gates, 22942 Dolorosa St., Woodland Hills, Calif., 91364, U.S.A.

## PEN FRIENDS

**NAURU.** Male 40/50 group (ex. Lord Howe Island) would like to correspond with male or female in Nauru, same age group. Please write: R. Alderton, South Arm, Tasmania, 7022.

# GIGANTIC AIRCRAFT AUCTION

FOREST HILL AIRPORT, WAGGA WAGGA, N.S.W.

SATURDAY, 29TH MAY, 1971

## 30 AIRCRAFT ALREADY BOOKED 30

CATALOGUES PRINTED END APRIL

Independent Engineers and Financial Institutions in Attendance

Further Entries Invited

To Auctioneers:

**RICHARD BOWEN PTY. LTD.,**

Phone 3438 or P.O. Box 190, South Wagga, N.S.W., 2650

or to Technical Advisers:

**PREMIER AVIATION PTY. LTD.,**

Forest Hill Airport, Wagga. Phone 7293.



## Deaths of Islands People



### Maiava Muipu

Western Samoa's Chief Inspector of Schools, Maiava Muipu, died in hospital in Samoa on March 12. Maiava started his career as a primary school teacher at Papa, Savai'i in 1932. In 1938, he was appointed a district school inspector for grade two schools at Fagamalo, Savai'i.

In 1968 Maiava became Chief Inspector of Schools, the first Samoan to hold the position. Maiava's name became a household word throughout Samoa because of his wisdom and his total commitment to the betterment of Samoan education. He held the OBE.

He is survived by his wife, Anevili Maiava, and a son and a daughter.

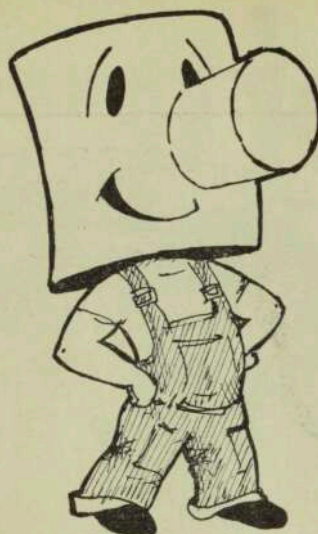
### Mr. J. D. Whitcombe

Mr. J. D. Whitcombe of Auckland, former long-time resident of Nukualofa, Tonga, has died in Auckland, aged 87. His association with Tonga began when he was a young lad. His father, Charles Douglas Whitcombe was then Minister of Foreign Affairs to the Government of Tonga.

Born and educated in New Plymouth, Mr. Whitcombe went to Tonga and then moved on to Fiji, returning to Tonga to serve as Secretary to the Premier, Government interpreter, copra inspector, and teacher.

He left Tonga in 1928 and took up a position with *The New Zealand Herald* until his retirement in 1951.

He retained his interest in Tonga as representative of the *Pacific Islands Monthly* over the last 17



meet  
**YORKSIL**  
“the plumber's  
mate”!

Cocky little fellow isn't he!

That's because of his tremendous success with plumbers since his introduction last year. We know why, too! This brand new “compact” fitting costs less.

YORKSIL can save a plumber up to 20% on copper fittings for silver brazing. No wonder he's so popular with the trade!

Mind you YORKSIL'S not the only star in the Yorkshire 'family' — big brothers YORKWAY and YORKSHIRE still rate very high in popularity for other fitting applications.

Precision made in copper or non-dezincifiable brass and conforming to S.A.A. standard B181, YORKSIL is available in sizes  $\frac{1}{2}$ ",  $\frac{3}{8}$ " and  $\frac{3}{4}$ " in the 23 most popular types.

ASK YOUR SUPPLIER FOR YORKSIL

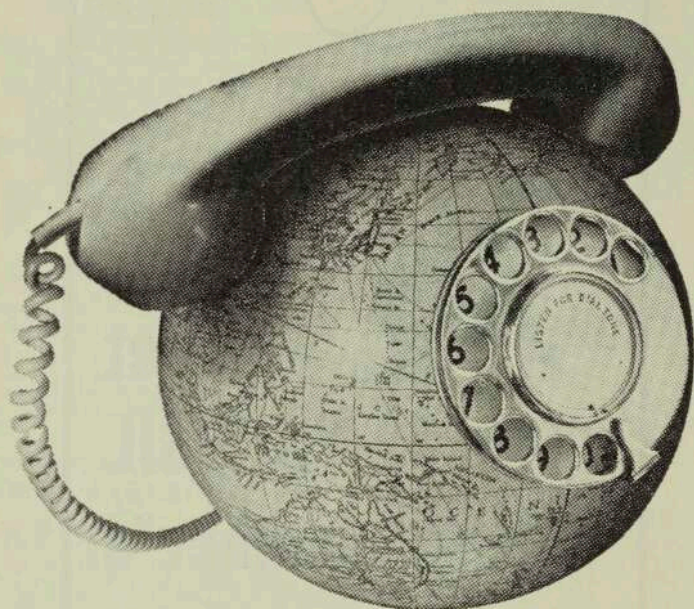
# Yorksil

YORKSHIRE IMPERIAL (AUSTRALIA) PTY. LTD.  
144-154 Milperra Road, Revesby, N.S.W., 2212. Phone 77-0561

MELBOURNE 569-0859 BRISBANE 36-0455  
PERTH 24-1017 ADELAIDE 57-4445

YL/3B





## Buy and sell the world with one phone call

Overseas trips to secure new markets or to investigate new trends may be beyond the financial resources of some companies . . . yet the price of a local phone call can put you in touch with the world.

ANZ Banking Group will give you general or specific information about any country . . . it's yours for the asking.

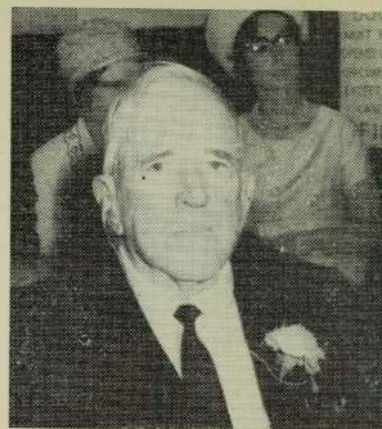
Get the facts on trade. Currency. Credit. Regulations and Legal Matters. Business transactions. Introductions. Get through to the world through ANZ.

All enquiries to ANZ Bank, Administrative Headquarters, 351 Collins Street, Melbourne, Australia, 3000, telephone 61 2011, or to any ANZ branch in Fiji, Papua and New Guinea, British Solomon Islands and New Hebrides.



**AUSTRALIA AND NEW ZEALAND  
BANKING GROUP LIMITED**  
INCORPORATING ANZ BANK AND ESEA BANK

ANZ564



Mr. J. D. Whitcombe.

years, and was a frequent contributor of historical articles.

His knowledge of the Tongan language was always of great interest to his many friends and for some years he had been working on a revised Tongan-English dictionary and vocabulary.

He is survived by two sons and four daughters.

### Vincent Biri Alisae

Solomons bronze medallist at the 1966 South Pacific Games, Vincent Biri Alisae, died recently in New Zealand. Together with George Leping, he was the first Solomon Islander to win a medal at the Games. His death came after a long illness which had taken him to hospital twice and which cut short a bright sporting and academic career.

## THERE IS A GOD

Free Booklet

### TEN HOME STUDY LESSONS

Topics ● There IS a God! ● God Revealed in Animal Life ● God Revealed in Man ● The Creator's Wisdom ● God's Eternal Justice ● The Creator's Love ● Our All-Seeing God ● God Hears and Cares ● The Almighty God ● The Glory of God.

DAWN BIBLE STUDENTS,  
P.O. Box 1358, Auckland, N.Z.

Please send me, without obligation,  
"Ten Home Study Lessons".

NAME .....

ADDRESS .....



# Carnation your coffee.

Try it. Watch how Carnation  
blends right in like it belongs.  
It makes a good cup of coffee a  
great cup of coffee. All you  
do is punch and pour. Carnation  
your coffee.  
Everybody's doing it.



Carnation—'from contented cows'



The  
office, bank, schoolroom, casualty station, clinic,  
X-ray unit, laboratory, shop, library, showroom,  
caravan (or you name it)  
that **floats.**



Built around a basic 24 ft x 8 ft full-flotation hull, the all-aluminium de Havilland "Hydravan" can be fitted out for your individual use, or as complete accommodation for six people. Alternatively, the decked hull can be supplied separately or with insulated cabin (18 ft x 8 ft) erected to lock-up stage.

The "Hydravan" can be trailed if necessary and has every modern convenience available: lighting, refrigeration, gas cooking, hot water, shower and lavatory (chemical treatment unit). Propulsion is by remote control outboard motor.

For more information, please mail this coupon.

**de Havilland**  
**MARINE**

Division of Hawker de Havilland Australia Pty. Limited

P.O. Box 30,  
Bankstown, N.S.W. 2200, Australia.

A  HAWKER SIDDELEY COMPANY

Mail to Hawker de Havilland Australia Pty. Limited.

Please send prices and information on the de Havilland "Hydravan."

NAME

ADDRESS

*(Please attach details of special requirements)*



# "The Good Life" With Kenwood



KA-2002  
KA-40

Life without music is certainly possible. But it's hard to envision "The Good Life" without good music. But good music immediately conjures up visions of lavish high-fidelity sound systems. Kenwood feels that such an image is all wrong. Our stereo amplifiers are extremely compact (13"Wx4-5/8"Hx9-7/16"D, to be exact) and deliver absolutely top-level performance. Choose Kenwood. Join the ranks of music lovers who refuse to settle for mere "good music" and insist on the "best".

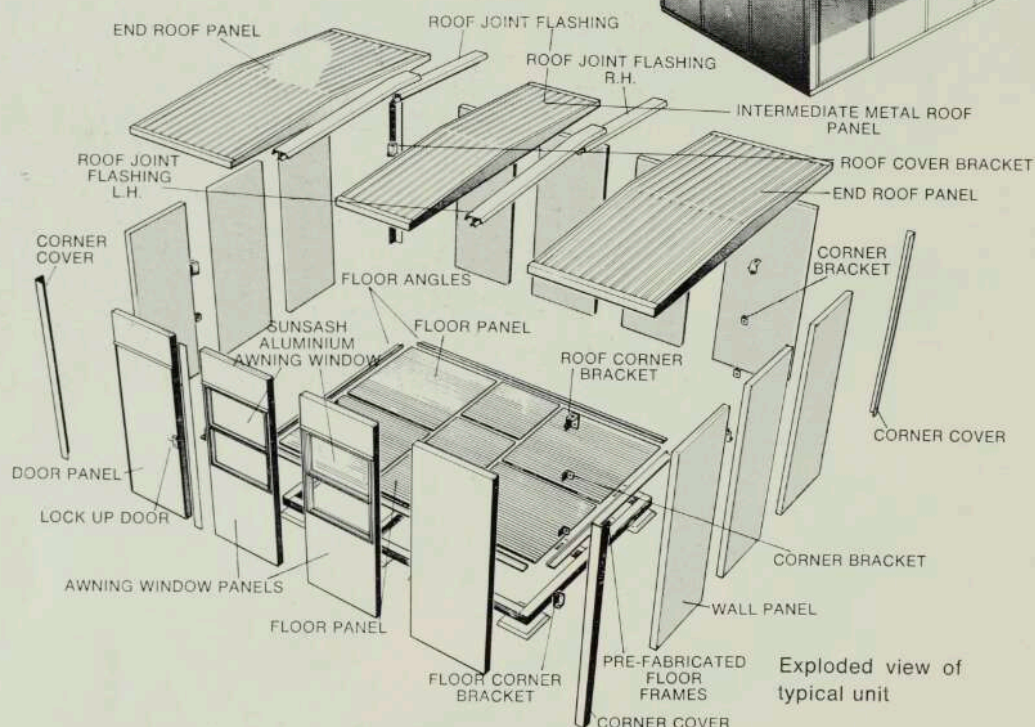
**KA-4002:** 80W (1HF) Stereo Amp with low-low distortion, top performance  
**KA-2002:** 46W (1HF) Stereo Amp; 2 PHONO input jacks; ideal for limited space

*the sound approach to quality*

**KENWOOD**  
TRIO ELECTRONICS, INC.



# Instant on-site accommodation!



## Pillarbilt Demountable Units—erected in 4½ hours by unskilled labour

It's true! Pillarbilt Demountable Units can be erected by anyone. A basic 9' x 9' unit can be easily erected by two men in 4½ hours. You don't need power tools. You don't need screws and nails. These great units simply bolt together. Or... for transport... unbolt easily to be taken to the next site. **Fourteen standard sizes** to choose from. All wall panels are standard sized and interchangeable for easy re-arrangement. Panel sizes are 8' high, 3' and 4' in width. **Roofing:** Profiled zinc coated metal roofing, pre-finished with thermo setting white

vinyl paint. Features exclusive wide over-hanging eaves. **Wall Panels:** Corrosion resistant steel framing with exterior cladding of flexible asbestos cement or galvanized crimp steel. **Flooring:** Optional. Factory finished hardwood drop-in floor panels. **Ceiling:** Optional. Drop-in asbestos panels with or without insulation. **Assembly:** Complete easy to follow assembly instructions are issued with all kits. Packs are complete with all brackets, bolts, cover strips, cover plates and door locks. For further information please write to:

Please send details on Pillarbilt Units  
Please tick sizes (floor area) applicable to you

☐ 9'x 9' ☐ 9'x18' ☐ 10'x12' ☐ 10'x18' ☐ 12'x15'  
☐ 9'x12' ☐ 10'x 9' ☐ 10'x15' ☐ 12'x12' ☐ 12'x24'

Enquiries to:

**PILLAR NACO  
PTY. LIMITED**

G.P.O. BOX 715, BRISBANE, 4001,  
AUSTRALIA.

Name \_\_\_\_\_

Address \_\_\_\_\_



H47



## Grahamslaw's story

Continued from p. 45

Anglican missionaries, Australian soldiers and American airmen whose aircraft had been shot down or had made forced landings. I duly noted the reports, but decided not to take any action until our troops had achieved victory. In any case, because of my operational duties and lack of field personnel, I was not in a position to conduct an investigation.

The Orakaiva natives could never understand why we treated Japanese prisoners so well. There were times when an instruction to carriers to act as stretcher bearers for sick or wounded Japanese prisoners almost met with open rebellion.

I happened to be passing an American dressing station one morning when I heard a hullabaloo centred around a group of Orakaiva stretcher bearers. The American medical officer and several of his men were shouting at the Papuans, who were shouting back.

The cause of the commotion was a dead Japanese lying on a stretcher. It seemed he had been very much alive when the stretcher party departed from the American forward lines, and the MO suspected foul play. He drew my attention to a large recent lump on the side of the Jap's head. The carriers strenuously denied the MO's accusations.

Knowing my Papuans, I dispensed with preliminaries.

"Why did you kill him?" I said.

"He tried to get off the stretcher and run away, so we gave him a little hit with a stick to keep him quiet", was the virtuous reply.

From then on, whenever it was necessary to carry a Japanese patient, a police constable accompanied the stretcher to ensure the safe arrival of its occupant.

But later however, I ran into an old friend, Captain Lea Ashton, who was a member of Commander Eric Feldt's coastwatchers and who was in charge of a small party of native police which had been engaged on a reconnaissance mission in the Buna area, similar to the one I had carried out.

Lea's party penetrated as far as Inonda. It had already passed through country where the attitude of the natives was far from friendly, but it was not until he reached Inonda that his party encountered open hostility. Several of his police were attacked by local natives and had to fight their way out of trouble.



Captain Grahamslaw gives instructions to his native police before they go out on reconnaissance in the Oro Bay area.

As it was obviously impossible for Lea to obtain any information of military significance, he joined up with Australian troops and was awaiting his next posting when I met him.

Organised enemy resistance in the Buna area ceased on January 26, 1943. Advance New Guinea Force folded up and I found myself attached to the American 41st Division, which was entrusted with the task of mopping up the remaining Japanese troops, estimated to be about 2,000.

I received a request from the American command for Angau personnel to act as guides for mopping up parties. As this meant combat duty I decided to call for volunteers from the seven Angau labour camps, ranging between Soputa and Oro Bay.

Many of the men in these camps had served in AIF units in the Middle East and Greece, and had been transferred to Angau after the Japanese invasion of the territory. Some of them complained to me that they had enlisted to fight, and not to be condemned to mostly non-combatant duties required by Angau.

My invitation met with the desired response, and the Angau volunteers, supplemented by volunteers from my native police, were duly attached to American patrols.

Lieutenant Fred Bannigan (pre-war Wau identity) was, perhaps, the most reckless soldier under my command. He accompanied several American patrols and had had to hand encounters with the enemy. By the time fighting finished, Fred had an enviable collection of Japanese souvenirs, from swords to watches, which he had acquired the hard way.

Unfortunately, two of our police were killed in one engagement near the mouth of the Giruwa River. The Angau warrant officer with them managed to escape by swimming the river under enemy fire.

Before his departure, General G. A. Vasey decided to commemorate the work done by the carriers who had accompanied his troops across the Kokoda Track by presenting 10 of them with Loyal Service Medals. As I was the senior Angau officer in the area, I was instructed to translate his speech.

I reported to Colonel Canet, of 7th Aust. Division, and sought advice as to the nature of the speech. Canet informed me that it was his job to write the speech, and that he would be doing it that afternoon. He suggested that meanwhile I join the official party of Australian and American generals and other high-ranking officers who were about to make their first inspection of Sanananda after its capture. Accompanied by an American major, I joined the official party.

Heavy fighting had taken place in





**HIGHEST PRICES OBTAINED ON WORLD MARKETS**

**FOR YOUR**

**SHELL - COCOA - COFFEE - COPRA - ETC.**

**31 MACQUARIE PLACE, SYDNEY, N.S.W. 2000.**

**G.P.O. BOX 5315, SYDNEY, 2001.**

'SUCCESS'—Sydney

CABLE ADDRESSES

'TAITCO'—Sydney



## A man needed a strong stomach

this area, and the bodies of enemy troops, some of whom had been dead for weeks, and others who had been killed a day or two before, littered the track. The stench was indescribable. The last stretch of seven or eight miles had to be traversed on foot, and a man needed a strong stomach to avoid being sick.

The official party was protected by a strong guard, which was necessary because pockets of the enemy remained on both sides of the track.

When I got back to 7th Division

**I need rest—  
baby's exhausted,  
too—**

**What would  
you do?**

I've tried to be an attentive mother but so many times I've felt at a loss to know just how to comfort my little one.

Baby, having arrived so much later than Tim and Jen, I'd really forgotten the distressing symptoms that come with teething troubles. Then, in desperation I remembered Fisher's Teething Powder.

You'd be amazed what an effective and soothing aid they are to baby's sore gums, digestive disturbances and intestinal upsets which are natural teething disorders.

Another great virtue of Fisher's Teething Powders is their safety. They do not contain Calomel, Opiates, Bromides or any harmful substances. Even if the baby by mischance should eat several, they could do no harm.

By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 30 cents for 20 powders, write direct to Fisher & Co., Manufacturing Chemists, 17 May St., St. Peters, N.S.W. Post-code 2044.

Headquarters, Colonel Canet had just completed the general's speech. It was a very good one. It praised the carriers for their loyalty and meritorious contribution to the war effort and it conveyed the thanks of the sovereign.

The only part that worried me was where the general said that his troops would be returning to Australia to recuperate, and his speech finished with the wish that the carriers would also be sent home for a well-earned rest. I knew that there was not the slightest possibility of us being able to release the carriers for some considerable time.

The general duly made his speech to more than 3,000 carriers, and hundreds of Australian troops. Then followed my translation, which was listened to in complete silence. It was a faithful translation until I got to the part where the general wished the carriers could be sent home to rest.

My rendition was that the Australian soldiers, who had fought with great loss of life to preserve Papua and its native people, were going home to recuperate so that they could come back and resume fighting until the enemy was beaten, and that in the meantime it was necessary for the carriers and people like myself, who belonged to the territory, to remain at our posts.

I had some doubts as to the reception that would be accorded to my concluding words, and it was an enormous relief when the natives broke into cheers and yells of approbation.

I was released from operational duties towards the end of March, 1943. After 24 days leave in Australia I resumed duty as District Officer, Mambare District.

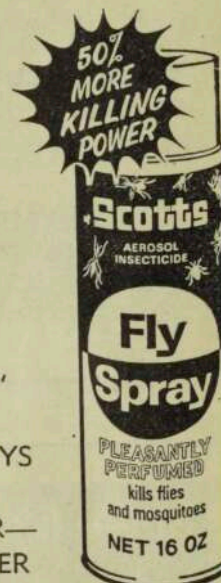
There was much to be done in a district which had suffered severely from the ravages of war.

Headquarters Angau gave the district priority in staff, and capable and experienced officers such as Claude and Alan Champion, and Jack McKenna, together with keen newcomers like Peter Kaad and Ron Galloway, who later made names for themselves in the post-war administration, were posted to the district.

Intensive patrolling became the order of the day, and within a few months the whole of the district had been covered by our patrols.

We learned that the propaganda carried out by Angau officials prior to the enemy landing at Buna, paid dividends. The bulk of the native population, including most of the officials, had heeded our talk, and accord-

## SCOTTS the "BIG" Challenger



THE  
"GIANT"  
IN  
FLY SPRAYS  
50%  
STRONGER—  
50% SAFER

100% better—that's Scott's Fly Spray. The new "GIANT" (16 oz) destroyer of disease-carrying flies, mosquitoes and all other household pests. Scott's Fly Spray contains no harmful substances to "burn" or damage your family's delicate nasal or lung tissues... completely safe to spray near children, food and pets. The scientific formula of Scott's assures you the strongest, yet safest insecticide against filthy flies.

And Scott's Fly Spray is so economical... just a short spray of the super fine mist is all you need for a complete "killing" job... and the super fine spray won't mark your furniture or clothes.

Another nice thing about Scott's Fly Spray is its pleasant perfume... a delightfully fresh citrus tang that breathes the freshness of summer into your home, right through the year.

So, when your family's health and happiness depends upon the insecticide you use, Mum—demand the best—SCOTT'S FLY SPRAY—50% stronger—50% safer—100% BETTER.

Look for the  
"GIANT" SIZE (16 oz.) CAN

A product of:

**SCOTT'S DETERGENTS  
(A/ASIA.) PTY. LTD.,**

P.O. Box 22, Botany, N.S.W., Australia.



# W. H. GROVE & SONS LTD.

Established 1896

## Island Merchants

16-18 FANSHAWE STREET, AUCKLAND

Telegraphic and Cable Address: "Grove", Auckland. P.O. Box 490, Auckland, New Zealand

Entrust your requirements to the firm with some 75 years' practical experience in exporting the Island trade.

### REPRESENTING MANUFACTURERS

THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

SHIPPERS OF ALL CLASSES OF NEW ZEALAND MANUFACTURES AND PRODUCE SPECIALLY PREPARED FOR THE ISLAND TRADE

IN FIJI as: W. H. GROVE & SONS (FIJI) LIMITED

Make light work of it!...

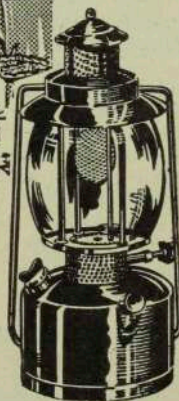


### OTHER HANDI PRODUCTS!

'Handi' range of quality products also includes: a portable Twin-Burner Stovette and 'Handi' Pumpless Petrol Iron.

Keep a  
**HANDI** handy!

No need to fumble and fume! Throw light on the subject with a 'Handi'. It's twice as bright as electric light. Completely stormproof. Simple and safe to use.



### PRESSURE OPERATED

One filling gives 12 hours of brilliant 300 candle-power lighting. Built to last, with chromed, rust-proofed finish. Petrol or Kerosene models.

Ask for Handi! Everywhere!

**HANDI WORKS PTY. LTD.**  
Compo Rd., Salisbury North - Ph. 472122  
BRISBANE, QUEENSLAND, AUSTRALIA



## Some went over

ingly refrained, as far as they were able, from giving assistance to the enemy.

As was to be expected, a number of natives did go over to the enemy. The Europeans in the district were few in number—not more than 40—and the enemy came in their thousands. It was natural that people would soon be convinced that there was a new master in the land, and it was understandable that those with a grudge against the government or against Europeans generally, would flock to the service of the enemy. Then there were the opportunists who thought they saw a chance to obtain positions of power and authority for themselves.

One of the first things the Japanese did in the Buna area was to appoint a representative in each village. The representative was accorded the rank of captain. All Japanese orders went through him, and the Japanese punished those who did not obey his instructions. Some of the "captains" behaved like autocrats during their few months in office. Others had accepted office with reluctance, and only because the Japs insisted on having a representative in each village.

Shortly after native administration was re-established in the district, and the people were satisfied that the Japs had been defeated, they seized the captains and brought them to Higaturu for punishment.

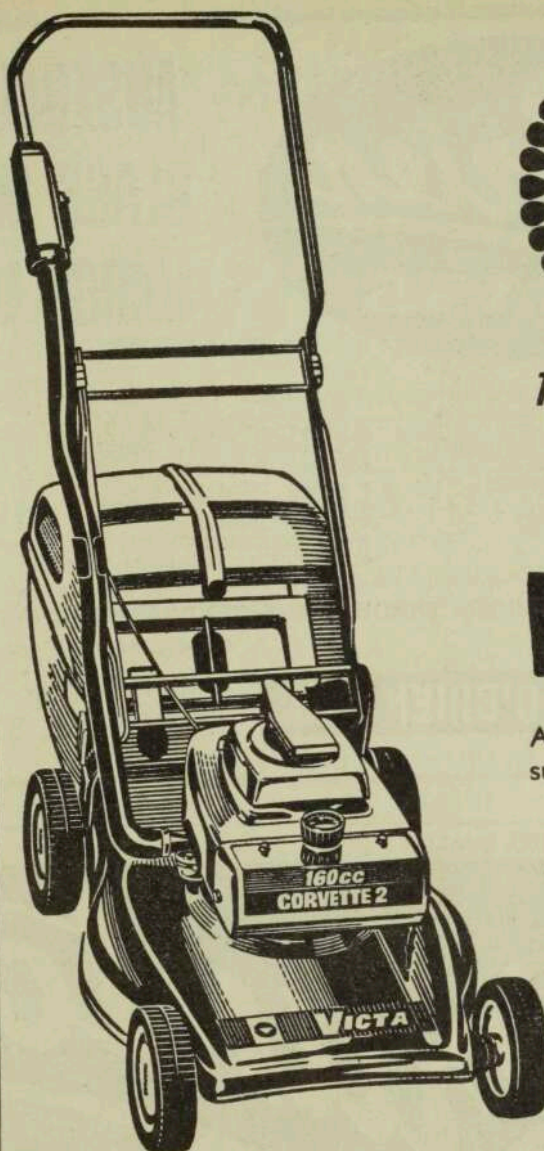
My problem was how to mete out justice to these men to the satisfaction of the village people. They could possibly have been charged with an act of treason under the Criminal Code. However, I did not think it would be right to attempt to apply this law to people who had no knowledge of its existence.

The captains were taken into protective custody to shield them from the wrath of their people, while I referred the matter to HQ Angau for decision.

A reply came from headquarters to the effect that my reasoning was correct and the captains should be released.

My quandary was that the village people were adamant that the men should be punished. In a number of instances they asserted that, if the government did not act, they would mete out punishment themselves.

After much deliberation, I thought I had the answer. I assembled the captains, about 40 in number, and suggested to them that an honourable way to make amends for their treach-



**TIME TO TURN  
GRASS  
INTO LAWN!**

# VICTA

A model available to  
suit all conditions and  
every purpose.

Obtainable from:

**SUVA MOTORS LTD.**  
Suva, Lautoka.

**ISLAND PRODUCTS LTD.**  
Port Moresby.

**NEW GUINEA CO. LTD.**  
Rabaul, Madang, Lae, Mount  
Hagen, Minj, Goroka.

## YOUR NEXT LEAVE

Modern up to the minute homes at Palm Beach, Avalon, Newport, Church Point, Mona Vale, etc., available to Island Residents for Holidays. Write for information to:—

**J. T. STAPLETON PTY. LTD.**  
ESTATE AGENTS,

**133 PITT STREET, SYDNEY, 2000. 25-5305, 25-1737**

also Box 32, P.O., Avalon Beach, Sydney 2107. 918-2221.





## AUSTRALIA'S FOREMOST GLASS MERCHANTS AND MIRROR MANUFACTURERS

- SHEET, FIGURED ROLLED & PLATE GLASS
- "ARMOURPLATE" GLASS
- ANTI-GLARE & HEAT ABSORBING GLASS
- LAMINATED & TOUGHENED AUTOMOTIVE GLASS
- GLASS LOUVRE BLADES
- GLASS BENDING
- GLAZING BARS

- "COPPERBAK" MIRROR—CUT-TO-SIZE & STOCK SIZES
- FRAMED & UNFRAMED DECORATIVE WALL MIRRORS
- CHEVAL MIRRORS
- VANITY TABLE MIRRORS
- ONE-WAY VISION MIRRORS
- SHOP FRONTS
- METAL MOULDINGS
- "KAWNEER" ALUMINIUM SECTIONS

- ENTRANCE DOORS & SCREENS
- "ARMOURPLATE" DOORS
- "AQUALITE" SHOWER SCREENS
- MODULAR PARTITIONING
- "U-RECT-IT" STORE EQUIPMENT
- GLASS & SHOP FITTING TRADE TOOLS, HARDWARE & SUPPLIES
- "COWDROY" & "LIDCO" SLIDING GLASS DOORS & WINDOWS
- CARD KEY SECURITY SYSTEMS

ORDERS AND ENQUIRIES THROUGH THE GENERAL MERCHANTS IN YOUR AREA

*Catalogues and Price Lists Available*

**FRANK G. O'BRIEN LTD.**

223 Botany Rd., Waterloo, N.S.W. 2017—Telegrams: FOBRON, Sydney

TELEPHONE SYDNEY 69 0466

FG21.44

FOR CONSISTENT HIGH QUALITY

USE  
**Brunton's**  
SHARPS  
MEALS  
FLOUR

**BRUNTON & CO. PTY. LTD.**

Terry Road, Dulwich Hill, N.S.W. 2203

Cables: "Beacon and Brunton".

Phone: 56-1448.

*Established 1868 — Australia's oldest export flourmillers.*



## Death by hanging

ery would be by signing on to work for the army for two years.

My suggestion was seized upon with relief. These men had been expecting some dire form of punishment, and they were glad of the opportunity to get away from the wrath of their people, and allow time to cover up the scars, as it were.

The erstwhile captains were signed on and went overland to Port Moresby to work for the army as carriers, etc., in the forward area.

Shortly after restoration of native administration, Angau officials arrested an ex-village constable named Embogi, and a number of his compatriots, for the betrayal and killings of the Ambasi spotters named Hanna and Holyoak, the Gona Mission teachers Miss Hayman and Miss Parkinson, two European members of the PIB, and several American airmen.

Embogi and four other natives from the Sangar area were sentenced to death.

One morning the ADO, Captain Frank Moy, and myself, were in our newly constructed office at Higaturu preparing reports for headquarters when a jeep arrived from the airstrip at Popondetta, carrying a passenger with the rank of captain.

The new arrival introduced himself as an officer of Royal Papuan Constabulary HQ. He produced copies of warrants for the execution by hanging of Embogi and the other four condemned men.

He wanted to know if we had a gallows. I replied "No," and at the same time pointed out that a gallows couldn't be constructed at short notice, as the only tools on the station were one hammer and one hand saw. We had no nails.

The hangman then announced that a tree would have to do. Accompanied by Captain W. R. Humphries, who at the time was conducting investigations into major crimes committed during the period of enemy occupation, he went in search for a suitable tree. They arrived back a couple of hours later, sweating, but successful.

The constabulary man was anxious to get the job over and done with, but I informed him that, firstly, I would not act until the originals of the warrants had been received, and secondly, the condemned men would have to be given the opportunity to bid farewell to their relatives.

The hangings took place several days later, in the presence of thousands of people from nearby villages. I addressed the multitude in Motu.



### MICK SIMMONS LTD.

THE MODERN HOME OF SPORT



### adidas ROME

A strong very good looking shoe and for a long time our best seller. Oxhide white upper, adidas Arch support, toe cap and reinforced heel counter. Now fitted with our newest patent, the "Achilles Protector". Padded tongue and white non-slip Olympia sole. Excellent for outdoor training and competition.

PRICE \$11.95

**SPECIAL ATTENTION GIVEN ALL MAIL ORDERS**

**ORDERS AND ENQUIRIES TO MICK SIMMONS,**  
720 GEORGE STREET, HAYMARKET, N.S.W. 2000, AUSTRALIA

Established  
1870

Cable Address:  
"WEYSEAS, SYDNEY"

Place yourselves in the hands of  
Specialists for your requirements  
in

## FRESH FRUIT & VEGETABLES POTATOES & ONIONS

★ We invite your enquiries

**WEYMARK & SON** (Overseas) Pty. Ltd.,  
14-18 STEAMMILL STREET, SYDNEY, N.S.W. 2000

## THE YORKSHIRE INSURANCE CO. LTD.

(Incorporated in England)

A MEMBER OF THE GENERAL ACCIDENT GROUP OF COMPANIES

### ALL CLASSES OF INSURANCE

AUSTRALIAN HEAD OFFICE: 10-12 Spring Street, Sydney.

Group Manager for Australia: R. M. Trotter.

PAPUA AND NEW GUINEA BRANCH: Douglas Street, Port Moresby.

Manager: H. M. Harvey.

CHIEF ISLAND REPRESENTATIVES

Port Moresby, James Services Pty. Ltd.; Rabaul, A.S.P. (N.G.) Ltd.; Lae, Radio Cabs (Lae) Pty. Ltd.; Madang, W. Stokes; Manus, Edgell & Whiteley Ltd.; Honiara, B.S.I.P., E. V. Lawson, Ltd.; Suva, Williams & Gosling Ltd.; Noumea, R. Laubreaux; Norfolk Island, Martin's Agencies; Apia, E. A. Coxon & Co.



# MORRIS HEDSTROM LIMITED

**HEAD OFFICE: SUVA, FIJI**

- GENERAL MERCHANTS
- PRODUCE BUYERS
- IMPORTERS AND EXPORTERS
- PLANTATION OWNERS
- COMMISSION AND INSURANCE AGENTS

## **LONDON OFFICE:**

MORRIS HEDSTROM LTD.,  
Park House,  
22 Park Street,  
Croydon,  
CR9 3NP

## **AUSTRALIAN**

## **REPRESENTATIVE:**

W. R. CARPENTER & CO. LTD.,  
(Merchandise Division)  
The A. & N.Z. Building,  
68 Pitt Street,  
Sydney, 2000.

## **Registered Cable Addresses:**

- DEUBA—SUVA • CAMOHE—SYDNEY • SUVAMARK—LONDON • MORRISCO—NUKU'ALOFA  
• DEUBA—APIA • CODES: ALL.

## **AGENTS AND DISTRIBUTORS FOR:**

- Bacardi International • China Navigation Co. • Crittall Hope Export • John Dewar & Sons Ltd. • Electrolux Limited • Elizabeth Arden • Evinrude Outboard Motors • Ford Motor Co. • Glaxo Laboratories • Goodyear Tyre & Rubber Co. • Guinness Exports Ltd. • Jas Hennessy & Co. • Imperial Chemical Industries • Mobil Oil Australia Ltd. • Max Factor & Co. Inc. • McWilliams Wines Pty. Ltd. • Napier Bros. Ltd. • Parker Pen Company • Proctor & Gamble • Rootes Ltd. • Ronson Products Ltd. • Rowntree & Co. Ltd. • Tanqueray Gordon & Co. Ltd. • Taubmans Ltd. • Viners of Sheffield • Yorkshire Imperial Metals Ltd.

**Morris Hedstrom Ltd. are LLOYD'S AGENTS in  
FIJI and WESTERN SAMOA.**

*For friendly service and complete satisfaction it's Morris Hedstrom Ltd. in*

# FIJI — WESTERN SAMOA — TONGA



## **'Just punishment'**

which a number understood, explaining fully why the men were being executed and to make sure that the words sank in, the station interpreter repeated what I said.

It was a grim experience which I shall never forget.

Each man was given a chance to speak and each elected to do so. Embogi's speech had a profound effect on all of us. He had a sonorous voice, and was obviously a gifted orator. The gist of his speech was that he went wrong because he was uneducated and did not know better.

He freely admitted his crimes and said that the punishment he was about to receive was just. He concluded by enjoining his people to heed what the government said and to obey its laws.

Embogi had been one of the first people to report to me after our troops re-entered the Buna area, and I had taken a liking to him. However, it was not long before I had heard whispers that he had been on friendly relations with the Japanese, had played a major part in the betrayals of the Europeans, and had actually participated in the killing of the PIB lieutenant and others.

The other four also spoke up like men. They admitted their guilt, and said they were prepared to pay with their lives.

I lay awake most of that night listening to the drums beating, and the wailing of the mourners in the villages adjacent to Higaturu, and reliving the events of the day.

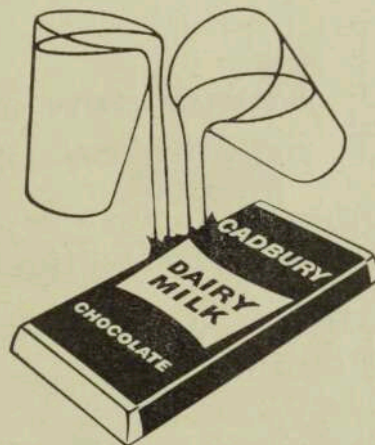
I had seen death in various forms during the preceding 12 months, but nothing affected me as deeply as the hangings of Embogi and his fellow murderers.

Perhaps it was the courage they displayed when the time came for them to die. Be that as it may, the punishment meted out to them was in accordance with their own tribal code of "an eye for an eye . . ."

In this first half of 1943 there were many trials of natives charged with the murders of Europeans during the period of five months following the Japanese landing at Buna on July 21. Those murdered included several Australian soldiers who had been separated from the main body of troops. Others were American airmen who had parachuted to earth after their planes had been shot down in aerial combat with Japanese aircraft.

The pattern of murder was usually the same. In the first place, the soldiers or airmen, after having made contact with the natives, would be taken to a central place in the vil-

*I want Cadbury's  
I want Cadbury's  
I want Cadbury's  
I want Cadbury's*



It's worth saying over and over again because there's a glass and a half of pure, fresh, full-cream milk in every half-pound of Cadbury Dairy Milk Chocolate. No other chocolate can possibly give you that creamy, creamy Cadbury taste. Look for the famous purple wrapper.

**CADBURY**  
**DAIRY MILK CHOCOLATE**

*— the biggest selling block chocolate in Australia*

MD4/32/0

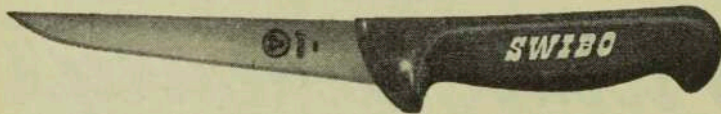


Get to grips with  
**SWIBO**  
 THE NEW LONGER-LIFE  
 KNIVES THAT HAVE THE EDGE  
 OVER ALL OTHERS

Swiss design and  
 manufacture

OBTAINABLE  
 FROM THE  
 LEADING  
 BUTCHER  
 SUPPLIERS

Sole Importers:  
**PETER FISHER  
 TRADING PTY. LTD.**  
 321 Pitt Street  
 SYDNEY  
 Telephone 26 1109



**PN**  
**CG** **Papua new guinea  
 printing co. pty. ltd.**

Supplying the Territory with:

- COMMERCIAL JOB PRINTING
- PAPER RULING
- STATIONERY REQUIREMENTS
- RUBBER STAMPS

Mail Orders Invited

P.O. Box 633, Port Moresby  
 P.O. Box 759, Lae  
 P.O. Box 30, Mount Hagen

Cables & Telegrams:  
 Printer Port Moresby  
 and Lae

 **SOUTHERN PACIFIC INSURANCE  
 COMPANY LIMITED**

Head Office: Equitable Life Building, 80 Alfred Street,  
 Milsons Point, N.S.W., 2061.

Specialising in Pacific Island Insurance requirements  
 for over 30 years.

- FIRE • FIRE AND VOLCANIC ERUPTION • HOUSEHOLD COMPREHENSIVE • MOTOR  
 VEHICLE • COMPULSORY THIRD PARTY • COMPULSORY WORKERS' COMPENSATION  
 • PUBLIC LIABILITY • MARINE

Enquiries invited for all classes of insurance from special representatives at:

**RABAU:** Jack T. Ray—Manager for Papua & New Guinea, Mango Avenue, P.O. Box 123.  
**LAE:** Alex B. Barker—Manager at Lae, Kam Hong's Building, Central Avenue, P.O. Box  
 758. **PORT MORESBY:** H. A. K. McKee—Manager at Port Moresby, Maloney's Building,  
 Cuthbertson Street, P.O. Box 136. **SUVA-FIJI:** L. M. Rolls—Manager for Fiji, McGowan's  
 Building, Margaret Street, P.O. Box 521.

## Built the gallows

lage, usually a rest house, where they would be given food and drink. Then, as they were relaxing in the belief that they were amongst friendly people, they would be attacked from behind and killed.

Within a few months of resumption of civil administration in the district, we had particulars of the majority of murders committed during the enemy occupation. In a number of instances the murders were reported to us by village officials.

There were other cases where officials and people deliberately withheld information, but there was usually someone who surreptitiously passed the word to the authorities. In one instance, a patrol officer got a lead on the murder of an American airman when he noticed a small child in a village playing with American notes of large denominations.

I was on patrol one day when a messenger arrived from Claude Champion at Higaturu, advising that instructions had been received from Port Moresby to construct a gallows. Claude also said he had been sent warrants for the execution of 17 natives convicted of wilful murder.

I replied telling Claude to go ahead and build the gallows, and at the same time I fixed a date for the executions, which would allow sufficient time for the relatives and fellow villagers of the condemned men to reach Higaturu.

By the time I returned to Higaturu, Claude, with the able assistance of the station clerk, Nansen Kaisa, had constructed a gallows with two trapdoors from bush materials, in accordance with the specifications received from headquarters. It was a very good job, although not a labour of love. With good reason they regarded it as a disagreeable duty.

The gallows were situated in the centre of what could be described as a natural amphitheatre, several miles below Higaturu. Higaturu and its environs was crowded with natives from as far afield as the mountain country above Kokoda.

News of the approaching executions had reached the American forces in the Dobuduru-Oro Bay area, of whom there were about 20,000. Fearing that there would be an influx of Americans wishing to see the spectacle, I got their commanding general to place our area out of bounds to his troops.

The day before the hangings, relatives and friends of the condemned



## Gashed cheeks

men trooped through Higaturu, wailing and beating drums. These groups included women who had gashed their foreheads and cheeks with stones until the blood welled.

As a group reached the flagpole near the office, their wailing would suddenly cease, and they would pound the earth in unison with their feet. These exhibitions of grief accentuated the feeling of depression which permeated station personnel, Europeans and natives.

On the morning of the executions the hillsides surrounding the gallows were packed with thousands of natives, and there was a hushed silence as we appeared.

The procedure was as follows: The condemned men would be led, two at a time, from the station to the gallows. I would then mount the gallows and inform the multitude of the crimes the men were being punished for. The men would then be asked if they wished to speak.

With but two exceptions they elected to do so. On conclusion of the speeches, the men would mount the gallows, where they would be blindfolded before being led on to the trapdoors. The trapdoors would then be released and the bodies would disappear.

I might explain here that the gallows were built on posts about 10 ft high. These posts were surrounded by hessian to ensure that the dangling bodies could not be seen.

The detailed instructions from headquarters, based on old English rules, provided that each body had to hang for 30 minutes, after which it was examined by a medical officer, who had to declare that life was extinct before it was cut down.

The bodies would be removed out of sight before the next lot of two condemned men were led down. In some instances, where the relatives wanted it, the bodies were handed to them for burial. Otherwise, they were buried in the station cemetery.

With one exception the condemned men who spoke recanted their evil ways when addressing their people. One of these attributed his acts to his lack of education, and the fact that he was not a Christian. He called upon his people, and the village councillors in particular, to ensure that thereafter the children were brought up as Christians and that all went to school.

The exception was a man who had been a village constable. His speech was short and to the point. He said,

# Only Pea-Beu Insecticide guarantees to kill all insect pests ... FAST!



## Pea-Beu is the strongest insecticide available today

A recent survey, which included laboratory testing, conclusively proved that Pea-Beu aerosol insecticide contained the highest concentration of the world's most powerful insect-killing ingredients. Flies, mosquitoes, in fact no insect can survive its powerful fume action. Powerful Pea-Beu penetrates to all corners with devastating effect to all flying and crawling insect pests, even seeking out and destroying those hiding in inaccessible places. Because of its strong concentration, Pea-Beu aerosol insecticide is very economical. You need only short bursts in a room to ensure complete protection from all disease-carrying insect pests.

## Pea-Beu kills all insects

The dangers of diseases spread by insect pests cannot be stressed enough, especially to mothers of young children. Pea-Beu is the only insecticide that will kill all insect pests, even the hardy cockroach. Regular spraying with powerful Pea-Beu aerosol insecticide will eradicate insect pests such as flies, mosquitoes, cockroaches, fleas, ants, moths and silverfish and all insect pests that bring the dangers of disease into your home.

Always remember the health of your family depends on your choice of insecticide. Powerful Pea-Beu is guaranteed to kill all disease-carrying insect pests before they have a chance to bring illness into your home.

## Powerful Pea-Beu—guaranteed the strongest, most powerful insecticide available today.



  
  
**nedlloyd** Koninklijke Nedlloyd nv

REGULAR SAILINGS BY FAST, MODERN, CARGO VESSELS  
from **CONTINENTAL PORTS** via **PANAMA** to  
PAPEETE, APIA, SUVA, LAUTOKA, NOUMEA and  
NEW ZEALAND

*other ports called at subject to sufficient inducement*

**heavy-lift facilities—refrigerated space—cargo deep tanks**

*For further particulars apply to agents*

|                                         |                                                          |                                       |                                                     |
|-----------------------------------------|----------------------------------------------------------|---------------------------------------|-----------------------------------------------------|
| Ets. Donald Tahiti,<br>Papeete.         | Russell & Sommers (Wellington)<br>Ltd., Wellington, N.Z. | Carpenter's Fiji Ltd.,<br>Suva.       | Interocean Australia Services<br>Pty. Ltd., Sydney. |
| Morris Hedstrom & Co. Ltd.,<br>Lautoka. | O. F. Nelson & Co. Ltd.,<br>Apia.                        | Agence Maritime Pentecost,<br>Noumea. |                                                     |

  
★ **SULLIVAN EXPORT SERVICE** ★

●  
**C. SULLIVAN (EXPORT) PTY. LTD.**

4th Floor, Kembla Building,  
60 MARGARET STREET, SYDNEY, 2000, N.S.W.

Telephone: 29-8144 (6 lines).

Telegrams and Cables: CHASULL, Sydney.

**MELBOURNE**  
**C. SULLIVAN (EXPORT)**  
**PTY. LTD.**

59 William Street,  
Melbourne, 3000, Vic.

Telephone: 62-6600.

Cables and Telegrams:  
CHASULL, Melbourne.

**BRISBANE**  
**C. SULLIVAN (Q'LAND)**  
**PTY. LTD.**

Empire House, cnr. Queen &  
Wharf Sts., Brisbane. 4000  
(G.P.O. Box 1697V, Brisbane,  
4001.)

Telephone: 24958.

Cables and Telegrams:  
CHASULL, Brisbane.

**NEW ZEALAND**  
**C. SULLIVAN (N.Z.)**  
**LTD.**

Levein Building, cnr. Paul  
& Airdale Sts., Auckland, 1.

Telephone: 36-0472.

Cables and Telegrams:  
CHASULL, Auckland.

Also at: PORT MORESBY ● LAE ● RABAU ● SUVA ● LAUTOKA ● LONDON ● SAN FRANCISCO

OFFERING A COMPREHENSIVE BUYING SERVICE  
TO ISLANDS CLIENTS



## Hanged herself

"The government is about to kill me. My wives must follow me."

The whole grisly job lasted from about 8 a.m. until the late afternoon. When it was over, Jack McKenna and I moved around the village people.

"Do you agree that everything is square now?" we enquired. "Yes, we agree," they replied.

I spoke to the two wives who had been instructed by their husband on the gallows to kill themselves. One was elderly, and the other quite young.

"He was a bad man who has been made to pay for his crimes, and you should take no notice of his talk," I said.

I then spoke to the village constable and to the village elders, requesting them to watch the women to make sure they did not kill themselves.

Some time later I received word that the young woman had hanged herself. The village elders had kept an eye on her for about a week and then relaxed in the belief that the danger period was over. It turned out that there was no need for concern about the older woman. She made it clear that she regarded his execution as good riddance.

Late in 1943 I received a list from Angau headquarters with the names of five Orakaiva natives who were required to give evidence concerning Japanese atrocities to the War Atrocities Commission, then sitting in Mareeba, North Queensland, under the Chief Justice of Queensland, Sir William Webb. Included in my party was Captain H. T. Kienzle, who had done so much on the Kokoda Track, and Warrant Officer Robinson, one of the survivors of the Japanese massacre of Australian soldiers at Tol Plantation, New Britain.

Kienzle and I took it in turns to translate the evidence given by the native members of our party. We had to be particularly careful with our rendition, as the only evidence admissible was what had actually been seen by the witness.

Perhaps the most harrowing evidence was that given by a native from Kakendatta (near Popondetta) concerning the killings of the Australian missionaries, Miss May Hayman and Miss Mavis Parkinson, soon after the fall of Buna.

This man was lying in the undergrowth near the coffee buildings at Popondetta observing the movements of Japanese troops stationed there, when he saw the two European women being led out from one of

## PIGS FOR PROFIT!

*consult*

### JAKE PIGGERIES

(between Cootamundra and Temora)

SPRINGDALE, N.S.W. 2695, AUSTRALIA

*Specialists in supplying:*

- Breeding animals for export
- Designing tropical piggeries and equipment
- Consultants and trouble shooters in all matters relating to pig husbandry.

TELEPHONE: SPRINGDALE 28U

(After hours: Combaning South 48)

## CARINIA RECORDS

Record and Cassette Manufacturers and Distributors of:

TELEFUNKEN • GERMAN DECCA • BARCLAY  
MELODIA • C.N.R. • TURNABOUT

Budget Cassettes — also a large selection of other classical, Continental and popular records.

*Free Catalogues:*

2 NORTHCOTE STREET, ST. LEONARDS, N.S.W. 2065

## SADDLERY AND RIDING EQUIPMENT

Send for FREE illustrated catalogue of:—



Saddlery  
Horse rugs  
Breaking-in-gear  
Whips (Stock and riding)  
Yarding canes (sheep and cattle)  
Riding clothing  
Riding boots (elastic-side and Polo)  
Polo equipment  
Driza-bone raincoats  
Pony Club and Hunting Caps

### HOME TANNING OUTFITS

For tanning all kinds of skins. Kangaroo, rabbit, sheep, crocodile, bullock hides, etc.  
Price \$3.50 Post FREE.

### JOHN CHARLTON & CO. PTY. LTD.

168-170 PACIFIC HIGHWAY, ST. LEONARDS, N.S.W., 2065

Phones: 43-1010, 43-6087. After Hours: 451-4718.

Telegraphic & Cable Address: "CHARLTONS", Sydney.



## How they died

the coffee buildings. As I recall it, the witness said that the women had been in the building for a full day and night. He saw a number of Japanese enter and depart.

When the women came out, a Japanese stepped forward and seized Miss Parkinson and started to hug her. She pushed him away. He thereupon drew a bayonet or dagger from his scabbard and stabbed her in the throat. She gave a slight scream and dropped dead.

Another Japanese, who was standing near Miss Hayman, drew a handkerchief from his pocket and handed it to her, indicating at the same time that she was to blindfold herself.

She did so and then stood with head upright facing the Jap, and without speaking. The Jap then bayoneted her in the breast and she fell dead. The bodies were buried in a shallow grave at Popondetta.

This, to the best of my knowledge, was the only factual eyewitness account of the deaths of those two dedicated and courageous young Australian women.

Angau continued to function in New Guinea until June 24, 1946, when Major-General Morris, who had commanded it very ably from the very beginning, folded up its activities.

During a period of more than four years, the men of Angau had taken part in every Allied campaign, ranging from Milne Bay and the Kokoda Trail to Manus and Bougainville. They led patrols deep into enemy occupied territory and became the eyes and ears of the Allied forces.

They accompanied task forces as guides, interpreters and scouts, and took over control of the native population. Their responsibilities included the rehabilitation of large numbers of natives left homeless and without food by the effects of war.

The men who served in Angau came from the pre-war administrations of Papua and the Mandated Territory of New Guinea, together with civilians from those territories who had enlisted in the Australian Military Forces. They were supplemented by volunteers who transferred from various units of the AMF.

Collated in detail and presented as a comprehensive picture, the record of Angau's achievements would undoubtedly be one of the epic stories of World War II. It is to be hoped that the story, still to be written, will find a historian to do it justice.

## "All over Australia" MARSON HP-4 HAND RIVETTING PLIER



### TEST SPECIFICATIONS

**80 TONS** ..... ultimate tensile  
**2,000 lbs.** ..... approx. net effective at  
pulling jaws

**JAW HARDNESS** ..... 58-60 Rc.

**CAPACITY** ... 3/32", 1/8", 5/32", 3/16"

KLIKFAST RIVETS

Weight, 1.25 lbs.; length overall, 9.75"

Craftsmanship—material—performance

COMPLETELY GUARANTEED BY

MARSON PRODUCTS (AUSTRALIA) PTY. LTD.

102 May Street, St. Peters, N.S.W. 51-2285

## SPECIALIST EXPORTERS

POTATOES                      ONIONS  
GARLIC                        BLUEPEAS  
FRESH FRUIT AND VEGETABLES  
N.Z. DAIRY BOARD GHEE  
GERRARD WIRE TYING EQUIPMENT  
GENERAL MERCHANDISE — COOLER  
— FREEZER

Current Quotations from:

## Turners Supply Company Limited

P.O. Box 1370, AUCKLAND.

Cables "TUSCO" Auckland.

PACIFIC EXPORT DIVISION of TURNERS & GROWERS LTD. Wholesale Fruit and  
Produce Merchants, Auckland, New Zealand.



## Should the New Guinea church be political?

The Anglican church in Papua-New Guinea has been involved in another controversy about whether or not the church should concern itself with political matters.

The argument this time arose from the reported comments of two assistant bishops—the Rt. Rev. George Ambo, who has oversight of the church's Northern Papua Region, and the Rt. Rev. Henry Kendall, in charge of the Eastern Papua Region. Apparently both of them spoke against early self-government for Papua-New Guinea during interviews with the territory's Select Committee on Constitutional Development.

This provoked vice-president of the Cape Nelson Council, Mr. Gladstone Ned, into declaring that Anglican missionaries should concern themselves with church matters and not with politics. He said the Anglican church was intruding too far into politics, and that religion and politics should not be mixed.

Commenting on the content of the bishops' remarks, Mr. Ned made the valid point that the Anglican church itself was already self-governing and had a target date for "independence" (a reference to the church's 1980 target date for completing indigenisation).

However, the issue was not whether the bishops were right or wrong in what they said, but whether it was in order for them to speak at all.

In reply to Mr. Ned, an Anglican spokesman said that, in the view of the church, everything in life was the concern of God and therefore of the church. This meant that religion and politics could not be divorced and that the church had a duty as well as a right to speak out on political matters.

The Anglican church in the territory has a reputation for making suggestions and pronouncements of a political nature. But the last time it got involved in a really big "church and politics" controversy was 18 months ago, when the Bishop of Papua-New Guinea, the Rt. Rev. David Hand, called for the replacement of the Minister for External Territories, Mr. Barnes.

● New Guinea primitive art was selling at rock-bottom prices in Sydney during April when the Paulian Association put on a sale at Cusa House in aid of their mission and secular work in the territory and elsewhere.

## KLINKII *Placarol* DOORS

**Retain their original shape and size, even in hot and humid conditions!**

\* Klinkii Placarol doors are permanently stable and rigid—resist warping, twisting or swelling in any climate!

\* Klinkii Placarol doors are guaranteed extra strong yet light in weight.

\* The lock-block frame and panels maintain exact dimensions—withstand temperature extremes.

DISTRIBUTORS: New Guinea Co. Ltd. \_\_\_\_\_ all branches  
Burns Philp (New Guinea) Limited \_\_\_\_\_ all branches  
Steamship Trading Company Limited \_\_\_\_\_ all branches  
Island Products Limited \_\_\_\_\_ Port Moresby  
Collins and Leahy Pty. Ltd. \_\_\_\_\_ Goroka  
Arshak C. Galstaun \_\_\_\_\_ Angoram  
Waso Limited \_\_\_\_\_ Wapenamanda

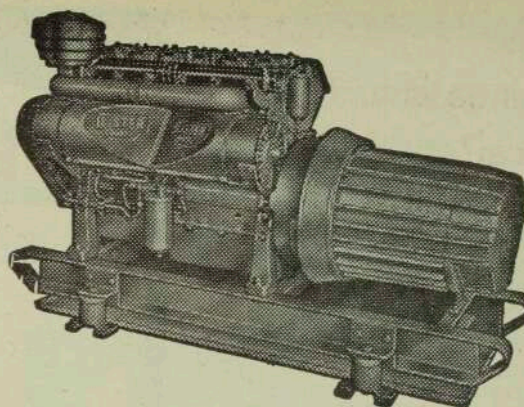
\* Available in standard sizes.

PIM/2

Made by COMMONWEALTH NEW GUINEA  
TIMBERS LTD., BULOLO, N.G.



The only name  
you'll ever need  
for electric power  
generating  
equipment . . .



# DUNLITE

## Why?

Because the Dunlite policy of continuous research and development, prolonged field testing under the most adverse conditions, coupled with strict control over every manufacturing process and the use of very specialised machinery has produced features that guarantee accurate regulation, long operating, trouble-free life with extreme ease of maintenance. Every Dunlite A.C. plant incorporates **as standard equipment** such features as engine hour

meter—oil pressure safety shut down—automotive type starter—0.8 power factor alternator—static voltage control—simplified control panel.

Furthermore all Dunlite power plants are thoroughly run-in, tropic proofed, and are completely ready-to-operate package units with no special installation requirements.

Is it any wonder Dunlite are Australia's largest manufacturers of electric power plants. And there are over 200 models. One is just right for your needs. And it will save you money!

## DUNLITE ELECTRICAL CO. PTY. LTD.

A MEMBER OF THE  GROUP OF COMPANIES

21-27 Frome St., Adelaide, Sth. Aust., 5000

Cables/Telegrams: "Dunlitemco", Adelaide.

*Distributed by:*

- Rural Services Pty. Ltd., 65 Ipswich Road, Woollongabba, Brisbane.
- N.G.G. Trading Company Ltd., Lae.

- New Britain Electrical Co., Rabaul.
- Colyer Watson (N.G.) Ltd., Goroka.

Published by PACIFIC PUBLICATIONS (AUST.) PTY. LTD., 29 Alberta Street, Sydney, 2000. (Telephone: 61-9197). Wholly set up and printed in Australia by The Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney, 2000. REGISTERED AT THE GPO SYDNEY FOR TRANSMISSION BY POST AS A NEWSPAPER — CATEGORY B.





# BURNS PHILP NEW GUINEA LTD.

**GENERAL MERCHANTS,  
SHIPPING & CUSTOMS AGENTS.  
Head Office: PORT MORESBY/PAPUA  
Cable: BURPHIL.**

Subsidiary Companies  
Ela Motors Ltd.  
The B.N.G. Trading Co. Ltd.  
The Port Moresby Freezing Co. Ltd.



## BURNS PHILP

FOR SERVICE AND VALUE

**Agents for**  
Burns Philp Trustee Co. Ltd.  
Queensland Insurance Co. Ltd.  
Lloyds of London  
Stewarts & Lloyds Dist. Pty. Ltd.  
Shell Company (Pacific Islands) Ltd.

**Overseas Agents**  
Burns Philp & Co., all Aust. States  
Burns Philp & Co., London  
Burns Philp Co. of San Francisco Inc.  
Trade inquiries invited.

**Shipping Agents for**  
Bank Line Ltd.  
Burns Philp & Co. Ltd.  
Cogedar Line  
Compagnie Des Messageries Maritimes  
Chandris Line  
Cunard Steamships Co. Ltd.  
Nederland Line Royal Dutch Mail  
P & O Orient Line  
Royal Rotterdam Lloyd  
The Indo-China Steam Navigation Co. Ltd.  
Union Steamship Co. of N.Z. Ltd.

**Airline Agents for**  
Ansett A.N.A.  
Trans-Australia Airlines  
Qantas Empire Airways  
International Air Transport  
Representatives

**Travel Department**  
Consult our experienced personnel  
for planning world wide travel.

**Distributorships include**  
British Paints  
Buckingham & Carnatic Textiles  
Byford Products  
Citizen Watches  
"CeCoCo" Machinery  
Conditionaire Air Curtain Doors  
Hardie's Building Products  
Heuga Tile Floor Coverings  
Jean Patou Parfums  
"John" Valves  
Johnson Ceramic Tiles  
Kienzle Clocks  
Marcel Rochas Parfums  
Mikimoto Pearls  
National Radios & Appliances  
Noritake Chinaware  
Rolex Watches  
Ronson Products  
Rover Power Mowers  
Sunbeam Appliances,  
Mowers & Rural Products

**Exporters of**  
Coffee & Cocoa Beans, Peanuts,  
Rubber

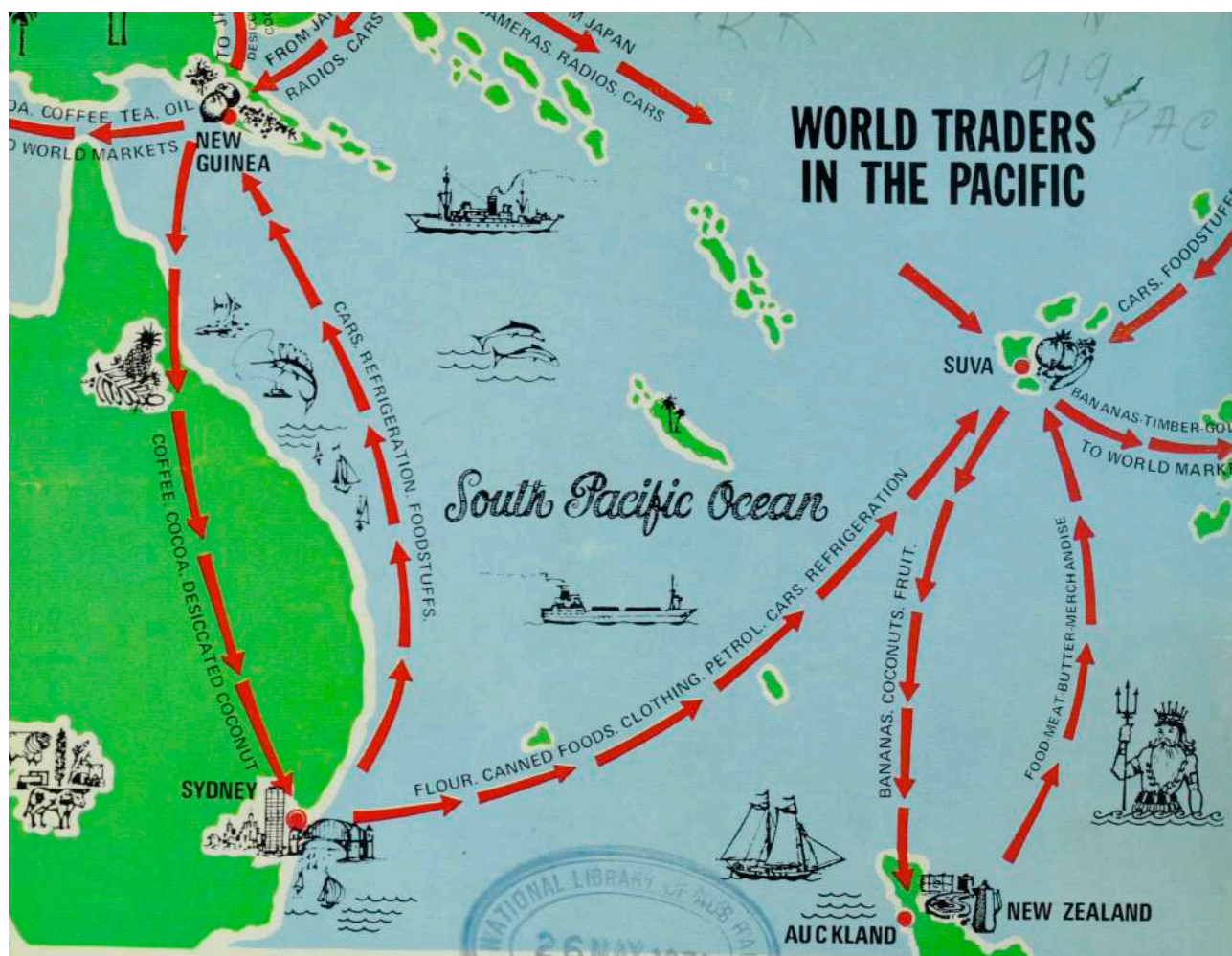
**Branches & Shopping Centres**  
**Papua:** Port Moresby, Boroko,  
Daru, Samarai and Popondetta.  
**New Guinea:** Rabaul, Kokopo,  
Kavieng, Lae, Wewak, Madang,  
Goroka, Wau, Bulolo, Kainantu,  
Mt. Hagen and Kieta.

**NEW GUINEA LTD**  
Head Office — Port Moresby. Telex PM 116  
Telegrams all centres — 'Burphil'

817/3330

PACIFIC ISLANDS MONTHLY — MAY, 1971





The W. R. Carpenter Group has been a major trader between the Pacific Islands and the rest of the world for more than 55 years. As a grower, buyer and processor of island produce such as copra, coffee and cocoa beans the Group has contributed to the economic progress of the area and of its peoples.

The Group is also a wholesaler and retailer and holds many leading agencies, including

- NISSAN/DATSUN • FORD • DEWARS WHISKY
- ELECTROLUX • GORDON'S GIN
- EVINRUDE • VICTA

Associated companies of the Group in the Pacific Islands include:

**PAPUA AND NEW GUINEA**  
W. R. Carpenter (T.P.N.G.) Limited  
Coconut Products Limited  
New Guinea Company Limited  
Boroko Motors Limited

**FIJI**  
W. R. Carpenter (South Pacific) Limited  
Carpenters (Fiji) Limited  
Morris Hedstrom Limited  
Millers Limited  
Island Industries Limited  
Suva Motors Limited

# W. R. CARPENTER & COMPANY LIMITED

68 PITT STREET  
SYDNEY

CABLES:  
"CAMOHE"

U.K. OFFICE:  
22, PARK ST., CROYDON, SURREY