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MARCH, 1967

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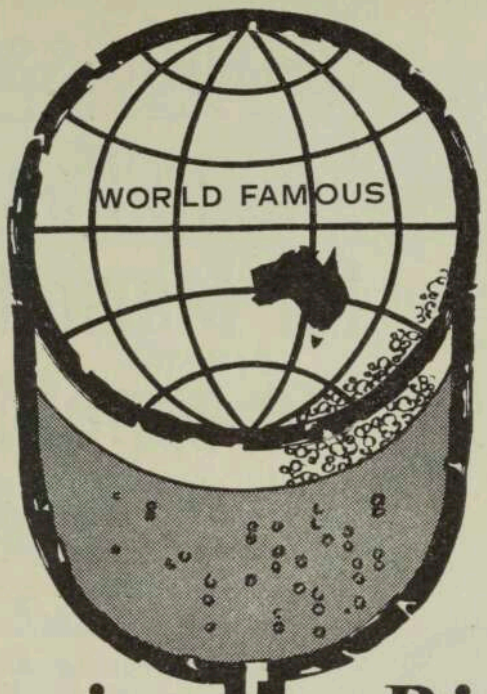
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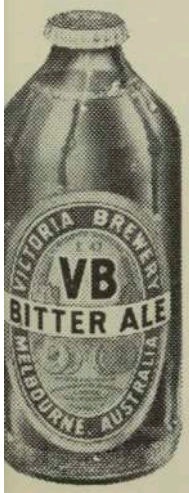
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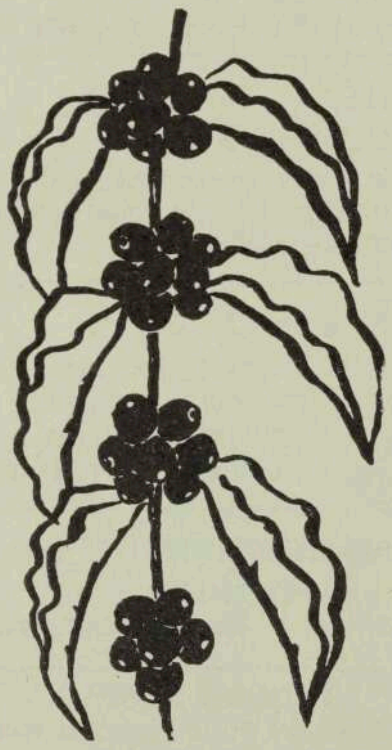
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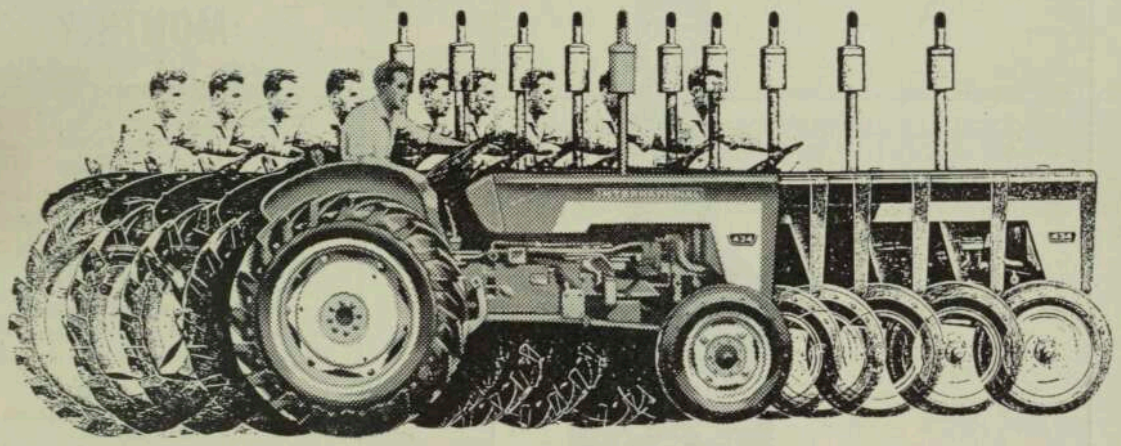


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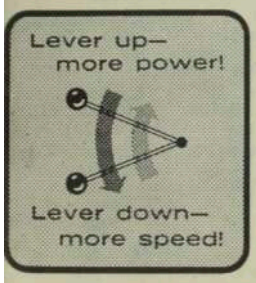
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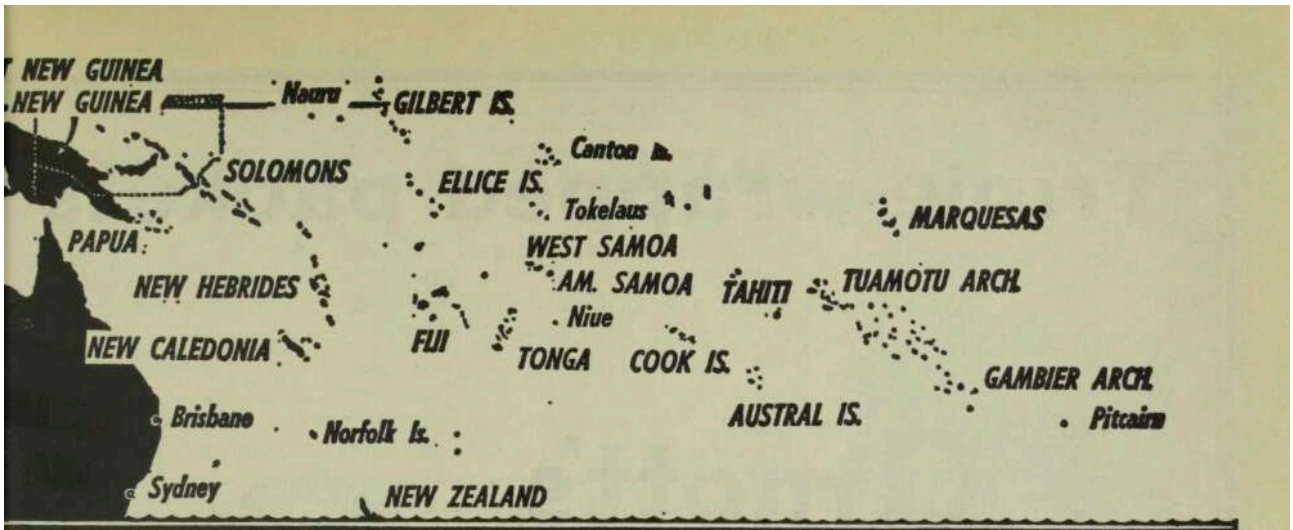
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BRITAIN SEEKS NEW WAYS OF RUNNING ITS ISLAND REALM

• And it would like Australia and New Zealand to help

By the Editor

Britain has been doing some serious "homework" on the possibility of forming the small Pacific groups of islands into viable trading and political associations. And it would very much like Australia and New Zealand to lend a hand in the task.

HIS was revealed in Sydney in February by Mr. Herbert wden, Britain's Secretary of State Commonwealth Affairs, who is o responsible for colonial affairs. Mr. Bowden spoke frankly of tain's problems in the South Seas, l stressed that Australia and New aland could have a part to play helping Britain in this part of the rld.

He told a news conference that tain felt independence could come its colonies only if they could tain themselves, and also if they nted independence.

'Fiji has a new constitution and ould think it wise to let the posi- n there run as it is," Mr. Bowden d.

'If there was a general view in for independence then we should e come to a decision.

'But independence is almost im- sible in most of Britain's other sessions in the Pacific. There are people living on one island—Pit- n—and what can you do with t?"

New idea

Mr. Bowden said Britain was ex- imenting with a new idea for a nber of small groups within the nmonwealth to form viable associ- ns, and this sort of association ht be possible within the Pacific a.

We will, of course, consult fully h New Zealand and Australia on t is happening within this area," said.

Questioned on the details, Mr. wden said he could not say "which itories we are looking at at the ment; I can't be categorical as it ld upset or disturb people. But are doing our homework and we examining the matter very ely."

Reporter: Have you in mind a customs union, or a customs and political union?

Mr. Bowden: The association would be a trade and a political one. A trade one would not be so difficult, but a political union would be harder to achieve, and this would be worsened by sparsely dispersed territories.

Reporter: Would help from Australia and New Zealand be vital to such an association?

Mr. Bowden: We would very much like them to take part. It's a Commonwealth problem.

Asked whether he had discussed this particular matter with the Australian Government since his arrival, Mr. Bowden said he had had a great number of talks with the Government on many matters and it would not be fair to say what had or had not been discussed.

Much UK aid

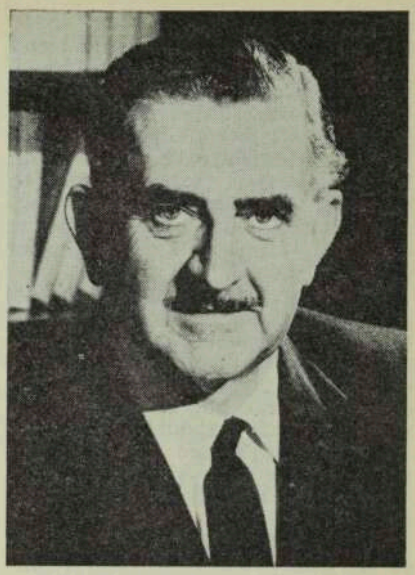
British colonies, said Mr. Bowden, got a considerable amount of aid from Britain, and Fiji, for instance, "would not last five minutes if Britain did not subsidise its sugar industry. (See also p. 25, for Mr. Bowden's statements in Suva).

Mr. Bowden was also asked whether he had had an opportunity to discuss Australia's reason for refusing Fiji's application in February for a government-to-government loan of £F3.6 million.

Mr. Bowden replied that he had and he was satisfied Australian ministers realised that the loan "was a very important thing for Fiji—for it would be bad if Fiji's development plans were upset at the moment for lack of money".

He believed that other ways of assistance were under discussion and he was content to leave it there.

Mr. Bowden's statement gave added



Mr. Bowden

strength to the view held by Canberra observers that Fiji probably will get its much-needed loan money, but in another form. It may be invited to raise it publicly in Australia.

No precedent

Australia refused the application because she has never previously given a government-to-government loan.

Mr. Bowden's comments on Britain's South Seas problems, and the rejection of the Fiji loan (which caused resentment in Fiji) came in a month in which South Pacific affairs got more than their usual space in Australian and New Zealand newspapers.

Their usual space in Australia is not much—and, in fact, Mr. Bowden's comments on Islands matters were not published at all. But Australians did hear about:

- A statement in Auckland by the Cook Islands Minister of Internal Affairs, Mr. T. A. Henry (who is a son of the Premier), that the Cooks, Fiji, Tonga and Western Samoa were interested in forming a Pacific common market, and it was hoped that the heads of the four governments would come together to discuss it. This followed a meeting of the Pacific Islands Produce Secretariat in Suva which Mr. Henry attended.
- A call by crusading Australian clergyman, the Rev. Alan Walker, for Australia to extend greater economic and educational aid to the people of the South Pacific. He made the call after visiting Tonga. He also declared, "Australia once sent

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missionaries to Tonga but today Christian Tonga could well send missionaries to semi-pagan Australia."

● A statement by the Australian Prime Minister, Mr. Harold Holt, following a talk with the NZ Prime Minister, Mr. Holyoake, in Te Anau, NZ, that he was "very interested to learn of the constitutional developments which have occurred in the territories, formerly Trust territories of New Zealand," he added:

"Some of these territories in this general area are of such interest to us that I thought it would be useful, and I suggested this to Mr. Holyoake, that at some point of time, not necessarily this year but at a time convenient to us, we should take a look at the people to see how they are faring in the new situations which have arisen from their constitutional processes."

This rather wandering comment of Mr. Holt's was blown into a full-scale "Australia will lead in the Pacific" story in some Australian newspapers, and from there circulated abroad.

But Mr. Holt said nothing to justify the suggestion that Australia would become suddenly and especially interested in South Pacific affairs, and certainly nothing is happening in Canberra to support any such contention.

Officers of the Prime Minister's Department said Mr. Holt had no immediate plans to visit the Islands, and with his present commitments he probably wouldn't be able to manage such a visit until next year.

More ASPTAP money

The only concrete Australian development in recent months (apart from the refusal of the Fiji loan) has been the decision to increase the annual contribution to the Australian South Pacific Technical Assistance Plan (ASPTAP) from $50,000 to $100,000. This increase was foreshadowed early last year, when it was stated that the fund would be increased as more ways were found to spend it.

The money is being used to give technical aid to the British South Pacific territories, and is a small but worthwhile scheme.

But more help is needed on a larger scale. More important, Australia has to become more involved with the problems of the South Pacific territories and recognise finally that world political patterns have changed.

Where once a viable economy was the factor which decided whether or not a territory could become independent, today small territories are demanding and getting independence under the patronage of the bigger powers. Without that patronage, without the funds that continue to be given them in various forms of aid, they would go under.

This is Britain's problem in the South Pacific. With former colonial territories all over the world depending on her for aid, she finds herself saddled with scattered South Pacific islands in an area which is rightly an Australian and New Zealand responsibility.

Mr. Bowden in February, was in fact, saying (and he carefully chose his words so as not to ruffle feelings) that it was more than time that Australia and New Zealand—and particularly Australia—took their responsibilities seriously.

He was saying that if a customs union could tie these territories together then Australia and New Zealand should help organise it. That if money were needed (and it is) then Australia and New Zealand should supply it. That if political guidance were required (and it certainly is) then Australia and New Zealand should give it.

For a man with his reputation for bluntness, it must have been difficult for the British Secretary for Commonwealth Affairs to make himself sound as friendly as he did.

Sportsman of the year

Bruce Richter, 27-year-old member of the sporting Richter family of Port Moresby, received some well-merited recognition in February when he was nominated P-NG's "Sportsman of the year."

This will entitle him to go to Canberra, along with the nominees from each Australian State, where the Australian Sportsman of the Year will be chosen by the Sportsman's Association of Australia.

Following impressive performances at the South Pacific Games in Suva and Noumea, Bruce has become known to Pacific sportsmen as an outstanding sprinter.

But to the people of Papua-New Guinea he is one of the best all-round sportsmen ever produced in the territory—good at cricket, basketball and Rugby, besides athletics. He is also secretary of the Port Moresby Amateur Athletic Association. — JIM HUXLEY.



Nukualofa to be town-planned

A TOWN planning team from Auckland University, has completed a visit to Tonga. Profe T. Kennedy, Professor of Archi ture at the university, led the te assisted by senior lecturer Mr. Dart, and a lecturer in t planning, Mr. M. Pritchard, both Auckland. Professor Kennedy his assistants spent their three we in Nukualofa under the auspices the South Pacific Commission, Auckland University and the Ton Government, and will report to Government of Tonga on propo for the balanced development of capital.

It was fortunate that Profe Kennedy's team happened to be hand to approve the siting, in t overall plan, of a new post office Nukualofa, to cost £T30,000. artist's impression of the two st building shows an attractive struc in reinforced concrete, with large windows. It will certainly rel the congestion at the present fam building on the waterfront, w has served as Customs, Treasury, Post Office.

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New currency plans for eight Pacific territories

People in eight South Pacific territories will have the job of getting accustomed to new currency soon following the changeover to decimal currency in Tonga, the Cook Islands, Niue and Western Samoa, and with the introduction of new banknotes in the four French territories.

EW decimal notes and coins to begin replacing £sd in Tonga on ril 3 arrived in Nukualofa early February aboard the MV *Waimate*.

he new unit of currency will be pa'anga, equal to one Australian lar. This will be divided into 100 iti (cents).

here will be notes in denomina- s of one-half, one, two, five and pa'anga; and coins in denomina- s of one pa'anga, 50 seniti, 20, five, two and one seniti.

ecause of a machine breakdown he Royal Mint in London, where new coins are being minted, the pa'anga coins could not be ped with the main consignment the *Waimate*. But they are ex- ed to reach Nukualofa before Day on April 3.

t present, Tonga uses its own knotes and Australian coins. Its ency is on a par with that of tralia.

Nukualofa report says that the n traders in Nukualofa will have ial cashiers in their shops from Day to change the old currency he new, and that customers will sked to convert their cash before ing purchases.

Cook Islands change

the Cook Islands, where New and currency is used, plans are and to change over from pounds, ings and pence some time after Zealand does so on July 10.

he tentative changeover date is ust 1, but no final decision had announced when *PIM* went to s.

ew Zealand's new coins will all the effigy of Queen Elizabeth II ne side. The 50c, 20c, 10c and oins will be of cupro-nickel; the nd 1c, of bronze.

he 50c coin depicts Captain k's bark *Endeavour* and Mt. ont; the 20c, a kiwi; the 10c, a ri carved head; the 5c, a tuatara rd); the 2c, two golden kowhai ers; and the 1c, a stylised fern

The secretary of the New Zealand Decimal Currency Board, Mr. J. Searle, visited Rarotonga in December to give lectures on the new currency and to distribute booklets in Maori.

Subsequently, with the same object, he visited the New Zealand territory of Niue.

Niue will change to decimal currency on the same day as New Zealand, but there will be no dual currency period, as there has been in Australia or will be in New Zealand.

This is because Niue (population: 5,200) is so small that it is possible to recall all old currency from circulation and replace it immediately with the new notes and coins.

Nevertheless, there is an estimated £100,000 in circulation on the island —or hidden under mattresses and in other safe places.

Western Samoan plans

Western Samoa, which now uses its own banknotes and New Zealand silver, will also change over to decimal currency on July 10. The currency will then become all-Samoan.

The new unit of currency will be the tala (dollar), which will be on a par with the New Zealand dollar. The cent will be called sene.

The Royal Mint in London is minting the new Samoan coins in denominations of 1, 2, 5, 10, 20 and 50 sene; and $190,000 worth of these coins are expected in Apia by DC Day. At the same time, the Bank of Western Samoa, which is the issuing authority, will have $2 million worth of banknotes from New Zealand ready to issue in denominations of one, two and 10 tala. Later, there will be notes in denominations of five and 50 tala.

The four French territories in the Pacific—New Caledonia, French Polynesia, Wallis and Futuna, and the French side of the Anglo-French New Hebrides—are to have new banknotes soon issued by the Caisse Centrale de Co-operation Economique in France.

In the past, the issuing authority has been the Banque de l'Indo-Chine —one of the few private organisations in the world still issuing and controlling the currency of an entire territory.

The Caisse Centrale operates under the strict eye of the Governor of the Banque de France, and has an office in Noumea.

Mr. Jacques Giscard d'Estaing, a high financial authority of the French Government and a cousin of the former Gaullist Minister of Finance, was recently in Noumea to organise the banknote changeover.

The notes issued by the Banque de l'Indo-Chine are of the same design for all territories, but those intended for New Caledonia and Wallis and Futuna bear the word "Noumea"; those for the New Hebrides are stamped "Nouvelles Hebrides"; and those for French Polynesia carry the word "Papeete".

The larger denominations of the notes are approximately octavo in size, or, in the words of a recent visitor to New Caledonia, "almost as large as a news sheet".

PIM's Noumea correspondent says that no details of the new notes have been announced, but the old notes will be withdrawn gradually as the new notes go into circulation.

The new issuing authority will also conduct limited business such as short and medium-term loan discounting.

A report from Tahiti says that the new notes will be smaller than the old ones.

Upsets in Western Samoan election

Prime Minister Mataafa and all his Cabinet except the Minister of Education, Papalii Poumau, retained their seats in Western Samoa's general election on February 25.

With 539 votes, the Minister of Finance, Mr. G. F. D. Betham, retained one of the two individual voters' seats. Mr. Peter Paul (587 votes) won the seat of the late Mr. F. C. F. Nelson.

Upsets included the defeat of the chairman of the Public Accounts Committee, Afoafouvale Misimoa, and Tufuga Efi, son of the late Head of State, Tupua Tamasese.

Parliament will meet soon to elect a Prime Minister—almost certainly Mataafa—for the next three years. The new PM will select eight Cabinet Ministers.

● *See also "Matai by the truckload," p. 20.*

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New Hebrides jungle find may be relic of "lost" Spanish city of 1606

By Robert Langdon

A mysterious stone wall, which may be a relic of a Spanish expedition to the Pacific of 360 years ago, has been found in dense tropical bush on the island of Espiritu Santo, New Hebrides.

THE wall is near the coast of Big Bay, about three miles east of the River Jordan, where an expedition under Captain Pedro Fernandez de Quiros, a Portuguese by birth, founded the city of Nueva Jerusalen (New Jerusalem) in May, 1606.

No traces have previously been found of this city, which was the second earliest attempt at European settlement in the South Pacific. (Mendana, in the Solomons, was first in 1595).

Thus, if the wall was part of New Jerusalem, it is a discovery of major historical interest.

The appearance of the wall suggests that it originally formed part of a stockade, which the Spaniards are known to have built to protect themselves against the hostile natives of the area.

In the days of Quiros, the country in the vicinity of New Jerusalem was thickly inhabited. But diseases have since decimated its population.

Today it is an empty, lonely land, seldom visited either by Europeans or New Hebrideans. It is for this reason, and because of the dense vegetation, that the wall has escaped detection for so long.

The wall was discovered in January by a 36-year-old Australian, Mr. Ted Hebblewhite, of Sydney.

Collecting copra

Mr. Hebblewhite was then working for Burns Philp and Co. in the town of Santo, and had trekked some 25 to 30 miles across the Sakau Peninsula of Espiritu Santo to Big Bay on an errand for his firm. (See map p. 15.)

His errand was to try to intercept the Burns Philp trading ship *Trudy*, which was collecting copra in the bay, but which was required for an urgent charter job in Santo.

Mr. Hebblewhite, who has now returned to Australia, casually mentioned his discovery of the wall to me in Sydney in late February after I had met him several times.

For fear of being "made a goat", as he put it, he had not intended to say anything publicly about it until an American archaeologist, Dr. Richard Shutler, who is working in the New Hebrides, had examined his find.



Mr. Hebblewhite

Mr. Hebblewhite told me that h set out for Big Bay from Ho Harbour about midday on Ne Year's Day. He was equipped with knapsack of provisions, a camer a compass, and a groundsheet, an he had a young New Hebridean a guide.

His guide turned back, by agre ment, after going half way; and second New Hebridean guide, wi joined him at a bush village, d likewise towards dusk for fear of t darkness.

Mr. Hebblewhite, however, press

● **The picture at left above shows Pedro Fernandez de Quiros, the founder of New Jerusalem at Big Bay, and his flagship "San Pedro y Pablo" as they appear on a new Pitcairn postage stamp. At right is a New Hebrides Condominium Government survey party working in the area where Mr. Hebblewhite found the strange wall.**

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Stone wall, stone steps

on until making camp at 7 o'clock; but he went on again at 10 when heavy rain set in. He reached the rocky, south-eastern shore of Big Bay about 4.30 next morning, and continued round the southern coast towards a village where he expected to find the *Trudy*. (The weather was too hazy for him to see whether the *Trudy* was at the village or not).

About five in the afternoon, Mr. Hebblewhite reached the mouth of the River Jordan, which is roughly in the centre of the southern coast of Big Bay.

The river was running a banker at the time because of the rains of the previous night; and as he was unable to cross it, he made camp on the bank, hoping to ford it in the morning. His supply of food, by this time, had almost run out.

In the morning, the river was still in flood. So Mr. Hebblewhite retraced his steps along the coast in the hope of finding a bush track leading to a native village, where he could get food.

"After trying two tracks without success," Mr. Hebblewhite told me, "I took a third, which led me to a large clearing—the site of an abandoned native vegetable garden.

"Behind the clearing, amid thick vegetation, I found the remains of several stone steps and the stone wall.

"The ruins were 175 to 200 yards from the beach; about 2½ to three miles from the River Jordan; and a short distance from the mouth of another, smaller river, whose name is unknown to me.

Surprised

"I was surprised to see the ruins at that particular spot, because they were obviously of European origin, yet there seemed to be no good reason for them to be here.

"However, it didn't occur to me at that stage that they might have anything to do with Quiros. For one thing, I was too intent on getting something to eat; and for another, I was not sufficiently familiar with the history of the Quiros expedition to know where his settlement had been.

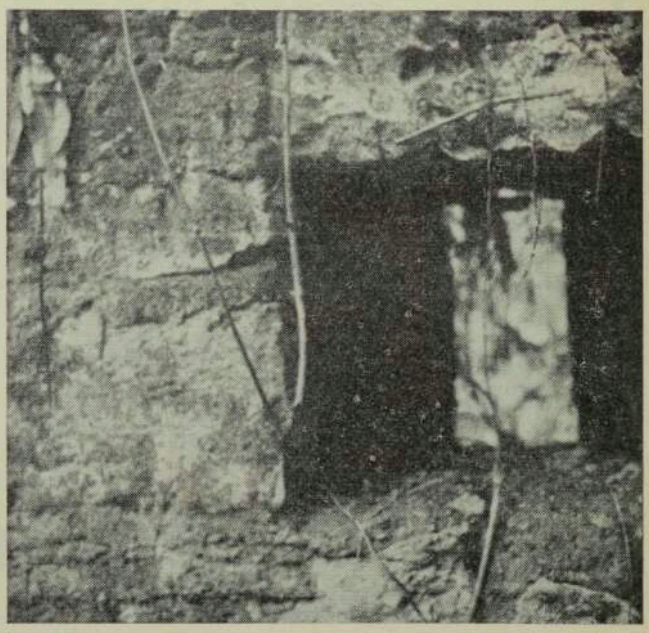
"It was not until I got back to Santo a few days later—missed the *Trudy* in the bay and had to walk back, rather hungrily, to Hog Harbour—that Brian Kidney, the local manager of Burns Philp, suggested the possible Quiros link to me.

"About a week after this, I returned to Big Bay by ship to retrieve my camera and some other equipment that I had left behind.

"It was on this second visit that I took some pictures of the ruins I had discovered. I used a time exposure on a couple of occasions to get myself in the pictures







● **Before taking these pictures of the strange wall at Big Bay, Mr. Hebblewhite cleared away a number of trees that had fallen across it. The dense tropical bush seen in the top picture is between the wall and the sea, 175 to 200 yards away. The fact that nothing is growing on the "inside" of the wall suggests that there is a stone floor below the jungle debris. After 360 years, the debris could be several feet thick. If so, this would explain why the wall, which appears to have been part of a fortress, is now so low (centre picture). The bottom picture shows how neatly the stone has been cut around the openings, and how the openings narrow to slits on one side. Such openings in a fortress are called embrasures.**

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Spaniards sought southern continent

or purposes of comparison, as I was lone at the time."

Mr. Hebblewhite told me that efore taking his shots, he had cleared way a number of trees that had allen across the wall.

The wall was about 25 feet long, 15 ches wide and four to five feet high, ith two apertures eight or nine feet part and two feet from the top.

The wall was made of coral rocks emented together with mortar of me kind, and the rocks were enerally irregular in shape. But round the apertures, they had been irly neatly cut and squared.

The apertures were about 15 inches quare on one side of the wall, arrowing to slits about six inches ide (by 15 inches deep) on the ther, the beach side.

Mr. Hebblewhite said that the one steps he had found were also n the beach side—about 10 yards om the wall and leading up to it quare on.

He added that a local New Hebri-ean he had questioned knew nothing f the wall's history, except that it ad been there as long as his parents uld remember.

The idea that the wall may once ave been part of a fortress had not ccurred to Mr. Hebblewhite when he ld me his story.

But it struck me immediately he escribed the two apertures to me and owed me his pictures of them.

(The openings answer precisely to the definition of "embrasure" in old-time military parlance—i.e., "an opening in a rampart or fortified wall, with sides bevelled, so that the aperture is wider inside than outside, through which guns, etc., can be fired.")

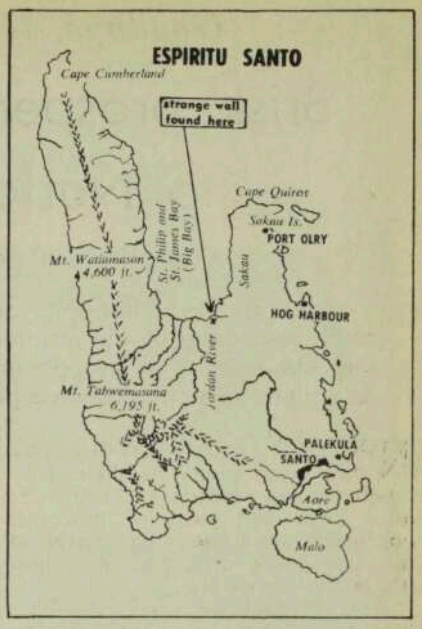
Subsequent research in the seven known narratives of the Quiros expedition (all of which have been translated into English and published) revealed that the Spaniards *did* erect a fortress at New Jerusalem, and that the site of their city was somewhere in the vicinity of Mr. Hebblewhite's discovery.

Started from Peru

The narratives describe how the Quiros expedition left Callao, Peru, in three ships on December 21, 1605, to try to discover an unknown continent that was thought to exist in the South Pacific.

The commander of the expedition, a devoutly religious man, also hoped to conquer the unknown land for the glory of God and Christendom.

Sailing westward for four months, sighting and touching at a few islands here and there, the Spaniards finally reached the Santa Cruz Islands, south of the Solomons. From there, they continued southwards, and as the double chain of islands now known as the New Hebrides came in sight, each overlapping the other as far as the eye could see, Quiros became convinced that he had found the continent he sought.



He named the new land La Austrialia del Espiritu Santo (Southern Land of the Holy Ghost). This has since been shortened to Espiritu Santo or simply Santo, and now applies only to the largest island in the New Hebrides.

On May 3, 1606, the three Spanish ships entered a large bay on the northern side of Espiritu Santo, which Quiros called Bay of St. Philip and St. James. This is the bay now known locally as Big Bay.

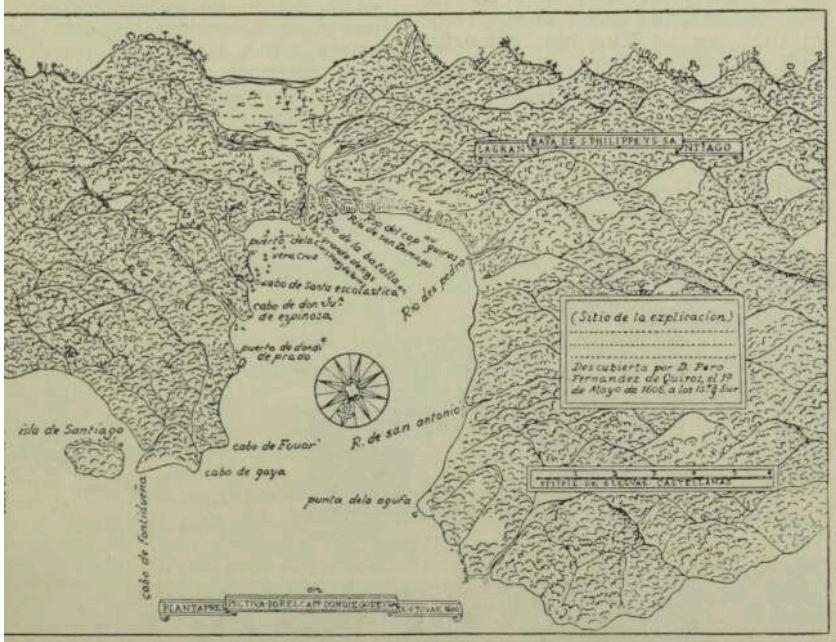
The bay is very deep, with few good anchorages; but the Spaniards found one in the south-eastern corner of it.

According to one of the Spanish chroniclers, Juan de Iturbe, the anchorage was "almost a stone's throw from a small river, which they called El Salvador". There was also a larger river, two (Spanish) leagues to the west, which was called the Jordan.

The anchorage was thus in the vicinity of Mr. Hebblewhite's wall—the River El Salvador corresponding with the one whose name was unknown to him.

Quiros and a party of 40 arque-

(Continued p. 154)



● **This map of Big Bay, with the north at the bottom, was drawn by a leader of the Quiros expedition, Captain Don Diego de Prado y Tovar. The place where the Spaniards anchored —in the south-eastern (top left hand) corner of the bay—was called Puerto de la Vera Cruz (Port of the True Cross). It is near that anchorage that the strange wall was found.**

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Goodbye, leisurely ways!

Brisk prosperity has come to Norfolk Island

From Merval Hoare on Norfolk Island

It's a case of hurry if you want to visit Norfolk Island to catch something of the leisurely atmosphere of island life. For this atmosphere is disappearing as the island moves forward in a phase of unprecedented prosperity.

NORFOLK had its convict era with mass misery highlighted by rebellions and executions. Then came more than 100 years of peace—if not plenty—following the arrival of the Pitcairners in 1856. And now it's in the tourist era.

Recent publicity overseas has brought a large number of new settlers and a record number of tourists to this isolated spot in the Pacific.

There are more people to build shops, guest houses and motels, more people to cater for tourists, and more tourists to use the accommodation and spend money in the shops.

So Norfolk, which in 1961 had a population of 884 and 978 visitors, in 1966 had a population of 1,152 and 6,178 tourists. But for the currency restrictions imposed on New Zealanders travelling overseas and the recent Qantas strike, the island would have had even more visitors in 1966.

Before World War II, Norfolk had no tourist industry to speak of, but the laying of the airstrip in the early 1940's provided an air link with the mainland and opened up possibilities of a thriving tourist trade which are now being realised. At present Qantas planes fly in from the mainland daily.

Islanders outnumbered

The influx of settlers and tourists and the associated prosperity are, to a degree, changing Norfolk.

Mainlanders outnumber the Islanders. Hire-cars and motor-scooters overrun the island day in and day out. Shops and blocks of flats cover up some of the empty spaces as the building boom started around 1964 continues apace. And some of the shops catering for visitors are open seven days a week.

There is full employment on the island today. Many people formerly engaged in seasonal work have been drawn into regular employment to maintain their present standard of living, which, indeed, is higher than ever.

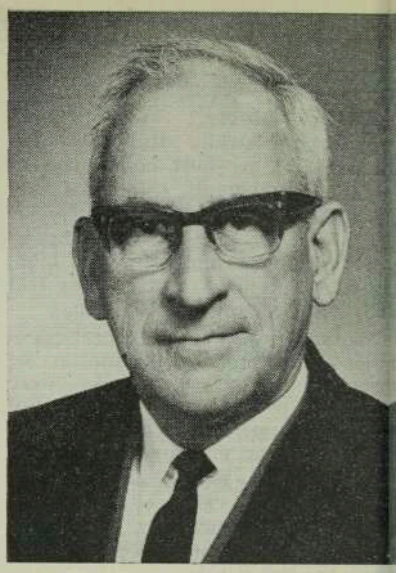
People do not gossip on the roads as often as they did 10 years ago. It would be foolish to linger around the corner of New Cascade Road and Taylors Road these days, because the traffic there is often thick and fast.

Although the speed limit in this area is 25 miles an hour, it's amazing how many people drive through at 40.

Superb views

True, the scenery is still something to write home about. Towering dark-green pines stud the landscape in every direction; the sea foams up against the precipitous cliffs ringing most of the island and crashes whitely on the reef at Kingston; colourful birds haunt the valleys.

But there is a plan to build a new coast road on the east side of the island which will link up with the existing road running from Kingston through to Headstone on the west coast and on to Anson Bay.



Norfolk Island's Adminstrator, Mr. Re Marsh.

Then people will be able to driv right round the island.

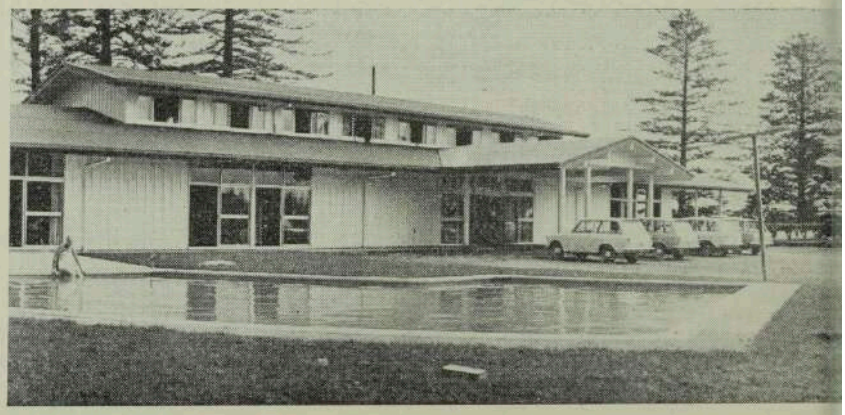
The views will be superb and thi scenic drive deservedly popular. Bu some of the loveliest and mo secluded spots will be cut through b the main highway.

However, this road is still in thi planning stage and is not expecte to become a reality for at least tw years.

Faith in Norfolk's future has bee shown by business groups who hav recently invested heavily in new enter prises.

The South Pacific Hotel, whic opened in December, is one suc venture. This large hotel stands i green parkland among stately pine and offers accommodation of standard not previously to be had o the island.

The managing director, Mr. Trevo Collard, says that at present thi guests are mainly Australians, bu



● **Norfolk Island's newest hostelry is the South Pacific Hotel, which opened in December. Its accommodation is the best on the island.**

— Photo: Tim Woods.

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ew fishing plan

kings are coming in steadily from er countries.
Good accommodation was once icult to get on Norfolk but this o longer the case.
Apart from the South Pacific the nd has three other large hotels. There are also a number of guest ses, flats and holiday cottages. ny of these are brand-new and l-appointed.
An Accommodation Proprietors' ociation formed last year has as of its aims the healthy develop- nt of the island's accommodation ustry.

Flying plan

Mr. Don Reidpath, managing ctor of Norfolk Enterprises Ltd., plans for an aviation service rating scenic flights for tourists, s a pilot-training scheme.
But Australia's Department of Civil iation will not grant approval to y an aircraft for the service—a 1967 Cessna 172—from Coffs rbour to Norfolk Island on the und of long exposure over water. o Mr. Reidpath is still trying to rk out a way to get his service ted.
Another industry which is about to started is fishing, for which a fish tory, being built at Cascades by rfolk Island Processes Ltd., was ring completion in February.
n January the first of the com- y's aluminium fishing boats, the *itai*, arrived from Sydney and has e undergone trial runs.
The crew of this vessel will consist local fishermen, and local women be employed in the factory's king department.
Norfolk Island Processes Ltd. has assured market in Australia for its zen fish.

Opportunists

Not everyone is enthusiastic about ne of the latest commercial pro- ts, which, in general, are in the nds of newcomers.
Some people regard the owners of new shops and businesses as portunists who have come to the nd with the intention of making quick fortune and leaving.
This was the feeling that prompted previous council in 1965 to re- mmend that persons other than rfolk Islanders must be resident the island for five years before ting up any business other than a est house, private hotel or agri- tural project; and that persons shing to start in business within t period should apply to the Ad-



He's the man who started it

The man who started the "duty-free" business on Norfolk Island is New Zealander Ken Prentice, who settled on the island with his wife and family in 1952—attracted by its mild climate and free-and-easy atmosphere.

Ken saw the possibilities of a fortune in importing Eastern and Continental goods under the favourable, almost duty-free conditions available under the Norfolk Customs ordinances, and opened his home as a "duty-free" shop in 1956.

Nowadays Ken has a large store in Burnt Pine, a shop in the South Pacific Hotel, a power station which supplies the power for the hotel, and a rental car business.

In Auckland he runs a travel service featuring Norfolk and the Overseas Travellers Duty-free Store. And he has a shop on the cruise ship "Oriental Queen".



● **Ken Prentice's store is one of the first places tourists head for when they arrive on Norfolk Island. Its fame has spread far and wide, probably because of its catchy slogan. A notice over the door says it's "the shop where you go broke saving money". Ken (pictured) served in the NZ Navy in World War II.**

— Photos: Tim Woods.

ministrator, who would refer the matter to council. These recommendations did not become law, but the same feeling that prompted them lingers on.

Bound up with the island's progress are increasing land transactions.

The number of land transactions for the year ending June, 1966, was 212—an increase of 61 on the previous year.

There are still farms, building blocks and good areas of grazing land for sale, but in keeping with the times, prices are high.

Many residents with leased land are patiently waiting for the conversion of leasehold land to freehold which was mooted several years ago, but the necessary legislation has not yet been passed.

The Minister for Territories recently approved a draft Land (Subdivision) Ordinance and as council has stressed the need for urgency, land laws may soon be up to date.

As Norfolk is only a small place,

(Continued p. 155)

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Tropicalities

The outcome of a recent review of finances in the New Hebrides is being awaited by local citizens with a degree of trepidation. It's being freely suggested that some form of income-tax may at last be introduced, or at the least, that the already heavy import and export duties might be increased.

'HE review was authorised by the British Administration in the intly-managed British and French rritory. It was conducted by an ex-rt in colonial finance and an onomics expert from Oxford Uni-rsity. Both men were brought out om England especially for the sur-y.

In the first instance information is collected on the New Hebrides onomy and an effort was made to termine the capacity of the economy pay income-tax.

British officers conducting the sur-y were closeted in a top floor of e Condominium finance department Vila and their activities were rouded in secrecy.

Apart from official records infor-ation was collected from all ctions including the private sector, traders, planters and people working in temporary capacities.

The French Administration were aware of the presence of the two British economic inquirers and many French nationals were subject to scrutiny. One of the British officers spent a week visiting stores, traders, and planters in the Santo area.

The survey is not likely to be made public immediately, of course. And some old hands think that nothing will come of the report, even if it does happen to realise the worst fears of the general populace. To start with, any attempt to increase the local financial burden must have the approval of both administrations.

Secondly, with the spread of local government in the New Hebrides, there has been a rapid increase in the financial burden placed on those living in the areas covered by local government ordinances.

There is a head tax, and other charges. For example, in some areas dogs must be licensed for a fee.

But perhaps the old hands are indulging in wishful thinking. Perhaps the New Hebrides will, after all, join the civilised army of income-tax payers.

One good tern deserved another (leg)

Going through his mail one morning recently, the District Commissioner for the BSIP Central District, Mr. James Tedder, came across a dried leg and a metal ring. The leg was that of a tern; the ring was from far-off Washington, DC.

It turned out that two Russell Islanders, Paul Kamoia and Alec Lotau, had been fishing when they noticed a group of terns near the water's edge. Paul swam underwater to where the birds were standing, and speared one before they flew away.

A ring on its leg showed that it had flown all the way from Washington, which must be at least 9,000 *miles away.*

Mr. Tedder said later that he was sending the ring back to the appropriate authority.

New province of Anglican society

AS predicted in February's *PIM*, a new province of the Anglican Society of St. Francis has been formed in the South Pacific.

This province will take in all Franciscan work in Papua-New Guinea and Australia, as well as any further developments by the society in the South Pacific.

This is the first independent province to be established outside England, from where all Franciscan work in these parts has until now been administered.

Elections are now under way for the first Father Minister of the new province and its first chapter, or governing body.



FOR BEIRUT: Career diplomat, Mr. W. D. Forsyth, 58, who completed his second term as Secretary-General of the South Pacific Commission at the end of last year, is to be Australia's first Ambassador to the Lebanon. He will open an embassy in the capital, Beirut. Mr. Forsyth's appointment was announced early in February. There had been some talk earlier that he might succeed Sir John Crawford as Director of the Research School of Pacific Studies at the Australian National University, Canberra. Sir John is to become vice-chancellor at the ANU late this year. No replacement for him in Pacific Studies has yet been named.

The decision to form the independent province was specially cabled from England following talks in Papua between the head of the Order, Brother David, and senior friars in the territory and in Australia.

Now, the eyes have it

TOTALLY blind for many years, 67-year-old Fritz Betham, of Apia, returned from Japan in February able to see colours and the shape of things with glasses.

Mr. Betham befriended Yoshichika Iwasa, one of the many Japanese anthropologists to come to Western Samoa in recent years, when he visited Samoa in 1961.

After a Japanese doctor examined Mr. Betham's eyes and said he might regain his sight if operated on in Japan, Iwasa and other Japanese wishing to promote friendship between Samoa and Japan raised the money to enable Mr. Betham to go to Japan for two operations. He had previously been operated on elsewhere without success.

He regained his sight after two operations in November, performed

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O.B.E. FOR OUTSTANDING COOK ISLANDER

Mr. Araitia Tepuretu, a Rarotongan, has been made an Officer of the Order of the British Empire, Civil Division. He received the award in the New Year's Honours List.

Mr. Tepuretu, aged 74, holds "mataiapo" (sub-chief) rank and is the president of the Kotou Nui, an organisation of land-owning nobility. He served with the New Zealand Army in World War I and was badly wounded in France.

He was president of the Cook Islands Returned Servicemens' Association for 26 years.

Mr. Tepuretu introduced soccer football to Rarotonga in 1912, and later, Rugby football and lawn tennis. In 1963, he went to Fiji as manager of the Cook Islands team at the First South Pacific Games.

He was president of the Rarotonga Sports Association for 12 years, a deacon of the London Missionary Society Church for 25 years, member of Rarotonga's Church Council for 25 years, and assembly member of the Cook Islands Christian Church for 15 years. He has donated land to the Government for roads and other essential public amenities.

by Assistant Professor Masatoshi Fukuda and physician Kanjiro Masuda, of the Tokyo University Hospital's ophthalmologic department.

The removal of the bandages over his eyes and the recovery of his sight was covered in a special television programme beamed from his hospital room.

Matai—by the truckload

THE upholders of the dignity of Samoan custom and tradition have had something to worry about in the recent election campaign for Western Samoa's Parliament.

The elections were on February 25.

Voting for the 45 representatives of Samoan electorates is restricted to *matai*.

But holders of traditional titles have the right to create lesser serving titles. In some districts a race developed between candidates to see how many new titles they could create among their supporters before the rolls closed.

The situation reached ludicrous proportions in the Vaisigano No. 1 constituency, represented in the previous parliament by Tufuga Efi, son of late Head of State, Tupua Tamasese.

In the general election of 1964 this district had 125 registered *matai*. In the by-election in which Tufuga Efi was elected in 1965 the number had increased to 139. This year the district has over 1,000 registered *matai*.

Apia officials report that trucks were sent out to pick people off the road and take them in for registration as *matai*. A large number of the new *matai* are women—something that was previously quite rare.

A number of chiefs complained to Prime Minister Mataafa about what they considered to be an affront to the dignity of the *faa*-Samoa. But it appears that little can be done about it.

The problem could, perhaps, be solved by applying a remedy suggested by Mataafa himself some years ago, before most people foresaw the present situation.

Mataafa wanted to give everybody a vote but restrict representation to *matai*. This was strongly opposed by Tamasese.

An ironic twist to the story is that Tufuga Efi lost his seat because of the collapse of Samoan custom that his father fought so strongly to uphold.

Inch left police on wrong foot

THE small matter of one inch led to a Port Moresby motorist beating a traffic "rap" recently. The man was charged with failing to stop at a "stop" sign

His defence in a plea of not guilty was that the Papua and New Guinea Motor Traffic Regulations require letters on "stop" signs to be nine inches high. The letters on the sign he was alleged to have ignored were only eight inches high.

Police withdrew the charge.

In February *PIM* (p. 33), a Port Moresby correspondent pointed out that signs erected often did not fit the requirements of regulations.

Look! No hands!

A DESERTED trimaran, washed ashore recently in the Lau Islands of Fiji, appears to be the missing *Wasakish* which went adrift in the Marquesas last July. (see p. 115). The trimaran came ashore at Nasaqalau, on the north coast of Lakeba, on February 27. Reports from the Lau group gave its name as *Welsh Kisk*.

If the trimaran is the *Wasakish*, it has done about 2,700 miles unmanned in seven months—surely a record of some kind.

COOK IS. PAPER COMES OUT OF HIBERNATION

Latest in the ever-grow stream of Islands newspape newsletters, etc., is the *Co Islands Review*, a monthly ma zine, published by the Depa ment of Social Development Rarotonga.

IT is not really a new publicatio is the resurrection of a magaz bearing the same name, which v first published in December, 19 and which appeared irregularly u May, 1961, when it went i hibernation.

The Cook Islands Premier, Albert Henry, says in a message the first (January) issue of the n series that publication of the *Revi* has been resumed to give Co Islanders a better knowledge Government activities.

The Review will also help keep 7,000 Cook Islanders in New Zeala informed of what is happening their homeland.

Radio sets scarce

Mr. Henry says that the Co Islands are already served by Ra Rarotonga and the daily *Co Islands News*, but radio sets scarce in the outer islands and the *News* is restricted to a sim sheet in those islands, it can always give a full coverage to c rent events.

"It is important that the peo of the Cook Islands understa Government policy and the decisi that are made as a result of t policy," he adds.

The January issue of the *Revi* comprising 44-pages, was distribu free.

Printed in English and Maori, contained a message from the H Commissioner, Mr. L. J. Da feature articles on housing, agric ture, local history and decimal c rency, news from Rarotonga and the outer islands, and local adv tising.

On the cover, the issue is describ as "Vol. 7, No. 6," which v probably make a few librarians h and there throw up their arms in c sternation until they realise that new *Review* continues the number of the long hibernating old one.

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JN won't push Fiji around —Mr. Bowden says so

From a Suva correspondent

With two of the British Government's top brass declaring in unambiguous terms that there are no plans for pitching Fiji headlong into the welter of independency, the people of the colony—the people as distinct from the politicians—can rest easily in their beds or on their mats.

WICE within six months, the ruling head of the British onial affairs has stopped off in i while on a tour of Commonalth countries and assured the ony that Britain has no further ns for constitutional change in i.

With the wild men of the United tions Committee of 24 shouting t for immediate independence for i, without in many cases knowing at or where Fiji is, most people in i have been nervously anticipating visit from the United Nations—to followed the day after by comte independence, and then what?

Now they can get on with their s. There'll be no pandering to United Nations, no immediate ctions on a common roll, no sweep- changes and no independence. . Bowden says so.

Mr. Herbert Bowden is Secretary State for Commonwealth and lonial Affairs.

Mr. Fred Lee was the last of the retaries of State for the Colonies. stayed several days in Fiji last gust during a tour of the South Pacific. After he left, the Colonial Office was merged with the Commonwealth Office and Mr. Bowden became his successor.

Mr. Lee made no bones about the Committee of 24.

"We are not in any way bound to honour the committee's resolutions," he said in Suva. He also told the colony that, so far as the constitution was concerned, "we have no further changes in mind."

New pressures develop

That quieted fears till the end of the year when the winds blowing from Lake Success again whistled for independence for Fiji.

Now, in more direct fashion—in a "This is Fiji that was" tour lasting 48 hours—Mr. Bowden has stressed that the question of independence is a matter for the people of Fiji and for no one else.

During a hectic 24 hours in Suva —February 12-13—Mr. Bowden had talks with members of the Government—that is, with representatives of the Alliance—and also a talk with



Mr. Lee

Mr. A. D. Patel, leader of the opposition Federation Party, and two of his lieutenants.

Following this he fitted a half-hour news conference into his tight schedule, attended by reporters from every newspaper and news sheet in the colony with the exception of the Federation Party's two journals—they boycotted it as they did the one with Mr. Fred Lee.

It was hardly a Press conference. It was more like questions time in the Commons. Questions had been invited days before Mr. Bowden arrived. At the conference sheets of paper containing the questions were handed round and PRO Jack Hackett read each out in turn as Mr. Bowden dealt with them. There was no free-for-all, and no atmosphere—only a take-it-or-leave-it air.

Perhaps it was the best thing, for the Secretary of State possibly managed to cover more ground in the half hour, and what he said will satisfy the timid ones who are afraid Britain will walk out of Fiji.

Mr. Bowden was not evasive. There was no mincing of words and, no doubt, he had told Mr. Patel exactly the same thing—that if at any given moment the people of Fiji as a whole—not the political parties—should go to Britain through the government and say "We want constitutional change", Britain would be prepared to look at it.

And again—for United Nations digestion—"We think the question of independence for Fiji, as to when it should come and at what speed it should come, is a matter between us and the Fiji Government, and we don't feel that we should be pushed, hustled or forced into a precipitate decision".

He didn't think much of the idea that the United Nations should send a fact-finding mission to Fiji. He saw

ANOTHER NEW GUINEA LAND CLAIM

EW BRITAIN natives will challenge ownership of part of nung Plantation, Jacquinot Bay, ore the Commissioner for Land les in Rabaul in early March.

This is one of a number of claims t have been made by New ineans in the New Britain area in ent years. Others are being deoped.

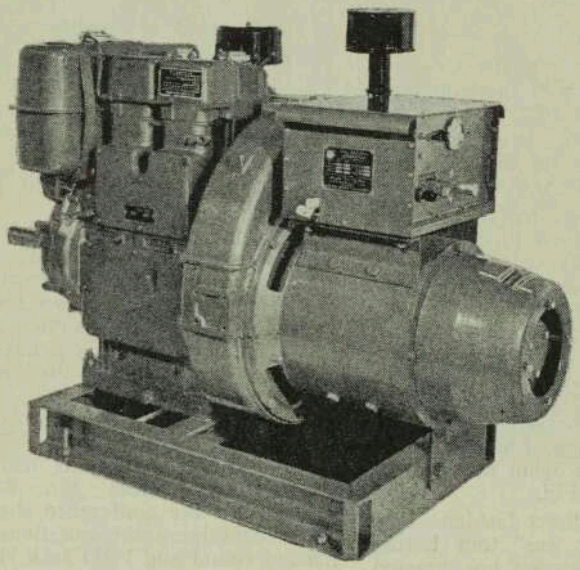
The Jacquinot Bay people are iming that a large strip of the ntation foreshores, 50 metres deep, still native-owned, never having en sold with the rest of the pro-rty. This foreshore piece is the sent site of all the plantation ildings including the homestead.

Wunung, also known as Unung (as the "w" is silent), is owned by the P-NG Administration, but it has been leased since 1952 by Mr. Harry Bode. Mr. Bode is a former Commissioner for Works in the British Solomons.

Mr. and Mrs. Bode have been on leave in Australia in recent months, during which they have assisted the Administration's defence by obtaining information on the prewar lease from retired New Guinea Government hands, including a former Director of Lands in NG, Mr. Pat Holmes; Assistant Director of P-NG Lands, Mr. Tony Anthony; the man who surveyed the land in 1932, Mr. Brook Webb (now all living in Sydney); and Mr. Ted Taylor, former District Officer, now of Ballina, NSW.

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Duke of Kent for Tonga coronation

It was announced from Buckingham Palace in February that the Queen had invited the Duke of Kent, accompanied by the Duchess, to be her personal representative at the coronation of Tonga's King Taufa'ahau in Nukualofa in July.

Nukualofa's Dateline Hotel is already fully booked for the coronation, as is Beach House which will be taken over by the Press.

One hundred and fifty beds have been offered at the Mormon College, Leahona, several miles out of town, and it is intended to run frequent buses from there.

Some people have been approached to accommodate visitors in private homes.

value in such a visit, he said, and ded: "What more can a United ations' mission tell us than we, the itish Government and the Fiji Gov- ment together, can find out?"

Mr. Bowden didn't seem as scorn- of the Committee of 24 as Mr. e, who said he thought they were ing in the wrong century, but the l result was the same.

On other matters, Mr. Bowden ured Fiji that the UK Govern- nt would continue with its ancial aid.

He arrived at a figure of £14 per ad of Fiji's population in aid last ar as against 2/- a head in India. ost of it was in the £5,000,000 ich, he said, Britain paid for Fiji's gar through the Commonwealth gar Agreement over and above the rld market price. The rest, ,500,000, was a direct grant for velopment purposes. The same ount, he assured the reporters, uld be forthcoming next year.

He gave reporters the feeling that promises were not the specious -of-the-poll promises of the pro- sional politician, and that he would what he said.

Mr. Bowden, Welsh-born but like . Lee a local boy who has made od and come up from the lower elons of socialism, looks more like ank manager.

While one may have called Mr. e "Uncle Fred", no one would feel e calling Mr. Bowden "Uncle rbert".

What he said, the assurances he ve, can all apply, obviously to er places, to the Gilbert and Ellice Islands Colony, the Condominium of the New Hebrides, the Solomons and the rest of the shrunken colonial empire.

One thing everybody noticed. Not on any of his pictures, not for a second at the news conference, did Mr. Bowden smile.

Perhaps, it was because he was just recovering from the flu', or because of the oppressive humidity of a Fiji summer day. Or was it perhaps something to do with the job?

Mr. Lee came to Fiji last August, after having toured the Gilberts, and the Ellices, and the Solomons and the New Hebrides. He must have gathered volumes of experience to help him in the task of running the colonial left-overs.

But he was no sooner back home with his souvenirs unpacked than Prime Minister Harold Wilson abolished his job, shoved the colonies into Mr. Bowden's portfolio and put Uncle Fred out to grass in the paddocks of the Duchy of Lancaster, which is a sinecure.

What Mr. Bowden perhaps pondering over his future, wondering if he will have his job changed when he gets back, and thus harden what is already crystallised in some people's minds, that these global outings are the perks that go with the job?

What will your Husband Have to say?

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GEIC'S OUTER ISLANDERS FLOCK TO THE "BRIGHT LIGHTS" OF TINY BETIO

From a Tarawa correspondent

Except for the people of the Gilbert and Ellice Islands Colony and the Americans who fought there during World War II, few people, as yet, are familiar with the name of Betio (pronounced Bay-she-oh).

LOOK up any atlas you like, look up any gazeteer, and you will probably find that the existence of Betio has not even been recognised in the outside world.

But Betio is real enough, for, since the war it has become to the people of the Gilbert and Ellice Islands Colony what Suva is to Fiji, what Papeete is to French Polynesia, or what Port Moresby is to Papua-New Guinea.

It is the chief port and commercial centre of the GEIC, and, for that reason, a place of "bright lights", which continually attract more and more people from the outer islands.

Betio, indeed, has grown so big that it now has the dignity of a town council, which, in December last year, passed a series of by-laws in an effort to control and regulate its growth.

Two square miles

And Betio's growth certainly needs some controlling, for unlike Suva, Papeete, Port Moresby and any other island capital, Betio has no more than two square miles in which to expand.

The reason for this is simple enough, for Betio is only an islet some 2½ miles long by 800 to 1,200 yards wide on average.

Situated at the south-western end of Tarawa Atoll, it has developed into its present state largely because the Japanese occupied it, built an air-strip there, and strongly fortified it during World War II.

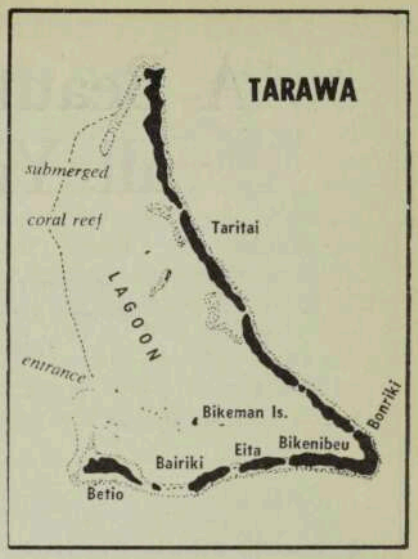
In late November, 1943, Betio became the scene of one of the fiercest and bloodiest battles of the war when northward-sweeping United States forces attacked and captured it. This was the famous Battle of Tarawa.

Good anchorage

The Americans immediately re-stored the Japanese-built airfield on Betio and built a new bomber strip; while British administrative officers, who had landed with the Americans, re-established civil government in the colony.

After the war, there was a good deal of official shilly-shallying about where the colony's administrative headquarters should be, and it was not until 1952 that it was decided to site them on neighbouring Bairiki Islet.

However, by this time the Colony



Co-operative Wholesale Society and other commercial interests had invested a lot of capital in Betio, and they stayed there, as did the District Commissioner and his staff.

Betio, in any case, had superior advantages as a port, as it is the nearest islet to the entrance to Tarawa lagoon, and has a good anchorage.

Nowadays, administrative offices and facilities of one sort and another are spread all the way from Betio to Bonriki Islet at the south-eastern corner of the atoll.

Through the construction of two causeways in 1963, it is possible to drive all the way from Bonriki to Bairiki, a distance of 20 miles.

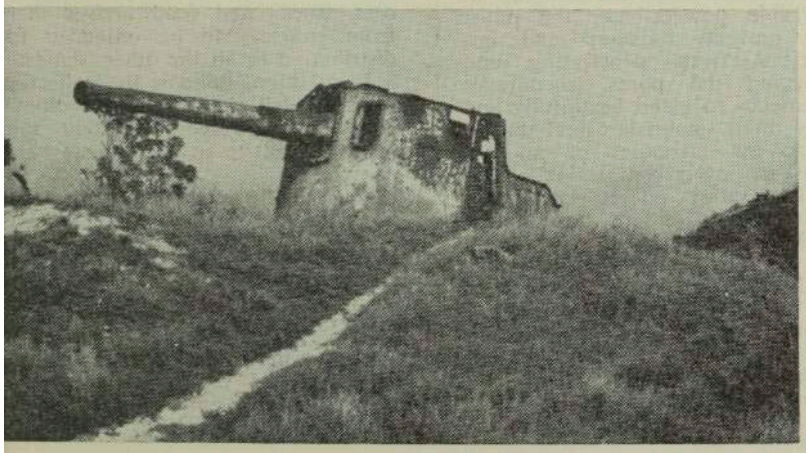
Betio, however, is isolated except by boat. But that does not detract from it in the eyes of the Islanders, who flock to it from the outer islands in the same way as outer islanders in other parts of the Pacific have been flocking to their capitals.

Simple life

To understand what Betio means to the people of the GEIC, one must first consider what life is like on the outlying islands.

On these islands everyone exists on a coconut and fish diet, supplemented by taro and babai (pandanus palm nuts), with an occasional chicken or pork feast.

Very few islands have roads and consequently motor vehicles, with the



● **Relics of the fierce battle that raged on Betio for several days in November, 1943, are still in evidence on Betio. This Japanese gun is one of them.**

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A smooth, flawless skin is one of the fundamentals of beauty. You were born with this priceless asset, and today it is possible for you to hold and keep it all your life, for scientists have discovered a tropical fluid with remarkable properties that can preserve and revive the youthful splendour of your skin.

For generations now, women have learned the paramount lesson that care and encouragement are very necessary to the skin if it is to stay young and beautiful.

The naturally fine, petal-soft complexion of childhood is sustained through the early years by a consummate supply of natural skin oils. In the fullness of time, however, the skin matures and the body processes slow down, and this is where science steps in with a solution to the problem of skin deterioration. Through the aid of this tropical moist oil, the perfect conditions under which your childhood skin blossomed are re-created to maintain a superbly supple, unlined complexion.

A lovely skin depends on a balanced supply of natural elements to the sub-surface cells, and this moist oil has a particularly important "isotonic" action, an ideal osmotic pressure that penetrates deep down where the skin is reborn and where the replenishing fluids are most needed.

This moist oil enables the skin to absorb nutritive oils easily and thoroughly because it is "peeled" of the sealing elements present in ordinary oils. You can discover the value of this aspect by dipping a rose stem in conventional oil before placing it in a vase of water. The rose, rendered powerless to absorb life-giving fluid, will gradually fade and die, but not so in the isotonic solution; a significant indication indeed that your complexion will benefit tremendously from this unique "peeled" beauty fluid that affords such an unparalleled propensity for rapid, uninhibited assimilation.

Your complexion will rapidly acquire a flower-like bloom because the moist oil not only stimulates and replenishes the plasma colloids (tiny water carriers of the skin) from within, but brings into operation an external, hygroscopic action which attracts and draws in moisture from the atmosphere, overcoming dehydration of the epidermal skin and ensuring that the complexion is completely "proofed" against the formation of wrinkles.

Smoothed over the face as an invisible powder-base, the moist oil prevents make-up and impurities from penetrating and clogging the pores, encourages cosmetics to blend beautifully and stay matt, nourishes and brings back the attributes of an exquisitely lovely complexion.

The moist oil is known in Britain as oil of Ulay, in America and other parts of the world as oil of Olay. In the Pacific Islands, it is available from chemists as oil of Ulan. Everywhere, beautifying Ulan oil is being acclaimed as a means for women to gain lovelier complexions at any and every age of beauty.

Bikes are 'carry-alls'

exception of a few of the large islands where the co-operative societi operate trucks for the collection copra and distribution of cargo the village branches.

On these islands the roads, of cor mud, soon become pot-holed wit consequential wear and tear vehicles.

The bicycle is the carry-all of th islands, and I have seen some fan tastic loads being carried by cyc and even ridden with them. The mo memorable was a pig which wa riding on the crossbar with its fron trotters over the lamp. The ride had no need for a bell!

The village stores' usual stock com prises the basic necessities, such a rice, flour, salt, etc.—most of strewn on the floor of the crude *teb* huts.

The stores open at the whim of th storeman, and as the Gilbertese sho on a meal-to-meal basis, there i likely to be a demand for the stor to open from dawn to dark.

All in all it is a simple life, fa from the maddening throng, but fo all its apparent idyllic nature economic pressures make themselve felt.

On the one hand, land is severel limited; and, on the other, the peopl increase steadily in numbers, as th birthrate, allied with a better survival rate brought about by better medica care, is beginning to make the Resi dent Commissioner feel like the ol woman who lived in a shoe.

We thus find conditions forcing th overcrowded people in the oute islands to seek relief and employmen at colony headquarters on Tarawa.

Employment opportunities

As Betio is the main port of entry for the colony, all heavy machinery cars, trucks and food arrives there from overseas to be offloaded fo distribution to all the other islands.

In addition, Betio is the collection and dispatch point for the colony' copra—an average of 6,000 ton being picked up in four to six load per year.

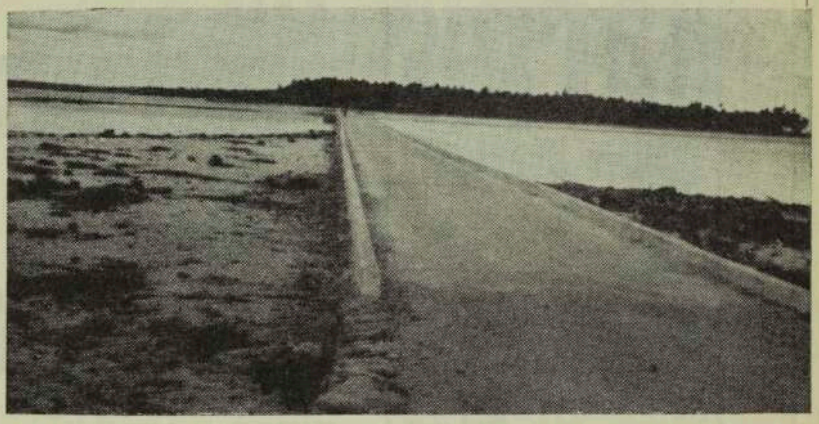
There is therefore employment op portunities for labourers unloading and loading copra from the outer islands and also discharging overseas vessels.

This employment is such that it alternates between periods of intense activity using the maximum available labour to almost complete stagnation and we all know the saying that "the Devil soon finds work for idle hands".

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The quonset huts of the war years are still prominent features of the landscape in the vicinty of Betio wharf (left). The ship alongside the wharf is the Wholesale Society's "Moana Raoi", which arrived in Suva recently for survey prior to being sold and replaced by a larger ship (see p. 109). Below is the Bairiki end of the Andersen causeway, which joins Bairiki to neighbouring Eita Islet.



"The Bright Lights of Betio" is a somewhat sarcastic term used by Europeans on Tarawa, yet it is perhaps more apposite than they realise. In contrast with the other islands, Betio must seem to be a veritable Broadway to the Islanders.

There is electric power 24 hours a day, and many an Islander spends happy hours switching on and off this miracle of instant light.

There are two open-air cinemas offering a choice of entertainment every day of the week and twice on Sundays. To people who may never have seen the "movies" at all until they came to Betio, all this is heaven and no more to be wondered at than the rabid "watch-anything-as-long-as-it-moves" TV addict in NZ, Australia or Britain.

Plenty of merchandise

There are some 10 or 12 stores on Betio, from the "giant" Wholesale Society to the humble *mronron*, or family store.

In the Wholesale Society store, there is a selection of upwards of 1,000 items of merchandise—food, clothing, tools, outboard motors, fishing gear, radios, watches and motor cycles. (What a status symbol the motor cycles are, especially with plenty of chromium plating and *at least* two rear vision mirrors!)

Betio people have a choice of at least three cafes, including Bong Kum Kee Brothers' Chinese restaurant, which rivals Sydney's Haymarket area chop suey joints.

Bong will provide a delicious chow mein or steak a la Australian for one or 100; and one thing you can be sure of is that there will be too much to be able to eat it all.

Last, but by no means least, there are the bars where Australian beer is served "in the can".

Nei Binobino is the most prominent bar. It is open on three sides—the bar has to be somewhere—and the tables and form are just like a Victorian beer garden.

The volcano-like heap of silver, green and blue cans outside the bar every morning is a pretty (nauseating) sight.

Unfortunately, the number of "drunk and incapable" rises in direct ratio to the heap of cans, and at least ensures a steady supply of prisoners for such tasks as cleaning grease traps and pulling up the meagre grass from outside the police station.

Problem of 'bubuti'

All the foregoing is routine in some other parts of the Pacific, but what makes the urbanisation of Betio such a problem is the Gilbertese custom of *bubuti*.

Under this custom of family fellowship, if you have two bananas and your wife's cousin twice removed asks to share them, it would be most shameful not to give him (or her) at least one of the two bananas.

Consequently, if a relative turns up on Betio and *bubutis* accommodation, it matters little that you already have 20 people living in a hut about 10 feet square. Everyone moves up a bit more.

Thus life on Betio is becoming quite a squeeze, particularly as the end nearest to Bairiki is only about 100 yards wide for at least a half to three-quarters of a mile. The normal population is about 1,500 men, women and children.

War left its scars

The entire tree population was devastated during the Battle of Tarawa in 1943. Consequently, palm growth is comparatively new; but much of this is stunted because the ground was compacted to make the wartime airstrip.

Present estimates of population are conservatively put at 4,500. Natural food supplies are totally inadequate for this number, and, what is more important, water supplies are always at a critical level after only a month without rain—and this in an area which can go a whole year without measurable rainfall.

Sanitation, too, presents a problem, not only on the score of excremental

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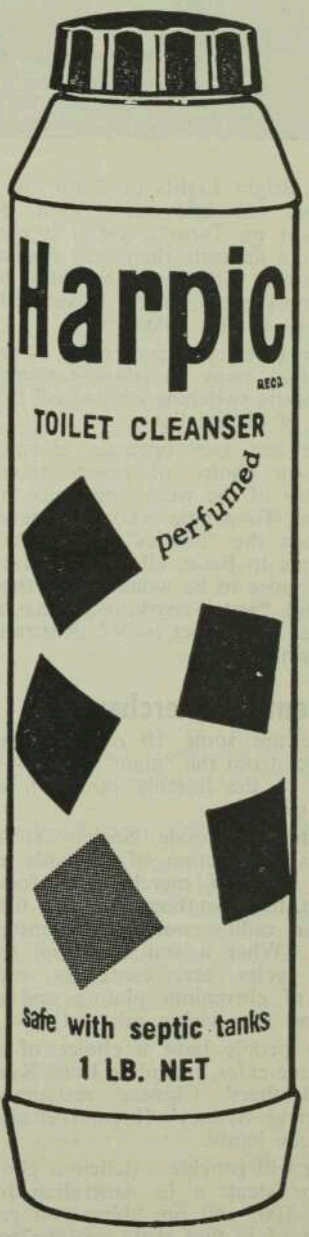
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FAMILY SIZE

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SUVA CITY COUNCIL REJECTS COMMON ROLL PROPOSAL

Suva City Council decided recently that it did not want a common roll system of election for council seats. Six members voted for a common roll and nine against.

At present, elections are held on separate Fijian, Indian and European rolls and there is a system of nominating members to represent minority groups.

The council was asked by the Secretary for Fijian Affairs and Local Government for its views on a proposal by the Lautoka Town Council that all reference to race should be deleted from the electoral rolls in municipal elections.

With four members voting against, the Suva council approved a resolution that the franchise for municipal elections should be amended to follow the system of classification for the Legislative Council electoral rolls. This system provides separate rolls for (a) Fijians and other Pacific Islanders, (b) Indians and (c) members of other races.

disposal, which seriously imperils the already critical water supply, but overcrowded huts represent the fuel for an epidemic conflagration.

The Medical Department is well aware of these conditions and fights a relentless battle against apathy and constantly endeavours to educate the people in hygiene methods. But it can only nibble at the problem.

At present, the shortage of housing is so acute that the Public Works Department is performing a minor miracle in making two houses grow where one grew before.

How? By putting up another house in everyone's garden.

This isn't particularly difficult as many of the houses occupied by Europeans take a grossly disproportionate amount of land, as they were laid out when space was not a problem.

But in most cases, the Europeans are glad to have less ground to pay a "gardener" to keep clean, particularly as 100 coconut trees are not their idea of a garden.

Much good work, incidentally, is being done to build houses in permanent materials such as coral brick and cement, with alum roofing.

These houses, perhaps, would not appeal to authoress Nancy Phelan, who spoke enthusiastically of the Islanders' thatch and *teba* huts in her excellent book *Atoll Holiday*.

But the truth is that the native huts need constant repairs; they harbour everything that creeps, crawls or flies; and, above all, they cannot provide water catchment, as do the permanent houses with their corrugated roofs and galvanised gutters.

And in this colony without a river or stream, every gallon of stored water is a triumph.

Yet despite everything the authorities are doing, Betio still has too few houses; too many people chasing too few jobs; not enough water, and too much beer.

Considering all this, the wonder is not that there is so much petty crime, but that there is so little.

What is the solution to the problem of Betio?

The only one, in my view, is to reduce the population of the islet by half—to return to their home islands all those people who have neither work nor suitable accommodation.

Although one would deplore a permit system for people in their own land, it seems that this is the only possible method of control.

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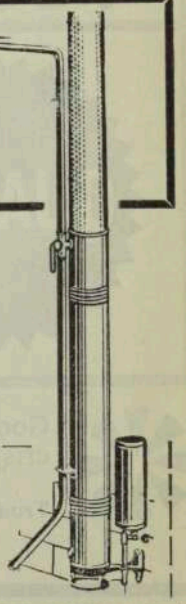
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The spotlight's on Olive

THE sports focus is on lean, lithe Olive Pickering, the 12-year-old from Fiji who in Australia recently broke the New South Wales country records in the under-12 220 yards medley, under-12 110 yards freestyle, and under-14 110 yards backstroke.

Olive was called a coming Olympic champion by Australia's Dawn Fraser, who added, "I only wish she could swim for Australia." Dawn described Fiji's little fish as "rapidly approaching the class of American's wonder child, Susan Peterson."

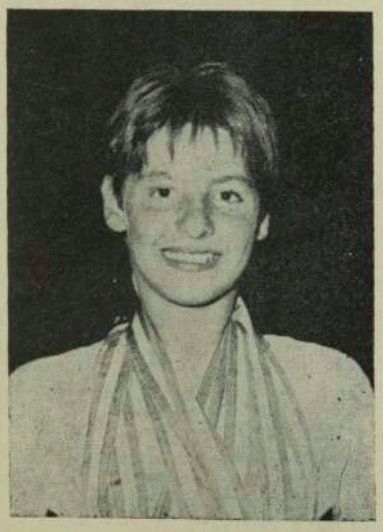
Susan Peterson is 13, and Olive turned 12 the first week in February.

With already a stack of cups, shields, medals and certificates to her credit, the fresh-faced, seemingly happy-go-lucky Olive came back from Australia with five gold and four medals to add to her collection.

She has been swimming since she was four years old, now rarely displays nerves, refuses to rest before carnivals and is refreshingly unspoilt.

Bob Kennedy, her coach in Suva, shows another light to her character: "She is a person appreciative of hard work, and believe me, when you train six miles a day to win, you appreciate what you earn."

Olive used to train four miles a day before she went to Australia, when she increased it to six and has continued with it since.



Olive's present aim is to break the minute for the 100 metres freestyle. John Bown, in Australia, predicts she will achieve this in two years.

Her best time to date is 66 seconds, which she recorded in the NSW State Championships.

Olive has reached her present peak by swimming under Bob Kennedy's direction during the past 18 months.

In Australia she trained under John Bown, who is enthusiastic about her potential, and who, thoughtfully, sends Olive and her parents newspaper clippings whenever her photograph or achievements are featured in the Australian Press.

Despite the publicity, she is an unaffected youngster, with a natural charm which makes her a winner in the personality field.

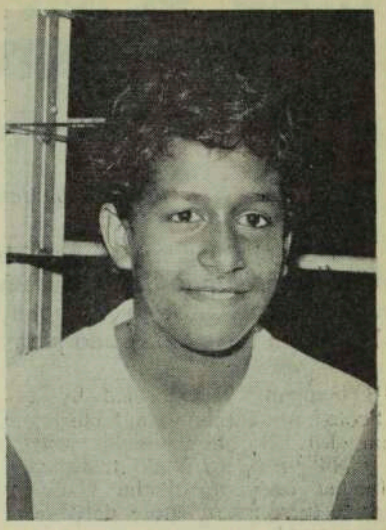
She has an older brother, Albert 14, an enthusiastic but not a competitive swimmer, and a younger sister, Ailsa, aged six, who repeatedly asserts: "I'm going to beat you one day, Ollie."

Family of eight

The daughter of Mr. and Mrs. Gus Pickering, Olive was first taught to swim by her mother, Fanny. Fanny Pickering was the eldest of a family of eight children, brought up in the country by a fond but strict grandmother, who was a perfectionist. Time and time again the young Fanny had to repeat her chores until they were done to the grandmother's liking.

Fanny taught herself to swim, and after she married Gus Pickering and had her family, a position as caretaker of the Suva Sea Baths became vacant. With the position went the use of the caretaker's cottage, no mean inducement in a low-wage city such as Suva, so Fanny herself applied for the job to help out the family finances.

● **Marie-Jose Kersaudy, the 12-year-old New Caledonian girl who won seven gold medals at the recent South Pacific Games in Noumea, arrived in Australia in February to take part in various championships. At North Sydney on February 15 she set a new French under-13 record when she swam 400 metres freestyle in 4m. 59.6s.—5.5s. better than her Games record**



Olive Pickering

To qualify she set to and gained her Life Saving Certificate.

Later, as caretaker, she had opportunities to watch topline swimmers and coaches at work in the baths, and thus when she decided to teach the four-year-old Olive to swim Olive got some excellent coaching from her mother.

"She was an energetic child who was never still," says Mrs. Pickering. "I knew she would have to swim or else drown."

The ghost of Fanny's grandmother smiled approvingly when the mother set to and taught the child to swim correctly. In her coaching Mrs. Pickering even went so far as to tie with handkerchiefs Olive's now much-discussed fingers.

"Opening my fingers when I swim is a habit I just can't break," says Olive, with a grin.

Her mother tried valiantly to prevent her forming the habit and Bob Kennedy uses elastic bands in his efforts to break it, but so far to no avail. Underneath Olive's recurring grin and relaxed manner lies so much determination it is surprising she has not conquered the habit.

Now there's talk of Olive getting a scholarship to enable her to go to Australia for education, in which case she'll swim for that country.

"It would be a wonderful opportunity for her," says her mother, and Olive, who enjoyed herself hugely in Australia, would love to go.—*Beryl Cates, in Suva.*

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HEAD OF UK CARPET FIRM MOVES INTO FIJI'S BIG GAME FISHING BUSINESS

From Bob Hawkins in Suva

Predicted as a threat to New Zealand's Bay of Islands' big-game fishing industry, the reef-strewn waters of Fiji are now being explored by a company which has already invested £50,000 in the Colony and plans a further £25,000.

THE company was formed by a Scots-born carpet manufacturing tycoon, Mr. Harold Dutfield, who, until eight years ago, had travelled no further afield from the United Kingdom than its off-shore deep-sea fishing grounds.

Mr. Dutfield—Harry to his fishing friends from the North Sea to North Island—holds half of the company's £50,000 paid-up share capital.

He still owns its first operating vessel, the *Susan Jane II*, valued, fully-rigged, at over £20,000. But this will soon be sold to the company, Marlin Investments (Fiji) Ltd.

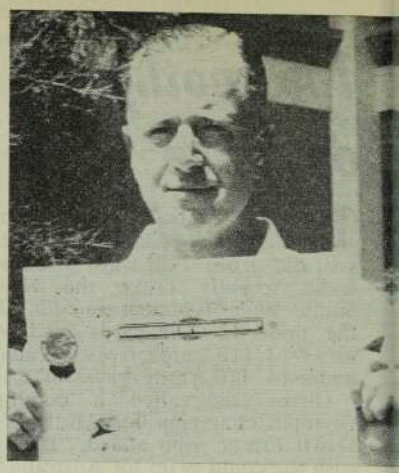
The word "marlin" has come to mean the South Pacific, sparkling waters and fighting fish, to Mr. Dutfield, who, for years, contented himself with the lesser offerings of Britain's waters.

He might never have visited the South Pacific if the New Zealand Government had not let Britain know that it had room for another carpet factory.

In New Zealand

Already firmly established as head of Britain's famous Axminster Carpets Ltd., Mr. Dutfield looked into the suggestion and took the plunge.

He visited New Zealand for the first time in 1959, and with years of



Mr. Dutfield with his certificate of membership of the International Game Fishing Association.

fresh and, salt-water fishing in Britain behind him, it was inevitable that he should visit New Zealand's Bay of Islands.

His first marlin, a 285-pounder probably played an important part in his decision to make a go of a carpet-making concern in New Zealand.

Initially he called it Overseas Carpets Ltd., but today it is Marlin Carpets Ltd.

Fiji remained a mystery to Mr. Dutfield, despite annual trips from the UK to New Zealand from 1959 onwards, until two years ago.

Then he stopped off for four days on his way to Auckland and fished out of Korolevu with Mr. Graham Wallace in *Mistress*.

The fishing was great and he cut his New Zealand stay that year to spend a further four days in Fiji.

"A lot better"

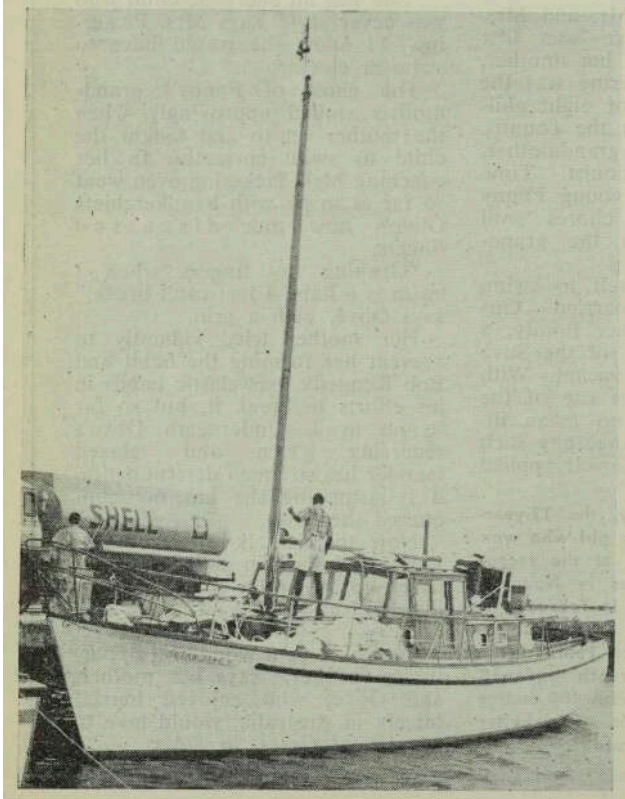
He was back in Fiji last year accompanied by his son, for another fishing holiday with Mr. Wallace, this time on the *Sereniwai*.

"I have confirmed that fishing in Fiji is a lot better than in the Bay of Islands," Mr. Dutfield told me recently, as he eagerly helped to rig his *Susan Jane II* for a voyage to Yanuca—her maiden voyage in Fiji waters.

It is from Yanuca, soon to be Fiji's most exciting holiday resort, that Marlin Investments will operate.

Besides the *Susan Jane*, the company will use a sleek-lined big-game fishing launch to be named *Fleet Lady*. This is being built at Miller's boatyard, Suva.

Keeping an eye on the company's



The 45 ft "Susan Jane II", which arrived in Suva in January.

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ome fine craft

erations is another British business- an, Mr. Mike Connell, who will manager of the company at anuca.

Until a few months ago Mr. onnell lived in England where he wned half a dozen fishing trawlers, hich were used for commercial fish- g during the winter and for game- shing charters in the balmier onths.

Mr. Connell, still only 42, will live ith his wife Daphne and son lastair, aged 23, in a house to be uilt on Yanuca Island.

And if all goes well for Marlin nvestments, "we'll be here for keeps", says.

Fine craft

When *Susan Jane II* arrived at uva from London on the *Otaio* early January, she was acclaimed by any an experienced seafarer as one f the finest craft of her type ever grace the waters of Fiji.

Susan Jane II was built 18 months go by a renowned English West ountryman, Mr. Percy Mitchell, at levagissey, Cornwall.

Her design was the result of a lending of his and Mr. Mitchell's leas.

She is 45 feet long, 13 ft 9 ins. cross the beam and has a draft of ft 6 ins. She is powered by twin arsons Barracudas, each of 86 hp, ith a 2-1 reduction. She cruises at ine knots and has a maximum of 1.

Mr. Connell says: *"Susan Jane's* ull is built on the lines of a raditional West Country fishing boat, hich has proven over many undreds of years to be one of the ost suitable types of hull in all eathers.

"Some of her lines are 'fined' to yacht finish'."

The *Susan Jane* is equipped with Norwegian "sonar-type" depth ounder which provides a 360-degree atch.

Locates fish

But the secondary service the quipment provides appeals more to he fishermen.

It can locate, count and measure he size of fish up to several hundred ards.

The *Fleet Lady*, being built at Miller's, will be 43 ft long with a 14 ft beam and 3 ft 9 in. draft. She will have similar equipment to the *Susan Jane II*.

Powered by twin Cummins



Mr. Connell

Vultures, each with 177 hp, *Fleet Lady* will be the slickest big-game fishing vessel in Fiji.

Hotel Services Ltd., which is building the Yanuca Island resort, has granted Marlin sole concession rights for big-game fishing, water skiing, sail and glass-bottomed boating.

Under construction at Miller's, in addition to the *Fleet Lady*, are two ski-boats and one glass-bottomed boat to give Marlin an initial fleet of five vessels.

£50 for day

To take out Marlin's cruiser or launch for a day's big-game fishing will cost £50, according to Mr. Connell.

The only other expense fishing parties will incur will be the provision of food and drinks.

The *Susan Jane II* fishes four at a time and the *Fleet Lady* will fish two heavy and two light rods simultaneously.

But both boats will take a dozen people comfortably.

Local investment in the Marlin project is small, although about 10 Fiji residents hold shares in the company.

Great interest, however, has been shown by people in Britain who are eager to invest their money overseas, according to Mr. Dutfield.

● The Governor of French Polynesia, Mr. Jean Sicurani, paid an official visit to the Marquesas Islands in February. On Nukuhiva, he looked into town planning problems at Taihohae, the principal port, which, according to the Papeete Press, "will play an important role in the future of the Marquesas in the field of tourism".

CO-OPERATIVE ACTION PROVIDES LAND FOR FIJI'S LANDLESS

From a Suva correspondent

Five years ago 19 Indian farmers and their families were given notice to quit their farms in the Nabaka area of the Sigatoka Valley, one of Fiji's few rich arable areas.

THEIR land was to revert to "Native Reserve", and unless a near-miracle happened they would be homeless.

No near-miracle did happen unless you could describe the action those Indians took as a near-miracle.

What they did was to forsake their usual isolationism and to form a co-operative society to buy a stretch of 453 acres to give them their own permanent homes.

By doing so they lit a beacon to point the way for other land-hungry settlers.

Their idea has caught on and the land-purchase co-operative movement is spreading in Fiji with the aid of the colony's Co-operative Department, which has moved in fast to spread the gospel of co-operation among the landless, and to clip the wings of the loan vultures and land speculators.

Now, other groups, small and large, European, Indian and Fijian, all with an ambition to own their own land as the common denominator, are casting around for land available for purchase.

Thriving concern

The Fiji co-operative settlements are societies of individuals who form themselves into co-operative societies to provide themselves with negotiating strength and a pooling of resources to raise money to buy the land.

The Nabaka farmers formed their society with the help of landless brothers and sons and, 38 strong, they put down the purchase price of £8,000 and moved in.

Their 453 acres were divided into plots of about 12 acres each, and the members of the society moved in after balloting for them. The average cost of the plots was between £230 and £250.

Nine acres went to providing land for a school and a recreation ground

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and market. New roads followed, and by June, 1963, the community was a thriving concern.

In less than two years they had banished for ever the threat of becoming homeless serfs and had become a settlement of small capitalists—but with a difference.

The Co-operative Department, quick to see the pitfalls, had drawn up a "constitution" under which the society owned the land, not the members.

Ownership of shares in the society gave the members the right to occupy the land, but not to dispose of it.

The success of the Nabaka farmers' venture was repeated soon afterwards at Drasa, near Lautoka, where 27 sugar cane farmers were faced with an ultimatum from two landlords—to buy the land or get off.

Seizing on the idea of the Nabaka pioneers, they borrowed £65,000 from the Sugar Price Stabilisation Fund Board, raised another £12,000 between them, and bought nearly 2,000 acres.

Land sharks

The Co-operative Department took a very quick hand in the deal as there was danger of the land being bought by land sharks, share croppers and the like, and the farmers would have been ousted or at the mercy of new landlords.

"So far," says Mr. Shardha Nand, the Acting Deputy Registrar of C operatives, "the members have prov their ability to live under stri financial discipline and are succes fully translating the idea of mutu self-help into a reality."

Other landless farmers have sin co-operated to buy the land und their feet to provide a roof ov their heads.

Farmers in the Sigatoka Vall only recently emulated their neig bours' example and successfull closed a deal; and, at the time writing, 40 men on the island Ovalau were waiting to draw lots f plots of land in the lovely valle of Lovoni, in Ovalau's long-de volcanic crater.

Multi-racial

The 40 members of the Lovo Valley Land-Purchasing Co-operati Society have formed a body whic is unique in Fiji. It is a multi-raci land-owning unit of 16 landle Fijians, 14 Europeans and par Europeans, and 10 Indians, who formation could mark an importa milestone in Fiji's road into t future.

The unit is raising more tha £8,000 to buy land from Morr Hedstrom Limited at about £4/2 an acre—the cheapest freehold lan in Fiji.

Its members will grow fres vegetables for Ovalau, where suc articles—home-grown—have alway been scarce.

Another land-purchasing co-oper tive society is currently waiting fo a clearance from a governmen department before settling a de involving £250,000-worth of land no far from Suva.

All this spells hope for the lan hungry people of Fiji and the gov ernment recognises its importance b making laws to control the new uniti —not so much to confine them t their own narrow sphere, but t protect their land from the sharks.

No member of a unit will be abl to sell the land, or his share, an nobody, not even the law itself, wi be able to take over his share fo debt.

Taking the long view of all this Mr. Shardha Nand sees flourishin groups of economically-educated in dependent farmers who have learn the benefits of co-operation as a instrument of progress, better farmi ing, better business and better living

"They will have achieved these," he says, "with maximum efficienc at minimum cost".

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-NG upset over scheme for school fees

From a Port Moresby correspondent

It's one of those things which eryone is for in theory, but hich almost everybody seems to against in practice—the arging of fees for school equip- ent in Papua-New Guinea.

BJECTIONS centre round two main points: lack of proper tice of the scheme and the collec- n methods involved.

So far at least three influential urches in the Territory—Roman tholic, Lutheran and Anglican— ve publicly expressed opposition to rtain aspects of the scheme; and the Administration tries to enforce scheme its way it could very well eate real strife.

Yet the churches are all in favour people being required to pay for ir children's school equipment. hat, then, has gone wrong?

The whole thing appears to be an ample of what the Anglican Bishop New Guinea, the Rt. Rev. David nd, describes as Administration am-handedness".

Though it is officially denied, there ems to have been a breakdown in -ordination between Administration partments at an early stage.

Last September the decision to in- oduce equipment fees was an- unced in the House of Assembly. ter that, nothing was heard until e end of the year when the ABC oadcast a story which they'd dug themselves, but which wasn't ard by everybody.

Information too vague

The first that many Administration d Church educationists knew out it was when Treasury circulars gan arriving for district education mmittees. The circulars were just gue enough to pose assorted un- swered queries, but they did make clear that native primary and condary pupils were now to pay arges for equipment (Europeans e already responsible for providing eir own equipment) and that achers would collect the money.

The reaction from at least one mmittee was prompt and terse— ey declined to collect any fees this ar because of inadequate notice.

Then a more audible protest came from the Anglican Church just as the P-NG Education Department confirmed that teachers would have to collect $1 from primary students and $3 from secondary students.

Since then the department has issued a longer, explanatory circular which elaborates on the scheme and answers some of the barrage of questions and protests provoked by earlier events. Yet the main bone of contention still remains: teachers must collect fees. Many Administration teachers as well as the churches protest at this.

Chief objections are that collecting money for equipment puts teachers in a wrong relationship with their children; they are in an awkward position if public money is lost or stolen while in their charge; and it could for some constitute a severe temptation.

Is there a better scheme?

In fairness, the Administration has, almost from the start, recognised that the use of teachers in this capacity is "not entirely satisfactory" and that there may have to be safeguard amendments to the scheme. The Administration also says that if anyone can think of a better way of collecting the money, it will consider the proposal.

The churches have asked that the scheme be deferred for a year to give time for it to be properly worked out, for it seems to have been improvised piecemeal as ideas and problems have developed. If nothing else, it is surely reasonable that it might be deferred until after a meeting of the Educational Advisory Board which, incredibly, seems not to have been consulted.

Both Administration and churches are represented on this board, which is a suitable body to thrash out problems.

All-in-all, it's been another example, like the Public Service pay rates and the Bougainville mining business, where the Administration lead-up has been seriously at fault, thus obliterating the good intentions.

Tonga hopes for boxing glory

From a Nukualofa correspondent

Interest in boxing is high in Tonga, and almost every radio in the kingdom was tuned to the Clay world title fight recently. Tonga has had some success in the past, and dreams of greater glory in the future.

Currently Tongans are hopeful of seeing the Tongan-born New Zealand lightweight champion, Manoel Santos, carry his success further and annex the British Empire title. Previous Tongan challengers for this coveted prize have been Kitione Lave, in the heavyweight division, and Johnny Halafini in the lightweight. Neither was successful, although both are still rated in the top ten in Britain.

Recently Santos outpointed Australian welterweight champion Carmen Rotolo, in one of a series of preparation fights.

On March 15 in Wellington, NZ, Santos will meet Bunny Grant, of Jamaica, the present British Empire champion, and all Tonga will follow the results of this most important fight of his career.

A promising youngster in the amateur field is 16-year-old Joey Santos, brother of Manoel, at present in New Zealand. Already Auckland boxing circles are saying that Joey is showing more promise than Manoel at a comparable stage in his boxing career.

Games side effect?

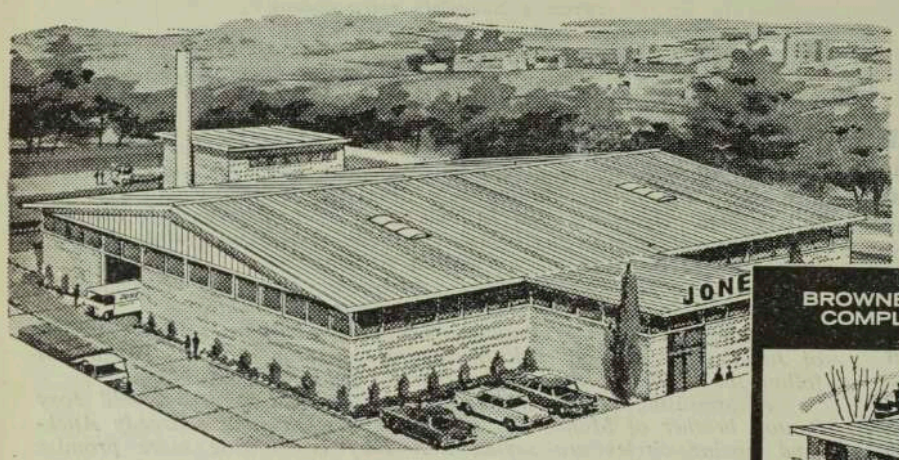
Statistics released in Noumea recently have brought to light an unsuspected benefit from the South Pacific Games of last December.

There were about 20 fewer cases of drunkenness before the courts last year than in 1965, and December had the least number for any month of the year.

The low December figure is put to the credit of the Games. But it is not known whether the local boozers were more interested in the Games than quaffing the cup that cheers, or whether the local constabulary was too busy handling traffic snarls to catch up with the boozers.—Fred Dunn.

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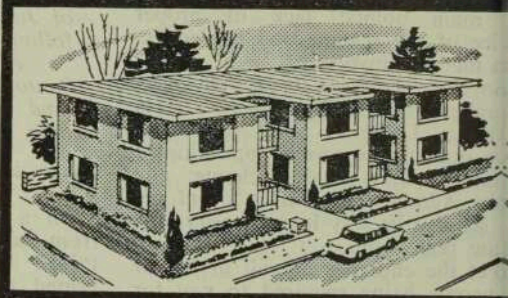
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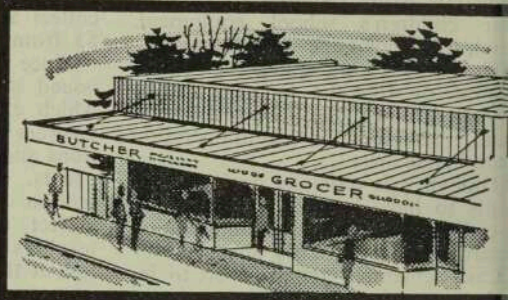
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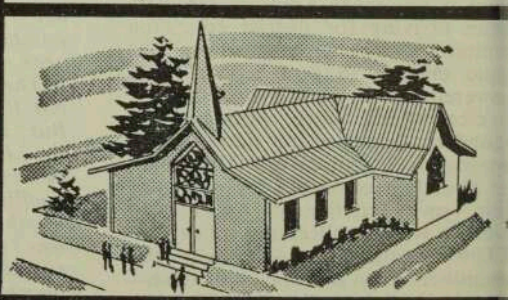
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Avenue of trees in memory of the fighting New Guineans

NEWS in PICTURES

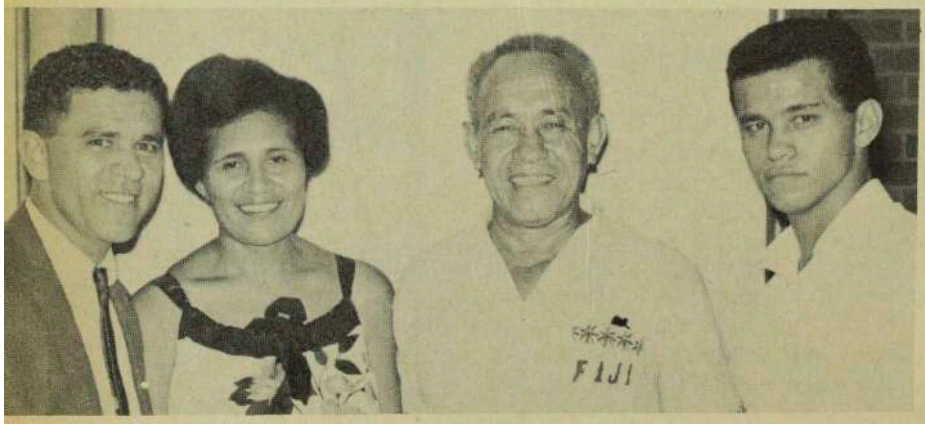
PRETTY Susan Knight, 10, and Maiu Lei, 8, in February did their bit towards a project which will give Port Moresby a 10 mile avenue of trees in honour of New Guineans who fought in World War II. When grown the trees, which are 40 ft apart, will bear the names of New Guineans who served. The avenue will stretch from Jackson's Airport to Hanuabada Village, and will thus pass right through town. First trees were planted by the P-NG Administrator, Mr. David Hay, former members of Papuan and New Guinea battalions, and Moresby schoolchildren such as Susan, who is a pupil of the Murray Barrack school, and Maiu, who goes to the Hohola school.

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The pictures on these two pages were taken at recent social gatherings of the Polynesian Association of Sydney, a meeting place for Islanders. At left, attractive Nauruans (Mrs.) Pamela Scriven and Miss Ronica Bill, who were in Sydney on holiday. In the centre picture below, three younger members of well-known families of Apia, Western Samoa—Misses Ingrid von Reiche, Teuila Annandale and Ingrid's brother, Michael von Reiche.





At left, a smiling group of the Pickering family of Fiji. Centre, sporting a Fiji bula shirt, is Mr. Harry Pickering, and with him are his nephews, Mr. William Pickering and Mr. Harry Pickering (right). Mr. William Pickering is with his wife.—These and other photos on these two pages are by Tele-Photos, Sydney.





Above, charming Miss Olive McComber, of Fiji, and at right, Mr. and Mrs. Hopkins, who now live in Sydney, where Mr. Hopkins is a school teacher. His wife was formerly Miss Lena Maclynn, of Nadi, Fiji.



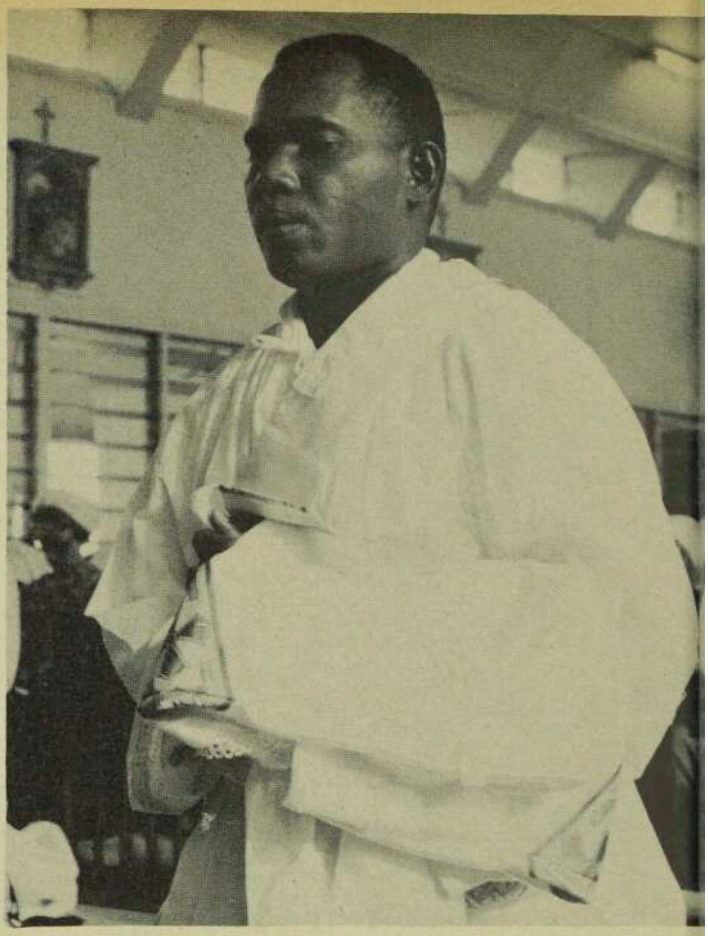


Above left, Nauruan policemen Derog Gloura and John Olsson, who have been attending a course at the Police Training College in Sydney, and above right, brothers Harry and Holger Johansen, with a friend, Miss Penny Kessey, all from Fiji. Holger, a sportsman, now works as a postal clerk in Sydney where he is also a popular boxing instructor with one of the Police Boys' Clubs. At right, all from Noumea, Miss Guyere, Mrs. Guyere, Mrs. Rolland and her cousin Mr. Alec Rolland, and Mrs. Mercier, of Bora Bora, French Polynesia.



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Above, travellers from London who recently found themselves in Papua-New Guinea en route to China are Mr. Peter Johncock and Miss Elizabeth Williams, here photographed in Port Moresby by Chin H. Meen. At right, an impressive ceremony conducted by Bishop D. Stuyvenberg at the Holy Cross Church, Honiara, BSIP, when the Rev. Father Michael Aike (kneeling) became the first British Solomon Islander to be ordained in the Roman Catholic Church. Father Aike comes from Malaita.—Photograph by Ted Marriott.



The largest group of West Samoan students to leave for New Zealand under the NZ Government Scholarship Programme was farewelled in Apia recently. Seen from left in this picture are: front, Maka S. Sapolu, Aloilima Anesi, Lotovale Tu'ugasala, Tavale M. Matai'a. Second row: Violeti Iati, Louisa Wendt, Niusila Matatumua, Flora Netzler, Moana So'onalole, Henrietta Fido, Elizabeth Peterson, Rose Warren, Manutagi Mana, Serita Sasa, Kolose Kolose, Tautiaga Senara. Back: Pisao Mulitalo. Perelini Sili, Jerome Amoa, Eddie Rasmussen, Rex Brighouse.—Photo: "Samoana".

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New Guinea's roads become vexing, boggy problem

From a Lae correspondent

Communications in Papua and New Guinea, always a topic of importance, have been more than ever in the news over the last few months.

HE Highlands Highway, which attracted much publicity following the official opening of the Kassam ss section, has recently been scribed as the "biggest Administran bungle in the territory", and a ritory newspaper, in an editorial aded "Highway Chaos", charged at nobody would accept the blame r the highway's failings.

This major road linking the coast th the interior naturally receives ich publicity, but the fact is that ad building and maintenance roughout Papua-New Guinea is one the great problems of develop-nt.

The Public Works Department rector, Mr. Jim Burns, freely admits difficulties faced by his depart-nt, and by the Commonwealth partment of Works which shares th PWD the task of road construc-n and maintenance. Mr. Burns ints out that instability of soil is e of the main factors affecting con-uction; heavy rainfall resulting in sh floods is another.

The whole country in recent nths has received above average nfalls, and this has damaged roads ich in many cases were not signed to take the weight of traffic w passing over them. Particularly the Highlands, roads have been veloped from what were not long o merely foot tracks; with no per survey having been carried t by the field officers who pushed se early roads through—usually th no equipment other than picks d shovels.

These were "kiap" roads, originally ended to hasten and simplify the k of bringing law and order to a dely scattered population. As tlers moved in the kiap roads were nproved" to take light four-wheel ive vehicles of the Land-Rover e. Then a few trucks appeared, llowed by more and heavier hicles. The roads could not stand s sort of traffic.

Now that heavy equipment is available long sections of Highlands roads are being re-routed and rebuilt. The cost of the work is immense but the problem of soil instability remains, and already criticism has been levelled at the design of some of the new sections. In some instances these new roads are being built by large contracting firms.

In the Gazelle Peninsula of New Britain the biggest problem is scouring and erosion of roads which are mainly pumice dirt. Hundreds of thousands of dollars have been spent in the constant grading of the peninsula's considerable road network.

Recommendations from local officials and residents for a planned programme of sealing were long ignored, but now work is belatedly going forward on the sealing (at a very modest rate) of "country" roads. Already big savings are being made in maintenance funds, and Administration transport officers at Rabaul report a marked drop in repair bills for official vehicles, and a greater usage rate—because of the reduced trip times—for vehicles using the sealed roads.

Recent heavy rains in the Gazelle Peninsula cut a number of unsealed roads and communications were interrupted for some 48 hours in some places. It is unusual for a month to pass in Papua-New Guinea without news of serious road damage or a bridge washed away.

These happenings pose a problem of another nature—provision of finance from an already strained budget to carry out immediate repairs and restore communications.

Even Port Moresby, green, but soggy, after record rainfalls so far in 1967 is having road troubles—to the amazement (and amusement) of New Guinea residents.

One of the first research projects to be undertaken by staff and students in the civil engineering school of the newly established P-NG Institute of Higher Technical Education is likely to be on P-NG soil structure. Professor John Lavery (Professor of Civil Engineering at Queensland University), a member of the institute's council and who recently received the

Some of the most difficult country in the world for road-builders is to be found in the rugged New Guinea Highlands (below, photographed near Daulo Pass). Rain causes frequent slips. But new equipment is now being brought into use to improve them.



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TRANS-TAHITI ROAD PLAN

Preliminary survey work on the ambitious proposal to build a road through the rugged, mountainous, rarely-penetrated interior of Tahiti is to begin soon. One possible route is along the Punaruu and Papenoo Valleys.

Actual work will not begin until 1968. The plan to build the road was announced in Tahiti by General de Gaulle last September.

BE for his work in the field of civil gineering, is known to be very en to see research into this field veloped at the institute.

Meanwhile the problem facing ghlands residents — probably rdest hit of all—seems to have en magnified by the decision of th Trans Australia Airlines and sett-MAL to take their Bristol ighters out of territory service. e airlines claim that these aircraft, ich are more costly to operate n DC3's, have in the last 12 nths had insufficient work to make m economic. The decision led to ter accusations by farmer organisa- ns in the Highlands, but the air- es stood firm.

There seems no doubt that the lministration's switch to an all-cash ge for its employees cut down istically on the charter work offer- to airlines. With fewer aircraft the Highlands cheap-rate back rters to shift coffee to the coastal rts are today less frequent.

But with bank-ups of as many as heavy transports on the Highlands ghway recently, reports are starting come in of pilfering, and some rchants are known to be reverting air movement of stores. So it ms a vicious circle.

The Administration has called con- ences. Works officials forecast ther difficulties with the Highlands ghway, but say periods when the d is closed will be kept to a nimum. But as reports continue to ne in of trouble on sections of d previously regarded as "safe", re is not very much confidence these statements.

All this points out the urgent need the Administration to study the blem on a territory-wide basis. llure to make real use of the valu- e local knowledge of persons out- e the Administration is often a ious omission.

The time might be ripe for a review the decision to exclude the private tor from District Planning Com- ttees.

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The Editors' Mailbag

LAND AND THE L.M.S.

Sir,—Paul Mason asks, apropos of nd tenure in New Guinea, what the MS was doing in 1890 when the oita people of Port Moresby were lling their land (*PIM*, Jan., p. 37). I wouldnt know. I wasn't born. But can give a pretty fair guess. My ess is that in 1890 the LMS was ing told exactly what Bishop emay was being told in 1966—that e Church mustn't interfere in olitics.

PERCY CHATTERTON

augere,
ort Moresby, P-NG.

SOUTH PACIFIC GAMES

Sir,—I have just received the nuary *PIM* with its very fine South acific Games coverage, all handled ry diplomatically and based on fact. Just one small point. You'd better rrect the name of the Fiji girl squalified in the women's 80 metres irdles. It was Elinor Phillips, not na Mitchell.

As a suggestion, what about an ticle on Alan Scott, of Fiji? He as without doubt the driving force hind athletics in both Suva and oumea.

Both Tony Bowditch and I are still aining, and if we are up to standard 1969 then we'll attempt to make e Nauru team again.

R. T. MORGAN-MORRIS
auru.

Editor's Note: Our thanks to long-stance runner Morgan-Morris for ointing out our slip over the 80 etres hurdles disqualification, and ur apologies to Iona Mitchell for rongly disqualifying her in the ption to our picture on p. 24 of nuary *PIM*—although we had our cts right in the accompanying story.

SARKA OF THE SOUTH SEAS

Sir,—I have just had the joy of ading Robert Langdon's delightful ticle on Sarka of the South Seas in e December issue of *Pacific Islands onthly*. I could not be more thusiastic. It is perfect.

Mr. Edward Williams, of Buffalo, as kind enough to send me his copy that I could see the article just it appeared.

I happen to be the daughter of aydon Jones, referred to in the e story. My father's sister, Grace, was the wife of Charles Sarka. Today (January 27) is her 90th birthday, and how proud I shall be to show her the story, which, I understand, has already brought several visitors to the Black Gallery in Madison Avenue [where an exhibition of Sarka's water colours opened in December].

My mother went to Samoa in 1895, and, as a child, I spent hours and days looking at the fascinating pictures in two great red volumes she brought back from that adventure.

The family has Robert Louis Stevenson's copy of Goethe and Bret Harte—and each year I make a ceremony of opening my Christmas cards with his tortoise shell letter-opener, all of which were given to my mother on that long ago voyage.

CATHERINE H. JACOBS
New York City, USA.

NEW POSTAGE STAMPS

Sir,— Your article on the proliferation of new postage stamps in the South Pacific (*PIM*, Feb., p. 11) omitted to mention that the Gilbert and Ellice Islands Colony is to bring out three new ones this year to commemorate the colony's new constitution and 75 years under the British flag. There will be three denominations—3c, 10c and 35c.

STAMPED-OUT
Betio, Tarawa.

CONDITIONS AT VANUA LAVA

Sir,—I was interested to read the views of the geologist, Mr. Arthur Warden, in your February issue (p. 86) in the article accompanying my piece entitled, "Four years among the sulphur deposits of Vanua Lava".

Regarding Mr. Warden's report on the sulphur deposits, I am in agreement with it generally.

I also agree with him about the virulence of the mosquitoes on the east coast of the island.

I remember walking behind a very fussy VIP from Paris, who had come out to see how the Compagnie Coloniale des Iles Banks—as Sola plantation was known—was going. He was a fat man, and soon his nice silk shirt was sticking to his back. Then the "mozzies" hit him! And his white shirt was black with them.

I have seen the "mozzies" so thick

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LETTERS

that the islanders—not having fou arms—could not cut copra.

Regarding what Mr. Warden sai about the mangrove swamps at Vanu Lava being the haunts of crocodile all I can say is that the Whitforo settled in the Banks Group aroun 1890, and up to when I left then in 1934, no puk-puks were eve sighted. Maybe an odd one coul have been blown away fro Vanikoro.

DOUG ASKEV

Samarai, Papua.

SCHOOLS IN TAHITI

Sir,—I have read with grea interest Robert Langdon's articl "Tahiti's School Centenary Was 5 Years Too Late" (*PIM*, Dec., p. 80

As a member of the Egli Evangelique de Polynesie Francais and as editor of our church's monthl French newspaper, allow me to te you that Mr. Langdon's reactio seems to me fully unjustified. H evidently thinks that on Septembe 17, 1966, we celebrated our centenar as if the Protestant school work i Tahiti had started only with th French missionaries. This is not so

The centenary we have been speak ing of was of the *French-speakin* Protestant schools *in Papeete*. W have never forgotten that th missionaries of the Londo Missionary Society had started schoo work in Polynesia long before th year 1866.

In the August, 1966, issue o our paper *Notre Lien*, one of ou co-editors wrote: "The first Protestan schools in Tahiti *started 150 year ago*. . . . The British mission didn want to "anglicise" but to evangelis the Tahitians, and biblical culture i the biggest heritage of that time o pioneers".

A little book which was publishe for the centenary carries the titl *Centenaire des Ecoles Protestante Francaises* (Centenary of the *Frenc* Protestant Schools). But this didn prevent the author writing a firs chapter dealing with "The Britis Period—The LMS's Tahitia Schools".

In that chapter one may rea among other things: "It is a thin which too many people ignore tha French schools came *after half century of teaching in Tahitian*. I would be unfair at the beginning o this booklet not to pay homage to th LMS missionaries whose work estab

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Cook relic found

A piece of cloth said to have been bartered by Captain Cook to people of Tongatapu, Tonga's main island, has turned up in Suva. The cloth was attached to a letter written in 1918 by the then Acting Premier of Tonga, U. Tugi.

The letter was in a chest of Fiji Museum exhibits which turned up in the Chief Secretary's Office. The chest became mislaid during World War II when many exhibits from the Fiji Museum were moved to an air raid shelter for safe-keeping.

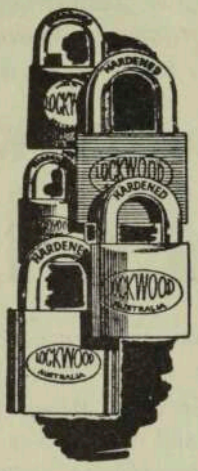
ished the Tahitian language through he translation of the Bible (1809-1835) and gave to thousands of Tahitians the opportunity to read and write in their mother tongue".

As you see, we are not altogether unaware of our history! I have felt the desire to let you know this so that your readers may have a right impression about what has actually been our centenary, and I will be very thankful to see this letter published in your magazine.

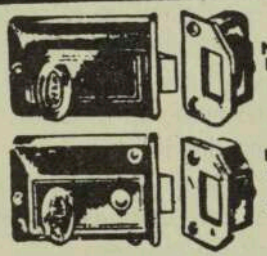
GIOVANNI CONTE
Editor, *Notre Lien*,
Eglise Evangelique de
Polynesie Francaise,
Papeete, Tahiti.

Editor's Note: We are delighted to hear that the work of the British LMS missionaries has not been forgotten in Tahiti, especially as none of the reports from Tahiti on which Langdon's article was based gave any indication that anyone connected with the centenary celebrations had spoken of, or even knew that the LMS had established schools in Polynesia long before the one whose centenary was celebrated in September. On September 14, for example, the Papeete daily, *Le Journal de Tahiti*, published a front-page story headed simply "Centenary of Protestant Schools". In this it was stated: "One hundred years ago next Saturday, *the first Protestant school* in the territory was inaugurated". On September 19, *Le Journal de Tahiti* said in a report on the centenary celebrations: "The proceedings commemorating the *centenary of Protestant schools* began on Saturday morning with the renaming of the Rue Perotte, which, from now on, will bear the name, of *the founder of those schools*, Charles Vienot. The phrase *"French* Protestant schools" has not been used in any report we've seen.

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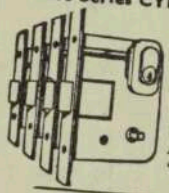


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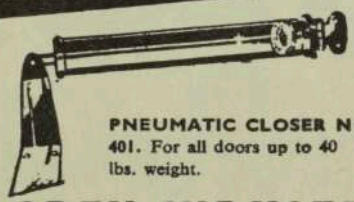
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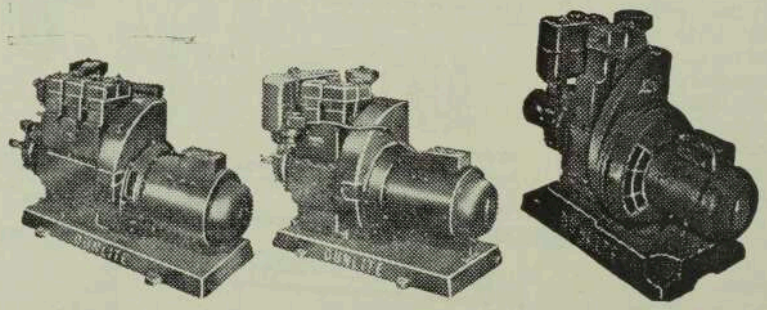
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TO THE POINT

WITH PERCY CHATTERTON

In the days before the coming of the white man, the people of the Motu villages to east and west of what is now Port Moresby used to mount an annual trading expedition to the Gulf of Papua. Sea-going vessels were built up from three or more huge dugouts lashed side by side. It was these vessels, not the little outrigger canoes commonly so miscalled by Europeans nowadays, which were the *lakatoi*, or more correctly *lagatoi*.

A language for New Guinea

THE object of the exercise was two-fold: first, to trade pots for sago; nd second, to obtain new canoe ogs, not readily to be obtained in he sparsely forested country round 'ort Moresby.

These new logs were built into the *agatoi* alongside the old ones, so hat a craft which set out as a rimaran might easily return as a nulti-hulled vessel. One of the last *agatoi* to go out from Hanuabada eturned with sixteen logs built into , and was consideraly wider than was long.

The *lagatoi* sailed west at the end f the season of the south-east trade inds, and returned three or four nonths later during the season of the orth-west monsoons; and the sago rought back tided the Motu people ver the hungry season which often receded the yam harvest.

A bye-product of the *Hiri*, as this xpedition was called, was a trade anguage which was used by the Motu raders in conversing with their ustomers in the Gulf villages—a rude language made up in the main f Motu words fitted into something approaching a "Gulf" type of grammar and syntax.

In the early days of European settlement and administration, this language was adopted by the Royal Papuan Constabulary, which drew its recruits from many different tribal groups, as a lingua franca, in consequence of which it became known as "Police Motu".

It was also the language which the Motu people taught to the Europeans who first settled among them; for after all these too were foreigners, and probably just as incapable of learning to talk properly as the sago-eaters of the Gulf.

In fact, early missionaries found it quite difficult to persuade their informants to teach them the true Motu language; and even as late as the 1920s a few old men in Hanuabada insisted in addressing me in Police Motu, however strenuously their embarrassed grandchildren, who were my pupils, nudged them and prompted them in hoarse whispers to speak the real language to me.

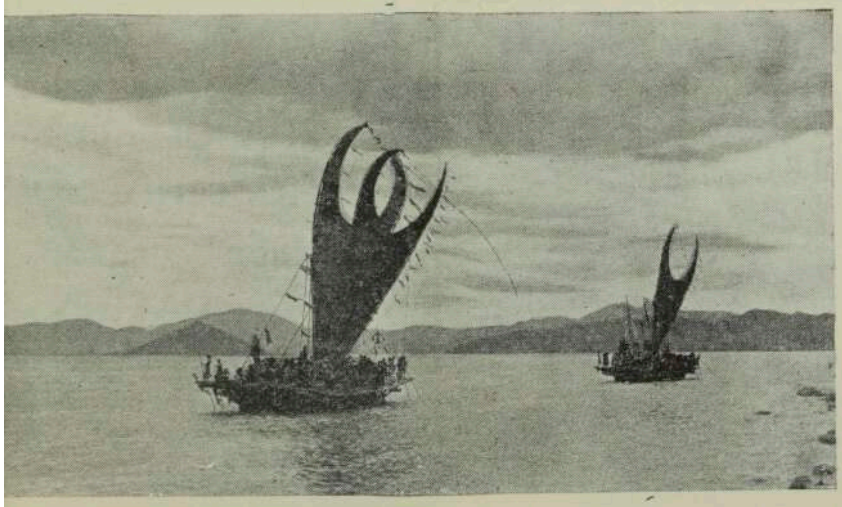
With the increasing sophistication and urbanisation of the Motu villages, the *hiri* was gradually abandoned, and it is now many years since the last *lagatoi* was built. And with the merging of the old Royal Papuan Constabulary into the Royal Papua and New Guinea Constabulary, in which New Guineans predominate, Motu gave way to Pidgin as the language of the police.

But Police Motu has survived as a lingua franca throughout the length and breadth of Papua, serving the same function here that Pidgin serves in the Trust territory. It varies a bit from place to place, as Pidgin does, but the varying forms are at least as mutually intelligible as are the variant forms of Pidgin.

Motu booklet

Many years ago I was persuaded to write a booklet called *A Primer of Police Motu*. To one who had been for a long time a student of the real Motu language this was rather a distressing experience; and subsequently I was never very gratified when people to whom I was introduced exclaimed brightly "Oh, you're the man who wrote the little red book".

Time went by, and in the process of re-printing the little red book became a little grey book, in which



● **These lakatoi or lagatoi, leaving Port Moresby on their annual trading voyage to the western deltas of the Gulf of Papua, were photographed in the early 'thirties.**

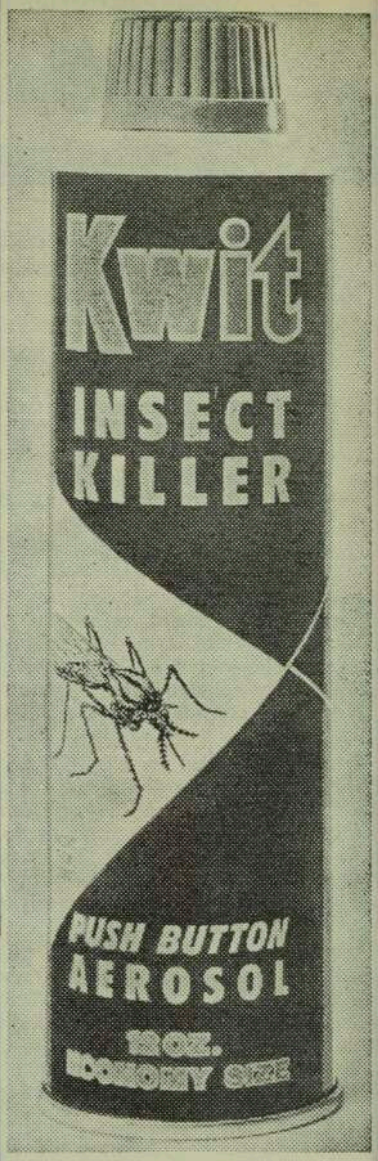
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Open official ears!

orm it has recently gone out of rint.

On the whole this very minor opus as well received, but on one oc- asion a man complained that it was o difficult, and asked me if I ouldn't produce something simpler.

On learning that he was a member f the staff of what is now called e Department of District Admin- tration (I can't remember which of s numerous aliases was being used the time), I said that I could rovide him with a simple one-lesson urse.

I did. It consisted of three English ntences with their Police Motu uivalents. The sentences were:

Come back tomorrow.

Come back next week.

Go home and wait till we send for u.

"This," I said bitterly, "is all the lotu you need to know for your b."

This wasn't quite fair, of course; t our local Assistant District Officer nd I were a little estranged at e time. Nevertheless, if only a nall part of what I am told by apuan constituents who come to my me to pour their troubles into their HA's ear are true, these phrases e still fairly frequently heard ound district and sub-district offices.

Have they gone mad?

This is not necessarily the kiap's ult. The more I see of the fantastic- ly multifarious duties which POs nd ADCs have to cope with, the ore surprised I am that they don't mad. Perhaps they do. This is an tractive hypothesis which would fit me of the observable facts pretty ell.

But somehow, somewhere, there ould be someone whose primary b it is to listen and to explain; to nswer the "hows", whats" and whys" of native people bewildered the multiplicity of regulations and e complexity of procedures.

It is encouraging to note that our ew Administrator has spoken force- lly of the need for better com- unication between Administration fficials and the public, and has said at this communication must be "a vo-way street". He has spoken of e need for open office doors and pen official ears.

This is fine. But not much will me of it, unless on the other side f the office door there is someone ith time to listen, and with patience to listen to people who are not very articulate and who find it hard to express themselves.

And it must be someone who knows the answers, not the most recently recruited clerk in the outside office.

THE footpath which passes my house has been full of children this week as the primary schools re-open. Next week high school pupils will swell the throng. Over a thousand young Papuans go to school within a quarter of a mile of my home.

In Port Moresby the District Education Office and the head teachers of schools have a hectic time during the first few weeks of the academic year, trying to fit in all the children seeking schooling; trying, too, to separate the sheep from the goats—the sheep being those who, with their parents, are genuine town dwellers, and the goats those who have come in from the rural areas to camp with big brothers, cousins, uncles or more distant relatives in the hope of securing the better chance of climbing the educational ladder which they believe the town schools offer.

In Port Moresby most of the sheep, and some of the more nimble goats, will be lucky. But looking at the ter-



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itory as a whole, the picture is not o rosy.

In 1967, not more, and probably ess, than, 50 per cent. of the ter- itory's school-age children will secure laces in the territory's schools. It estimated that 210,000 children ill be in school (140,000 in Mission chools and 70,000 in Administration nes).

The total number of eligible hildren is variously estimated at gures ranging from 400,000 to 00,000.

There are not enough class-rooms, ot enough teachers, and not enough oney. In many villages, no children t all will receive schooling. In others here will not be enough places for ll the children.

This year, for the first time, ntelligence tests, of the "perfor- ance test" type already used by he Pacific Islands Regiment for esting its recruits, will be used o separate the six-year-olds who will e given the opportunity of receiving formal education from those who on't even have a chance of putting heir feet on the bottom rung.

Grim as it sounds, this is better han selection by chance, which is the ethod which has been in vogue to ate; and so long as it is done on he grounds of educational necessity nd not as a capitulation to the conomists I am all for it.

A vacuum to fill

Shall we ever catch up? Will we ver achieve the ideal of universal rimary education, even if the conomists allow us to continue to herish this ideal? In the foreseeable uture, almost certainly not.

Some say that we shall have all ur work cut out to keep pace with he natural increase in the population nd prevent the proportion of ducated to uneducated from slipping ack further and further below 50 er cent.

However, we need to be careful ow we use the words "educated" nd "uneducated". Children in rural apua and New Guinea who do not eceive a formal western-type educa- ion do not, in fact, grow up un- ducated.

They receive what has survived of he traditional education of their fore- athers; but in many places this has worn a bit ragged, and in most has become inadequate as a preparation or life in a fast changing world.

Fortunately there are signs that, having at last recognised that Mr. Hasluck's vision splendid of "univ- rsal literacy in English" was, after ll, a mirage, the Administration is awake to the fact that there is a vacuum to be filled.

For instance, the editors of the *Papua and New Guinea Journal of Education* have this to say: "On the positive side, it may now be that if there is a more realistic appraisal of what can be accomplished in the immediate future in terms of formal education, it will become practicable to examine more closely some useful alternatives to formal schooling". Well said. But will anything be done?

ALL this has a very definite bear- ing on the debate which breaks out periodically on the question of a national language. In the light of the hard facts of the educational situation, those who advocate English as a candidate must mean something quite different from what I mean by the term "national language".

By national language I mean a language in which the common people of the territory, or a very substantial proportion of them, can not only engage in the chit-chat of the market place, but can also com- municate to one another their thoughts and aspirations.

Beyond contradiction English is, for P-NG, the only possible choice as a language of learning, of the professions, and perhaps of the legislature.

It would be very convenient if it could become the national language too; particularly convenient, of course, for those Britishers who are averse to trying to master foreign languages, and who have an obsession that any foreigner can understand English if only one shouts it at him loudly enough.

But can you have a national language which in the foreseeable future only half, or less, of the population will have any chance of learning at all, and in which many of those will not get beyond the chit-chat stage? (Over)

Islands Life

WITH ROB WALSH



Local government councillors in the Southern Highlands of Papua-New Guinea have been asked to regulate the carrying of dangerous weapons by native villagers. They have been asked to approve a model rule which calls for arrows to be tied in bundles when being carried, spear points to be hooded, bows unstrung, and axes and knives carried in bags.

The principal officer for local government, Mr. K. R. Williamson, said in Port Moresby in January that the rule had been prepared following a series of bloody tribal clashes between village groups in the Southern Highlands. In the worst of these 10 villagers were massacred as they slept in revenge for the arrow killing of a man, his wife and child two weeks earlier.

Mr. Williamson said local government councils could amend the rule if they wished to include other clauses. One suggested amendment was to prohibit the carrying of any weapons on certain days. Mr. Williamson added that councillors had already approved a number of model rules prepared for them, including regulations for road maintenance and marriage settlement.

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earning Indonesian

Some of the armchair experts unter this objection by saying that e rest of the population will be ight English by means of radio or evision. I wonder how many of ese experts have, in fact, tried to irn a foreign language through e of these media.

I have. For some time now I have en trying to learn Indonesian from series of taped lessons originally oadcast as radio lessons. It is a ry good series indeed; I don't think at those who devised it could have ne better.

On my side, I have approached it th a background of literacy in glish and in two Papuan languages, th bearing considerable affinities structure, and some in vocabulary, th Bahasa Indonesia. I have also pplemented the lessons with a study textbooks and other reading matter Indonesian.

I am enjoying it and making some ogress. But I doubt whether by is method alone I shall ever get r beyond the chit-chat stage.

I also have some background in aching English to Papuans. And if yone is going to tell me that it is ssible to teach completely illiterate puans and New Guineans English radio, my answer is going to be o rude to print in this column.

Language lessons

Television may be another matter. have never had the opportunity of mpling televised language lessons, I am not going to stick my neck t.

But is it at all likely that we shall er be able to afford a territory-wide levision service? And even if that rdle were surmounted, two further oblems remain: the technical oblem of maintaining television ts in working order throughout the ngth and breadth of the territory; d the human problem of holding e viewer-listeners' interest and llingness to concentrate after the velty has worn off.

What then will be the answer? I udder to think that it might be dgin; but that is the purely tem- ramental reaction of a "Papuan".

Although the psychological value a "national" language in pro- oting a sense of unity may be con- derable, it should not be assumed at it is absolutely necessary to ve one single language in order to hieve mutual understanding.

I have attended many meetings of apuans at which a number of speakers have each spoken in their respective mother-tongues and have been well understood by each other and by the audience in general.

Papuans show considerable versatility in understanding other languages which they are unable or unwilling to speak. And in the House of Assembly, a number of members have no difficulty in understanding speeches in English, Pidgin and Motu without the aid of the translaters, even though when they get up to speak they may prefer to stick to the language in which they feel most articulate.

Of one thing I am sure. It will not be the intellectuals of Waigani who will determine this issue. It will be the common people of the villages who will decide for themselves in what language or languages they will interchange their thoughts and ideas. And in my experience they are pretty hard to push around.

Waigani, for those who might not know it yet, is the native name which has been chosen to designate the location just outside Port Moresby on which the University of Papua and New Guinea is to be built. One hopes that there is no prophetic significance in the fact that it was originally the name of a swamp.

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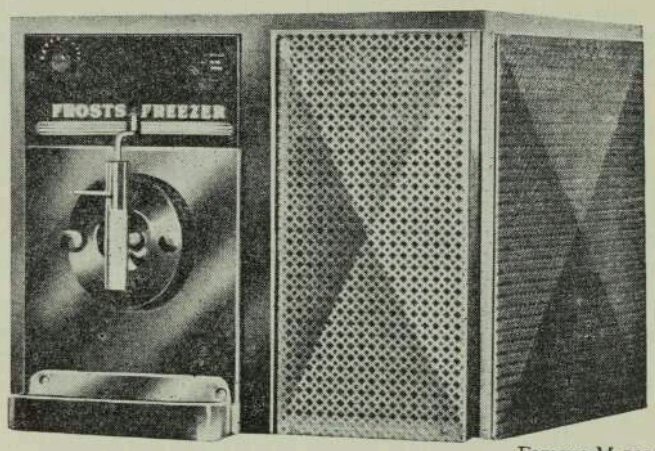
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The article which follows was written by a non-Australian who recently visited Indonesia and West New Guinea. He has no political or business affiliations, but wishes to remain anonymous to avoid the possibility of embarrassing any private individuals or Indonesian Government officials with whom he had contact during his stay in Indonesia and West New Guinea.

Three years after the Indonesian takeover, West New Guinea's capital has become . . .

A GHOST TOWN OF EMPTY SHOPS, PERPLEXED PEOPLE, MILITARY SPLENDOUR

From a special correspondent

I have just had the nightmare experience of seeing a country in the throes of economic chaos. I have also seen an emerging, primitive people in utter perplexity at the sight of a power which has stepped in, ostensibly to guide them to a happier future, but which has so far brought them little but the empty shells of grandiose buildings and even more grandiose promises.

IN short, I have had a little insight into West Irian, formerly known as West or Dutch New Guinea, which Indonesia took over some three years ago. More particularly, I have been having a look at West Irian's capital, Sukarnapura, formerly called Hollandia.

"Are you taking your own food with you?" a casual acquaintance asked me when he learned that I proposed to visit Sukarnapura. "The shops are empty, you know."

I passed this off as the sort of exaggeration that one hears in any Pacific Islands territory where the speaker has temporarily been unable to buy colour film or his favourite brand of cigarettes.

In any case, as I explained, I was going to stay at the better of the two hotels, where the tariff was equivalent, at the official rate of exchange, to nearly $A8 a day.

The hotel, I decided on reaching Sukarnapura, must have been a delightful place four years ago, and in many ways it still is, for it is far more suited to the climate and to gracious living than any of the hotels in Papua-New Guinea.

Unfortunately, of the five electric sockets with which my room and its verandah were provided, only one had a bulb in it; and no more were to be had.

The running water was off on my arrival and was off every following day for periods of hours, usually just when most needed. So also was the town's electricity, some nights from six until about eight, and on other nights from eight or nine until some unknown time in the middle of the night—in all cases without warning.

Meat served once

Breakfast at the hotel consisted of rice gruel; lunch was rice with either egg-plant or beans or cucumber plus about an ounce of curried fish or a hard-boiled egg. Dinner was a variation of the same items.

Of 12 meals served, meat was provided only once, and this consisted of small shreds of some animal's stomach—but not a sheep's, if that is what tripe is.

Once a banana was served for dessert.

A pot of pre-sweetened tea without milk was served on the verandahs of each room once during the morning and once during the afternoon.

This is an exact and full account of the food available in what was once a first-class hotel and still is the best in the place.

Let there be no misunderstanding. The management and staff did everything within their power for the guests.

In fact, all officials and all private individuals with whom I had any contact at all were courteous, friendly and obliging.

The situation is simply beyond control. The food is not there, and now that enormous reserves of capital have been squandered, it will be a long, long time before imports can be built up again.

Like abandoned town

After my first meal, I strolled down to the town to get something more to eat, either in the market or in shops or restaurants. This was where I had my second shock.

Sukarnapura is like an abandoned town on an old worked-out gold digging.

Perhaps a third of the shops have been given up by the proprietors in despair and are simply padlocked, bare shells. As for the rest—and I had plenty of time to make inventories—I do not think that their entire stock-in-trade would fetch $200 if offered at auction.

(Over)

Plebiscite "will be held in WNG"

Indonesia's Foreign Minister, Mr. Adam Malik, recently denied foreign Press reports that Indonesia did not intend to hold a plebiscite in West New Guinea to enable the people to decide their own political future.

Indonesia agreed to hold the plebiscite when it signed an agreement with the Dutch in 1962, witnessed by the United Nations. The plebiscite was to be held before 1969.

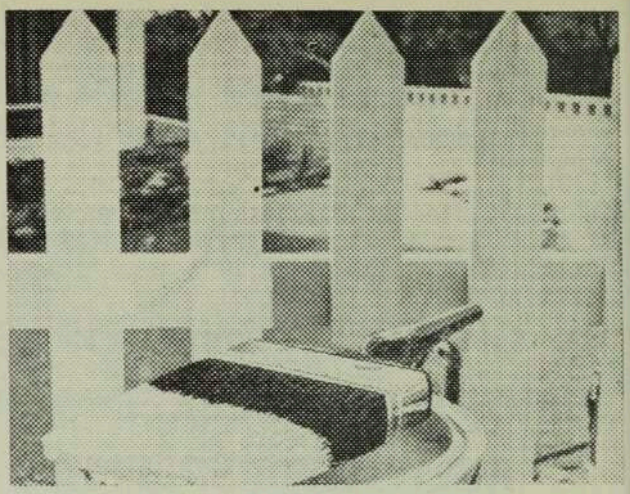
The London "Times" and other papers reported early in December that Indonesia's Minister for Internal Affairs, Lieut.-General Basuki Rachmat, had formally renounced his country's pledge to hold a plebiscite in a statment to the Indonesian Parliament. He was reported to have said that the people of West New Guinea did not want a plebiscite.

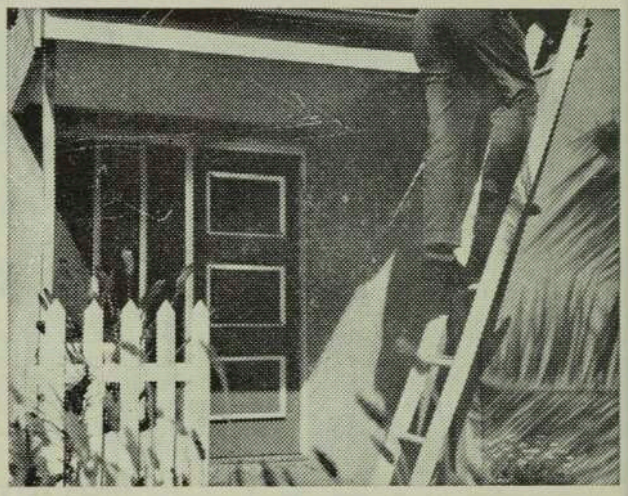
However, a newsletter issued by the Indonesian Embassy in Canberra on December 28 quoted Mr. Malik as saying that the foreign Press had wrongly interpreted Lieut.-General Rachmat's statement.

Indonesia would abide by its agreement to hold a plebiscite, Mr. Malik added.

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Pitiful inventory

Certainly it would look pitiful in even the smallest store at Koki, Port Moresby's market.

I can give an exact list of the stock to be bought in all the combined shops of Sukarnapura: Two or three gross of tiny plastic flowerpots with plastic flowers, some plastic toy hunting horns, two or three dozen paint brushes, a dozen or so rusted kitchen or bush knives, several dozen boxes of women's talcum powder, some "black-market" local cigarettes at the official equivalent (believe it or not) of $2 a packet of 20 and, sometimes, little dobs of sweetmeats apparently made of grated coconut and grated, cooked taro or the like, coloured pink.

Little else available

Name anything else you like, from chewing gum or "lolly water" to shirts or pants or cameras or film or radio sets or suit cases or flour or sugar or tea or any groceries at all —and you won't find it, with one exception.

One shop had a small pile of reject canned goods—squashed or bloated or rusted tins, with labels half-torn or missing.

They appeared to be mostly tins of beans or other vegetables. Probably the tins of bully-beef had gone long before.

In the market on most days you had to be early to buy bananas, and I never saw more than a total of five pineapples.

I paid the official equivalent of $1 for a hand of bananas. All market prices were on the same scale.

Was it any wonder then that the hotel manager could not provide more for his guests than he did?

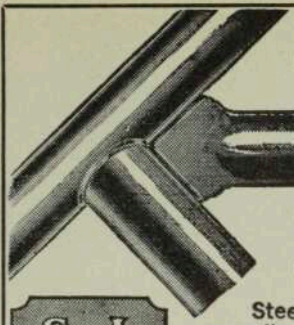
Now, this is where the catch lies: The "official equivalent".

In a country in financial collapse, nothing to do with money makes any sense, and most transactions are by barter. There are three different rates of exchange for the Indonesian rupiah, one of them quite favourable to the tourist.

However, the West Irian rupiah is something different again, and in theory cannot be interchanged for the Indonesian rupiah except through a bank and under special conditions.

The West Irian rupiah is theoretically a guilder, at 10 to the £ sterling approximately, and all official prices are on this basis.

Thus, the hotel tariff is 33 rupiah a day; and food that is rationed and



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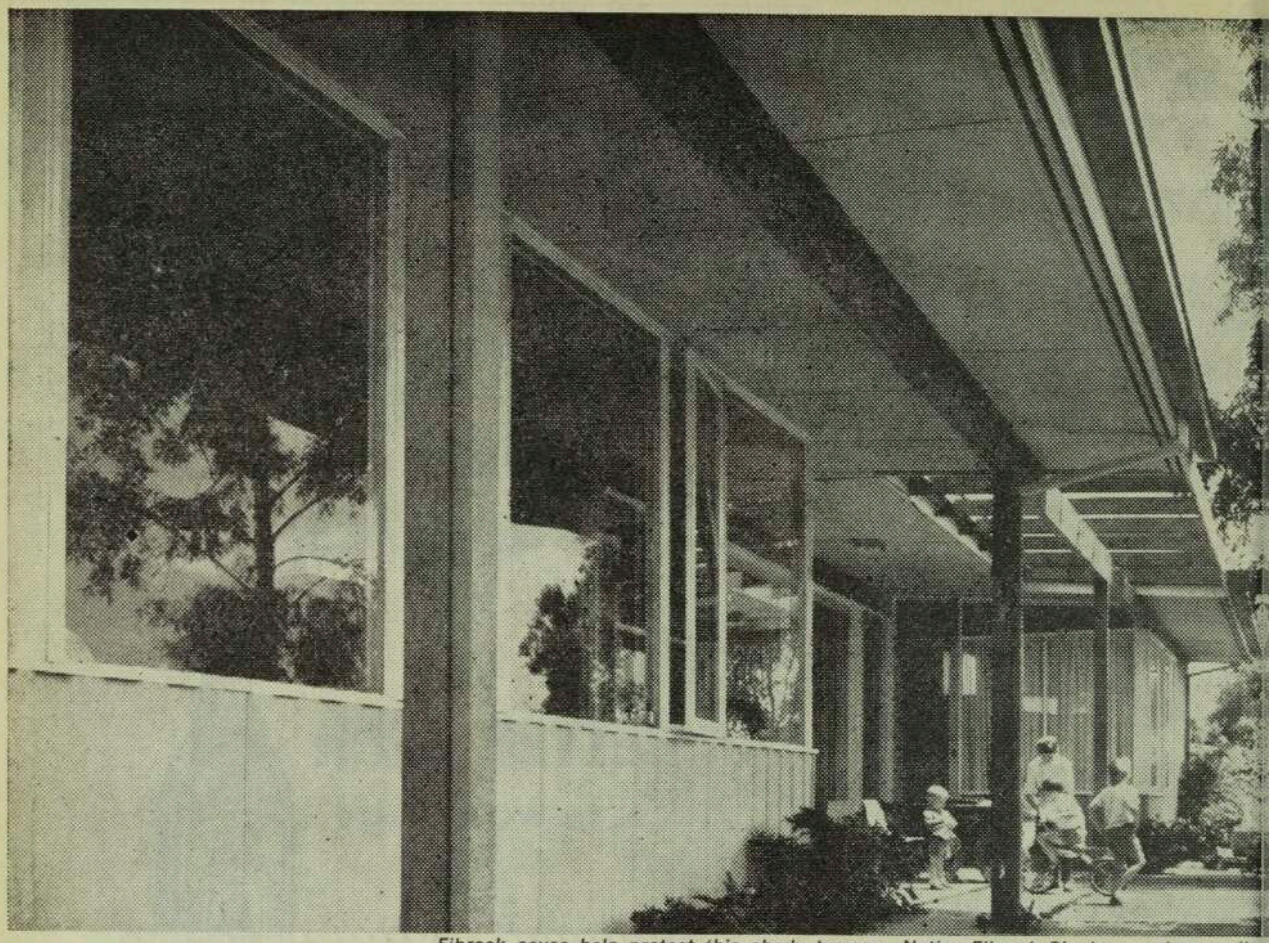
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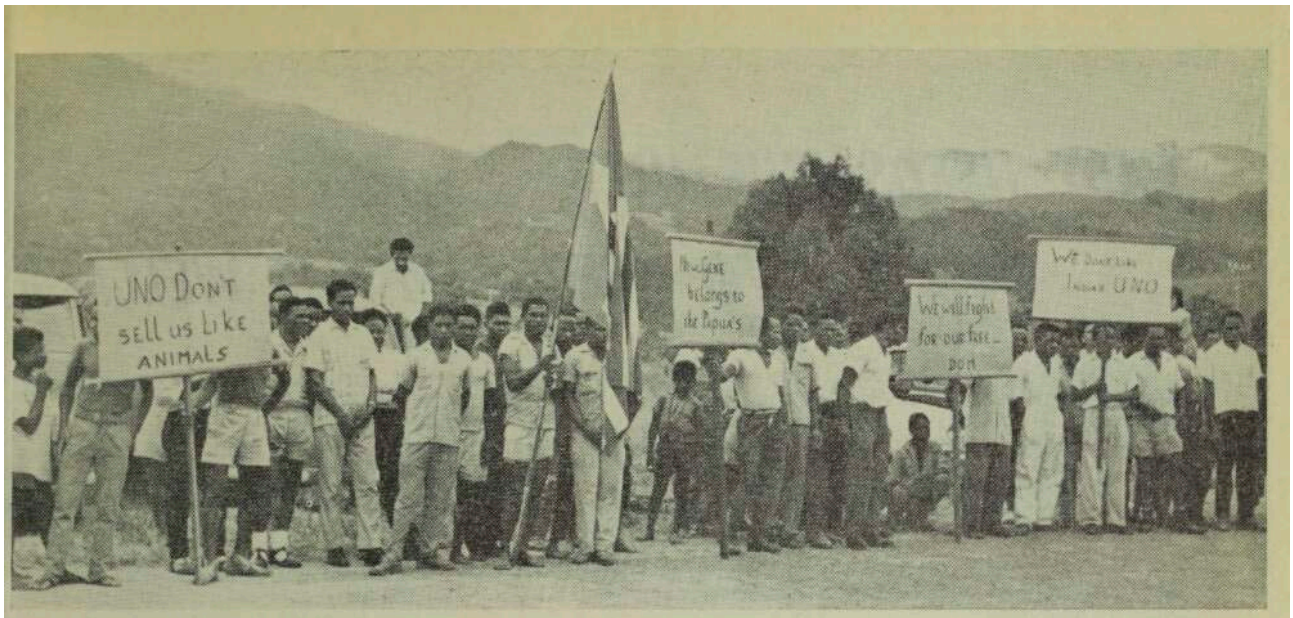
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"UNO, don't sell us like animals!" said these posters in West New Guinea just before the Indonesian take-over in 1962. You don't see these demonstrations now, but the feeling is there underneath.

drawn from Administration stores, such as rice, is also priced on this basis.

But as there are no general goods in the country and nothing to spend one's money on, the prices of such things as can be bought on the open market (and I have listed them as far as Sukarnapura is concerned) have risen to fantastic levels—prices that bear no relation to the prices of "official objects" such as rationed rice or hotel tariffs or air fares, for example.

Fantastic prices

The daily cost at the best available hotel is the same as 3½ packets of execrable cigarettes in the shops.

The price of the flight from Sukarnapura to Biak is the price of 15 packets.

It is as if you could fly from Port Moresby to Lae for $4.50! (This is reckoning on the basis of the cost of cigarettes or of hands of bananas at the P-NG price level).

The hotel proprietor is thus obviously unable to provide much more than rice for his guests at 33 West Irian rupiah per day, yet his tariff is fixed by the government and cannot be changed.

A government employee, however, can draw clothing, food, cigarettes and numerous other perquisites, within limits at very reasonable prices. Drawn from the government, a packet of cigarettes, even imported ones, costs little more, even on official rates, than in Australia, while clothing that he can draw is extremely cheap.

He can buy motor-scooters at a reasonable price and stay in the best available hotel. Nine-tenths of the guests at the hotel mentioned were Administration servants, and of these fully half were West Irian by race, and mostly young men in minor Administration posts. The higher officials lived in the large number of charming houses left by the Dutch Administration.

Deadweight

Politically, therefore, the Indonesian Government is ensuring for itself the material satisfaction at least of the most advanced and most vocal of the indigenous population.

A further political weapon (though this may be two-edged) is the enormous deadweight of the police and army.

In an impoverished little town with empty shops and run-down capital equipment, it was nauseating and—even to a foreigner—oppressive and intimidating to see smart police and military barracks wherever one turned.

Day after day, and all day long, military convoys raced up and down the winding roads of the hilly town, sirens screaming.

They were preceded by white-painted jeeps with military police and guns at the ready. Then came the top brass in luxurious limousines, then bren-gun carriers and heavy military trucks, all loaded with fully armed soldiers or police.

There was no limitation of funds there! Nothing but the smartest and the newest in the way of vehicles, uniforms and equipment—and all this in a ghost town of empty shops, broken and dusty windows and perplexed New Guineans from the bush, looking for something different from plastic babies' toys or painters' brushes to spend the money on they had earned by lugging bananas in to sell.

But, of course, if the United States and Russia vie with each other to pour money into the country for military purposes, presumably the money must be spent for military purposes, even though its by-effects are to cow and intimidate the indigenous population and cause concern and anxiety to Indonesia's neighbours.

Success possible

These were the facts as observed. The surveillance by military and political police, however, was such that I did not think it either safe for myself or fair to my interlocutors to put any too penetrating questions to any of the numerous people to whom I spoke—and these included Indonesians, West Irians and foreigners resident in the country.

Nevertheless, the situation seems to be such that if Indonesia can overcome its present economic collapse

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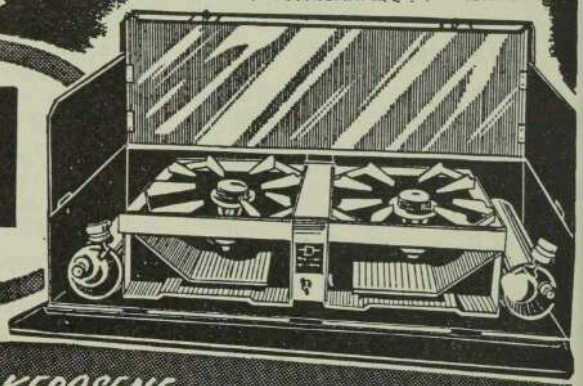
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Rioting "possible"

(which is not sudden, but has been developing steadily and continuously ever since independence), it might succeed in winning over the people of West Irian to acceptance of continued union with Indonesia.

In many ways, the censensus of West Irians and foreigners whom I spoke to was that some cards had been well played.

A great deal of attention has been paid to educational and health services—even though shortage of personnel has meant that many of the new establishments are grossly undermanned, while the economic chaos has meant pitiful supplies of materials.

There is, moreover, great dissatisfaction among the people about shortages, and rioting is regarded as a possibility.

As far as "race relations" are concerned, Indonesia does not seem to have provided itself with a tenth of the headaches that this sore point has given Australia.

Living accommodation and general standards of living would at least appear to be based purely and simply on the status of the individual administration officer.

Without going into too many painful details, the situation in this respect would be the same in Papua-New Guinea if the chief hotels of Port Moresby had at least as many Papuans residing in them as Australians, and if the desirable residences of Boroko were occupied by as many Papuans as expatriate staff.

No liquor problem

A further source of difficulty noticeable in P-NG that is conspicuous by its absence in West Irian is the liquor problem.

Indonesia, as a basically Mohammedan country, frowns on the use of alcohol, and, except for expatriate personnel, does not drink.

With no example to emulate, therefore, and with severe restrictions and enormous prices surrounding the whole complex of alcohol-drinking, it is not surprising that I saw no drunkenness nor, indeed, evidence of drinking at all.

There seems, on the other hand, to be no proselytising on behalf of Islam. The Protestant and the Catholic churches in Sukarnapura were full on Sundays while the mosque was a very unobtrusive, little affair.

Of course, like everybody else in Indonesia these days, missionaries have to watch their step.

At present there is an atmosphere of tension, caution and even fear in all circles such as I have never felt since visiting Nazi Germany before the war.

Tense atmosphere

In fact, in such a tiny place as Sukarnapura, I felt infinitely more anxiety-ridden than at any time in Germany, where one had to be very obtrusive indeed to attract any official interest among the vast population and among the huge number of foreign visitors and residents.

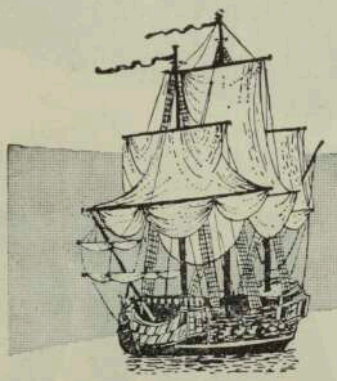
Because of this, I was very correct in all my behaviour in Sukarnapura. I followed currency regulations so far as I could find my way through the maze of them; I never took my cameras out of my suitcase; I never asked anyone any dangerously indiscreet questions. Yet I have seldom felt so relieved as when I walked up the steps into a TAA plane and found myself theoretically, at least, on Australian soil and able to look forward to a full stomach again and to puff at some Virginian cigarettes at 30 Australian cents a packet!

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What the Minister said about P-NG land royalties

From a Port Moresby correspondent

The Commonwealth Government has agreed to pass into law the controversial P-NG House of Assembly bills guaranteeing native landowners a five per cent. share of royalties payable from mining operations on their land.

THE Minister for Territories, Mr. C. E. Barnes, announced this in Canberra and Port Moresby on February 6. It is an important decision, and means that P-NG has been granted a principle of ownership not allowed to landowners within Australia. The principle will apply only to native held land.

The controversial amendments to the bill were moved in the House last November by Mr. Paul Lapun, member for Bougainville (*PIM*, Jan., p. 7).

Mr. Barnes said the amending ordinances, provided that landowners in the territory would receive five per cent. of royalties payable from mining operations on their land. Such payments would be in addition to provisions already made for the payment of occupation fees for land occupied for prospecting or mining purposes and also for the payment of compensation to landowners for any damage done to the land in the course of prospecting or mining.

Best interests

Mr. Barnes said the Government still believed that it would be in the best interests of the territory, for all royalties payable under the Mining Ordinances to be paid into the central Territory Treasury. Nevertheless the Government accepted that the substance of the amending ordinances was strongly influenced by the traditions and customs of the indigenous people in relation to land.

The amendments did not place in doubt the general principle that mineral resources belong to the people as a whole.

The Government, in the light of the views expressed in the course of the House debate, would accept the substance of the amendments on the basis that the proportion of royalty payable to landowners would not be subsequently increased beyond the five per cent. now proposed, and looked to the House to give its full backing to the Administration in ensuring that the Bougainville copper project, and any other major mining projects in the territory, could go ahead.

Mr. Barnes said royalties would not be available to people holding Administration leases (the terms of which express reserved mineral rights to the Administration) or owners of freehold land granted before Australian administration of Papua or New Guinea.

Still more new people

Two crocodile hunters, Ray Whitehouse and Jim Harris, who struck trouble in the western district of Papua have located a strange group of people previously uncontacted by the Administration.

The people, members of the Duamin clan, live on the edge of a 100 ft cliff above the Bamu River, near Mount Bosavi—one of most primitive areas left in the territory.



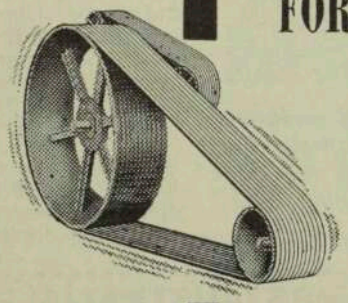
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PACIFIC PLANTERS' DIGEST

POISONOUS WEEDS

IT is always worth remembering that while a weed may be poisonous in one country, it can quite easily be harmless in another. And again, the toxicity of the plant can vary under different conditions even in the same country.

Some plants are toxic when they are young only. Noogoora burr is an example as it is toxic in the two-leaf stage only. Other plants become toxic when they are mature or flowering, others when they are withered or dried.

A period of drought often results in the strength of the poison in a plant. Johnson grass has been found in some countries to become poisonous if it is young and it becomes stunted in growth due to drought. Crowsfoot grass can give the same type of poisoning if there is rapid young growth following a dry spell.

Even though a plant is considered poisonous it is rarely the entire plant which is toxic. Dumb Dane, for instance, is harmless except for the sap and in many others only the seeds are dangerous.

Soil governs to a great extent the amount of poison a plant has in it. Lantana will be more poisonous in some areas than in others.

Most poisonous plants are bitter and unpleasant for the animal to eat so there is little to fear while stock feed on good pastures and in familiar country. However, an animal moved to a new place where there are many unfamiliar poisonous weeds, and there is insufficient grass, can well become poisoned.

Poor pasture is the usual cause of plant poisoning, the animal eating the harmful plant through hunger. It is thus easy to see why animal poisoning is more common after drought.

Some plants are so poisonous they cause death or trouble after only a small amount has been eaten. Examples of these are Star of Bethlehem and rattlepod.

In more usual cases the animal must eat a good deal of the poisonous weed over a period of time before symptoms appear. Most poisonous weeds are not harmful if a little bit is eaten over a long period.

The presence of a few poisonous weeds in a paddock is no cause for alarm. But, plant poisoning should be considered if the animal becomes sick in an area where the grass is poor because of heavy weed infestation, drought or poor soil.

Veterinary advice is best where plant poisoning is suggested.

But here is a rough guide to the symptoms: *Severe diarrhoea* often with blood and also vomiting and evidence of pain. *Slobbering*, which is often accompanied by other symptoms such as tremors. Slobbering may occur if an irritant plant has been eaten, in which case no other symptoms appear and there may be blisters in the mouth. Dumb Dane can act as such an irritant. *Nervous disorders* which can show up as twitching and be followed by circling, tremors or lameness. These may lead to tetanus-like spasms, paralysis, bloat and death.

In some islands of the Pacific sunburn is the commonest result of plant poisoning. It can be caused by

USEFUL HANDBOOK ON AGRICULTURAL EXTENSION WORK

"Extension in Rural Communities", by A. H. Saville, is the latest in the useful series of Oxford Tropical Handbooks.

Mr. Saville, extension training officer in Sarawak's Department of Agriculture, describes the steps necessary to set up and maintain an agricultural extension service, whose aim, he says, is to "teach people living in rural areas how to raise their standard of living by their own efforts, using their own resources and materials, with a minimum of assistance from government."

According to Mr. Saville, an effective extension service acts as a connecting link between the research service of a department of agriculture and the farming community.

But, he says, extension officers must not impose their will, or government policy, on the people they serve.

They must live among them, as friends, counsellors, and teachers, finding out their problems and encouraging them to adopt a positive attitude towards their difficulties.

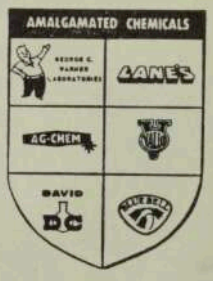
(EXTENSION IN RURAL COMMUNITIES. Oxford University Press. $3.48.)

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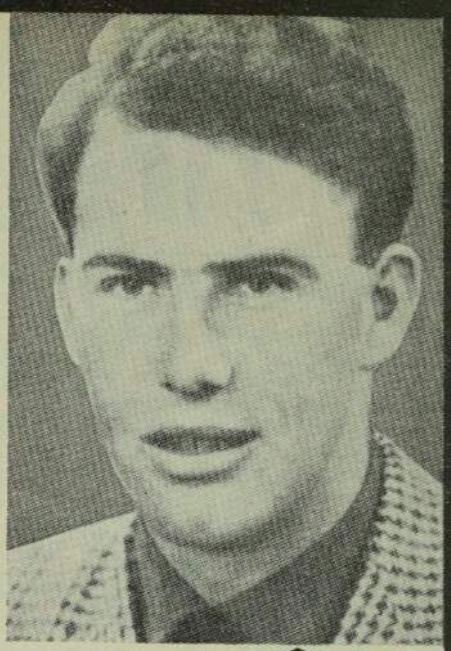
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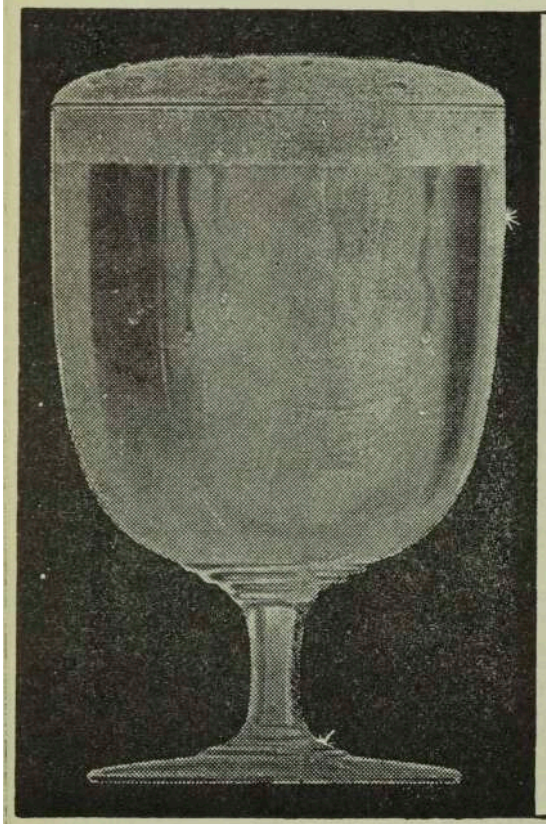
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See your vet.

lantana, and because of liver damage the animal's skin goes hard and cracked, becomes sunburnt, and causes the animals much distress.

Sudden death can be caused by such plants as castor bean, rattlepod, Noogoora burr, thorn apple.

It must be stressed that advice from a vet. should be sought because of the danger of confusing plant poisoning symptoms with those of other diseases.

And veterinary assistance will be necessary to determine treatment for plant poisoning, as it varies according to the plant causing the trouble.

For common lantana poisoning, keep the animals in the shade, and dose with Epsom salts—¼ lb for one year old cattle, ½ lb for two year olds, 1 lb for cows and 1½ lbs for bullocks. Mix the salts with two pints of water and force the animal to drink it. Call the vet.

The best cure for all types of poisoning is prevention. Eradicate any poisonous weeds you know of.

PASTURE IMPROVEMENT IN THE ISLANDS

AN old saying of cattlemen is "half the breeding goes down the throat", which in effect means, no matter how good the stock, it is finally only as good as the feed provided allows it to be.

Pasture improvement continues to expand in most progressive Pacific territories, for it is becoming plain everywhere that there is value in taking steps to get more nutritious fodder from the field.

Pasture improvement also means an appreciable rise in soil fertility level and improved soil moisture conditions and erosion control. The economic advantage of the land's increased carrying capacity is obvious.

Aiming to increase carrying capacity through pasture improvement is the first aim of many farmers, yet this should be not the first, but the eventual aim.

Even while the pasture development programme is under way, results can be expected in the way of increased production, but at the same time no increase in stock numbers is really practicable at this stage. With the sowing of better species, fertilisation and pasture management, the number of stock carried can be increased, on the average by 50 to 200 per cent., or perhaps more.

When planning to improve pastures, it must be remembered that profitable stock nutrition means a proper balance between grasses and legumes. Legumes, as a class, are richer in protein and mineral content than grasses, and by adjusting the proportion of grasses and legumes in a pasture a balanced ration may be obtained.

Nitrogenous foodstuffs are very necessary to growing animals, and those producing meat and milk, and these foodstuffs are easily and cheaply fed as legumes.

Neither legumes alone, nor grasses alone, form an ideal pasture. An ideal pasture should contain roughly 60 per cent. grass and 40 per cent. legumes.

Present natural pastures can be improved without the introduction of better grasses or the application of fertilisers by using legumes capable of supplying a reasonable amount of high quality feed while thriving on relatively poor soils. An example of this is the introduction of such legumes as Townsville lucerne and Brazilian lucerne into existing paddocks of Nadi blue, Batiki blue, Guinea grass, etc.

Improvement in this manner does not provide the greatest possible gross return from a given area of land, but it will considerably increase the quality of the native pasture, and may possibly be the more economical method where finance is a major consideration.

The usual method is thorough

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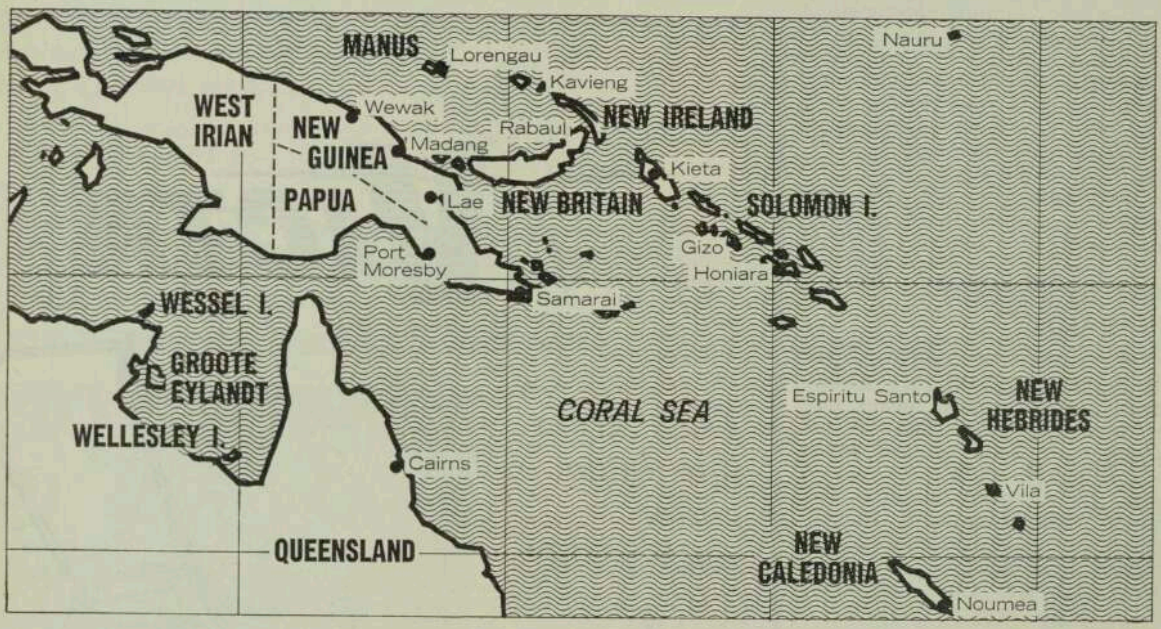


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Pastures to use

cultivation, followed by plantings of superior species of grasses and the legumes which combine best with the grass used. The use of fertilisers at planting is recommended, and inoculation of the legume seed is essential.

For Fiji, Congo grass, Signal grass and Koronivia grass with such legumes as Glycine, Centro, Wina, and Peruvian Vaivai are suggested.

The most successful pastures in New Guinea might be Guinea grass, Elephant grass, or in the wetter areas —Nora grass, combined with Siratro, Peuraria, or Calapo.

Pastures should be top dressed regularly with fertiliser and in the early years of pasture establishment annual dressings are desirable. The top dressing means a greater amount of protein being available because growth of leguminous plants is assisted. The grazing period is lengthened and while grass growth is assisted weed growth is discouraged.

When to fertilise

The time for applying fertiliser is of great importance. Application at the correct time means that the full benefit from the soluble plant food in the superphosphate will be obtained in the shortest possible time; application at the wrong time results in far too gradual improvement. Results depend, in the long run, on the rainfall following application.

In planning pasture improvement there is no consideration more important than provision of adequate subdivision for the proposed pasture areas. In its absence, control of grazing and the spelling of pastures for seeding and other purposes will be impossible.

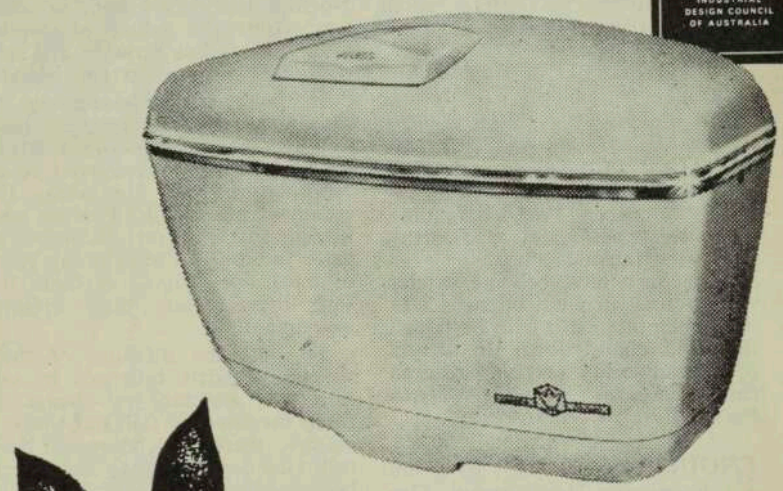
The improvement programme should be carefully planned, bearing in mind the availability of funds, the present amount of labour and equipment and the immediate and final objectives of the programme.

One common error is to begin pasture improvement on the poorest land within the property. Under all circumstances, the areas which will respond most readily to improvement should be the first to be improved. More nutritious feed will be available quicker and this will result, naturally, in quicker returns on the money invested.

If in doubt contact the local staff of your Department of Agriculture.

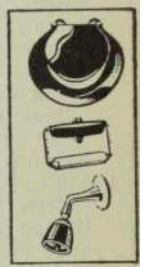
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WITH 27 road deaths in Port Moresby last year—an increase of 16 on 1965—it is time compulsory periodical roadworthy tests were introduced.

The courts have become stricter with actual driving offences. In the public interest it is to be hoped they will clamp down on drivers of unroadworthy and unregistered cars.—*Editorial in the "South Pacific Post," Port Moresby.*

FIGURES released by the Economic Development Department showing a 47 per cent. increase in visitors last year and predicting a 60 per cent. increase this year leave no doubt that, as predicted over recent years, Western Samoa's visitor industry is on the verge of spectacular growth. . .

This growth brings many opportunities for a better economic life, but it also presents many challenges. The number of hotel rooms, access to places of interest, transportation, entertainment and general visitor facilities must grow along with visitor numbers.

Not the least problem is to clean up Apia and to rid the country of the unsightly and unsanitary *faleuila* [over-ocean toilets] that despoil what should be one of the most beautiful coastlines in the world.

Tourism undoubtedly presents Western Samoa with great opportunity, but full consideration has not yet been given to the work and planning that will bring the country its fullest benefits.—*Editorial in "Samoana", Apia.*

THERE seems to be such a lot of criticism about tourist investments on the island that it would be a good time to consider just how many Norfolk Islanders do benefit from the tourist industry.

On a conservative estimate, there are 36 Norfolk Islanders and their families who benefit directly from tourism. Apart from this number the majority of other Norfolk Islanders benefit in some way from the influx of capital that tourism has brought and will continue to bring to the island.

It must be disheartening to those men and women who have invested their savings in the island to hear themselves referred to as "speculators who are taking the cream of the island." Persons who invest £50,000 on facilities to cater for tourism have many years of hard work ahead of them before they recoup their original investment. . .

To date the measure of their success is partly mirrored by our improved standard of living. If these investments fail and tourism slumps, there will be many Norfolk Islanders forced to leave their homeland.—*Editorial in the "Norfolk Islander".*

A RECENT report on tourist matters spoke of two forms of nuisance which the growing tourist trade has spawned in Fiji.

One is the crowd of touts who swarm round visitors, forcing cards on them and trying to persuade them to patronise particular traders.

The other is what the report called "political taxi-drivers," or those who deliberately bombard passengers with biased and inaccurate political propaganda.

Two additional nuisances which might have been listed are "shoeshine" boys who pester pedestrians in Suva streets, and youngsters who snatch parcels away from shoppers and then demand payment for carrying them.

The unhappy thing about all four forms of nuisance is that they are perversions of what could be useful and valued services which would help to make a visit to Fiji pleasant and encourage people to come again and persuade their friends to do likewise.—*Editorial in the "Fiji Times," Suva.*

BECAUSE of the current grave shortage of duplicating paper (which is unlikely to be relieved for some months) and because of greatly increased production costs, it has been found necessary to temporarily reduce the circulation of *Colony Information Notes* (the weekly newsletter of the Gilbert and Ellice Island Colony Administration).

The circulation has now reached 2,000 copies weekly and production of an average sized edition now requires approximately 30 reams of paper. Duplicating paper ordered some time ago from the United Kingdom has not been received, and it is unlikely that it can arrive in the Colony before March.

Meanwhile, circulation will be reduced to 1,000 copies weekly and the distribution to departments on Tarawa and the Wholesale Society has been halved.—*Public notice in "Colony Information Notes," Tarawa.*

DISEASES of the heart were responsible for 28 of the 153 reported deaths in American Samoa in 1966, according to Harold Bernshock, hospital administrator. This made heart disease the No. 1 killer in American Samoa last year.

The next four most common causes of death were: Senility or deaths resulting from ill-defined or unknown causes (19); infancy diseases (16); cancer (13); pneumonia, including influenza and bronchitis (11); and accidents, all forms (10).— *News item in the "Daily Bulletin", Pago Pago.*

WHETHER intentional or not, one of the most annoying practices of those of you who call at the Post Office, is to literally slobber all over the counter and have a "jack" at what somebody else is doing. If it has nothing to do with you, get lost and wait for your turn. Repeated reproach appears to have no effect at all, and it has become necessary to place this notice in the *Tohi Tala Niue,*

So the next time you have business at the Post Office and there happens to be somebody there still doing his business, keep your distance until he has finished. Twiddle your thumbs or something to keep yourself amused, but keep your nose out of other people's business.—*Public notice from the Postmaster in "Tohi Tala Niue", Niue.*

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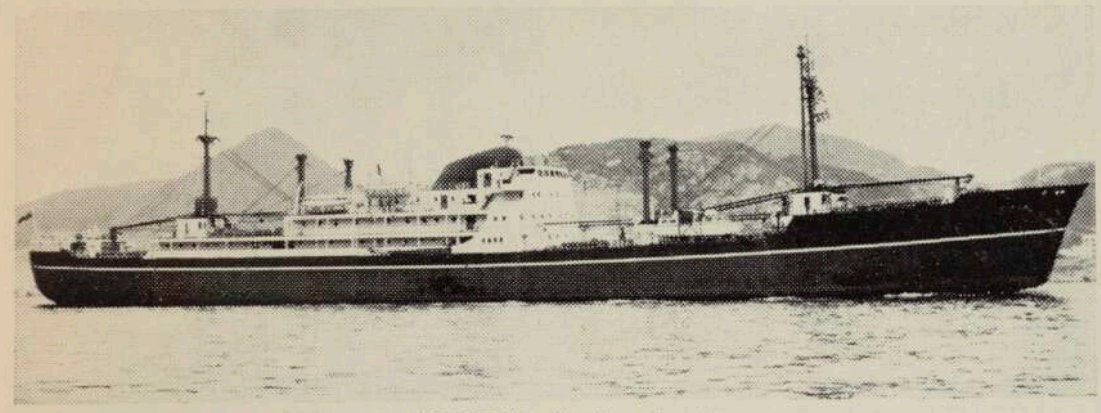
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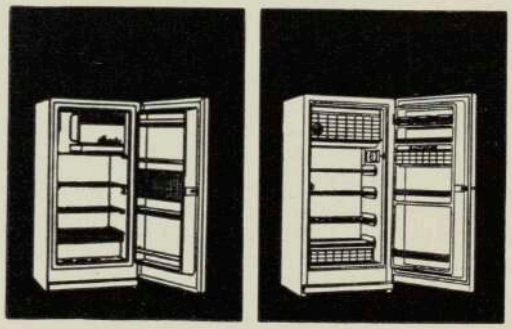
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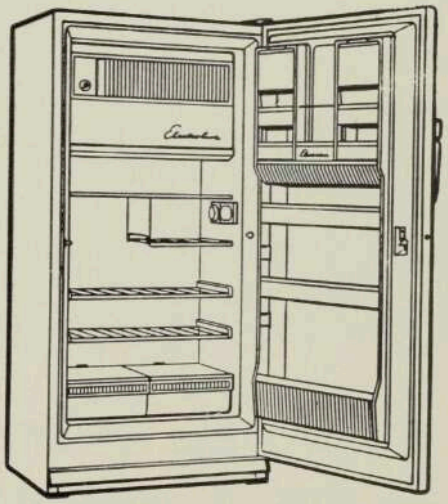
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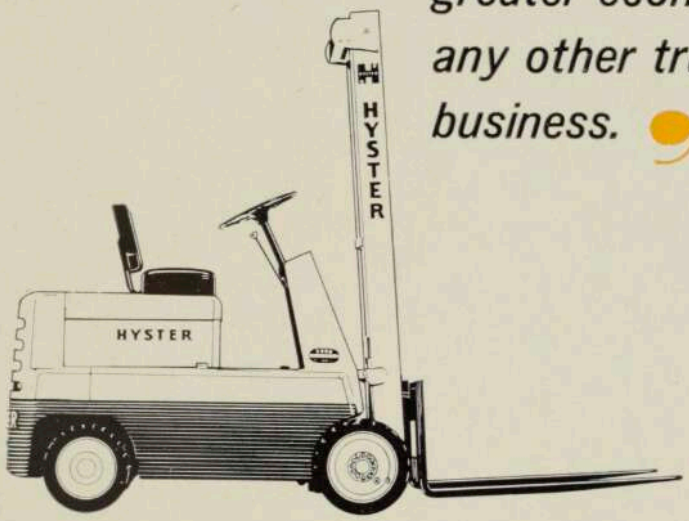
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Using Nature's remedies for everyday ills

By Jane Gregor, in Suva



As naturally as a European would go to the medicine chest for an aspirin tablet, so the Fijian nips off into the bush and picks himself a leaf or two to cure his ills.

ALTHOUGH this practice goes back into the mists of time, it is just widespread and as matter-of-fact part of Fijian life today as ever it as. Fijians and part-Europeans, as ell as many of the older Kai-Vitis, ear by Nature's remedies for the eryday ills of the family.

For instance, a Fijian friend of ine coming to visit me one day, alked in with a bunch of small, ht-green, rounded leaves.

"I saw them by your garden path," e said, "and they're just what I ed."

She asked for boiling water and ade an infusion of the leaves. The sulting liquid she drank.

"Very good for my sore stomach," she said, with obvious delight.

The Fijian name of the plant was *totodro*. Being no botanist, I have been unable to discover either its English equivalent or its Latin name, but the leaves looked, to my untrained eye, not unlike wild violet leaves.

Vast catalogue

Stimulated by this experience, further inquiries led me to discover a vast catalogue of remedies obtained straight from nature, and, what is even more amazing, taken almost straight—often simply crushed in cold water, sometimes boiled, or, in the case of stems or bark, scraped and pounded.

● **The presentation of a yaqona root is frequently made an occasion of high ceremony in Fiji, as in this instance when the Fiji Battalion presented a large root to the Governor of Fiji on returning from Malaya in 1956.**
Photo: Rob Wright.

The whole art of curing ills by using the medical properties of the plants around you is known as *drau ni kau*, which means "leaves of the trees".

At one time this meant specifically black magic, but today, although it can still have this connotation, it is generally used in the sense of nature-healing or, shall we say, white magic.

Certainly, to the European newly encountering the subject, there is a hint of magic in the work of the wise men and women who practise the more advanced cures. And in the powerful massage, *masi-masi*, which I, myself, have experienced.

Following an operation some 10 years ago, I continually suffered backache with little relief from a variety of treatments.

But, recently, a part-European friend brought along to the house an elderly Fijian woman famed locally for her healing skills. She had the shrewd, small eyes of a monkey and although a bulky woman her hands were remarkably slim and fine.

While we talked, the "witch-doctor", as my friend designated the old lady, eyed me closely. Smoking almost non-stop, and enjoying a glass of beer, she asked various questions about my past medical history; my friend acted as interpreter.

"She will only be able to help if you truly believe she can do so," I was told, "and if you will do as she says in every way."

I agreed to this.

First, the three of us sat upon a mat; a small packet of kava powder

IT NEVER RAINS – IT POURS

TWO native tribes living in what is almost certainly the wettest spot in the South Pacific have been advised to pack up their belongings and move out.

The 4,500 tribesmen live in the Kol and Extended Mengen districts of East New Britain (New Guinea), which last year had a rainfall of 450 inches.

At Pomio recently, the East New Britain District Commissioner, Mr. Harry West, told 150 village leaders representing the tribesmen that they could never hope to raise their living standards above bare sub-sistence level if they stayed where they were.

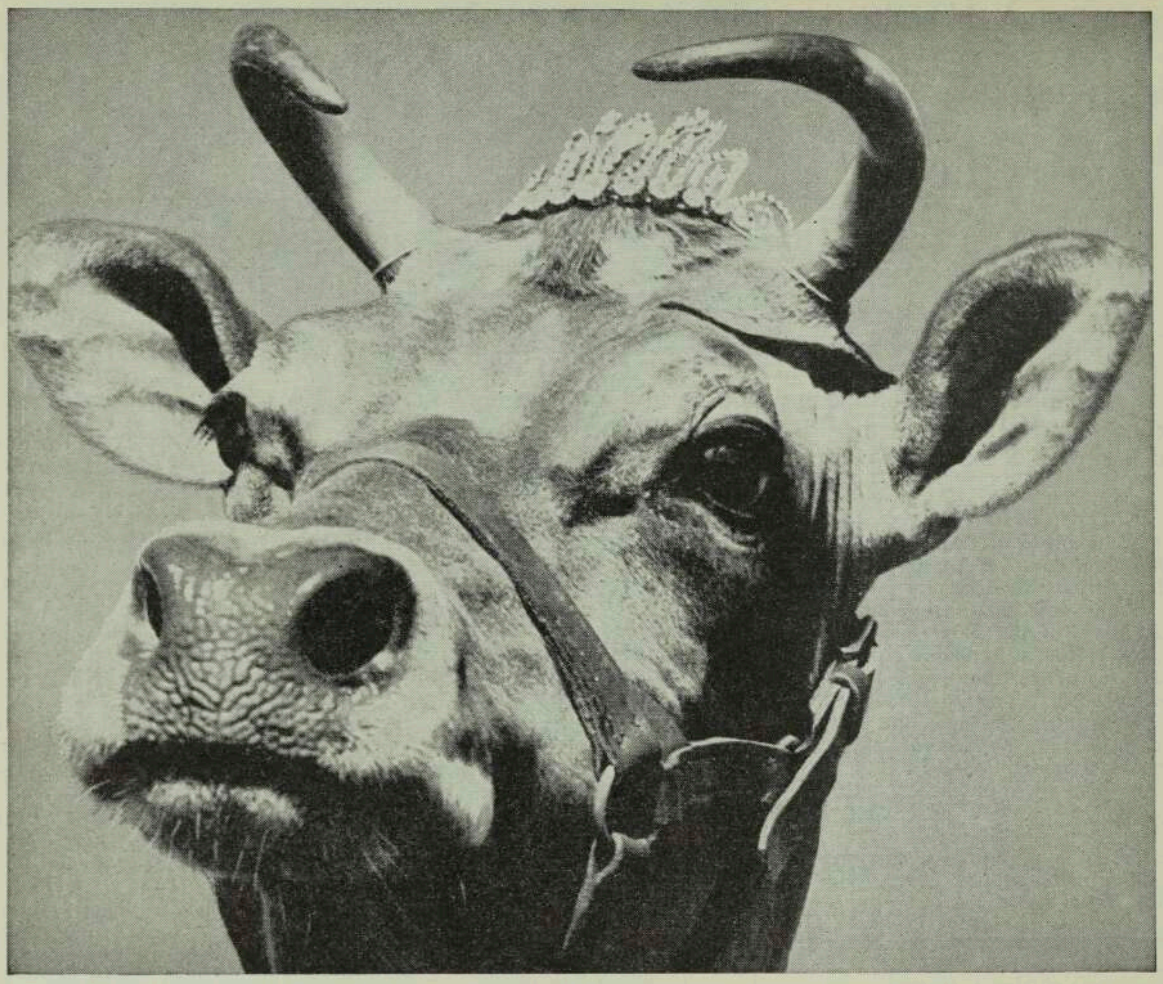
He advised them to take their people to an Administration resettle-ment area at Nakanai, on the west coast of New Britain, where land for 5,000 people was being prepared on the fringe of an area set aside for a new palm oil industry.

The Adminstration would arrange transport and lend them money to develop leaseholds.

Mr. West's plea followed the discovery by a Government patrol into the Mengen area that more than 60 per cent. of the children under five were seriously underweight because heavy rains had washed out the food gardens.

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as placed between us while a prayer as offered up by the Fijian woman. Then she gave me a cursory examination pressing particularly round the spot where the pain was ost marked. A few more questions ere asked. Then the old lady unted and got to her feet.

"Yes," my friend nodded. "She inks she can help you. Go with r."

Into the bedroom we went, the d lady first pausing at the bathom to wash her hands.

Soon, the whole of my body below e waist was being smoothed with ented coconut oil and the slim, own fingers began digging and unding into me.

Both my back and my front were ven a thorough going over and I as hard put to it not to let out me undignified yells, but at the end some 20 minutes massage I had to mit I felt less "knotted-up" than ual.

For the next two days the massage as given again and I was also given assortment of pounded leaves hose juices I drank; it was not an pleasant draught . . . . fresh and rthy . . . . tasting, in fact, rather e a garden smells after rain.

I have to be honest; my backache considerably lessened.

Help for childless

There are many tales of the powers these "witch-doctors". I have heard w childless women have come om as far afield as New Zealand here every conventional help had iled, and the treatment by a Fijian se woman has often enabled them have the babies they wanted.

An interesting sidelight is that these d women can often correctly pre-ct the sex of the coming child. But ey won't tell how they know!

Generally, the "witch-doctors" are omen, and the remedies for women's rticular complaints are many. me of them, incidentally, are kept ry strictly secret.

There are men with the knowledge nature-cures, too. One near Suva reputed to be exceptionally skilled deep massage.

Sprains, torn ligaments, rheumatic ins, are all cured by his skilful gers. Both men and women "witch-ctors" seem to have an excellent owledge of anatomy and a tremend-s self-confidence when it comes to eating their fellows.

Generally, the higher skills are reditary and kept within the family. far as my inquiries have led, there ems little practice of actual surgery, hough boils and abscesses are lanced th splinters of bamboo or glass. In ys gone by, umbilical cords were

Kava gets in the spotlight

By a staff writer

Kava, otherwise known as ava, awa, kawa and yaqona, has been an essential part of the religious, ceremonial and medicinal life of the South Pacific Islands for centuries.

WHEN Europeans first came to the Pacific, it was drunk throughout Polynesia and in many parts of Melanesia. Nowadays, however, it has virtualy been abandoned in Hawaii, French Polynesia and the Cook Islands, and it is less used in Samoa than it was formerly.

But one cannot go far in Fiji without seeing it, drinking it, or hearing about it, and it is still extensviely used in Tonga. In Fiji, there is always a bowl of it in the villages, in many stores and in town offices.

Kava is prepared for drinking from the root of a bush, *Piper methysticum*. Classically, the preparation is done by chewing the root and spitting the macerated remains into a bowl, where they are diluted and strained.

Normally, years go by without anyone paying any particular attention to the subject of kava and kava-drinking. Recently, however, kava has been in the spotlight because:

- An American scientist has discovered that the principle ingredient of kava has a soothing effect on rats.
- A Fijian chief has forbidden villagers under 50 to drink kava.
- The South Pacific Commission has issued a technical information circular in which the medicinal properties of kava are discussed.

The US scientist who has been trying kava on rats is Dr. Joseph P. Buckley, of the University of Pittsburgh. He and his assistants have isolated the chief ingredient of the kava root from which the drink is made. They have dubbed it K-1.

Recently, Dr. Buckley injected K-1 into what he called "mean rats"—rats that were so wild that they couldn't be held without heavy gloves.

One shot of K-1 and the biting, scratching rats became docile, Dr. Buckley reported. "What's more," he said, "they could still walk along a rotating rod without losing their balance. And they suffered no hangover".

Dr. Buckley added: "Maybe this explains why the South Sea Islanders who take kava lose their anger and feel peaceful and happy."

The Fijian chief who has banned people under the age of 50 from drinking kava lives in the village of Viseisei, near Nadi.

According to a Fiji Government news bulletin, the chief is reported to have imposed the ban after consulting the village council.

The reason given—an odd one by the sound of it—is that "the drinking of yaqona by young people hinders the progress of Fijian village life".

The South Pacific Commission circular which discusses the medicinal value of kava is a reprint of an article on the "Evaluation and Effectiveness of Ancient Hawaiian Medicine", by F. L. Tabrah, MD, and B. M. Eveleth, MD. The article originally appeared in the *Hawaii Medical Journal* for January-February, 1966.

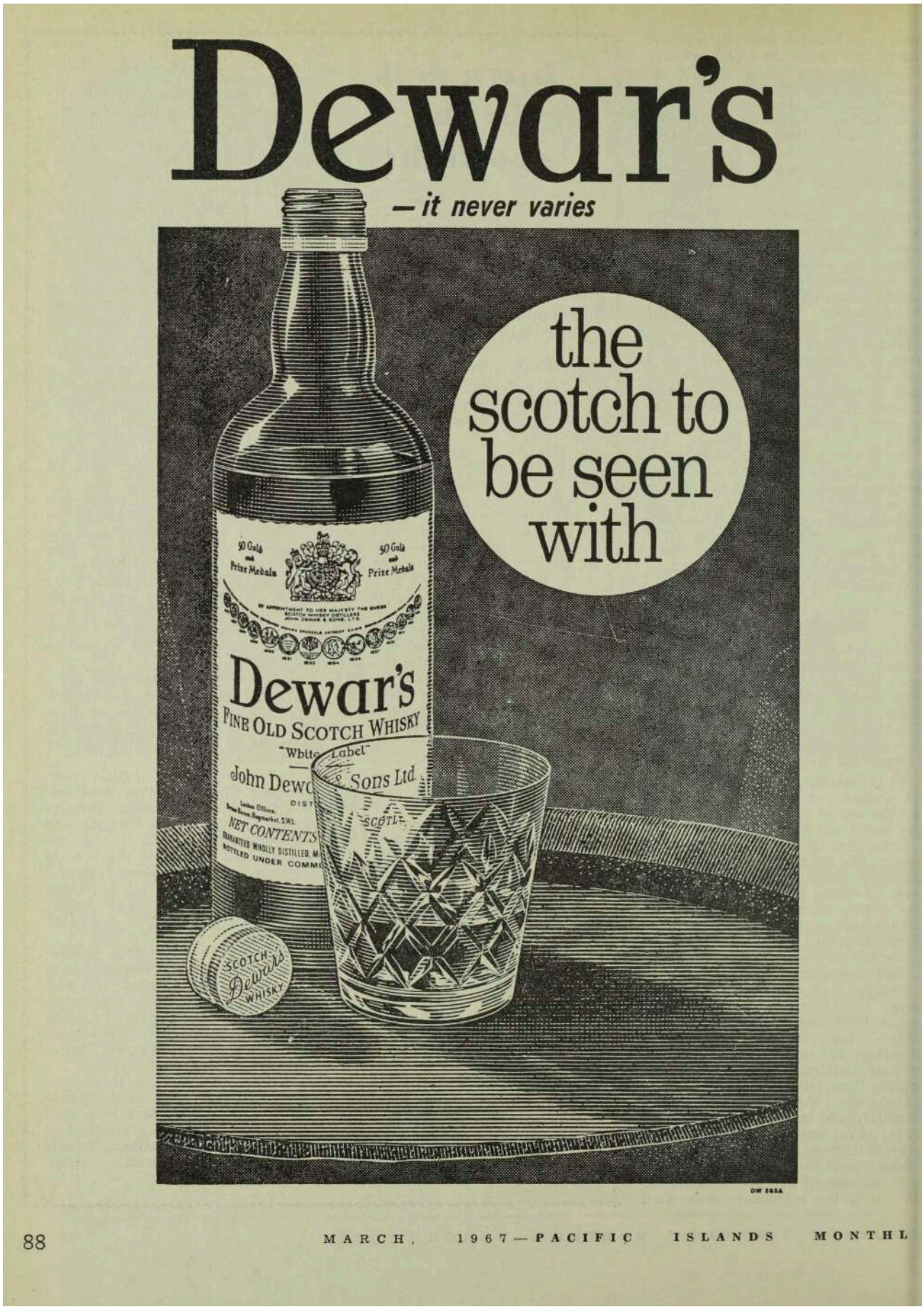
The article says that the effect of drinking 15 grams of rootstock of *Piper methysticum* in half a pint of water is "to pleasantly paralyse, at the cord level, sensory transmission".

Subsequently, the article continues, "a euphoric state develops, during which the mind remains clear; the drinker is tranquil and friendly, and refuses to be annoyed; and finally, if the dose is enough, sleep ensues. Several hours of dreamless sleep follow; the drinker awakes feeling marvellously well, and no hangover occurs".

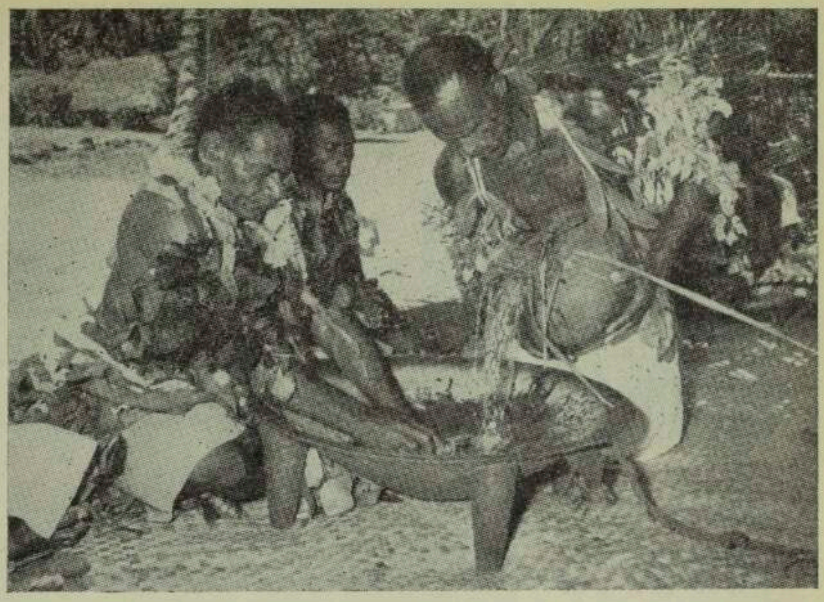
The article says that besides being drunk for pleasure, kava has been widely used in New Guinea during tattoo procedures as an anodyne (pain reliever) and that it was used by ancient Hawaiian medical men to control pain.

It adds that kava is used commercially at present as a bladder sedative, but that there is a need for further clinical investigation of kava as an anodyne, muscle relaxant and ataractic (tranquilliser).

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The preparation of kava (yaqona) for ceremonial drinking is a business that Fijians always take great pains with. Here it was being prepared by men of Malomalo for a visit by the Governor.—Photo: Rob Wright.

so cut by bamboo, circumcision as carried out by the same instruent, and no doubt emergency operaons were attempted in times of real eed.

But what strikes the inquirer into e Fijians' remedies is the totally nselfconscious daily use of them by ery family.

Just as most country children in urope grow up knowing that a sting om a nettle will be eased if it is bbed promptly by a leaf from the eighbouring dock plant, so every ijian seems to be born knowing a od deal of the healing properties of e bushes and trees of his native nd.

Cure for dysentery

Dysentery is, in one form or nother, a widespread disease in this mp climate. Its Fijian name is *ulou ni wai*, meaning *Spirit of the ater,* and the Fijians believe that ysentery breeds in the swamps and w-lying, damp places.

There are few of them who do not ffer its miseries every now and gain.

But do they go to the chemist for cure? No, they simply drink an fusion of the candle-nut (*mulo-ulo*) tree. They also know that for sing an attack of neuralgia, there's thing like *mulo-mulo* bark boiled sea-water.

Fijian women quickly give their ildren papaw juice for upset omachs, adding a few of the seeds they suspect a vermifuge (drug expel intestinal parasitic worms) needed.

And if they want an antiseptic, ere is a borage-like leaf called *te-bote* to which they turn. There e a variety of laxative plants—*a vuti* being a mild one and *moli ana* another. There are soothing ices for inflamed eyes and there a tree whose twigs make splendid eaners and polishers for teeth.

A friend of mine habitually goes to the garden and pulls a little ark from a shrub which I've so far een unable to identify or name. his she boils to produce a bright red quid which, in various dilutions, e administers to any of her brood ho may be in need of a tonic.

It has an astringent taste and looks ery like some of those spring-time nics we are accustomed to buy om our pharmacists. It seems to ave precisely the same effect, too, erking up a jaded appetite and putting back some zing into the patient.

There is a wealth of nature lore stored in the everyday health practices of a Fijian. Some of it—a very little—has been recorded over the years.

But I hope that one day some learned soul will compile a detailed treatise on the Fijians' folk-medicine, for it is a fact that European doctors freely accept that there are native cures for cases which they, in their up-to-date hospitals—*vale ni mate* or "house of death" to the older Fijians—have been unable to treat.

More of us might then know just which leaves to pick from which tree or bush and so enjoy that state of shining good health which is so enviable a characteristic of the Fijians.

PLANT SURVEY BEGUN

On behalf of the South Pacific Commission, two scientists, Dr. Jacques Barrau, and Mr. H. Pardee, began a preliminary survey last year of medicinal plants traditionally used in the South Pacific. Dr. Barrau, a former Executive officer for Economic Development in the SPC, is now assistant director of the Museum National d'Histoire Naturelle in Paris. Mr. Pardee is from Yale University.

At the South Pacific Conference in Lae in 1965, delegates requested the SPC "to gather information on medicinal plants existing in the territories, and, if possible, to collect samples for identification and analysis, bearing in mind the possibility of introducing and using these plants in the practical field".

IT'S 25 YEARS SINCE THE WAR CAME TO NG

By Jim Huxley

January 21 this year (the day I wrote this article) was the 25th anniversary of the day that civilians on the New Guinea mainland went to war with Japan.

I REMEMBER the day well. It was a Wednesday. Japanese Zeros swooped on the coastal towns of Lae and Salamaua, bringing destruction and death with their strafing, while others flew over the mountains to Bulolo.

At Bulolo, they destroyed Bulolo Gold Dredging Ltd.'s three trimotored Junker aircraft, which were parked on the airstrip.

A high-flying Japanese reconnaissance flying-boat had flown over Bulolo the previous Friday, no doubt taking pictures.

One of the Junker pilots, Bertie Heath, and his crew, had time to get out of their plane before the Zeros attacked, and from a nearby slit-trench they watched the destruction of the aircraft and its cargo—mainly a shipment of good Victorian lager. (Mr. Heath has given up flying long since, but has retained his interest

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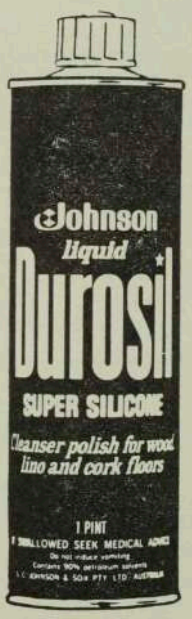


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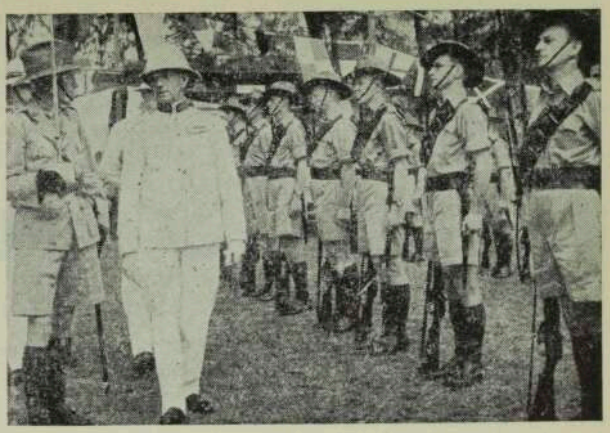


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War's forgotten men



The Administrator of New Guinea, Sir Walter McNicoll, inspects a guard of honour of the New Guinea Volunteer Rifles in Rabaul before the war with Japan broke out.

beer—he's a dispatch clerk at the outh Pacific Brewery at Lae).

While the mainland towns were ing attacked, the Japanese were ooping on Rabaul, which they ptured from an Australian garrison, inforced by "C" Company of the ew Guinea Volunteer Rifles.

Hundreds of male civilians, who d stayed behind in Rabaul when eir women and children were acuated some weeks earlier, were unded up and interned. Most lost eir lives before the war was over -many of them in the ill-fated *ontevideo Maru.*

On the mainland things didn't ppen as quickly as in Rabaul and her island centres. After the "quick t" raids by the Zeros on January , life became reasonably quiet gain, and there was time to get e "troops" organised.

Members of the NGVR (whose ldiering had previously been con- ed to Friday night parades and eekend bivouacs) were quickly obilised. I was one of them.

On the morning the Zeros attacked, had just got to sleep after doing night shift on one of the three gold redges working at Bulwa in the ulolo Valley.

Soon after a panic-stricken house- y woke me up, I was told to report Bulolo Gold Dredging's mess hall. here, I and other members of the GVR were sworn in as full-time ldiers on active service.

It wasn't long before most of the her non-natives in the area were in e NGVR as well.

Among the new recruits were hinese, Malays, mixed race people, d some missionaries, who were ven the choice of joining up or spending the rest of the war in an internment camp.

The recruits were told that their call-up was legal, but it was learned later that it was not. Anyway, the makeshift NGVR became more than 500 strong and was used as the nucleus of what was known as the Kanga Force. Other members of this force were about 200 men of the 2/5 Australian Independent Company, who had been flown up from Forster, Victoria.

A 23-year-old Western Australian, Major Fleahy, was sent in to take over as commander. He was promoted to Lieut.-Colonel, to give him seniority over the NGVR's Major Bill Edwards and Major Ted Jenyns, Edwards' second-in-command.

The NGVR on the mainland split up three ways. Headquarters company stayed in the Bulolo Valley at Bulwa (later it was moved into the scrub at nearby Reidy's Creek), at Bulolo and Wau.

"A" Company, under Capt. Ted Mainwaring, moved to the Nadzab-Markham River area at the back of Lae; and "B" Company, under Capt. "Umph" Umphelby, moved to Salamaua, Mubo and the Black Cat to keep watch on the Salamaua front.

Scattered over the rest of the country were others of the unit who worked independently until eventually linking up with one company or another.

Expected Japanese landings came at Salamaua and Lae in the early hours of March 8.

Kanga Force did very little hand-to-hand fighting at first, but it did later on.

Its main function in the beginning was to harass the enemy, keep him guessing, and keep supplying forward scouts and coastwatchers in the area.

This went on until the night of June 29, 1942, when the first Allied offensives—small as they were—took place at Salamaua and Heath's Plantation, near Lae.

Taken by surprise

Troops of Kanga Force, especially at Salamaua, caught the enemy by complete surprise in these offensives and inflicted heavy casualties.

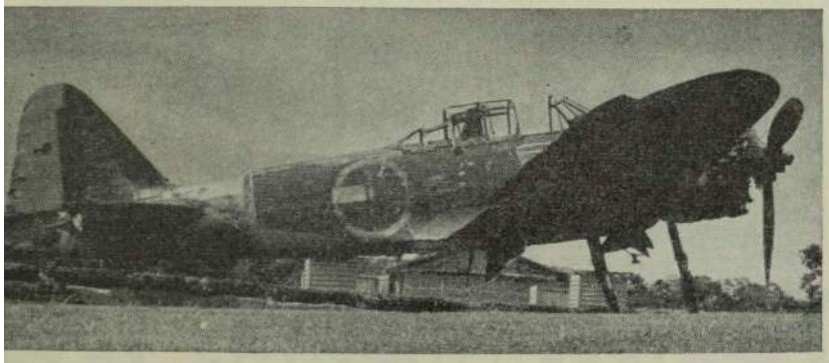
This action was the culmination of many months of hard work in the jungle, with food, by this time, running short, no mail from home, and little encouragement from Kanga Force headquarters in Wau.

All the way with the Kanga Force were the New Guinea natives, who were either forced into service or who volunteered to go with their pre-war employers.

My own personal servant, Inogu, from Vanimo, never left my side.

Very little recognition has been given to such New Guineans, although the native units which were later formed have been feted.

Four of the "forgotten men" who come especially to mind were civilian stretcher bearers, who carried wounded out of Mubo under mortar fire.



his is a reconstructed version of a Japanese Zero. It was put together by an Australian on New Ireland a couple of years ago from two shot-down Zeros.

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Yesterday

Things were pretty quiet in the Pacific this month 20 years ago. The biggest news was the inauguration of weekly trans-Pacific air services by Australian National Airways and Pan-American Airways. ANA's route was Sydney-Fiji-Canton Island-Honolulu-San Francisco. Pan-Am's was the same except that a call was also made at New Caledonia.

OTHER items in *PIM* for March, 1947, were:

A NOUMEA air company had been given permission to set up a regular service between New Caledonia and the New Hebrides. Its ultimate aim was to link New Caledonia with Tahiti via the New Hebrides and Wallis Island. The company was Societe Francaise de Transportes Aeriens du Pacifique Sud.

THE South Pacific Commission, which was one month old, was preparing to set up a temporary headquarters in Sydney.

TRADE was booming in many parts of the Pacific. Fiji was to get an extra £Stg.3/5/- a ton for sugar, which would bring in an extra £Stg.750,000 a year; Western Samoa was selling plenty of cocoa beans and copra; and Tahiti was doing well out of mother-of-pearl shell, vanilla beans and, of all things, shark's livers. Papua and New Guinea, however, were not doing so well. Lack of labour and transport were to blame.

THE P-NG Administration was steadily extending its rule over the highlands of central New Guinea. Headquarters for the central district had been set up at Goroka, in the Bena Bena country, and reports said tea and quinine were to be produced between the Ramu Watershed and Mt. Hagen.

THE betrothal of two Tongan princes, Crown Prince Tupouto' a-Tungi and Prince Fatafehi Tu'ipelehake, to two Tongan girls was announced. The girls were Mata'aho 'Ahome'e, 21, and Melenaite, 22, respectively. Tungi is today King Taufa'ahau and his brother is Premier.

ON the coast of Peru, a party of Norwegians was preparing for the epic voyage of the raft *Kon Tiki*. Led by Thor Heyerdahl, the voyagers hoped to prove that the ancient Polynesians could have drifted to their islands from Peru—rather than from Asia, as was generally accepted.

TRANS-PACIFIC freight shipping services were almost back to 1939 standards. The Canadian-Australasian Line, Union Steam Ship Company, Matson Line and W. R. Carpenter (Canada) Ltd., all had ships plying between Pacific ports. Most of their ships carried some passengers.

MR. HARRISON SMITH, well-known for the great variety of fruit-bearing trees and plants he collected on his own estate in the Vaiari district of Tahiti, had died in Tahiti after a long illness. He was in his mid-seventies.

A CORRESPONDENT on Mangaia, Cook Islands, was anxious to get some of the giant Bermuda onions of Tahiti because the home-grown onions were too mild. "Unless imports are forthcoming, no improvements in the local stews are possible", he said.

A PETITION signed by 46 Samoan chiefs, praying for self-government for a united Samoa (Western and American Samoa) had come before the Trusteeship Council of the United Nations in New York. *PIM* said the Samoan people appeared determined to press on with their demand for "an ever-increasing measure of self-government".

AN old-time resident wrote from Edie Creek: "Transportation is difficult owing to the roads being closed by landslides. Cargo handling at Lae is bad, the customs shed is a shambles and postal arrangements are very poor. If it were not so inconvenient perhaps it would be funny".



The death of Captain Viggo Rasmussen, famous South Seas sailor and trader for more than 50 years, was among the news reported in PIM for March, 1947. Captain Viggo (his surname was seldom used) had died at Penryhn Island in the Cooks in his seventies.

Born in Denmark, he went to sea at an early age and reached Tahiti in 1896. He moved to the Cooks 10 years later and remained there until his death. He was Resident Agent at Penrhyn from 1936 to 1945.

Captain Viggo figured in several books on the Eastern Pacific by Robert Dean Frisbie, Nordhoff and Hall, etc.

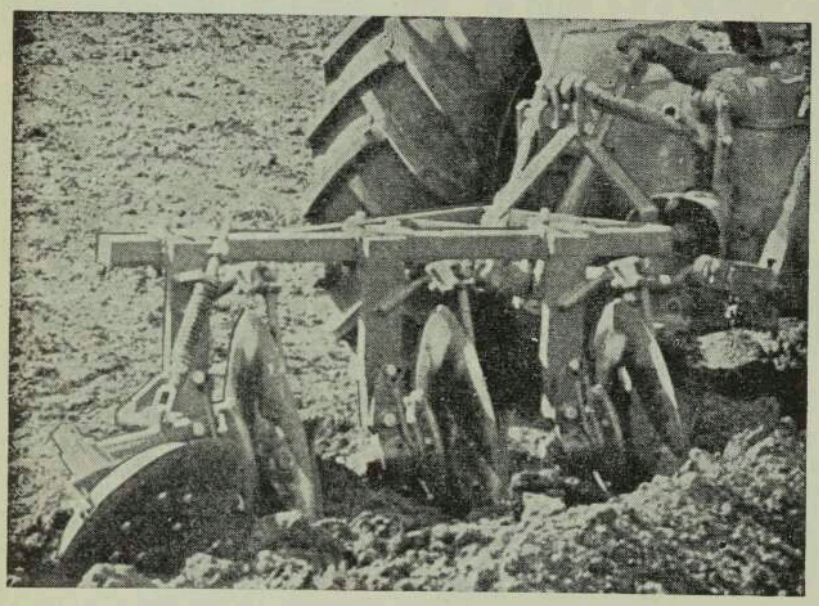
In this picture, he is seen at Penrhyn with his second wife and three sons.

SOME Sydney wharf labourers, unloading a consignment of candlenuts from the East Indies, thought the nuts looked appetising; so they drank the milk from the nuts. Very soon 15 wharfies "bit the dust", *PIM* said. All of them became intoxicated and then violently ill; three were hospitalised and one went blind for an hour. "It opens up new and exciting possibilities for consistent Islands drinkers," *PIM* added.

LARGE numbers of new cars, particularly British, were arriving in Fiji. But American cars were in greatest demand because Fiji, like Australia and New Zealand, wanted big cars with full-width tracks and plenty of power. Dealers couldn't get enough American cars, while they were unable to sell all their British cars.

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CUT OPERATING COSTS WITH Napier FARM EQUIPMENT

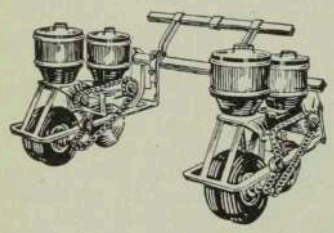


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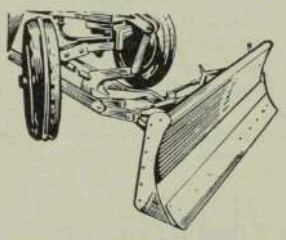
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Manufactured in 2, 3, 4, 5, 6 an 7-disc units with 26-inch or 28-inc discs. The Napier Mounted Dis Plough is suitable for attachment t most popular makes of tractors.



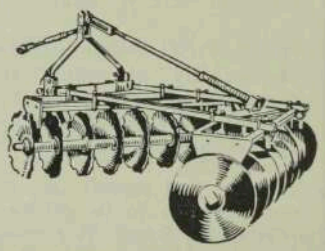
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MOUNTED DISCER

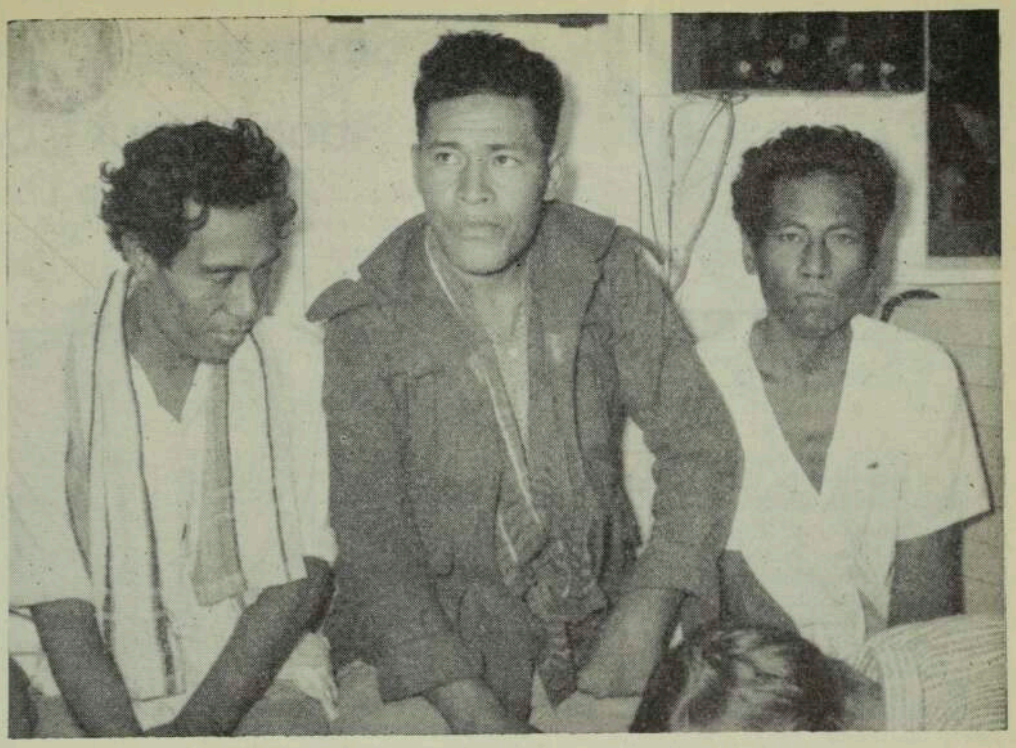
Available with 12, 14, 16 or 1 discs of 20in. or 22in. dia. Thr overhead gang frames have a high degree of strength and feature easy of adjust. and extra trash clearance

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e three survivors of e drift voyage from anihiki to Erromanga otographed by Reece scombe soon after eir arrival in Vila. The icture appeared on M's cover for Nov- nber, 1963. A similar cture, taken at the me time, appears in Barry Wynne's book.

STORY OF EPIC DRIFT VOYAGE IN OPEN BOAT

THE MONTH'S NEW READING

On the morning of October 4, 1963, we were all going uietly about our business at the *acific Islands Monthly* office hen a telephone call came from ila, which set our pulses beat- g somewhat faster than usual.

THE call was from our old friend, Reece Discombe, Vila's in- efatigable handyman and its nearest pproximation to a public informa- on bureau.

Reece had the details of a thrilling ory. Three starving, emaciated en had just arrived in Vila from rromanga after surviving a voyage a couple of thousand miles in an pen boat with little food or water.

The men were Cook Islanders, who ad been sailing between Rakahanga nd Manihiki when their boat was riven off course in a storm.

Originally, there had been seven of iem, but three had died on the oyage, and one had succumbed soon fter reaching Erromanga.

The leader of the three survivors Reece did not get the name right at the time) was Teehu Makimare, 32. The others were Toka Tuhe, 36, and Tupou Papai, 38. Both Toka and Tupou had been nearly blind through lack of food when they had struggled ashore at Pt. Narevin on Erromanga's east coast.

Reece had a few other brief details. But the three men were too weak to tell much of their ordeal. Almost immediately on reaching Vila, they had been admitted to Paton Memorial Hospital.

Unsuccessful search

During the few brief minutes that Reece spoke on the phone, I mentally filled in a few gaps in his story.

I remembered that, a month or two previously, we had published a paragraph in *PIM*, recording that some Cook Islanders had disappeared in a boat off Manihiki.

I remembered two or three stories in *The Fiji Times* about an unsuccessful search for their boat by a flying-boat from the RNZAF base at Laucala Bay, Fiji.

I recalled reading in the *Cook Islands News* that the missing men were regarded as dead and that a fund had been opened for their "widows" and dependants.

All these details, when verified, expanded and combined with Reece Discombe's facts provided material for a fascinating newspaper story.

But it was obvious that we, a monthly news magazine, could not hope to keep the story to ourselves until our next issue was published in about a fortnight. So, on Reece's behalf, we got in touch with one of the Sydney afternoon papers, the *Daily Mirror*, and passed the story on to them.

The *Mirror* people had our story in time for their noon edition, and splashed it all over their front page —much to the consternation of the rival paper, the *Sun*, which had no means of getting the story from Vila because the telephone circuit by then was closed. This was the first report published of the castaways.

Recovered

Teehu Makimare and his companions eventually recovered from their ordeal, and were flown home. The story that Reece Discombe had helped to publicise eventually came to the attention of an English journalist, Barry Wynne, who— apparently with the backing of a London newspaper—flew to Raro-

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tonga to interview the three voyagers to obtain material for a book.

Subsequently, the Royal Humane Society of New Zealand awarded a gold medal to Makimare for his leadership and courage on his epic voyage; and the Royal Humane Society of Great Britain gave him its 1964 Stanhope Medal for Bravery—the highest yearly award for bravery in the British Commonwealth.

For the latter award, Makimare was flown to London in December, 1965, to receive his medal from the Duke of Gloucester. He was also presented to the Queen. Simultaneously, one of the London Sunday newspapers began serialising Barry Wynne's book which was called *The Man Who Refused to Die.*

Book Society choice

In June last year, Wynne's book became the alternative choice of the Book Society for that month.

Copies of the book have now reached Australia. It is a short (158-page) book, which tells in detail what *The Guardian,* of London, has described as "one of the most remarkable sea stories of all time".

It is told in simple, but often exciting language; and it is one of those books, which, once started, is hard to put down.

There are only one or two things to carp at.

Reece Discombe gets no credit for three pictures of the survivors which he supplied; and the author seems to have made no effort to check on the authenticity of several geographical names mentioned in his narrative.

Dillon's Bay, Erromanga, for example, has come out as Tallons Bay. Tanna (or what is apparently meant to be Tanna) has come out as Tauna.—RL.

(THE MAN WHO REFUSED TO DIE. Souvenir Press. $2.65.)

Several new Pacific books out soon

Several new books on the Pacific Islands are due to make their appearance in the next few months, and work is well in hand or is planned for two or three others.

A NOTABLE feature of the forthcoming books is the large number emanating from the Department of Pacific History at the Australian National University, Canberra.

● Mr. Kenneth Bain, a former Secretary to Government in Tonga, has written a new book on Tonga, which will be published by Hodder and Stoughton, London, on July 4 to coincide with the coronation of Tonga's King Taufa'ahau in Nukualofa. The book will be called *The Friendly Islanders.*

Advance publicity says it is "a delightful blend of fact, folklore and fantasy, through which runs a stimulating vein of humour".

The book will be illustrated mainly by photographs taken by Fiji's PRO photographer, Rob Wright, and his son Rob Wright, Jr.

Mr. Bain, who is now head of the South Pacific Office in Fiji, was the author of the official record of the visit to Tonga in 1953 of Queen Elizabeth and the Duke of Edinburgh.

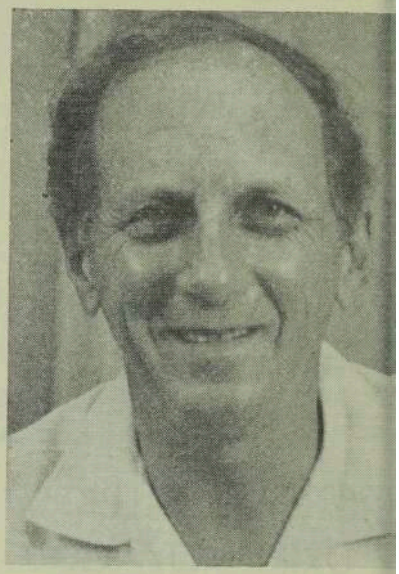
● Jim Sinclair, whose *Behind the Ranges* has just been published by Melbourne University Press (*PIM,* Feb., p. 96), has recently completed a biography of the New Guinea explorer Jack Hides.

● Angus and Robertson, Sydney, are to publish a paperback version of Eric Feldt's classic of the Pacific war, *The Coast Watchers.* It will be the first Australian paperback edition.

● A book on Western Samoa by Professor J. W. (Jim) Davidson, Professor of Pacific History at the Australian National University, Canberra, is due to be published by Oxford University Press, Melbourne, later this year. The book is entitled, *Samoa mo Samoa,* and sub-titled, "The Emergence of the Independent State of Western Samoa".

Its theme is the changes in Western Samoa's political structure, thought and activity as a result of contact with the Western world.

The author, besides being a historian, was a leading participant in many of the events leading up to



Professor Davidson

Western Samoa's independence si years ago. Among other things, h helped to frame the country's presen constitution.

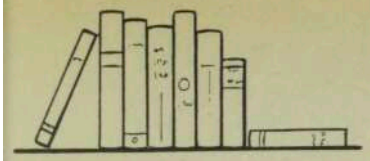
● Two research fellows at th ANU, Dr. Derek Scarr and D Dorothy Shineberg are to bring ou books based on their doctorate these Dr. Scarr's is a history of the Weste Pacific High Commission. Dr. Shine berg's concerns the sandalwood trad of the New Hebrides.

● The Australian National Un versity Press will publish the fir books in its Pacific History serie Among the titles to appear soon ar *A Bibliography of Fiji, Tonga an Rotuma,* compiled by P. A. Snow and *The Works of Ta'unga* (a Coo Islander), edited by Dr. R. G. an Marjorie Crocombe, of Port Moresby

● Another Pacific book to be pub lished soon by Oxford Universit Press, Melbourne, is a collection o nine papers by Mr. H. E. Maude of Canberra.

Mr. Maude, is Professorial Fellow in Pacific History at the ANU. Befor that he held several important post

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the British Colonial Service in
e South Pacific and was Executive
ficer for Social Development in the
uth Pacific Commission.
The nine papers in Mr. Maude's
ok are all concerned with the
scovery and development of the
cific. They range in subject from
e identification of the discoveries
the 16th century Spanish explorers
the Gilbertese resettlement scheme
the Phoenix Islands in the 'thirties
a scheme in which the author was
rsonally involved.

● The 10th edition of the *Pacific
lands Year Book* will be published
Pacific Publications Pty. Ltd. later
is year. The new edition will
corporate all the old features, in-
ding the invaluable *Who's Who
the Pacific Islands*, which was pub-
hed for the first time in the ninth
ition.
The *Pacific Islands Year Book* has
en the only comprehensive guide
all aspects of life in *all* the Pacific
lands since the first edition was pub-
hed in 1932.

● Another new book on New
uinea, which will be out in a few
eks, is anthropologist Kenneth E.
ead's *The High Valley*. This is an
tobiographical account of two
ars in the Central Highlands. The
blishers are Allen and Unwin.

● A new dictionary of the Gil-
rtese and Ellice Islands languages
being prepared by Mr. Panapa
napa, formerly headmaster of the
iriki Primary School, Tarawa, with
e assistance of Mr. Kitiseni Lopati,
the GEIC Secretariat. The
ctionary is to be printed and pub-
hed by the Gilbert Islands
otestant Church.

● Mr. Austin Coates has been
mmissioned by the Corona Library
write a book on the three Western
cific High Commission territories—
e BSIP, New Hebrides and Gilbert
d Ellice Islands Colony. The book
ill deal with the history, customs
d traditions of the people, and will
so be an up-to-date guide to the
ree territories.
Mr. Coates is expected to visit the
ree territories from Hong Kong be-
ween May and July. The cost of
e project will be met from Colonial
evelopment and Welfare funds.

Suwarrow's hermit, Tom Neale, tells his story

Anybody who has been reading *PIM* regularly these past few years should have a pretty fair idea of who Tom Neale is. His story has been running as a sporadic serial in our pages ever since September, 1952, when we recorded that Tom, with only a tom-cat for company, was leaving Rarotonga aboard the Cook Islands trading vessel *Mahurangi* to live a solitary life on isolated, uninhabited Suwarrow Atoll.

"It seems," our September, 1952, report said, "that Tom Neale, well-known in Tahiti and the Cook Islands, has, for some considerable time, cherished an ambition to live alone on the Cooks' loneliest atoll.

"Lately, the Administration granted him permission to go there at his own risk, accepting no responsibility for hurricanes, ghosts, peritonitis, and home-sickness that may beset the lone philosopher. There will be no means of communicating with the outside world, except by smoke signal; and Suwarrow's nearest neighbour, Manihiki, lies over 200 miles away. . . ."

PIM's first report of Tom Neale's solitary life on Suwarrow came almost immediately on the heels of the one saying he was going there, for Tom had only been installed in his new home 24 hours when a Dutch yacht, *Onrust*, happened to put in there. The yacht duly cleared the atoll of its "accumulation of mail"—one letter.

Visit by helicopters

From that time onwards, *PIM* published a report about Tom every time any other yacht happened to drop in on him, which, though not often, served to remind people that he was there.

In June, 1954, we reported that Tom had left the atoll in the *Rannah* at his own request and had returned to Rarotonga.

Two years later, there was a report that he had returned to Suwarrow as an Administration overseer with a team of mother of pearl shell divers, and that he had stayed on the atoll for a couple of months.

Later again, we recorded that he had gone back to Suwarrow again in a similar capacity in June, 1960; that the party of shell divers had remained on the atoll until the following November; and that Tom had stayed on alone after their departure.

It was not long after Tom's second solitary sojourn began that he made the world's headlines.

A couple of helicopter pilots from USS *Glacier* landed on the atoll in the course of an exercise, and found to their astonishment that the place was inhabited by "a stark naked white man".

This story published in the Press, with all sorts of other startling and garbled details added, resulted in an English journalist, Noel Barber, visiting Suwarrow to write a series of articles for the London *Daily Mail*.

Subsequently Tom had even more visitors, in the shape of yachtsmen, than he had had before.

Finally, Tom decided to abandon his atoll for good; and in March, 1964, we reported that "Suwarrow's Crusoe" had returned to the civilisation of Rarotonga.

Since then, we hear, he has moved

Suwarrow or Suvarov?

Although Tom Neale's atoll appears on most maps as Suwarrow, and is pronounced by many people "Sue-worrow", its correct pronunciation is "Suvarov". The atoll was discovered in 1814 by Captain Lazarev of the Russian ship "Suvarov", which bore the name of a famous Russian general. In those days and for a long time afterwards, English-speaking people were not as familiar with Russian names as they are now, and Russian "v's" were generally transliterated as "w's". Polish "v's" came out the same way—as in "Warsaw", which the French know more accurately as Varsovie.

In Tom Neale's book, Suwarrow is always spelt Suvarov.—RL.

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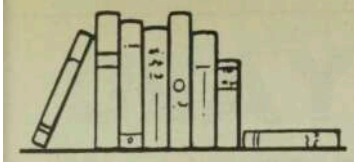
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n to Panama; and the latest news is at he has published a book about s Suwarrow experiences entitled *An land to Oneself*.

The book appears to owe a lot to e practised hand of some pro- ssional writer (possibly Noel arber), but it is so well executed at to read it is to recapture the ildhood thrill of reading *Robinson rusoe*.

On Moorea

In it, Tom explains how he first ent to the Islands in his teens as a ting in the New Zealand Navy, and ow he bought his way out after four ars "because of a nagging desire see more of the world than the ief glimpses we obtained beyond e confining, narrow streets of the rts where we docked".

For the next few years, he andered from island to island, doing ld jobs, planting, and working on ter-island tramps.

Eventually, he settled on Moorea. was there that he first met the merican writer Robert Dean Frisbie nd the well-known Islands schooner ipper Andy Thompson, who were strongly influence him to aspire to s solitary life on Suwarrow.

Andy persuaded Tom to move om Moorea to Rarotonga, where e again met Frisbie; Frisbie infected om with his own enthusiasm for uwarrow, which was the subject of is book *Island of Desire*.

In 1945, Tom had his first glimpse Suwarrow when Andy Thompson alled there in the *Tiare Taporo* in hich Tom had been signed on as ngineer.

Shopping list

Seven more years passed before om found a means of going there r good—in the Cook Islands trader *Iahurangi*.

The passage cost him £30, which ft him £49 to fit himself out for is solitary life

Tom's description of the pains he ok to fit himself out—of the ought he put into his shopping list -sets the tone of his book.

Every item was of immense impor- nce. He could not go without pper nails. He had to find a way of preventing his tea from going fusty. It was essential to have a crowbar, etc., etc.

Subsequently, when he arrived at the island of his heart's desire, every little aspect of life became invested with the same sort of importance.

The catching of fish; penning of fowls; the cooking of food; the washing up; the improvisation of this and that—all demanded and received great attention.

Wild pigs

Tom found, indeed, that there were so many things to do that he even got behind-hand with his reading and never seemed to have time to repair odds and ends around the house, or even to do a little mending.

Then there were wild pigs to be killed so that he could make a garden; and finally, after 10 months (for Tom makes no mention of the Dutch yacht *Onrust*) his first visitors.

On paper, by the time these first visitors turn up, Tom has filled 132 pages of his book; and by the time he leaves Suwarrow, because of a back injury, at the end of his first spell, he has filled 56 more.

Up to this point (except for the non-mention of the *Onrust*), Tom's book seems to record accurately and fully the main features of his life.

But from then on—probably because the details tend to spoil the *An Island to Oneself* theme—the book cannot be regarded as factual history to quite the same extent.

Tom makes no mention, for example, of his visit to Suwarrow in 1956 as overseer with the pearl shell divers. In fact, he claims that "six frustrating years" passed before he was able to go there again.

Later on in the book, he makes no mention of the visit to his island of Danny Weil's yacht *Yasme III*, which was so well fitted with radio that the *Cook Islands News* was able to interview Tom over the airwaves (*PIM*, Dec., 1962, p. 119).

Tom also neglects to mention the visit of the yacht *West Wind*, which called at Suwarrow early in 1963 (*PIM*, April, 1963, p. 114).

These omissions in no way detract from the interest of Tom's book. But if you know about them, they make you feel that, in the second half, at least, the book is more like the fiction of *Robinson Crusoe* than the real life of Defoe's model, Alexander Selkirk.—RL.

(AN ISLAND TO ONESELF. Collins. $3.85.)

IS YOUR BIOGRAPHY IN THE "PACIFIC ISLANDS YEAR BOOK"?

REVISION has started on the *Who's Who* section of the next edition of the *Pacific Islands Year Book*. Some months ago proofs of all biographies from the last edition were sent to the persons concerned for revision. Most of these have now been returned, but a number have not.

If you have not yet returned your corrected biography; or if you did not receive a proof sheet for correction, WOULD YOU PLEASE LET US HAVE CORRECTIONS, BY AIRMAIL, AT ONCE.

In many cases, failure to get corrections back is the result of retirements of expatriate personnel who have returned to live in their home countries, presumably without leaving forwarding addresses.

Judging by our experience, "return to sender" mail that comes out of all Islands territories must constitute something of a record—although it is not always easy to understand how a man who has given 30 years of his life to a specific Territory, and who reached the head of his organisation, can sometimes be completely "unknown" to that organisation a few months after his retirement.

Because the first *Who's Who* section in the 9th edition of the *Pacific Islands Year Book* was experimental, it was not as comprehensive as we would have wished. We hope to make it more so in the next edition, to be published this year. We will, therefore, be happy to consider suggestions for additions—just send the correct name and address and some indication of who the person is. We will take it from there.

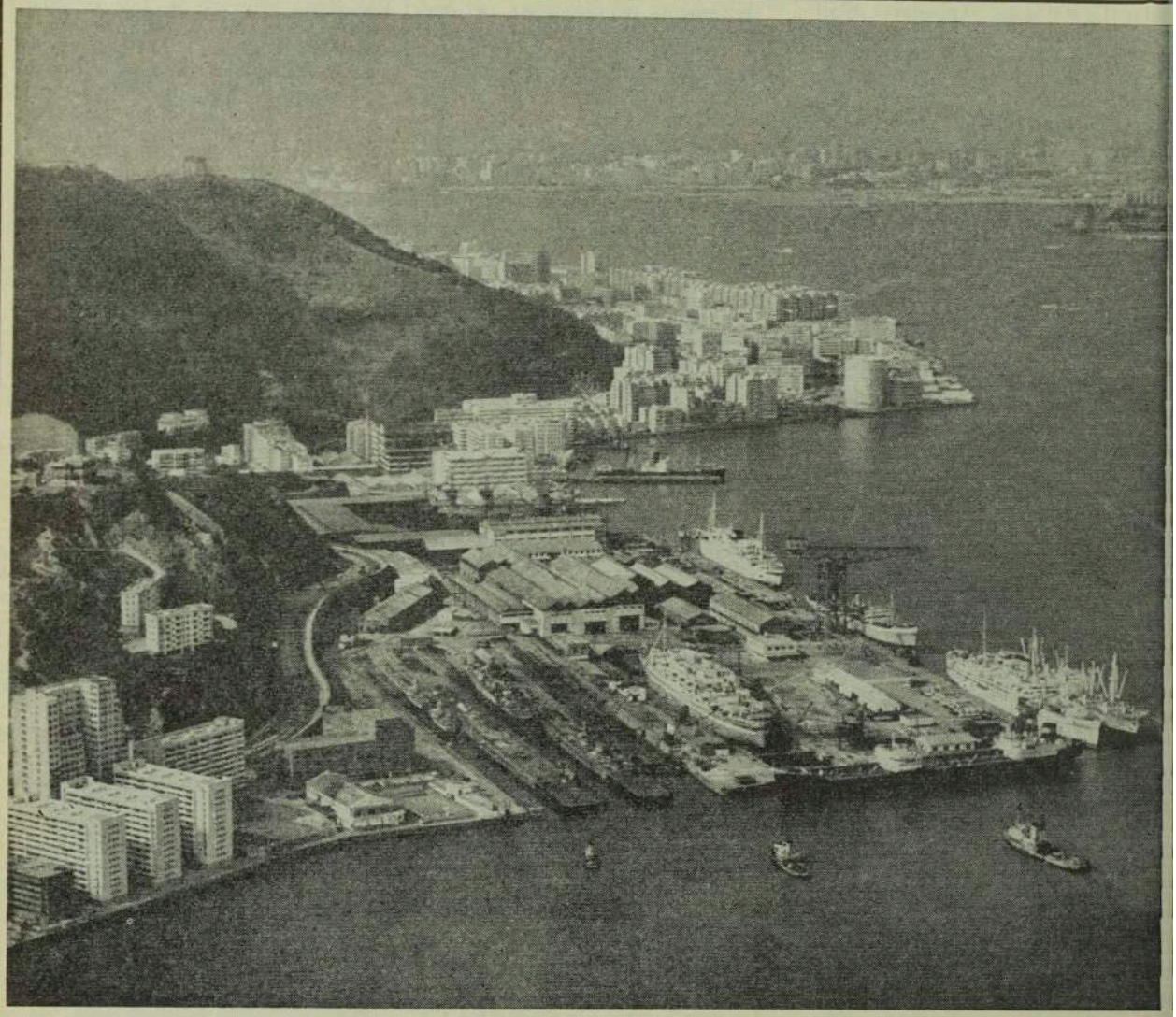
The first *Who's Who* contained about 1,400 biographies of people of all races living or working in the Pacific Islands, plus persons not normally living in the Islands who had contributed politically, scientifically, culturally or through commerce to the Islands.

All communication should be addressed to The Editor, *Pacific Islands Year Book*, GPO, Box 3408, Sydney, New South Wales.

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Pacific Shipping And Cruising Yachts

Rabaul shipping mishaps show need for tighter regulations

From a Rabaul correspondent

The year 1967 has started badly for small ships operating out of Rabaul, and it seems that it is high time for a general overhaul of coastal shipping regulations in Papua-New Guinea.

REGULATIONS are needed that will allow a good deal of freedom of operation and will suit local conditions, but which will also guarantee maximum safety and can be readily enforced.

Small ships operating out of Rabaul, which have come to grief so far this year are:

- The 16 ft cabin launch *Ambess*, which foundered in rough seas between the Gazelle Peninsula on January 5. Thirteen people are known to have drowned *(PIM*, Feb., p. 103).
- The 20 ft motor launch *Leo*, which was carried into the open sea with seven people aboard on January 6 while travelling the 18 miles from Rabaul to the Duke of York Islands. The seven people on board, with little food and no water, drifted 300 miles to the Solomons.
- The coastal cargo vessel *Loatta*, which was burned to the water line when a fire broke out while she was moored near a Rabaul slipway on January 22.
- The *Leilani*, another coastal vessel with the same owners, which broke down on February 3 near Cape St. George, at the bottom end of New Ireland, and had to be towed to Rabaul. It was the second time the ship had broken down in a month.

The *Ambess* disaster occurred when the launch, which was owned by a Watom Islander and was in the charge of a teenage Tolai lad, was swamped in very rough seas while returning to Watom Island from the New Britain mainland.

The magnitude of the disaster was not clear for some days, nor was the total number of passengers who had been in the launch at the time of the mishap.

Many people swam ashore when the vessel was swamped and Rabaul police experienced great difficulty in ascertaining the full passenger list.

Exhaustive inquiries eventually revealed that more than 40 people had crowded into the launch. Moreover, the police found that less than an hour before the tragedy another 16-footer, also grossly overloaded, had made the trip.

The *Ambess* was not registered with the marine authorities, hence it was not liable to the normal regulations governing the operations of coastal vessels.

It is certain that no proper life-saving equipment was carried.

It is equally certain that lifesaving equipment is not carried by most of the other small launches that ferry passengers between Watom, the Duke of York Islands and the New Britain mainland.

Tolai leaders expressed their concern at the tragedy during a meeting of Gazelle Peninsula Local Government Council and decided to ask the Administration to find means immediately of regulating the number of passengers carried in small vessels operating between Rabaul and offshore islands.

The councillors said they were

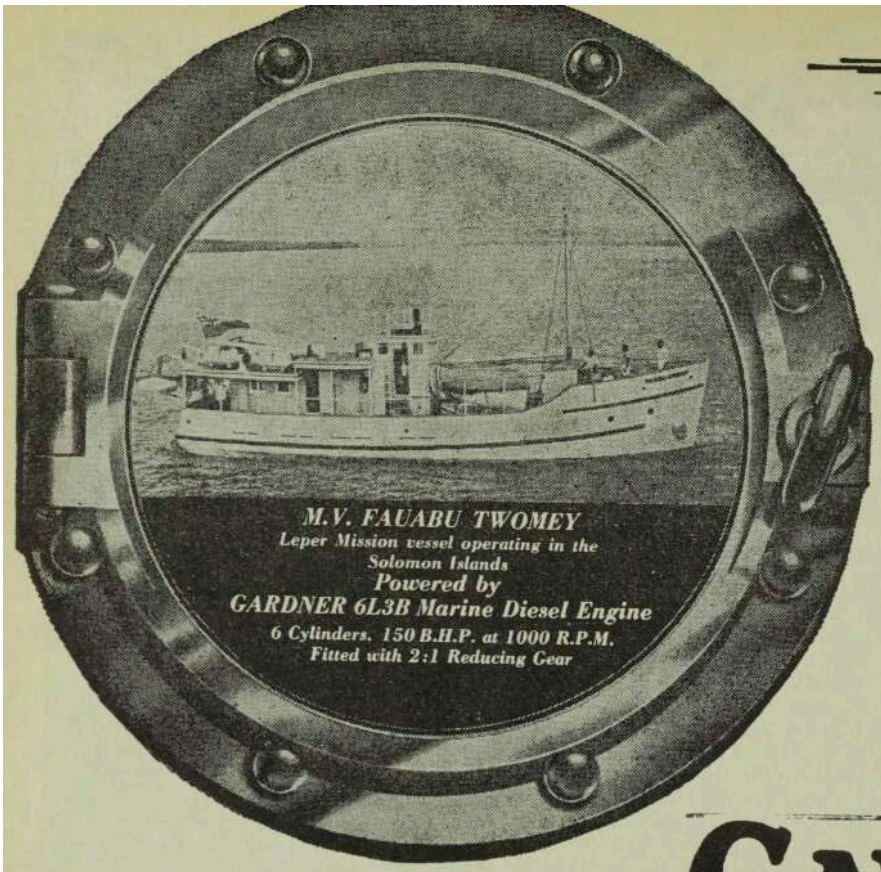


Simpson Harbour, Rabaul.

In The News This Month

Aireymouse	Moana Raoi
Ambess	Nanhei 261
Anfon	
Aoniu	Okeanos
Apogee	One Step
Aquitaine	Otaio
Audrey B	Narval
Awahnee	Niuvakai
Bounty	Persic
Carronade	Port Quebec
Ceramic	Private John R. Tolle
Flyd	Rakaia
Gipsy Moth IV	Rangitoto
Hella	Saidor
Hifofua	Sarang
Highlight	Sletfjord
Innisfail	Sletholm
Kadavulevu	Strider
Korsar	Triaster
Kulani	Tzu Hang
Laurabada	Uluilakeba
Leilani	Viti
Leo	Wanderlure II
Loatta	Wasakish
Malaysia	White Squall
Mariner	Youth

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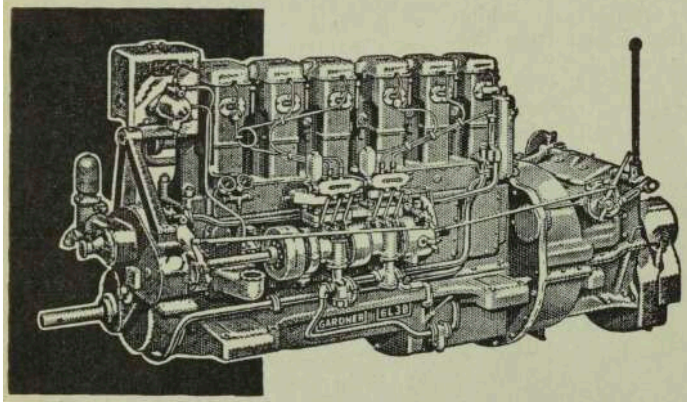


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Found unharmed

ware of the problems of adequately olicing regulations, but they still felt iat action was necessary.

The seven people aboard the *Leo* hen she was carried out to sea on nuary 26 were found unharmed on omai Island, a remote island off uin, Bougainville, on February 9.

They had drifted 300 miles in 11 ys with only 20 cans of fish (but tin opener), 25 lb of raw rice, d no water.

A massive sea and air search of aters around Rabaul had failed and e seven people, comprising an old oman, four men and two children, ere considered drowned.

Heavy seas were running at the ne.

According to preliminary reports, e engine of *Leo* failed three miles om Rabaul and the launch was rried out to sea.

After 11 days under a blazing sun, e launch was washed ashore at omai Island at 6 p.m. on February

The crew and passengers were dis-vered by an agricultural officer, eter Steele, on an infrequent patrol the island from Buin.

They were taken to Buin aboard eele's yacht and were to be flown ck to Rabaul on the first available rcraft.

Their launch was a write-off.

Ill-fortune

Ill fortune has dogged the owners the coastal ships *Loatta* and *eilani*. The *Loatta*, of 250 tons, d been lying at anchor for some eeks awaiting a berth on a Rabaul ipway and had moved close to e slipway only 24 hours before e was gutted.

Nothing was salvaged from the ip, which burned fiercely for several urs. Her charred hull rests in a w feet of water.

The only person on the ship when e broke out was a New Guinean atchman who rowed ashore in a ngy to give the alarm.

However, by the time Rabaul fire igade reached the scene, the *Loatta* as alight from stem to stern and yond saving.

No cause of the fire was apparent. marine board of inquiry will in-stigate the fire.

Only a few hours before the loss the *Loatta*, her owners received ord that their other vessel, the *eilani*, was adrift in the Solomon a with an engine breakdown.

She later got under way and reached Rabaul under her own power.

Less than two weeks later the same vessel again broke down and was towed to Rabaul.

FIJI ACTS ON EXCESS PASSENGERS

The Fiji Government is to legislate for stiffer penalties for carrying excess passengers, following a recommendation from the 1964 Safety-at-Sea Commission headed by Mr. Justice Knox-Mawer.

The commission was set up after the *Kadavulevu* disaster in which 89 of the 92 people on board lost their lives. The ship, grossly overloaded, capsized and sank in the Koro Sea while on the way from Nairai to Suva (*PIM*, May, 1964, p. 95).

The Attorney-General, Mr. Justin Lewis, explaining a bill to amend shipping regulations, said existing provisions had proved inadequate in practice, and were to be replaced by more comprehensive provisions "carrying a more realistic penalty to ensure against infringement".

The Government proposes a fine not exceeding £50 for breaches, with additional fines, not exceeding £20, for each excess person.

An offender may also be sent to

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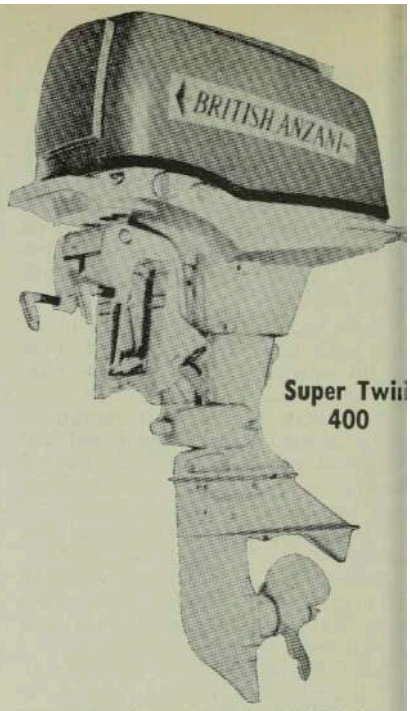
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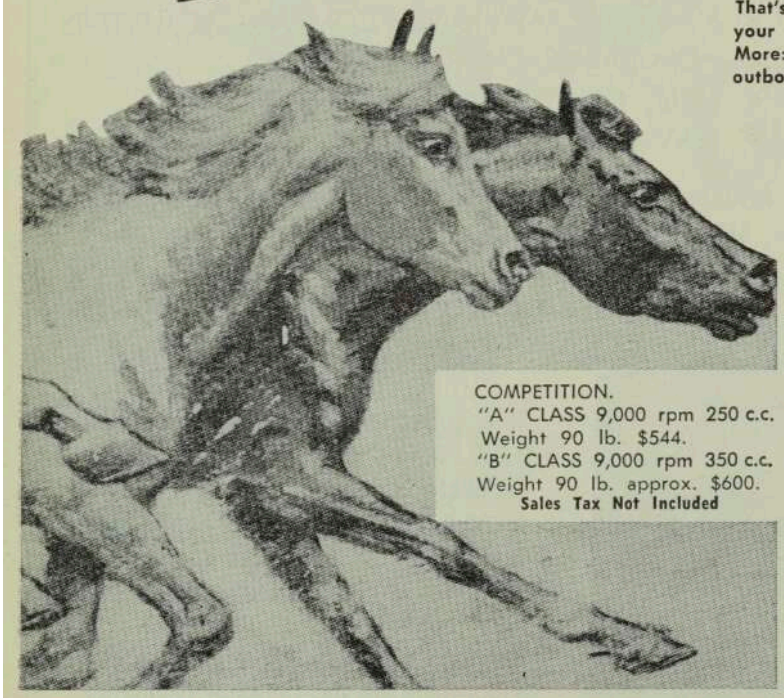
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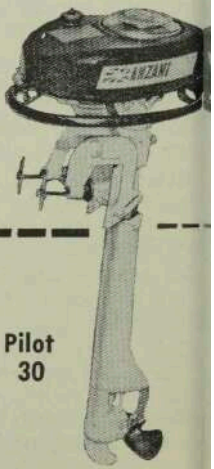
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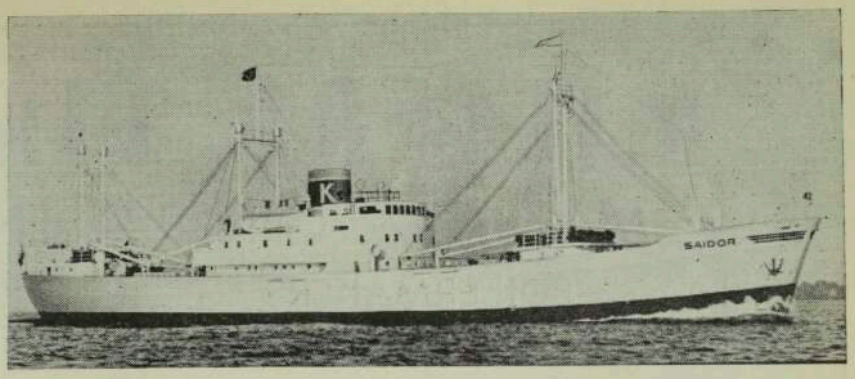
PLEASE NOTE. The above prices as shown are correct. Those published in January, 1967, issue are Sydney retail prices.

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ADDRESS ..... P.I.M./March

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The Karlander Line has a new ship, "Saidor", to go on the Australia-New Guinea run (see below).



ıol for a period not exceeding six ıonths, and may be fined and ıprisoned.

Picking up excess passengers at ight after leaving port with no more ıan the legal number of passengers ıs been widely practised in Fiji in ıe past.

It took a disaster of the magnitude f the *Kadavulevu* to raise a cry for iitable action against it.

OREAN SHIPS FOR EVUKA

A fleet of five Korean fishing ships ill be stationed at Levuka, Fiji, ıder contract to the Pacific Fishing o, to fish for tuna.

The first of the five, the *Nanhei 51*, arrived in January, and was ıon out in the fishing grounds.

With the addition of the Korean ips, the Pacific Fishing Co. has ore than 20 fishers based at Levuka.

EW SHIP FOR NEW UINEA-AUSTRALIA RUN

The Karlander Line has bought its ırth ship for the Australia-New uinea run. It is a 264 ft ship with speed of 13 knots and a capacity 3,000 tons. Called *Saidor*, after e port of Saidor between Madang ıd Lae, the ship was formerly used the European trade. Her name en was *Kon Ring*.

Beginning in March, *Saidor* will ıpplement the regular service be- veen Sydney, Brisbane and Port oresby provided by the company's her ships, *Sletholm, Sletfjord* and *ırang*.

Her master will be Captain Charles acDonald, of Sydney, a former SW Maritime Services Board senior lot, and, since last year, master of e *Barang*.

IG SHIPMENTS FOR ITCAIRN ISLAND

Two unusually large shipments of ail and people arrived at Pitcairn land late last year.

On November 30, the ships *Port uebec* and *Rakaia* reached the island ith its second biggest mail delivery -40 bags. This rivalled the record of) bags brought by a steamer during 'orld War II.

On December 9, 20 people, the rgest party of people to disembark the island from one ship since 56, arrived in the liner *Ceramic*. his beat the previous record set by the *Rangitoto* in November, 1952, when 17 people arrived from Auckland.

The party in the *Ceramic* consisted mainly of Pitcarners returning home after short visits to New Zealand for vacations and medical treatment. There was also a representative of the Crown Agents in England, Miss J. Toombs, who was to gather ideas for a new set of Pitcairn postage stamps.

Footnote: As far as *PIM* knows, the largest group of people to disembark at Pitcairn at one time were the Pitcairners (the exact number does not seem to have been recorded) who returned to the island in the ship *Charles Daggett* in 1831 after an unsuccessful attempt to settle in Tahiti. Eighty-seven Pitcairners were involved in the Tahiti settlement scheme; 17 died; and a number returned in ships other than the *Charles Daggett*.

NEW LIFE FOR "VITI"

The former Fiji motor-ship *Viti* sailed from Whangarei, North Auckland, early in February to become a refrigerated cargo ship in South-East Asia.

Now known as the *Audrey B*, she has been registered in Panama and will sail under the Panamanian flag.

For many years she lay derelict at an Auckland wharf. A writ against the ship was cleared in January.

Thar They Blow

The "Aquitaine", the 62 ft touring vessel of the French Administration in the New Hebrides, encountered a school of whales travelling southwards during a voyage round Malekula in January. Two of the whales were longer than the "Aquitaine". Those on board were able to film their movements for about half an hour.

LAE WHARF FACILITIES "ABUSED"

A report by a special committee on wharf conditions at Lae charges some importers in Lae and the Highlands with abusing the storage facilities.

The committee was set up after a public meeting in Lae in October, 1966.

The members, Messrs. P. D. W. Stedman, J. Moorhouse and R. Phillips, said in their report that the only way to remedy cargo congestion at the wharf was to increase demurrage rates.

The committee also stated that:

- It was clear that no funds would be available to improve the wharf storage position before 1968.
- The increase in tonnage handled throungh Lae severely taxed the present facilities.
- The section of the community most vitally effected should examine every facet of cargo handling and their own record to see how changes could be brought about.
- There was no tangible evidence to show that the present space available for storage on the wharf was inadequate, provided cargo was cleared quickly.
- Unsystematic piling of cargo made it difficult for importers to identify their goods and remove them.

EXPLOSIVES FOR ASAU

The United States Antarctic supply vessel *Private John R. Tolle* arrived in Apia at the end of January with 1,000 squid bombs and 50 cases of gelignite from New Zealand to blast an entrance to a new deep water wharf at Asau on Savaii.

As a gesture of goodwill to Western Samoa, the United States bore the cost of the trip, estimated at over £10,000.

The squid bombs were towed to Asau by barge in three shipments.

A team of New Zealand Navy divers is to carry out the blasting work at Asau.

(over)

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C SHIP RESCUES INESE SEAMEN

The 10,000-ton ship *Triaster*, onging to the British Phosphate mmissioners, picked up 18 seamen January 26 from the 80-ton inese fishing boat *Anfon*, which s drifting helplessly in big seas d high winds, some 270 miles east Honiara, BSIP.

The *Anfon* was disabled and began sink when she broke a crank-ft the previous day while fierce clone Dinah was raging.

The *Triaster* took the rescued sea-n to Geelong, Victoria.

The *Anfon* foundered.

RECT SHIPPING SERVICE OM UK TO RAROTONGA

The *Otaio* arrived at Rarotonga ect from London in January with r 300 tons of sheet piling and el channel for Rarotonga's Avatiu bour. There were also 48 tons of nforcing steel, 55 tons of galvanised el pipe, Land Rovers and Mini-kes for the PWD, and almost 300 es of whisky.

It was the second direct consign-nt from the UK to Rarotonga ce the advent of internal self-rnment.

The first was in August last year en the Shaw Savill Line's *Persic* ived with a cargo of tin plate for nd Foods Ltd. and a similar cargo the *Otaio's* for the PWD. (*PIM*, t., 1966, p. 101).

PANESE RELEASE DRIFT TTLES IN PACIFIC

Japanese tuna fishing vessels erating in the vicinity of Hawaii ve been dropping drift bottles over-ard recently in an effort to study rrents in the area.

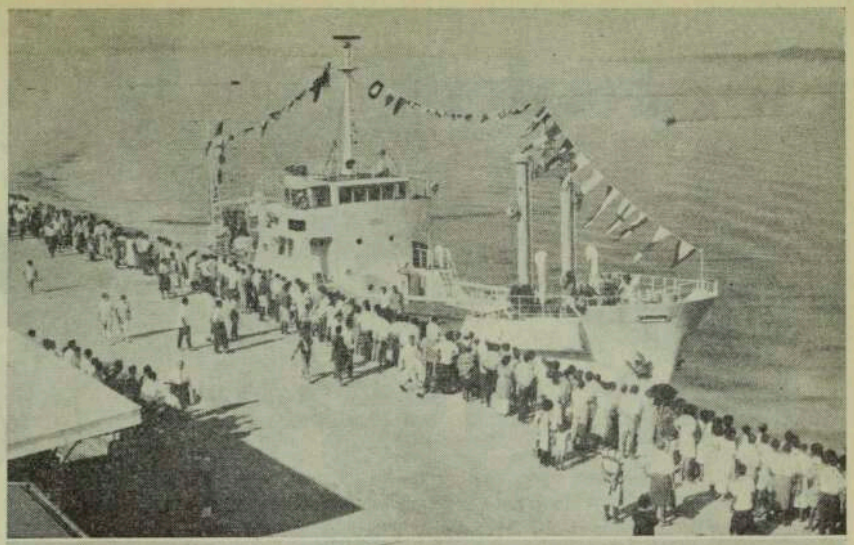
The bottles are being released der a programme sponsored by Federation of Japan Tuna Fisher-n's Co-operative Associations.

Bottles have also been released off west and east coasts of Australia d adjacent to New Zealand.

All areas are fished for tuna by Japanese longline fleet.

Two types of plastic bottles are ed. One is cylindrical, about 7 hes high and 3 inches in diameter. is red and white and has a yellow o. The other bottle is rectangular, out 6 inches long and 3 inches de. It is red and blue and also has yellow cap. Both bottles carry mbered postcards.

Persons finding the bottles on the aches are requested to fill out postcard and return it to the US reau of Commercial Fisheries ological Laboratory, Honolulu,





THE *Uluilakeba* (head of Lakeba), built in Japan for the Lau Province of Fiji, arrived in Suva on her delivery voyage on February 4.

She is owned by the Maritime Shipping Co-operative Association, which in turn, is owned by Lau Province, as principal shareholders, and various co-operative societies in the Lau Group.

The *Uluilakeba* is expected to trade between Suva and Lau ports.

Captain Don Wendt, who has had extensive marine experience in Fiji, will be master.

The ship has accommodation for 10 saloon passengers, and can carry about 70 deck passengers.

A crowd of about 2,000 welcomed the *Uluilakeba* when she arrived at the King's Wharf (top picture).

About 300 women from Lau performed the traditional "cere" (welcome) ceremony, which included the presentation of gifts of *tabua*, *masi*, mats, clothing material and oil for officers and crew of the ship. The "cere" ceremony is performed when a ship arrives from overseas for the first time.

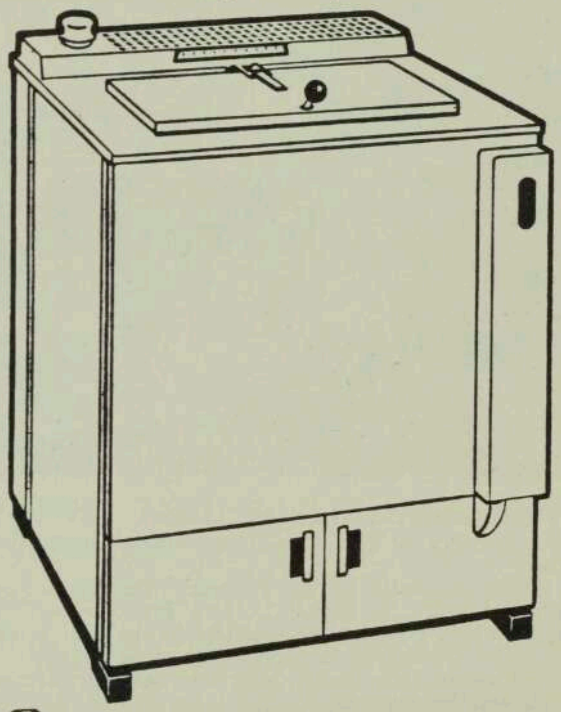
The lower picture shows the women pouring oil over two members of the crew, while others prepare gifts for presentation.—Photos: Stan Whippy.

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MOANA RAOI" TO SOLD

The GEIC Wholesale Society ship *oana Raoi* (232 net tons) arrived Suva in February for a pre-sale rvey.

The ship was advertised for sale PIM in *January* (p. 110).

The crew which sailed the *Moana aoi* to Suva left later for Hamburg Germany to take over her replace- ent, also the *Moana Raoi*.

They expect to reach Tarawa on e delivery voyage in May.

The new *Moana Raoi* will be about ice as big as the old one, and will rry a crew of 30.

Captain E. V. Ward, a former aster of the old *Moana Raoi*, will master of the new ship.

ETA WHARF ALMOST FINISHED, EWAK'S STARTS SOON

The $400,000, 218 ft by 38 ft wharf r Kieta, Bougainville, is to be ished in April, and transit sheds e expected to be erected on it by ptember. It is Bougainville's first erseas wharf. Most of Bougain- lle's annual 16,000 tons of copra handled through Rabaul, but 50 r cent. of it is expected to be ndled through Kieta in future.

Test piles are to be driven in April r Wewak's new $500,000 wharf, be 150 ft by 40 ft. Designs will finalised when the results of the st piles have been tabulated. inimum depth of water will be ft.

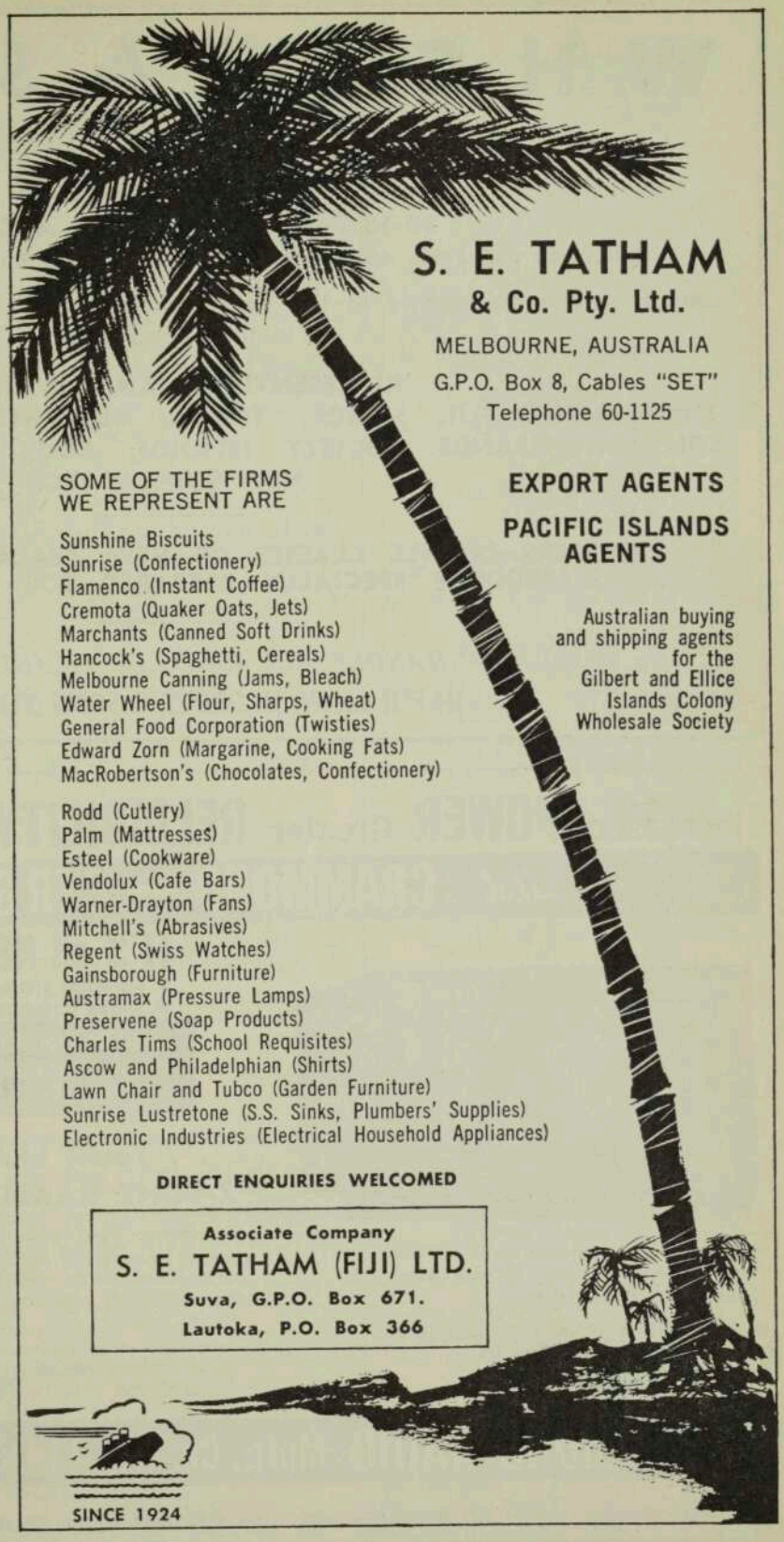
OLO YACHTSMAN PASSES LOSE TO NORFOLK ISLAND

English yachtsman Sir Francis hichester, who set out from Sydney the end of January on the second g of his solo voyage round the orld in his 53 ft yacht *Gipsy Moth* , passed somewhat closer to Lord owe Island and Norfolk Island than originally intended (*PIM*, Feb., 17).

Sir Francis had only been gone om Sydney a couple of days when ran into a fierce cyclone that most capsized his boat. The cyclone used him to abandon his plan to ad for Cape Horn via the south New Zealand and to go via the rth of New Zealand.

His new course took him less than 0 miles from Lord Howe Island d Norfolk, where he made aviation story 36 years ago by landing there a Gipsy Moth aircraft en route om Auckland to Sydney. The ipsy Moth was the first plane to uch down at the two islands.

As Sir Francis sailed past Norfolk *Gipsy Moth IV* on February 9,



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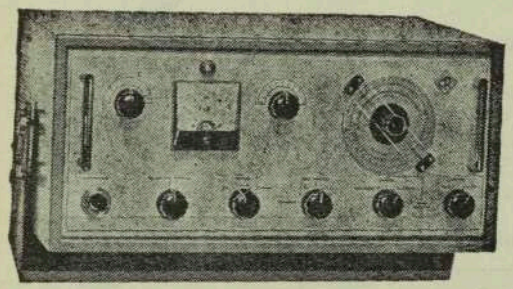
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ere was an exchange of radio essages between the sea and the ore.
Sir Francis set the ball rolling by nding his best wishes to all his old ends on the island and to anyone no remembered him when he landed s plane there in 1931. He regretted at he could not call at the island, t said he had a job to do and had get on with it.
Later that day, the Administrator, r. Reg Marsh, sent Sir Francis the eetings of the people of Norfolk, is congratulations on his recent ighthood.
Sir Francis replied that he was lighted and moved to receive the dministrator's message.

ADIO OPERATOR ST OVERBOARD

The radio operator on the Tongan ssel MV *Aoniu* was lost overboard the early hours of February 10.
The *Aoniu* was steaming from moa towards Vavau when, shortly er midnight, the third officer re- rted that he thought he heard a out as if a man was falling over- ard.
The ship's course was reversed to ver her own track.
An immediate search aboard re- aled that the radio operator was ssing, but a thorough search of the ea proved unsuccessful.
The radio operator was Tali ukeiaho, married with a family sident on Tongatapu. He was in mid-thirties.

ND A FEW BRIEF EMS

● Mr. R. Speary, formerly master the Tonga tug, *Hifofua*, resigned me weeks ago and is to take up a aster's appointment with Burns ilp (SS) Co. Ltd., at Suva.

● Captain Peter Hough, who has en Acting Harbour Master in Fiji ce the retirement of Captain E. L. mes last year, has been appointed the newly-created post of Assistant rector of Marine and Senior arbour Master.

● Captain R. L. Stringer, formerly ief officer in the *Malaysia*, has been pointed shipping inspector in the arine division of the Department of ade and Industry in Papua-New inea.

● Mr. C. F. Kerr, a harbour pert made available to the GEIC der the Australian South Pacific chnical Assistance Programme, rived in Tarawa in February for a o-week stay. Mr. Kerr was to make survey of the layout of the port ea at Betio.

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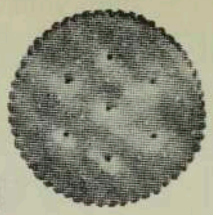
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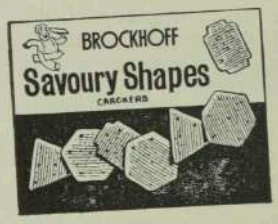
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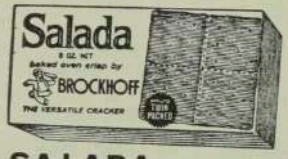
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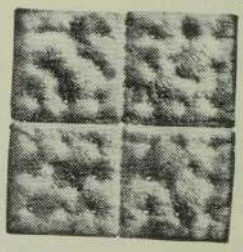




CRACKER 'n CHEESE

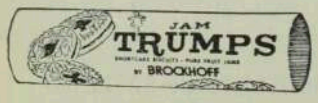
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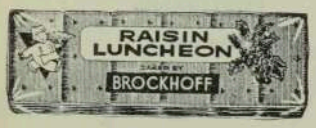




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Cruising Yachts

● *APOGEE*, 30 ft yacht, with r. A. Eddy, of Newport, Virginia, to leave Sydney for the Great rrier Reef and New Guinea as on as Mr. Eddy can find a girl ewmember.

"I'd like a girl aged about 20 ho is interested in sailing to ac- mpany me back across the Pacific," told *PIM*.

Mr. Eddy bought *Apogee* for JS13,500 on the Hudson River in id-1963. He gave up his job in a all weapons research company and s been sailing the Caribbean and e Pacific ever since.

"I've been on my own most of e time, though I sailed with a girl rough most of Polynesia in 1964 d last year I had a mate for a ort spell in the New Hebrides."

Last June in Fiji waters *Apogee* Namena reef, south of Vanua vu, but was not badly damaged.

Mr. Eddy told us that the friend- st people he had met on his p were at Aitutaki, Cook Islands.

"There are about 3,000 islanders the island and a dozen whites," went on.

"I was so overstocked with oranges d vegetables when I left I didn't ink *Apogee* would move off the ach."

● *KORSAR*, 40 ft double-ended onolulu cutter, arrived at Pago go on January 27 from Honolulu. board were Mr. and Mrs. Keith ibler who said their last stop was ora Bora.

Korsar will remain in Pago Pago til the end of the hurricane season d then return to Honolulu, via ji.

The cutter, a German war prize, s bought by Mr. Kibler in England. e sailed her to Honolulu and has iled extensively in her since. This Mrs. Kibler's first trip.

● *FLYD*, 30 ft ketch from Fal- outh, England, hit the breakwater Okahu Bay, Auckland, on January and was pounded by waves before ing towed to the Harbour Board pway.

It was the end of a 58-day trip om Rarotonga for its owner-skipper, r. Rusty Webb, of Birmingham, ngland. Mr. Webb has been sailing e world since he left Falmouth in ovember, 1965.

He was caught in heavy weather on the Rarotonga-Auckland trip and lost his maimast and mizzen.

He plans to refit *Flyd* in Auckland and then sail for Fiji, Tonga and other Pacific ports.

● *INNISFAIL*, 45 ft Australian ketch, reached Russell, New Zealand, on January 27 after a nine-day trans-Tasman crossing from Sydney.

Skippered and built by an Australian engineer, Peter Kenny, 43, and with a crew of four, *Innisfail* is heading for San Francisco, via Rarotonga and French Polynesia.

Seven days of the Sydney-Russell leg were spent under storm canvas and *Innisfail* was caught in a beam sea for six hours near the New Zealand coast.

● *YOUTH*, 35 ft South Australian steel-hulled sloop, reached Niue on November 27 after a 600-mile trip from Palmerston Island, Cook Islands.

On board were skipper-owner Allan Quigley, of Adelaide, three other Australians, Jim Mohoupt, Ron Kirby and Ray Weldon, and two Americans, Chuck Clark and Bill Legler.

After a cruise in north Queensland waters, *Youth* arrived in Rarotonga from New Zealand last September (*PIM*, Oct., 1966, p. 115). Her plans then were to visit Tahiti, Tonga and Fiji.

● *HIGHLIGHT*, 35 ft New Zealand trimaran, reached Sydney on January 13 from Lord Howe Island. Aboard were John and David Glennie of Blenheim, NZ, who have been cruising the Pacific since May, 1965. They planned to return home from Sydney.

● *LA BELLE SOLE*, 64 ft German-built motor ketch, with owner Mr. R. Franson, his wife, two children, and Teppy Angermeyer, an Ecuadorean from the Galapagos Islands, arrived in Sydney, on February 18.

La Belle Sole, which is registered in Los Angeles, has been cruising the South Pacific for the past 12 months. The ketch arrived in Suva in October (*PIM*, Nov., p. 113).

The Fransons expect to stay in Sydney about a month before heading for New Guinea.

● *OKEANOS*, 39 ft staysail schooner in which Joe and Benita Pachernegg roamed the Pacific for four years or so has been sold in Sydney.

The buyer was an Australian, Roger Bartlett.



"Okeanos"

On January 31, Bartlett and a crew left Sydney, heading east. But in late February they were back in Sydney.

The Pacherneggs have not abandoned their plan to get a larger boat. But, meantime, Benita is working as a nurse in Sydney and Joe is operating the old *Laurabada* between Lae and Port Moresby for Steamships Trading Company. Benita will join Joe in early March.

They think they might even build a boat in cement.

● *STRIDER* Los Angeles yacht with Robert and Charlene Heacock, was still in Suva waiting out the hurricane season in February.

● *AIREYMOUSE*, yacht, owned by Jean and Allan Batham, of the British Virgin Islands, will be in the Pacific at the end of the year. The Bathams plan to sail her to New Zealand and Australia.

She was formerly *White Squall*. The Bathams bought her from Ross Norgrove, of Auckland.

● *KULANI*, a yacht, was reported to have become a total loss on Manihi Atoll, Tuamotus, early in February. Its crew were being looked after by the local people.

No other details were available when *PIM* went to press.

● *WANDERLURE II*, 73 ft motor yacht, left Vila on February 5 for Santo. *Wanderlure* is owned by Carl and Eleanor Heintz, who are making a voyage round the world with their two daughters, an American navigator, a Tahitian crewman, and a Fijian crewman.

The yacht arrived in Suva in late December from St. Petersburg,

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Florida, via the Caribbean, Panama Canal, San Francisco, Hawaii, Tahiti and Samoa (*PIM*, Feb., p. 113).

● *NARVAL*, 35 ft cutter, owned by a retired American, Lt.-Col. David Erlenkotter, was in Gladstone, Queensland, in December after a trip from Fiji.

Narval left Honolulu in November, 1965, for a cruise across the Pacific to Australia (*PIM*, Dec., 1965, p. 115).

Alan Eddy of *Apogee* told *PIM* in Sydney in February that Mr. Erlenkotter had flown back to Hawaii to recruit a crew to sail home.

● *HELLA*, 45 ft Australian sloop, reached Papeete last November to begin a cruise of the Polynesian Islands.

On board were her Melbourne owner, Mr. G. Jakubenko, his wife Elsie, daughter Hella and a crewman, Don Mossman.

Hella left Melbourne early last year for a trip to the Pacific Islands and Vancouver (*PIM*, Mar., 1966, p. 112).

● *WASAKISH*, a trimaran owned by Glen MacLean, has been reported lost off Nukuhiva, Marquesas.

Tahiti's bi-monthly *Reef* magazine said in its latest (November-December) issue that Glen and a companion reached Nukuhiva after a trip from Mexico.

"The two spent the night of July 28 ashore before setting off for Tahiti," the magazine said. "*Wasakish* was left anchored in a little bay.

"They awoke the next morning to find *Wasakish* had apparently dragged her anchor into deeper water and negotiated the pass all alone during the night."

In December, *Wasakish* still hadn't been heard of and Glen and his crewman were passing an enforced vacation on Nukuhiva.

● *MARINER*, 31 ft sloop sailed by Noel Stroud, took refuge at Bundaberg, Queensland, on February 15 from a cyclone moving off the Queensland coast. *Mariner* was heading for Sydney from New Caledonia.

Mr. Stroud skippered a Chinese junk, *One Step*, on a cruise of the Pacific Islands in 1965, filming underwater documentaries (*PIM*, July, 1965, p. 109).

● *CARRONADE*, 32 ft Australian cutter, left Sausalito, California, in January for a cruise of French Polynesia and the Cook Islands before attempting a passage around Cape Horn to Ushuaia in Argentine Patagonia.

BOND REQUIRED FROM VISITING YACHTSMEN IN FIJI

Yachtsmen visiting Fiji in future will be required to put up a bond of £100 on first arrival in the Colony, irrespective of the size of their yachts, or number of crew.

The bond will not be released till the yacht has left Fiji waters, and will be forfeited if the Government has to incur expenditure on repatriating a crew member or for any similar reason.

The bond may be in cash, or in the form of a guarantee by a bank or a person of substance. The owner, or the master if there is no owner in Fiji, will be required to put up the bond.

The Principal Immigration Officer, who is also the Commissioner of Police, has discretion to insist on a larger bond if he considers it warranted.

On board were Andrew Wall, skipper, Des Kearns and Bob Nance, all Australians from Sydney.

Carronade left Sydney on March 21, 1965.

● *TZU HANG*, 46 ft Sydney-built ketch, with Miles and Beryl Smeeton, left San Francisco in January for Greenland, via Panama.

The Smeetons have made many long voyages in the South Pacific over the past 15 years. They sailed from Japan through the Aleutians to Vancouver, British Columbia, before reaching California to begin their Greenland trip.

● *AWAHNEE*, 52 ft ferro-cement cutter, has reached Hawaii from Pago Pago with Dr. Robert Griffith, his wife Nancy, and 12-year-old son Reid.

The Griffiths completed their second circumnavigation in November when they reached Pago Pago (*PIM*, Jan., p. 121). It was the first round the world trip by a small ferro-cement boat.

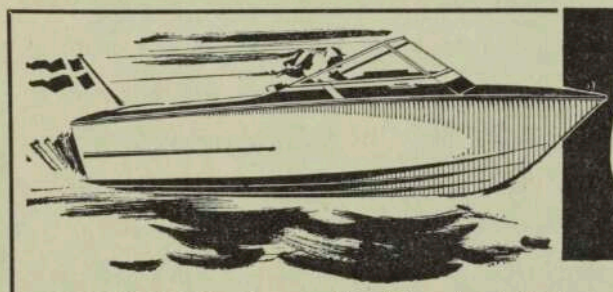
PIM reader Charles A. Borden, who has just brought out a book on small ship voyages called *Sea Quest*, tells us in a note from Sausalito, California, that sailors around the world are interested in Dr. Griffith's reports on ferro-cement for small ocean cruising craft.

"This type of construction is very little known in the Pacific area outside Australia and New Zealand," he says. "If it proves, as Bob Griffith claims, to be successful for small craft hulls, it may well become the answer to the poor man's dreams of ocean cruising."

The Griffiths, incidentally, were in California in January.

● *MERIDAN*, 44 ft cutter, which we last reported in Rabaul in October, 1962, is now in Jacquinot Bay, New Britain, preparing for a trip to the Mediterranean.

Meridian's owner, Richard Stafford, has been managing Mr. Henry Bode's 800-acre copra plantation, Wunung.



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A REGULAR PIM DEPARTMENT REPORTING NEWS OF SOUTH SEAS TOURISM AND TRAVEL FROM THE INSIDE



The placid atmosphere of a Sunday morning stroll along Apia's famous main street.

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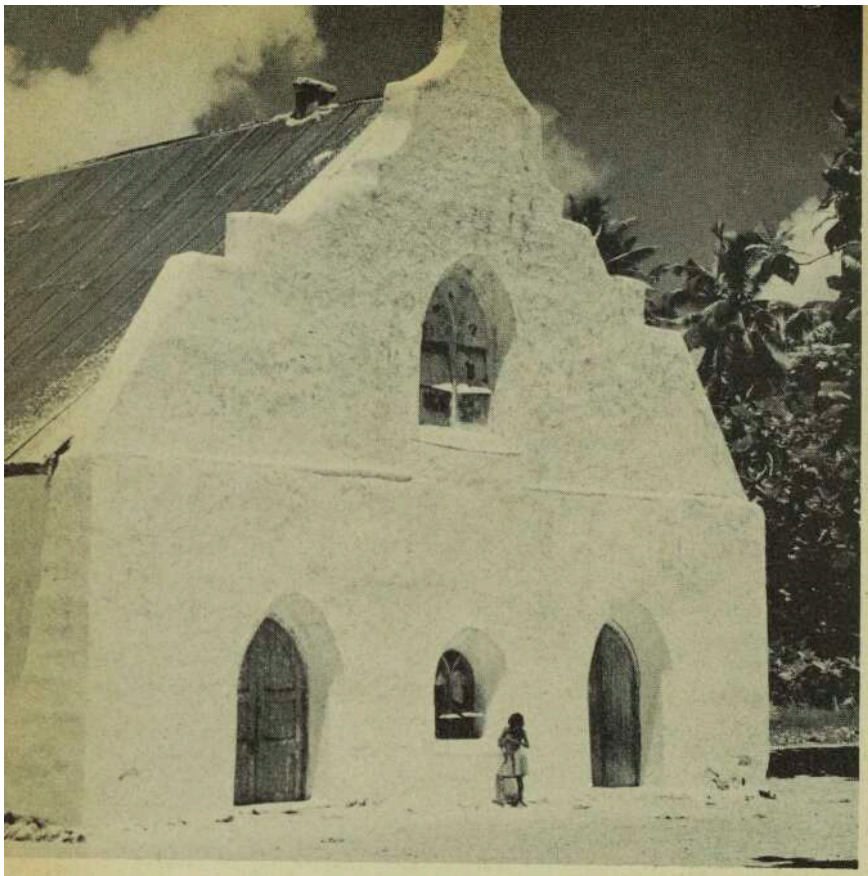
Friendly Samoa

Photographs: Bruce Moss, Tele-Photos, Ronald Rose.



WHAT are the people like who live in Western Samoa, the only fully independent Polynesian nation? A recently issued booklet produced by the Western Samoan Government sums them up this way: "The Samoan is the purest surviving Polynesian type. He is conservative and unspoiled. In character the Samoan is a person with a reputation of being upright and dignified, is friendly

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Mrs. Ana Kelemete, of Apia, is a partner in a firm of Samoan public accountants.



to visitors but expects his customs to be respected. The majority of Samoans can be seen living their lives in their traditional native fashion almost entirely unaffected by contact with another civilisation." There is some publicist's licence in that passage, but very little. Nobody who goes to Samoa can fail to enjoy this small emerging Pacific nation and its people. The Samoans have not been overawed by modern civilisation—they have merely adapted it to their needs. Their politics are unique. Samoans are home among their *fales,* and big white churches; and even those astonishing, ricketty over-the-water latrines. West Samoa is now beginning to encourage visitors, as the article opposite tells. But the Samoans don't want visitors in such numbers that they will put heavy pressures on the Samoan way of life. So in fact their new drive for tourists is something of an experiment, and nobody will watch its development more than the friendly Samoans themselves.

W. Samoa sets out to woo the tourist dollar

By a staff writer

The independent State of Western Samoa, after a lot of self-analysis, has finally taken a lead in claiming a share of the growing South Pacific tourist market—and done it in such a way that it is likely to keep its friends in the area.

travel

SAMOA has organised a "Heart of Polynesia" tourist conference to begin in Apia on May 29. The conference is designed to find ways and means of attracting visitors into what the organisers describe as the "Polynesian triangle"—Western and American Samoa, and Tonga.

Specialist speakers will talk on such subjects as visitor development for the area, promotion, the Government's role in tourism, and transport and hotel problems. Conference chairman is Mr. G. F. D. Betham, Western Samoa's Minister for Finance and Economic Development.

Travel people and publicists have been flooded with publicity and brochures about the "triangle" in recent weeks, including a letter from Prime Minister Fiame Mataafa, which says there is "little question that Central Polynesia will become a major visitor destination area" and that the May conference has been designed to focus attention on islands which offer visitors "the opportunity to participate in an authentic Polynesian culture".

This approach is obviously designed to weld the three territories together as one handy tourist unit and better enable them to compete with Tahiti, which most people consider to be "the only authentic Polynesia"—thanks to the years of brainwashing by promoters. And the territory will also compete with Fiji, which has built an image as "the crossroads of the Pacific".

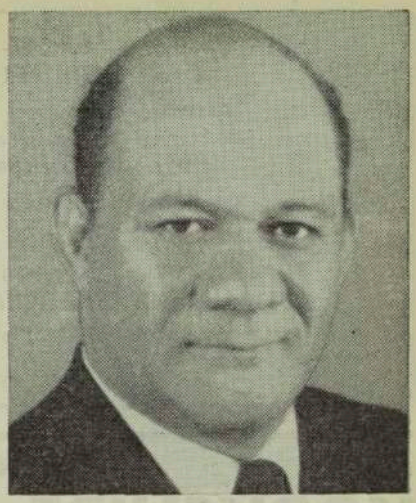
The "Heart of Polynesia" image will build up the local people as the "purest surviving Polynesian type, conservative and unspoiled".

Publicity is already claiming that the majority of Samoans live their lives in "the traditional native fashion almost entirely unaffected by contact with another civilisation".

Western Samoa has made itself the spearhead of the new drive because the country must earn more money. And it already has a pretty impressive increase in travellers.

Recent tourism figures released by the Director of Economic Development, Mr. A. Gerakas (who is secretary of the tourist conference) show that:

- The number of tourists visiting Apia last year rose by 47 per cent.



Prime Minister Mataafa

- Nearly 13,000 tourists will probably spend about £NZ200,000 in 1967.
- An enigmatic fact about the type of tourist visiting Western Samoa is that his or her average age is 37, lower than for other areas.

Other signs of tourist development are:

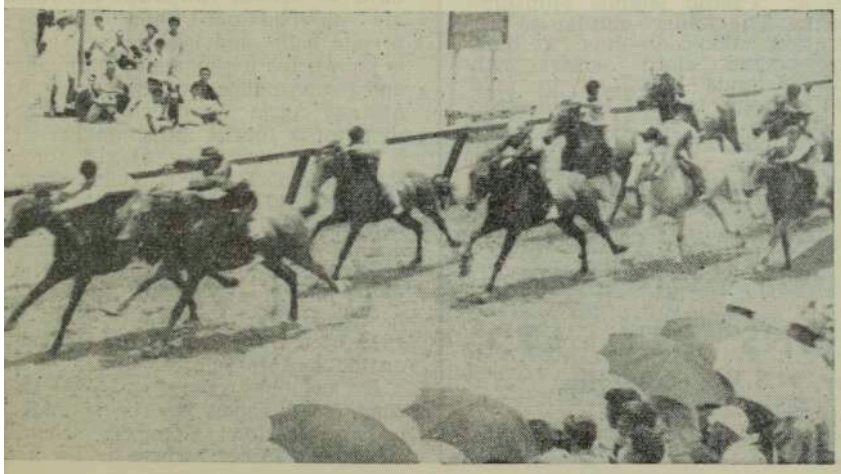
Following completion in 1966, liners can now tie up at Apia's deep-water wharf. When the *Oriental Queen* and the *Queen Frederica* called recently they brought over 1,300 cruise passengers in a week. The Sitmar Line, and P and O will include Apia in cruises this year and next year.

The Western Samoa Hotel Company Ltd., has been formed to develop hotel facilities. The government has invested £NZ60,000 in the scheme. The first step will be the expansion of the State's oldest hotel, the Hotel Casino. A minimum of 35 air-conditioned rooms will be added to the present building.

Aggie Grey's Hotel, Western Samoa's biggest, is being enlarged.

Hawaii travel experts who made a two-week tour of Western Samoa in late 1965 predicted a 120 per cent. increase in visitors over the next five years and recommended building a $US1,600,000 tourist hotel in the Lefatu area, eight miles from Faleolo airport.

No decision has been made on this proposal since then but the May



- **A feature of Western Samoa's Independence celebrations each year is horse-racing, which has much in common with country meetings in Australia or New Zealand.**

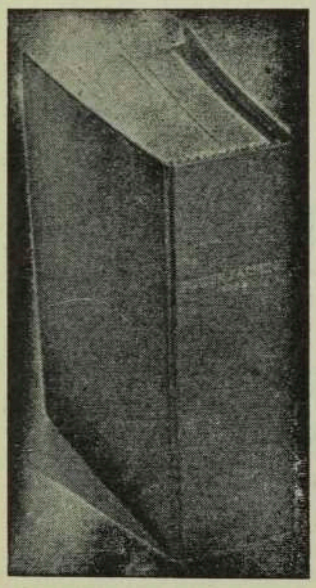
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travel

meeting is certain to discuss the hotel again.

One of the experts, Mr. W. Collins, said in 1965 Western Samoa had a big advantage over Fiji, where planning was not in evidence, to plan proper resort areas and facilities for tourists.

The May conference is being held on the eve of celebrations for Samoa's fifth anniversary of independence, and large numbers of visitors are expected for this.

Independence was attained on January 1, 1962, and for three days every year since Western Samoa has celebrated in June because the weather is better.

Western Samoa was a German colony and then a League of Nations mandated territory administered by New Zealand and, finally a UN trusteeship territory, also administered by NZ.

The first day's celebrations are marked by big marches and parades in Apia, bands play, speeches are delivered and the Prime Minister raises the flag. The spectacular *fautasi* (longboat) race takes places the second day and thousands crowd the foreshores to watch. A smaller boat race, the *tutulas*, follows with all-female crews.

Hotel tariffs

Horseracing, athletics, weightlifting, tug-o-war, volleyball are on the final day in Apia Park.

For visitors planning to go to Western Samoa for this year's celebrations, June 1-3 (and it is a worthwhile excuse) here is a quick run-down of facilities:

Aggie Grey's Hotel by May will have 90 rooms, two-thirds of which are air-conditioned and 25 have private baths and hot water. Aggie's is known for its home-like hospitality and the friendliness of the owner and hostess, Aggie Grey, who is something of a tourist attraction herself!

Tariffs range from $US10 for a single room, $US16 a double room, and $US17.50 for single air-conditioned rooms and $US26.50 for double air-conditioned rooms. These prices are daily rates and include all meals plus afternoon tea.

The Casino Hotel was built in 1911 by a German firm and is found on the western side of Apia.

It has 30 rooms and 35 air-conditioned rooms are being added under the Hotel Company scheme mentioned earlier. There is no hot

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AIRFIELD FOR MOOREA

Contracts to build an airstrip at Lake Tamae on the north-eastern corner of Moorea were reported to have been let in Tahiti recently. The plan is to build a 700-metre paved airstrip for light aircraft that could be extended to take larger planes.

An air service between Tahiti and Moorea (10 miles away) was inaugurated in 1964 with an eight-passenger Gruman Goose amphibian aircraft which landed in Paopao Bay. At present the only communication between the two islands is by daily launch.

ater in each room but hot water is vailable in community shower ooms.

Tariffs are single rooms, $US7; ouble rooms, $US14; single rooms ith private showers, $US10; double ooms with private shower, $US20; lf-contained cottages are available om $US9 for single and $US20 r double rooms.

Two big travel agencies operate in Western Samoa—Retzlaffs' Tour and ravel Services Ltd., and the Gold ar Travel Bureau.

Retzlaffs' offer four local tours—e east coast of Upolu, to colleges nd plantations, the west coast of polu to Mulifanua and a boat trip Savaii.

Gold Star provides tours around polu with its own cars and drivers; ese include Stevenson's tomb, alefa Falls and Falelatai village.

A fully-equipped motor-powered shing boat is available for hire to g-game fishing enthusiasts. Cost: US45 a run.

Apia's airport, while unable to andle the big jet airliners of trans-acific carriers, receives regular flights Western Samoa's airline, Poly-esian Airlines, with DC3s and twice-eekly visits from Fiji Airways from uva with Herons.

Polynesian Airlines connects Apia aily with Pago Pago in American amoa where travellers can pick up PanAm jet which will take them the US or Australia. The Western amoan airline also runs to Tonga on undays (and returns Mondays) and Nadi, Fiji, on Mondays, Wednes-ays and Fridays. The Wednesday ght is via Wallis Island.

For people coming to Western amoa for three days or less no ermit or visa is needed, but a pass-ort is. Those wishing to stay for longer period must obtain a visa permit to enter through the con-ular offices of the Governments of ew Zealand or Britain.

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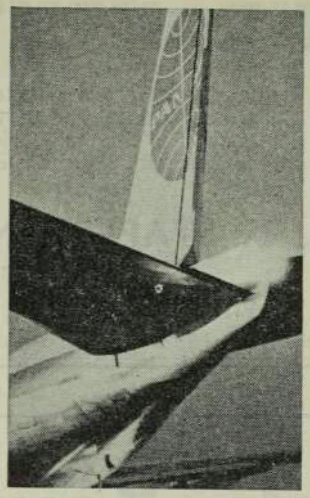
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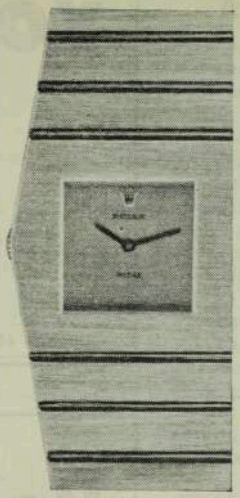
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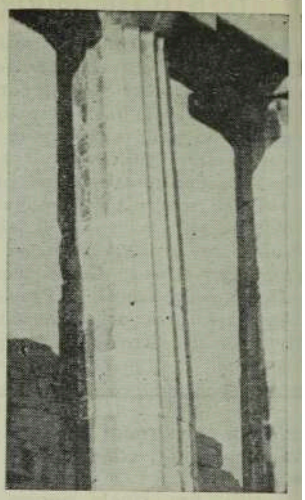
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hat P-NG—Far ast Service still o in air!

By a staff writer

Another chapter in the long ga of "Who-will-run-an-air- rvice - between - New-Guinea- d - the - Far-East - and - nen - will - it - be" was written February when the Australian rline Ansett-ANA applied to e Australian Government for licence to run Boeing 727's tween Port Moresby and anila.

asked to be able to operate the service weekly from July, when sett's Electras on the Sydney-Port resby route will be replaced with 7's.

This is not the first time that Ansett s made such an application.

But Qantas, which at one time did erate a service between Sydney and Far East via Port Moresby, has d applications in even before Ansett, d general feeling in aviation circles that Ansett's application has no pe of succeeding.

Observers are mystified as to the son why Ansett is pressing its plication.

Operation of a Manila run would ate a precedent, for Ansett would come an international airline com- ing against Qantas, and Australia uld have two international airlines its hands. The Commonwealth not likely to permit this.

A Port Moresby-Manila run by 7's would likely be uneconomical d may need a government subsidy. e long haul could result in reduced yloads on the sector.

Airport problems

Qantas first applied more than two ars ago to operate through Port resby on a Sydney-Hong Kong ite. This was set aside because rt Moresby's Jackson's airstrip was ought unsuitable to handle the eing 707 jets Qantas wanted to use. sts on the strip were carried out DCA last year.

Recently Qantas considered using ectras, with an international con- uration, on such a service. Since Electras would have no airport oblems the service could be estab- ed quickly (*PIM*, Dec., p. 137), and P-NG people have asked for early relief.

But a new development, which has come only in recent weeks, is that Qantas has decided to sell its Electras and phase out its lighter Boeing 707-138's over the next couple of years. This means the larger 707-338's will be the only Qantas aircraft available for a service through Port Moresby.

Although no official announcement is expected for a few weeks, DCA appears to have made up its mind that Qantas will be given permission to fly the 707's on the Sydney-Port Moresby-Hong Kong route just as soon as airport extensions can be made.

travel

But nobody seems able or willing to predict when the first 707 will make the flight, and the chances are that P-NG people will have a further long wait ahead of them before the territory is connected with the Far East.

● Mr. R. L. Gribble, who is retiring after having been Government Printer in Fiji since 1960, is to open an office of the Fiji Visitors Bureau in Sydney—about May.



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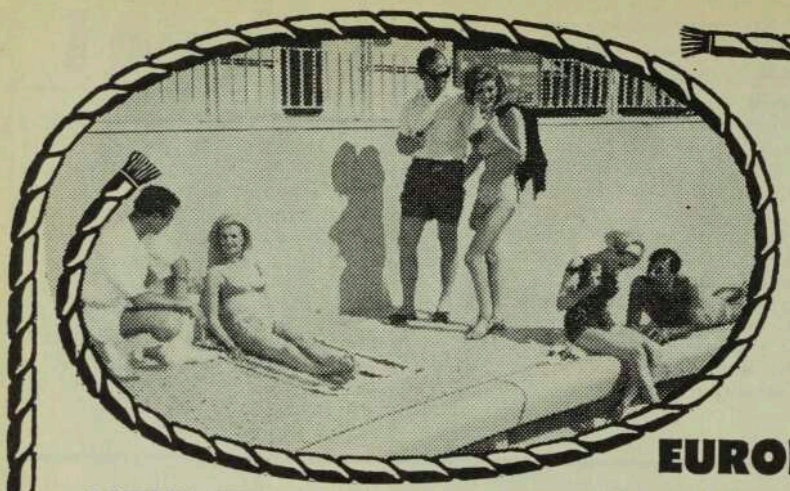
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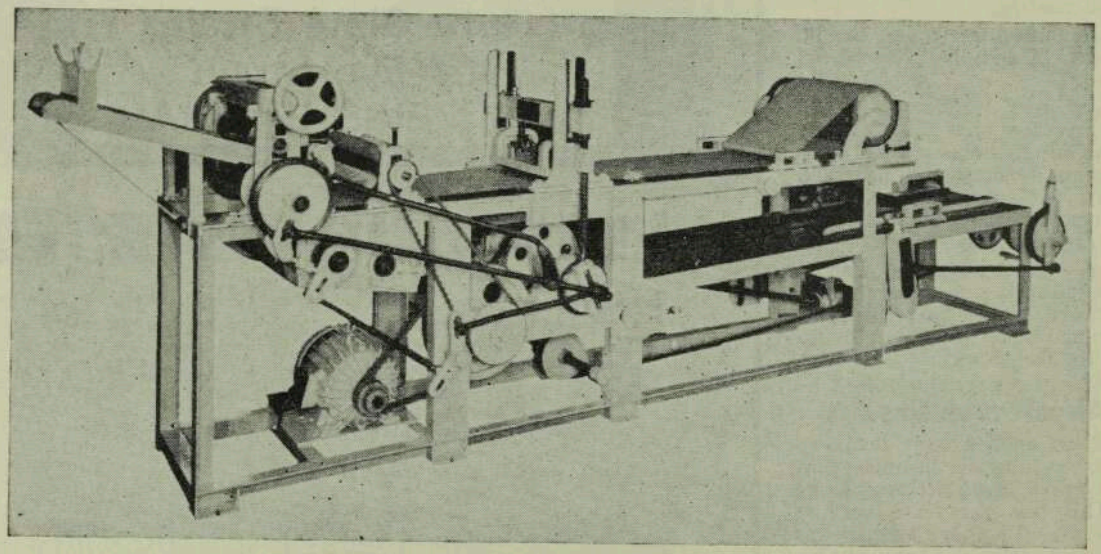
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850 tourists in one day —and the New Hebrides is ready for more

From a Vila correspondent

About 850 cruise passengers from the Chandris Line cruise ship *Queen Frederica* disembarked for the day in Vila, New Hebrides, on January 27. It was a gala day for the town, with the visitors outnumbering the entire resident European population. It was the first time that so many tourists had arrived together.

travel

There was nothing artificial or specially-manufactured about the outrigger canoes which took tourists from the "Queen Frederica" out over the coral at Erakor Lagoon in January. The outriggers were the self-same ones that the local New Hebrideans use themselves for travelling about in and fishing. In some of the more sophisticated parts of the Pacific, such real life touches in tourism are vanishing fast.



AREFUL planning by tourist agencies and enthusiastic help on part of the New Hebrideans ved that enchanting tours could easily and smoothly arranged, n though it had been thought that l facilities might be strained. lthough it is sometimes thought isadvantage that there is no deep wharf in Vila, the tourists, com- ashore by launch, enjoyed their urely view of the pastel-coloured ses climbing the hillside, across placid water of the bay. linibuses and taxis were waiting ake the visitors through the town the surrounding copra planta- s to the lagoon at Erakor, where rigger canoes met them. In the on, you can see coral and bril- t starfish through 30 ft limpid er on the way to Erakor village.

Visits to Mele, Fila

)ther taxis took passengers to the age of Mele, whose inhabitants had n working for weeks beforehand, ring an area (which had not been red in living memory) on which ses of coconut fronds and bam- benches were built for the benefit the visitors. A tiny island nearby, ch can be reached on foot at tide, made a kingdom for a day some of the visitors.

)ther passengers from the *Queen derica* visited Fila Island, in Vila bour, where the people are of ynesian descent, in contrast to st New Hebrideans, who are lanseians.

The Fila Islanders, proving again immense hospitality of the New brideans, built an arch with a at "welcome" sign over their little arf, and girls with garlands greeted passengers.

Some passengers, who decided not join the organised tours, spent the in Vila's Chinese shops, where nsistor radios, Japanese cameras l tape recorders are as cheap as ewhere in the Pacific.

Others, having asked at the tourist office for advice on how to spend the day, went to the top of Klem's Hill for the magnificent view of Vila harbour, or to see the wild seas and the lighthouse at Pango Point.

New runway

The passengers from the *Queen Frederica* are among the growing numbers of tourists who are finding their way to the New Hebrides.

These numbers are expected to increase even more before long, now that Vila has a new hard surface runway at Bauerfield, capable of taking jet aircraft.

The airstrip was used for the first time on January 23 when a Heron aircraft of Fiji Airways touched down there.

Fiji Airways will begin a twice-weekly jet service from Nadi to Honiara via Vila and Santo later this year after it takes delivery of a Hawker Siddeley 748 twin turbo-prop airliner.

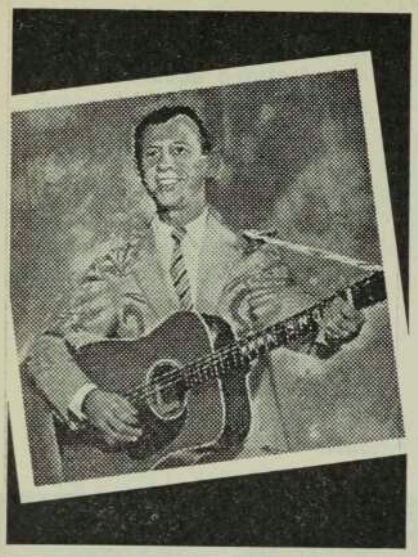
This will enable it to cater for more than three times as many passengers as its Herons can handle —36 compared with 11. The Hawker Siddeley will also reduce flying time considerably.

There have also been suggestions that the French airline UTA may eventually put on bigger planes on its Noumea-Vila-Santo service than its present Herons and DC4's.

Until now, because of the limitations of the air service, most tourists to the New Hebrides have come by ship from either Australia or New Zealand.

There are regular cruises from Australia every three weeks by

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ssageries Maritimes and every weeks by Burns Philp; and three ssageries Maritimes passenger-go ships pay week-long visits to New Hebrides on their way every weeks between Sydney and rseilles via Panama.

The number of cruise ships—of China Navigation Co., Chandris ie, Cogedar Line, etc.—has in-ased steadily in recent years.

n 1967, about 6,000 tourists are ected to visit the New Hebrides ship.

Through passengers entering and ving the New Hebrides on the ne ship are not required to pre-t travel documents. But other itors must have a valid passport, visa unless they are British or nch, a smallpox vaccination tificate, and a return or onward ket to another country.

Tourists usually spend two or three s in and around Vila, a sleepy onial town, set in the curve of a gnificent bay, with superb views r the changing colours of the sea.

Although Vila lies in the tropics, itors in the cool season (from ril to October) are often surprised find that they must sleep under blanket, and that, although it is t generally too cold to swim at dday, the daytime climate is quite igorating.

The rest of the year, the pace of is slower, with the temperature ound 80 deg., but still pleasant.

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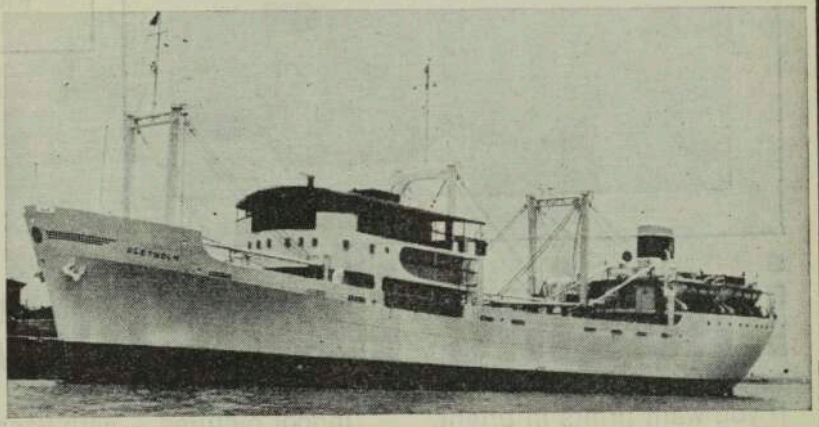
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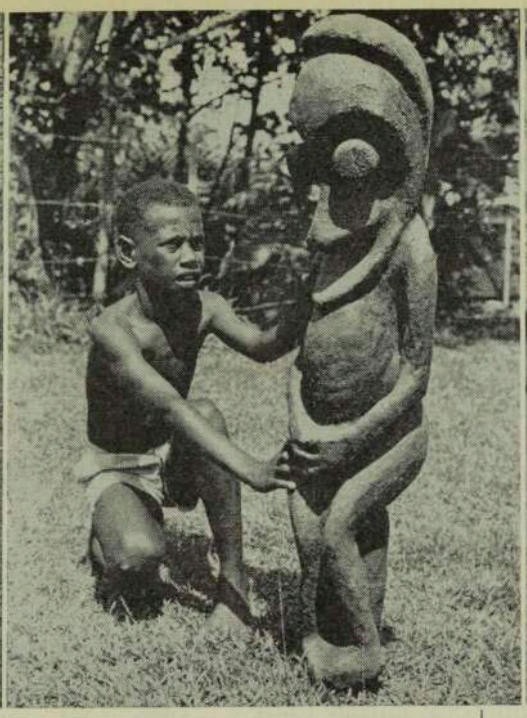
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randah lounge built out over the
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ere are 12 rooms with shower and
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uble for room only.
Both hotels have restaurants with
e French cooking—described by
porters visiting the New Hebrides
t year with General de Gaulle
"some of the best cooking in the Pacific". Prices vary according to the visitors' choice, from about $A1.70 upwards. There is a wide choice of good French wine.

At La Pagode, Vietnamese and Chinese dishes are served to order.

In the past five years, Vila has acquired most modern amenities. There is a chemist shop, a bookshop, and a hairdresser who charges city prices ($A3.40 for a shampoo and set) but whose results are distinguished enough to justify the prices.

French perfumes, cosmetics and wines are found in elegant display in the shops, and for the visitor shopping is fun because of the international atmosphere and the vestiges of quaint colonialism.

In the biggest store in Vila, Comptoirs Francais des Nouvelles-Hebrides, you can buy everything, from liqueur-filled chocolates and Christian Dior lipsticks to cement mixers and farm machinery.

Vila's museum is the Cultural Centre, where there is a collection of stuffed birds, mats, skulls, primitive carvings and a few shells. (The New Hebrides is a shell collector's paradise and the exhibition in the museum does not really do justice to what can be found).

If the visitor finds his interest in the early history of the New Hebrides is aroused, he can browse in the Cultural Centre's library, which has a collection of books on the subject, long out of print and difficult to find elsewhere.

And if his visit to the Cultural

WEIRD ARTIFACTS FOR SALE

Weird artifacts made by New Hebrideans who still go about virtually naked are among the items available for visitors to the New Hebrides who like to take home "something a little different".

The artifacts shown here were made by members of two of the Condominium's 40 native co-operative societies. Such artifacts are exported to Australia and the United States besides being sold locally.

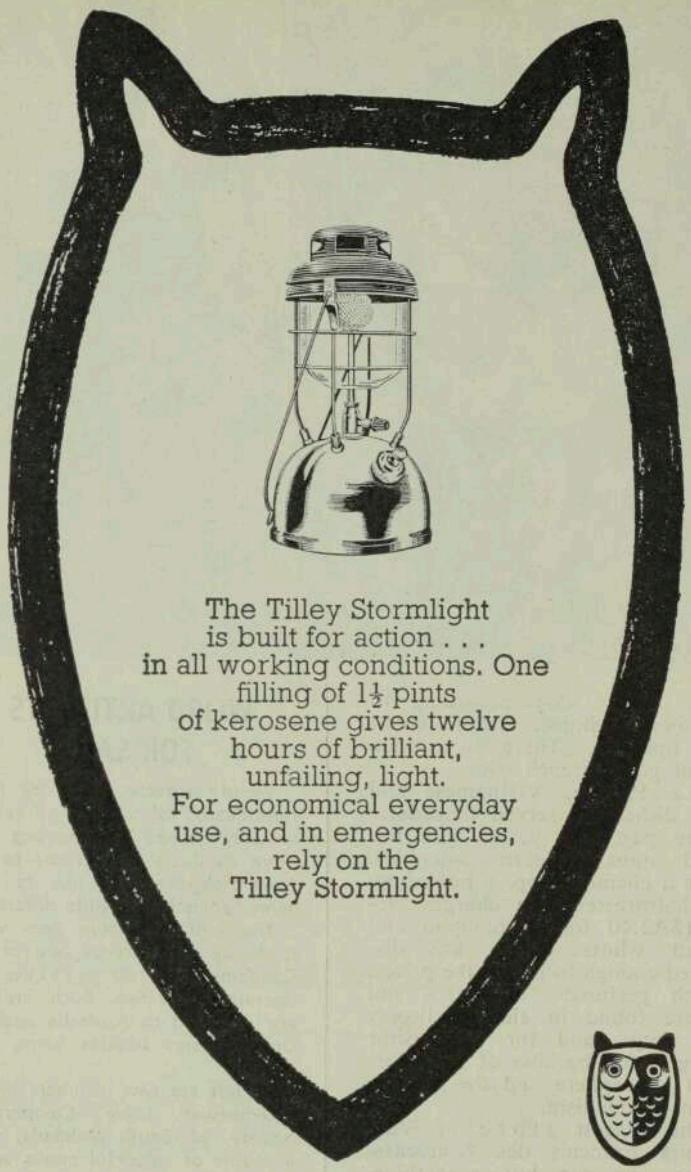
At left are two members of the 300-member Lawa Co-operative Society, of South Malekula, with a couple of colourful masks which are made from papier-mache.

The tree fern figure (centre) was made by the Fonam Co-operative, of North Ambrym. And the modelled skull and stone carving, held by the New Hebridean at right, are more products of the Lawa Co-operative.

Of the 40 New Hebridean co-operatives, 36 are supervised by the British Administration's Co-operatives Officer, Mr. Tom Laing, and four by a French official.

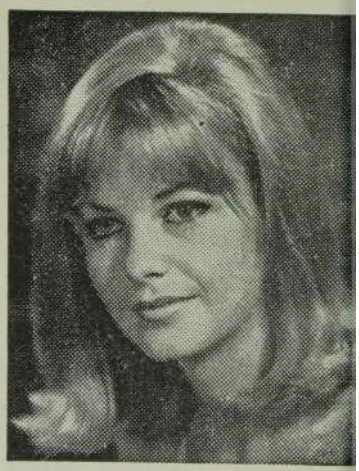
At December 31 last year, their total membership was 2,600 adult males; and their total capital, $A80,000. Their estimated turnover for 1966 was $500,000.

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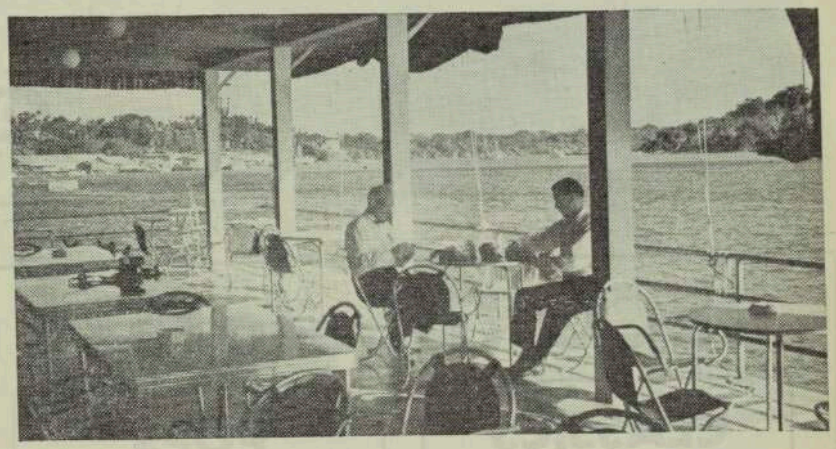
And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

Vi-Stim To restore Vim and Vigour

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On Efate, the main island in the New Hebrides and site of Vila, the New Hebrideans have long been wearing Western clothes. But in other parts of the Condominium, particularly on the big islands of Espiritu Santo and Malekula, some of the people are only just getting around to it. The picture at right, showing various degrees of acceptance of Western dress (or undress) was taken on Malekula in September last year at the opening of Lamap airfield, on the south-east side of the island. The natives are Big Nambas, whose territory is on the north-west side of Malekula. To reach Lamap, they had to travel some 40 miles. The lower picture shows the verandah lounge at the Hotel Rossi in Vila, one of the most popular eating and meeting places in the New Hebrides. The lounge is built over Vila Harbour.





entre whets his appetite for prim-
ve art, he should visit the Tourist
nquiries Office, further along the
aterfront, where ritual masks and
figies, of the kind once used in the
remonies concerned with promotion
a new rank in the village hierarchy,
e for sale.

To some these weird objects are
erely hideous, for others they have
strange and compelling fascination.
rices are reasonably low, $A5 for
mask for instance.

At present tours in Vila are only
ganised when a ship is in harbour.
he half-day tour to Erakor (as
aken by some of the *Queen*
rederica's passengers) costs $A5;
at to Fila, $A3.

Varied scenery

Many travellers, but usually the
unger ones, make the all-day ex-
rsion round the island of Efate.

The road is fairly rough, and at
me points watercourses must be
rded, so it does not appeal to those
ho like to take things in comfort.
ut it is an interesting trip with
markably varied scenery for the
ort distance.

A trip which can be arranged for
nall groups through the Tourist
nquiries Office in Vila is by sail-
g canoe to the island of Lelepa
ff the north coast of Efate.

It is an hour's drive from town,
ver the mountains behind Vila, up
lem's Hill, and on to Lelepa land-
g. From there it is about an hour's
il to the island, with its sleepy
hite village and friendly New
lebrideans. A handful of sweets
nsures popularity with the children.

On Lelepa are some magnificent
ves, in which some ancient picto-
raphs have recently attracted the
ttention of a French archaeologist.

travel

Many tourists take a day trip to Tanna, a lush green island south of Vila, which is connected with it by Air Melanesia, the New Hebrides internal airline.

The trip enables visitors to see Mount Yasur, one of the most accessible active volcanoes in the world, and the pagan Tannese, who go about their everyday business in traditional grass skirts.

One of the best ways to spend a longer holiday in the New Hebrides is on board the *Manutai*, Burns Philp's "seagoing store", which goes on month-long cruises to 65 anchorages in the islands. The fare is about $4 a day.

It provides a wonderful opportunity to meet the New Hebrideans in their own primitive villages.

Young and athletic visitors should walk for four or five hours into the interior of Malekula to visit the Big Nambas, a people who have forgotten nothing of the Stone Age, and acquired little from their contacts with civilisation.

The trip on the *Manutai* can be broken at any of the islands with an airfield, from which the tourist can return to Vila or Santo by plane.

To cater for the growing number of tourists to the New Hebrides, the Chamber of Commerce has recently produced an informative brochure and has established the Tourist Enquiries Office, mentioned above.

In addition, representatives from the New Hebrides recently visited both Sydney and Fiji to meet travel agents and tell them what the New Hebrides has to offer; and Mr. Marvin Plake, executive director of the Pacific Area Travel Association visited the New Hebrides for the first time.

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NEW HOTEL FOR TAHITI TO GO UP ON HISTORIC SITE

Tahiti, which already has about a dozen tourist hotels, is to get a new one soon at Taharaa, a magnificent site about 2½ miles east of Papeete.

TAHARAA, a steep headland about 250 ft high, overlooks Matavai Bay, where Wallis, Cook, Bligh and other early European explorers anchored and where much of the Marlon Brando version of *Mutiny on the Bounty* was filmed. Taharaa also commands a spectacular view of the neighbouring island of Moorea.

The new hotel, to cost about $US5 million, will be built with French and American capital. It will be Polynesian in style, with 200 air-conditioned rooms in 10 low tiers climbing the face of the promontory from sea level to the plateau at the top.

In effect, the hotel will be 10 storeys high. But as each storey will be separate from the next, local building regulations, limiting the height of buildings to two-thirds of a coconut tree, will not be infringed.

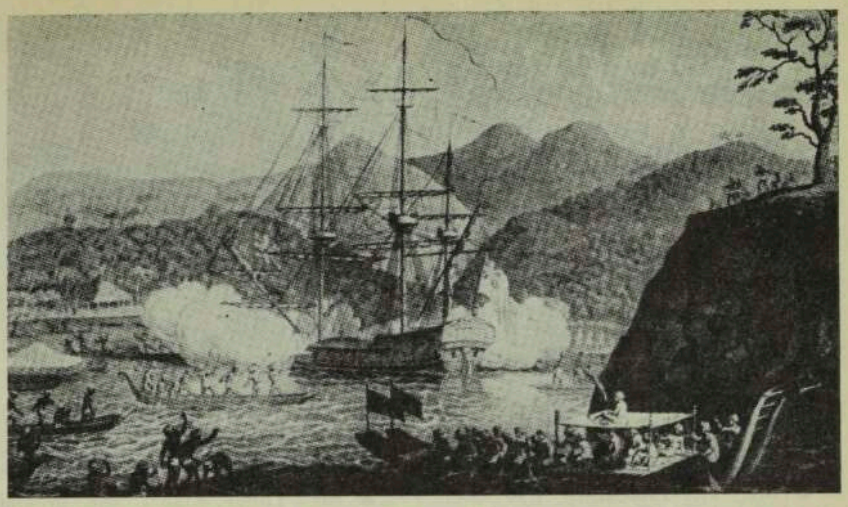
Fast lifts will take guests from the bottom of the headland to the plateau at the top, where the reception desk, swimming pool and restaurant for 200 guests will be situated.

American president

The hotel will be built by a French-registered company, Societe Hoteliere de Taharaa, of which Mr. Joseph M. Long, of San Francisco, is president. Mr. Long is reported to hold 60 per cent. of the shares. The other shareholders are Pan American World Airways (27 per cent.) and the French airline, UTA (13 per cent.).

The Intercontinental Hotel Corporation, a subsidiary of PanAm, will run the hotel. It will be the second hotel under its control in the South Pacific—the other being the Pago Pago Intercontinental in American Samoa.

Architects for the hotel are Wimberly, Whisenand, Allison and Tong, of Honolulu, and Michel Prevot of Tahiti. Both American and French contractors will take part in the construction, which is to be co-ordinated by Swinerton and Walberg, of San Francisco.



travel

Messrs. Wimberly, Whisenand, Allison and Tong were the designers of the Pago Pago Intercontinental, the new 108-room hotel at Yanuca Island, Fiji, and the Hotel Tahiti in Papeete.

Work on the Taharaa is due to begin in April. The hotel is expected to take its first guests towards the end of 1968 or early in 1969.

A TOTAL of 16,200 tourists visited Tahiti in 1966 against 14,830 in 1965, 10,406 in 1962 and 1,472 in 1959. Last year's total was about 1,800 lower than had been expected.

The average length of stay of each tourist was also lower than in the previous year—6½ days compared with seven; and the amount of money spent by them was less—397 million French Pacific francs compared with 407 million in 1965.

The island's high prices are seen as one of the main causes of the falling revenue from tourism.

AIR NEW ZEALAND will resume services to Tahiti in November. By extending the flights through the French territory to Los Angeles, this will give it a second route across the Pacific to North America.

The airline now operates twice-weekly from Sydney through Auckland and Honolulu to Los Angeles.

It also plans to resume its DC8 jet service from Auckland through Sydney to Singapore in October or November. The actual date will depend on delivery of its two new DC8s, due to become available later this year.

When its second trans-Pacific route opens, Air NZ will be again operating to Tahiti for the first time in three years.

In 1951 it was the first airline to introduce scheduled commercial flights there, using Solent flyingboats on its Coral Route through Fiji, Western Samoa and the Cook Islands. Subsequently operated by Electras, this service was withdrawn in 1964.

The DC8s with which Air NZ will resume the service will leave Sydney at 6.15 p.m. on Sundays and operate from Auckland direct to Papeete and on to Los Angeles. The south-bound flights on this route will leave Los Angeles at 8 p.m. on Fridays and reach Sydney at 10.5 a.m. on Sundays.

This service will bring the airline's island destinations in the Pacific to six—Hawaii, Fiji, American Samoa, New Caledonia, Norfolk and Tahiti.

Air New Zealand is also studying the possibilities of a direct air link between Auckland and Pago Pago. Pago Pago is growing in significance as an important airport serving the traffic between Western Samoa and New Zealand. It is at present served by Air New Zealand with DC8 flights from Auckland through Fiji.

● **Captain Wallis, the European discoverer of Tahiti, called the site of Tahiti's newest hotel "Skirmish Hill" because it figured in a battle between his men and the Tahitians soon after his arrival in Matavai Bay in 1767. Captain Cook later called the site One Tree Hill, and it was by that name that it was known for some years. An engraving of the battle of "Skirmish Hill" (reproduced above) appeared in Hawkesworth's "Voyages" in 1773. The new hotel site was thus one of the first places in Tahiti to be pictured in a book.**

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People

● The Archbishop of Melbourne's son, the Rev. Theodore Woods, has arrived in Papua-New Guinea to begin work with the Anglican Church there.

Initially, he will act as principal of St. Aidan's teacher training college at Dogura, the big cathedral station on the Papuan coast.

Father Woods was previously in Papua as a layman for a year in 1959-60, when he taught at the Anglican Martyrs' School near Popondetta.

● Mr. G. Pitkeathly has been appointed Senior Education Officer in the British Service in the New Hebrides. Mr. Pitkeathly was formerly Chief Education Officer in the Gilbert and Ellice Islands Colony.

● Mr. Albert Henry, who was admitted to Auckland Hospital on January 23 for a medical examination for a stomach complaint (*PIM*, Feb., p. 15), was discharged early in February. No operation was necessary.

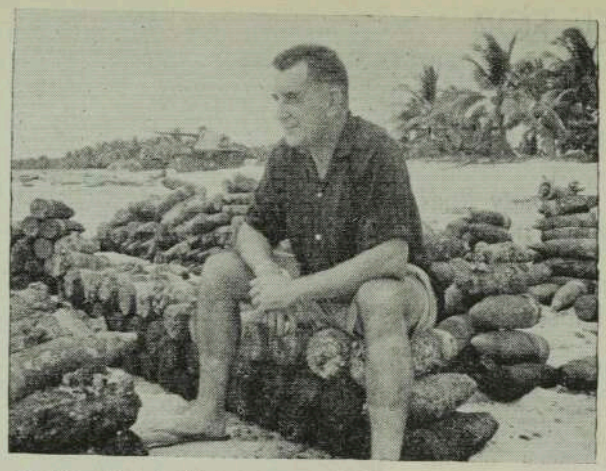
He was to return to Rarotonga by air at the end of February.

● Mr. Joseph Konesane Fuimaono, a Western Samoan, has qualified as master of laws at the University of Canterbury, New Zealand. He will spend a year or two in New Zealand to gain practical experience in law before he returns to Apia.

● Mr. B. L. Officer has been appointed Deputy Director of Lands in Fiji. Formerly chief surveyor and valuer, Mr. Officer succeeds Mr. R. H. Regnault, who was appointed Director of Lands following the retirement of Mr. D. T. Lloyd.

● Canon Fine Halapua, of Tonga, has been appointed Assistant Bishop in the Diocese of Polynesia, and Bishop Suffragan of Nukualofa.

Canon Halapua, a dedicated and much respected worker, was born in 1930; educated at Tonga College and the Ordination School, Wailoku, Fiji. Before entering the church, he was a master and subsequently senior master at St. Andrews School, Nukualofa. In 1952 he become headmaster of that school. Canon Halapua has been Vicar of Tonga since 1962 and was appointed Honorary Canon of the Diocese in 1964. Canon and Mrs. Halapua have a family and two of their sons are theological students.



MEDALLISTS: T George Medal H been awarded to tv British Army me Major H. P. Qua rough (pictured) a Sergeant H. E. Cool who last year clear about 100 tons bombs and she from Japane bunkers on Bet Islet, Tarawa (PI April, 1966, p. 8 The medal w awarded in each ca for disposal work Betio and at Penan Malaya.

● Mr. Tupui Henry, son of the Cook Islands Premier, Mr. Albert Henry, has been appointed Minister of Internal Affairs in the Cook Islands Cabinet.

He was recently elected to fill the Mauke seat in the Cook Islands Legislative Assembly (*PIM*, Feb., p. 136). This brought the number of members of the Henry family in the Assembly to four, as the Premier's sister, Mrs. Marguerite Storey, is Speaker, and a nephew, Mr. Geoffrey Henry, is a member for Aitutaki.

● The United Nations regional representative in the South Pacific, Mr. Alexander P. Hixon, and Mrs. Hixon, flew to Nukualofa from Apia in mid-February on a familiarisation visit to the kingdom.

● A further step forward in Tonga's five-year development plan was the arrival in the kingdom recently of Dr. Vincent Liyanage, of Ceylon. He has been appointed by the Food and Agricultural Organisation of the United Nations to take up the position of project leader of the coconut rehabilitation scheme.

He graduated BSc from London University in 1945 and obtained his Doctorate in Genetics at Manchester in 1953. Dr. Liyanage has had experience with the Ceylonese Rehabilitation Scheme and has been botanist and divisional head of the Coconut Research Institute of Ceylon.

● Former Papuan rubber planter Colin Sefton, who now lives in Sydney, is getting about on crutches following a street accident in which he was knocked down by a car.

● Mrs. John Kaputin, of Port Moresby, in February was making a three-week visit to Perth to see her parents. Husband John is with the East-West Center in Honolulu.

● The "Samoanisation" of Weste Samoa's Public Service continues t gain momentum as education standards reach graduate level. R cently three high posts previously hel by expatriates have been filled by loc personnel.

Herbert Clark, a former schola ship student and now a qualifie solicitor, has been appointed leg officer; the chief accountant in th Treasury Department is now Da Betham, who is still in his thirtie and the post of Financial Secretar has been given to John Wendt. M Wendt will replace Dr. P. P. Helle who will retire on April 1.

● Mr. Bill Beatty, well-know Australian author and feature write was a passenger in the *Canberr* when she called at Nukualofa re cently. Although strictly a writer o Australiana, after a few hours ashore seeing the sights and meeting people he said that he could easily be lure back to this part of the Pacific fo a much longer stay.

● The Most Rev. Victor Foley who became the first Roman Catholi archbishop of Suva last July, has re signed because of ill-health. Arch bishop Foley is at present in England staying with his sister, Mrs. J Morecroft, in Kent, where he wa born.

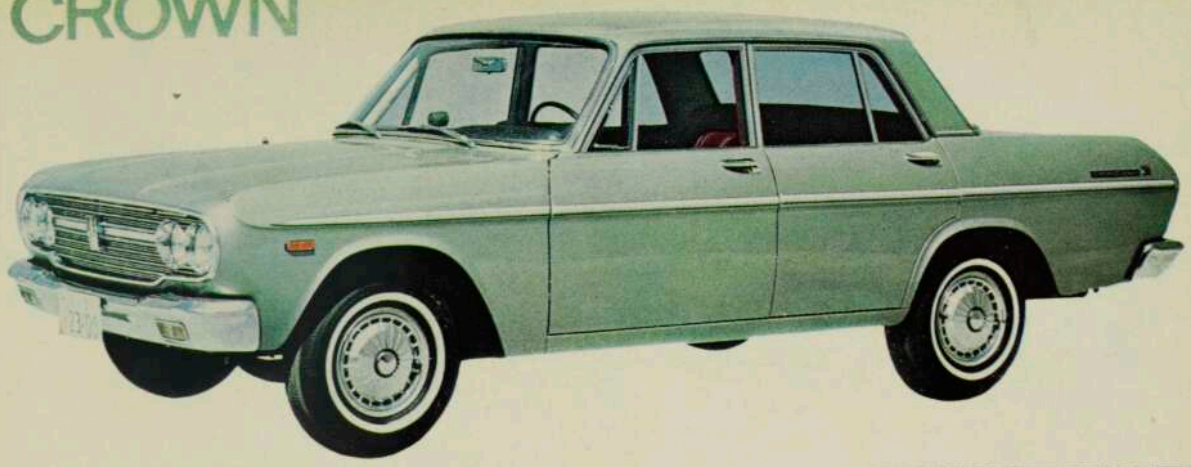
Archbishop Foley went to Englan as a young priest in 1937 and wa consecrated bishop in 1944.

Father L. Hannan has been electe vicar capitular of the Archdiocese o Suva and will be in charge until th appointment of a new archbishop.

● Dr. C. P. Hoyt, manager o the United Nations-South Pacifi Commission rhinoceros beetle projec since its inception in 1964, ha resigned to take up a position in New Zealand.

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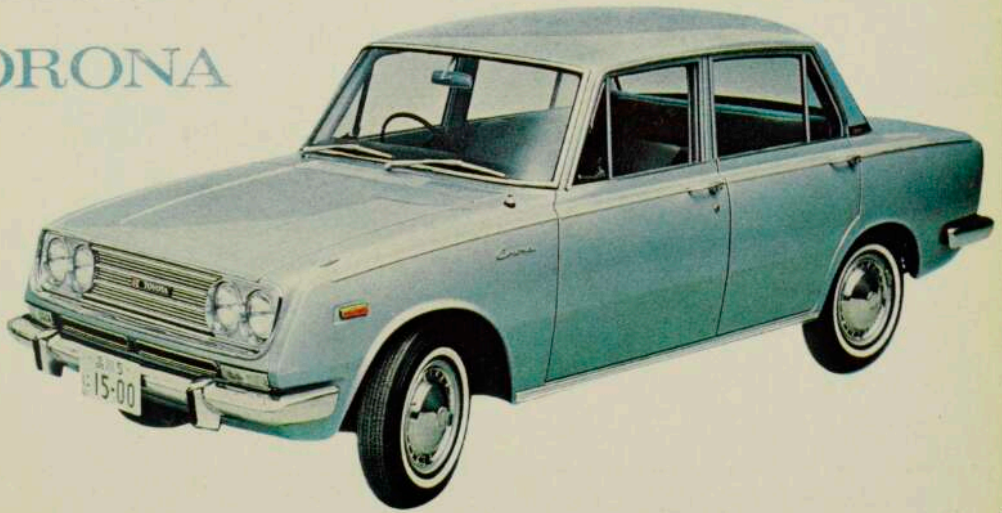


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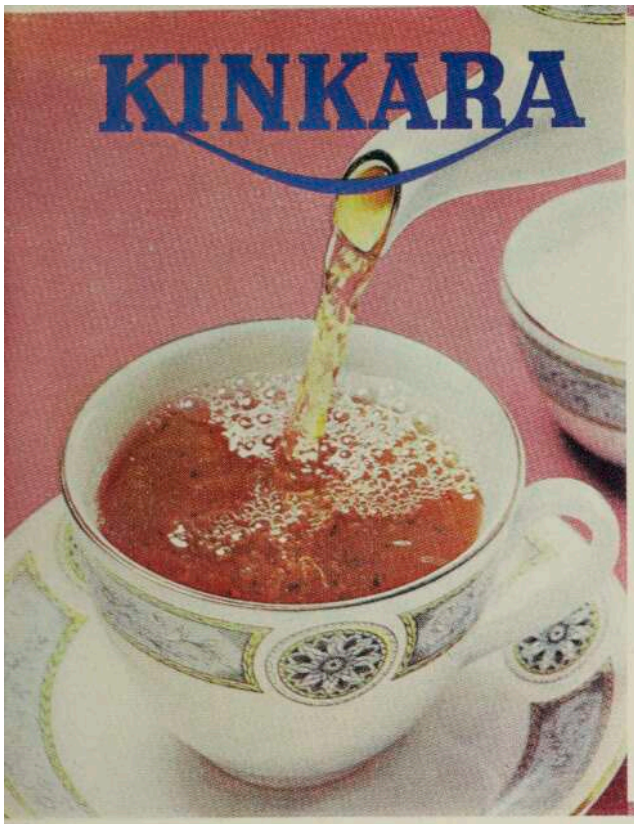


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Business and Development

Timber seen as Fiji's biggest future money-earner

By a staff writer

Fiji's Conservator of Forests, Mr. G. Watkins, visited Australia in February to gather information to help him give Fiji's disorganised timber industry a new deal.

He is currently engaged in a series of moves designed to strengthen sections of the industry—millers, holesalers and builders—and at the me time safeguard Fiji's forests.

He is handling things in two phases a short-term five-year plan covering 66 to 1970 and a long-term plan follow. The short-term plan is signed to remedy the colony's immediate ills in the timber industry.

The worst of these ills are too many wmills and no proper marketing or eatment arrangements.

Fiji has more than 60 mills, when should be supporting about 20.

Many of its existing mills are small d inefficient, engaged in wasteful mpetition with each other—selling rect and cutting prices to get business.

Oregon imported

At their present rate of cutting, r. Watkins believes they would cut t the colony's resources by the end the century merely by attempting meet local consumption.

But despite these local activities, ji still imports a third of its timber eds in the form of oregon from anada.

Local builders generally prefer the egon and, of course, the Fiji imorting firms are happy to continue aying and selling it. Oregon needs treatment.

To raise the depressed local indstry there must be an assured supy of new timber for cutting, inficient millers must be weeded out, ere must be proper treatment for cal softwoods to enable them to mpete competitively with the imorted oregon, and there must be ganised non-throat cutting marketg arrangements.

Fiji is meeting the first requirement increased reafforestation. It plans replant 4,000 acres a year by 1970 (compared with 500 acres a year in 1950) and is well on the way. The figure for 1966 was 3,800 acres planted, and Mr. Watkins sees no difficulty about reaching this target.

The replanting is half softwood and half hardwood—mainly pine species and Honduras mahogany. All are growing exceptionally well.

This replanting figure has been estimated on the basis that Fiji's annual consumption of timber will increase from 7 cubic feet a person to 14 cubic feet by the end of the century.

Requirement number two will be met by ordering that mills be licensed, and that certain minimum requirements be met before licences are granted. The mills are being given two years to reorganise to meet the licensing requirements, and undoutedly the inefficient mills will not survive.

The treatment of the timber and the organisation of the marketing are being tackled together. The oregon importers—mainly the big trading firms in Fiji—have agreed to put in treatment plants and take over marketing of local timbers.

This will give them the income they will lose when oregon imports eventually are stopped—for the ban on oregon is an important part of the reorganisation. It will not be done suddenly, but oregon imports will be allowed to taper off as local wood takes over. One treatment plant is already under construction.

Mr. Watkins and his team know that there is no use banning oregon unless the local timbers can do the job, and they are satisfied that the local ones can with proper treatment.

"Oregon is a fine timber—there can be no disputing that," says Mr. Watkins.

"Nobody is attacking oregon. But Fiji has kauvula and a wide range of other species which can replace oregon with the right treatment.

"Local builders have been prejudiced against these timbers, but they can be treated to give better protection against insects and decay than oregon has in Fiji, and these timbers have less knots than oregon has. Treatment is the answer."

A change in Fiji building regulations, resulting in local timbers being stipulated, will also help the changeover from imported timbers to local ones.

Building regulations, timber utilisation and research are some of the things Mr. Watkins has been looking at in Australia. He plans to expand Fiji's utilisation section.

He also plans to find out in this next five years just what forests Fiji has. A team from the Directorate of Overseas Surveys, England, will prove the forests in exact figures and also, incidentally, allow the local department to know the best place for sawmills to operate. The first man from this team has recently arrived in Fiji.

"Challenging and exciting"

The team will mark out permanent forests, for Fiji is also looking for protective as well as productive reserves. And for nature reserves near towns.

All this will be done in the first five years.

It is the long-term plan that especially excites Mr. Watkins, and enables him to regard his present job, which

ANOTHER LONG-TIME BP MAN RETIRES

Mr. James Burns (son of the founder, the late Sir James Burns) has retired from the position of managing director of Burns Philp & Co. Ltd., which he had occupied for 44 years. He now is 85. He remains chairman of the company.

Mr. Joseph Mitchell, now in his nineties, retired last year from the post of general manager, after 75 years in the BP service.

The Burns-Mitchell control of the BP organisation extended over a long period of phenomenal growth, probably without parallel in Australian history.

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he has held since 1964, although he has been in Fiji seven years, as "one of the most challenging and exciting forestry jobs in the world".

In the long term Mr. Watkins believes that Fiji's quick growing species could mean the building up of timber as Fiji's biggest industry—bigger than copra, sugar or tourism.

He is excited about the nearness of markets for paper pulp, and the growing need of paper in Asia.

He is hopeful of encouraging a combine to establish a paper pulp factory in the colony, and an export industry in mahogany, sawn timber and veneers.

Logs won't be exported, for this way you are exporting material that could be used to employ labour at home.

"But how right are we in our assessment of Fiji's forestry potential?" asks Mr. Watkins. "To find out we have asked the UN Special Fund for help, and the first three men arrive in March on the preliminary investigation. If we are right, and there is the export potential we think there is, then we will involve ourselves in a second five-year plan from 1970-75."

Copra prices up —and down

PHILIPPINE FM prices firmed early in February to around £Stg.68/10/- a ton, or about £3 better than the average price of £65/10/- for January.

However, there was a sudden drop to £67/1/8 on January 10, and on the present weak market prices could go lower, although it is unlikely that the average for February will fall below the January level.

The chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, said in Port Moresby on February 28 that the market had reacted in line with the general weakness in US soyabeans.

To a great extent the immediate trend of oilseed prices would depend on what moves were made by soyabean producers in the US—whether they would sell at present prices (in which case there would almost certainly be a further price decline), or whether they would continue to hold, as they are doing at present.

"There are a number of other uncertain factors in the market, not the least being current international political developments such as peace moves in Vietnam," Mr. McDonald said.

"These could mean more steadiness, and, particularly in the case of copra, whether or not supply pressure of closely competing commodities such as US lard or USSR sunflower will be kept up.

"Generally, it appears that there will not be any marked change in present trends over the next month or two, but improved demand, particularly in stock meals, might bring about a moderate recovery in prices."

Interest in Niue passionfruit

THE factory manager of Sunripe Products Company, of Auckland, visited Niue recently to investigate the economics of a local passionfruit industry.

Some passionfruit is already being grown by the Agriculture Department at Fonuakula, but if an industry was started some 50 acres of passionfruit would have to be cultivated.

A passionfruit industry is just another of the industries which the Niue Government is interested in trying to attract to develop the island.

Recently an expert on honey arrived to see if the current small honey industry could be expanded.

Exports from Niue are generally low. Banana exports fluctuate between 5,000 and 7,000 cases a year, though limes are a continuing export and papaws have recently been exported in special containers—each papaw being individually packed as an experiment, as papaws don't travel well and Niue is a little too far from the market in New Zealand by the indirect route the *Tofua* takes.

In addition, some boxes of the *vi*, or Tahitian pear, have been sent out recently.

Kumaras, which used to be a big export to New Zealand, have been restricted in the last year or two because of the discovery of the kumara weevil.

Niue basketware provides a steady income, but it is a cottage industry.

Copra is the main export and it is on this that the recently established Economic Development Board is concentrating.

Fiji mineral survey brings results

NEARLY three-quarters of Fiji had been geologically mapped by the end of last year.

A summary of progress by the colony's Geological Survey Department says that planning is now being mainly devoted to the development of outstations and marine transport for mapping the outlying islands; further development of laboratory facilities for expanded geo-chemical work and rock analysis; the expansi of the gold mining industry by surfa exploration; and broadening the ba of the mineral industry by encoura ing major exploration companies visit Fiji.

Several major exploration co panies have been informed of a we mineralised area of about 800 squa miles in the south-east of the ma island of Viti Levu.

This has resulted in specific pr posals for active exploration bei made to the Mining Board.

One large Australian explorati company is already operating in V Levu.

P-NG turns down US mining firm

A UNITED STATES compan the American Smelting and R fining Company has been refused e clusive prospecting rights over a 7 square miles area in the Bainings di trict of New Britain, near Rabaul.

This was stated in the P-NG Go ernment Gazette of February 16.

The P-NG Administrator, M D. O. Hay, commenting on the r fusal next day, said the compan had failed to convince the Admin tration of the worth of its prospe ing programme.

The 700 square miles sought the American Smelting and Refini Company is adjacent to an area whi was declared a mining reserve by t Administration about six months ag

The reserve was declared aft native villagers handed in ro samples containing copper to t local member of the House Assembly, Mr. Roy Ashton, (*PI* June, 1966, p. 142).

Mr. Hay said American Smeltin still had the right to prospect in t area by virtue of a prospecting pe mit granted by the P-NG mini warden, Mr. H. J. McKenzie, la last year.

Mr. McKenzie granted the perm after discussions with representativ of the people from six villages the permit area, known as the Bai ings.

The people told him that th would be quite happy to have t company prospect for copper on the land and exploit any deposit found

W. R. Carpenter's profit lower

W. R. Carpenter Holdings Lt island trader, which has record of 23 successive annual i creases in net profit, earned a slight lower net profit in the half-year

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BSIP crayfish plan fails

An attempt to start a crayfish industry in the BSIP with the 71 ft Australian prawn trawler *Sensation* has failed.

The *Sensation*, fitted with refrigeration units, arrived in the Solomons a few weeks ago with its owner, Mr. Douglas Kirby (*PIM*, Feb., p. 107).

Mr. Kirby said that despite initial enthusiasm for the scheme by Solomon Islands fishermen at Rennell and Bellona, the islanders were not interested enough to collect the crayfish.

He still believed there were sufficient crayfish to sustain a profitable industry in the BSIP.

Mr. Kirby was to return to Australia with the *Sensation* and put the boat up for sale.

cember 31, 1966, than in the last months of 1965.

Directors announced the lower ofit in an addendum to the comny's interim report issued in late bruary.

Income from investments which are d mostly by the parent company, s fully maintained, they said.

In the interim report, the directors d they were holding interim idend at 7½ per cent.

They expected group profits for the l year to June 30 would be "satistory".

At the annual meeting last vember, the chairman, Mr. R. B. rpenter, warned that the company ght not be able to maintain its 65-66 earning rate in the current ar.

He said the main reason for this s low copra income because of ought conditions in New Guinea.

However, merchandise sales oute Australia had been maintained d cocoa prices were at the highest el quoted over the last three ars.

hoiseul makes onus issue

HOISEUL PLANTATIONS LTD., New Guinea and Solomon ands plantation owner, made a e-for-one bonus issue of its dollar ares to shareholders on January 31. This doubled capital to $1,800,000. Directors said the bonus issue ought issued capital more into e with earnings. In 1966 the earn- rate of profits was 43.8 per nt. The dividend was 18 per cent. t year and 27½ per cent. in 1965.

P-NG "watch dog" keeps an eye on public's money

From a Port Moresby correspondent

Papua-New Guinea alone among South Pacific territories has an active parliamentary public accounts committee designed as a watch-dog on the spending of public money. It takes evidence on oath and in public.

THE committee was established late in 1965 following growing public dissatisfaction with the operations of the territory's Public Works Department. An elected member of the House of Assembly moved for a select committee to investigate the department's activities.

That astute politician Dr. John Gunther, who was government leader in the House at that time (he's now Vice-Chancellor of the P-NG University) came up with one of his famous political horse deals. He suggested that a general public accounts committee be established instead—and the House agreed. Experienced politician Don Barrett, of New Britain, became chairman, and still is. Mr. Barrett is a planter.

Studied in Canberra

Mr. Barrett spent some time in Canberra studying the workings of the Federal Parliament's joint committee on public accounts, and at an impressive inaugural meeting of the P-NG committee all departmental heads heard the chairman outline the history of accounts committees and how his own committee proposed to function.

It followed that one of the first tasks of the committee should be to study the operations of the department which was indirectly the cause of its birth. When the inquiry opened into the Public Works Department it soon became evident that the accounting set-up was far from satisfactory.

As the senior administrative officer of the department strove to justify the shortcomings, the questioning committee members discovered that there were no printed instructions covering accounting procedures and that each region and district throughout the territory probably followed its own devices!

Further questions revealed that a revised and up-to-date procedure to cover the whole of the department's activities had in fact been prepared and passed to the department four months before the hearing.



Mr. Barrett

At this disclosure the committee—perhaps exceeding its legal authority—demanded a target date for installation of the new accounting system. The department capitulated, set a target, and in the main met it. The territory's chief auditor later reported a considerable improvement in the department's accounting, and the committee felt its radical action had been vindicated.

A surprising revelation about housing of Public Works employees came in Lae when a Works official disclosed that a temporary employee had been accommodated at an hotel for three years, his bill subsidised by the Administration. The same witness did not know where some

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of the New Guinean officers employed by the department lived—certainly the Administration did not house them.

The Public Works Department was again unfavourably in the news when the committee did a "lightning" investigation into spending in the 1965-66 financial year. Head office officials admitted that an over-spending of $100,000 in the road maintenance vote for the New Guinea Highlands region was not known until after June 30, 1966, when the financial year ended. A somewhat reluctant Treasury official admitted that his own department was equally in ignorance.

Reddest face at the lightning inquiry was that of the Secretary for Labour, Mr. D. Parrish, who had been asked whether his department bore in its vote the costs of the Administration's advocate at the lengthy arbitration hearing into local officers' salaries.

"No," said Mr. Parrish. "But, I'm sorry, yes," said the Treasury official present at the hearing. "It has been decided that your department will bear these costs."

Someone had forgotten to pass along the message!

Report accepted

First major report tabled in the House of Assembly by the committee was one on the Department of Education. To get first-hand evidence for this report the committee had taken evidence in Port Moresby and 10 other centres, visited numerous Administration and mission schools and received many written submissions.

The report was accepted by the House. It called for the people to carry a greater share in the financial burden of education, and one direct result is the recently announced system of charging direct fees for primary and secondary schooling (see p. 39).

Another of the committee's recommendations which will no doubt get attention by the Administration is one to have secondary students at Administration boarding schools contribute more towards their upkeep, just as those at most missions schools do. The committee commented that it had found it impossible to arrive at an accurate figure for the cost of keeping one student for one year at an Administration school, because of varying methods of assessing costs, and because of the odd system operating in the territory of absorbing all airfreight costs to Highlands centres in a general vote. This means that a pound of rice is the same price in Mount Hagen as it is at coastal Lae.

In its investigations into education the committee noted that standards of building design had been set so low that structural weaknesses had appeared before some buildings were completed, and they had to be modified. No allowance had been made for climatic conditions so that the same design was used for the cold Highlands as for the humid coastal areas, with obvious disadvantages.

Perhaps the most obvious bungle was noted at Goroka and Lae, where dormitory blocks were completed with built-in wooden bunks. But these were removed as soon as the buildings were handed over, and two-decker steel bunks were installed.

Works officials estimated that at least $200 per dormitory was thus wasted, but nobody seemed to know why there had not been closer liaison between departments. The accounts committee thought it was all a poor show.

This question of housing has s interested the six committee membe (who include two Government mem bers of the House) that they are no engaged in a full-scale investigatio of the subject, together with tend and supply.

The committee seems to have di covered so far that the Administra tion pays more attention to housin for its overseas officers than it doe for New Guinean officers, and n doubt this will be stressed in th report. The committee has criticise the delay in setting up a Housin Commission, as recommended by th World Bank report, and it is likel that a bill establishing the commissio will be introduced before long at meeting of the Assembly.

Mr. Barrett says he is satisfied tha his committee is serving a worth while purpose, and that disclosure already made, and the committee detailed reports, will do somethin towards increasing the Administra tion's efficiency. There can be littl reason to doubt it.

PALM OIL INDUSTRY FOR P-NG AT LAST

THE P-NG Administration and an overseas firm, Harrisons and Crosfield (ANZ) Ltd., will be equal partners in a major palm oil enterprise in the Cape Hoskins area of New Britain.

P-NG's House of Assembly approved the plan on February 28 for the Administration and the firm to spend $1.25 million each on the venture.

The Administration will build an access road from the palm oil plantation area to the coast, construct wharfs and finance the establishment of 500 smallholder blocks. Harrison and Crosfield will provide an oil mill.

The scheme was officially confirmed last July in Canberra (*PIM*, Aug., 1966, p. 148) and the Administration advertised for a lessee partner.

Agricultural experts believe the palm oil industry could become as important to the territory as cocoa and copra within the next 10 to 15 years. The Administration expects exports to add about $3 million a year to export earnings by the early 1970s.

The agreement calls for the planting of 2,500 acres of palm oil in five years and 4,000 acres in 10 years.

About 500 smallholder settlers will move from the New Guinea mainland to New Britain and be allocated 15 acres each in the Cape Hoskins area.

Each smallholder will be required to use eight acres for oil production and seven acres for subsistence farming.

Palm oil is used for industrial purposes—candles, soap and for the hardening of steel—and as an edible oil.

PIM urged the setting up of a palm oil industry in the South Pacific as far back as its eighth issue, when it said the Pacific administrations should take a look at the industry in West Africa (*PIM*, March, 1931, p. 2).

In February, 1943, *PIM* again urged that the palm oil industry could be of great value to the Islands.

It said on that occasion: "More than 10 years ago *PIM* published details of the valuable oil-palm of West Africa, which was then being introduced to the Netherlands Indies and Malaya, and Pacific territories administrations were urged to take an interest in this new development in planting.

"Nothing was done; not one administrative official displayed the slightest emotion. It is little satisfaction now to say, 'I told you so'."

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Produce Prices

nless otherwise stated, quotations are Australian currency. Aust. $ equals oximately 8/- Stg., NZ, or W. Samoa; Fiji; 10/- Tonga: 5.381 Ceylon es; 98 Pac. Frs.; $US1.125.)

COPRA

PUA-NEW GUINEA:—All production elivered to Copra Marketing Board, rolled by six members, including three ters' representatives; and the board ts distribution and sales, and makes ients to the producers. Production mainly to (a) Unilever, in UK, (b) ralia for local consumption, (c) ning-mill in Rabaul, and (d) Japan lus as available). Prices generally with ruling rate in Philippines, with lums for hot-air dried.

NG Board's purchase prices for copra ered main ports from March 1 are Air Dried, $120 per ton; FMS, $117 ton; Smoke-Dried, $115 per ton.

JI:—The Fiji Coconut Industry Board the prices to be paid for Fiji on a formula based on that for ppines copra, and taking into account ht, taxes, selling costs, shrinkage, The copra must be graded at centres uva, Levuka, Lautoka, Savusavu and uni. Prices in Suva to Mar. 5 were: grade, £F52; second grade, 7; third grade, £F38/5/-. A scale leductions has been established for delivered to grading centres other Suva.

ESTERN SAMOA: — Official Copra d takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, the open market. Local price re- y was £NZ56/12/6 first grade.

NGA: Sales are under Government ol. Part of production goes to pe, under arrangement with Unilever rolled by Philippines prices, and part o open market.

LOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Latest prices, in Jan., were: 1st grade, $120; 2nd grade, $116; 3rd grade, $106 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at $67.20 per ton for first grade.

NEW HEBRIDES:—Official price on Dec. 20 was about $70 (7,000 Pac. Francs). French price in Jan. was 855 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for next quarter, Jan.-Mar., have been fixed, subject to freight adjustment, at £NZ50/9/- 1st grade, £NZ49/4/- standard grade—both per ton, f.o.b., Rarotonga.

EXCHANGE RATES

JI.—Through **BANK OF NSW, ANZ K, BANK OF NZ and THE BANK BARODA LTD. Australia on Fiji,** £F100: Buying, $A221.73; Selling, 6. **Fiji-London,** basis £Stg.100: F112; S. £F110/15/-. **NZ-Fiji,** basis 100: B. £F111/11/9; S. £F110/4/3.

ESTERN SAMOA. — Through BANK WESTERN SAMOA. Australia on Samoa basis £WS100: B. $A246.67; £A249.08. **W. Samoa-NZ,** basis 100: B. £WS99/11/3; S. S100/10/-. **Fiji-W. Samoa,** basis S100: B. £F109/17/6; S. £F111. **Samoa-London,** basis £Stg.100: B. S100/1/3; S. £WS101/10/-.

ORFOLK IS. AND PAPUA-NEW NEA.—Australian currency used; no ange payable in transactions with ralia.

ENCH PACIFIC COLONIES.—Pacific cs (CPF) are used in New Cale- a, New Hebrides, and Fr. Polynesia. **NCH BANK (Comptoir National ompte de Paris,** Sydney, in Jan. quoted: Selling, Noumea, 98 Pac. cs to $ Aust.; Papeete 98 (nom.) francs to $ Aust.; 247 Pac. francs Stg., approx. 90 Pac. francs to US $; nea 18 Pac. francs to 1 French c (conversion rate: 1 Pac. franc ls 0.055 French franc). **Paris-London:** ng 13.79 francs to £Stg.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On Feb. 27 these were approx. £Stg.232/10/- per ton, Mar.-May, c.i.f., Sydney.

On Feb. 27, Quote No. 1: In store Rabaul, export quality $500 per ton, ex-wharf Sydney, $545. Quote No. 2: Best quality, ex-wharf Sydney, $525, in store NG ports $465 (for UK, Continent and USA shipments).

W. SAMOA:—Latest prices quoted in Sydney, on Feb. 15 were: Grade 1, £Stg.305, grade 2, £Stg.277/10/- per ton, f.o.b., Apia.

COFFEE.—P.-N.G.: Feb. 24, Quote No. 1, good quality A grade 40.5c per lb; B grade 39.5c; C grade 37.5c, c.i.f., Sydney. Quote No. 2, AA grade 38c per lb, f.o.b.; A 37c; B 36c; PB 35c; X 35c; Native X 34c, f.o.b.

Approximate overseas coffee prices were reported on Jan. 25 as:

Uganda Robusta £Stg.237 per ton, Feb.-June, f.o.b., Mombasa; Mataari £Stg.435, c. and f.; Sannani £Stg.415, c. and f.; Hodeida No. 1 £Stg.395; Indonesian Robusta, AP1 Special £Stg.262, AP1 £Stg.250, AP2 £Stg.226, AP10 £Stg.236 per ton, c. and f.

PEANUTS.—P.-N.G.: Sydney agents reported Jan. 24, f.o.b., Lae; Kernels—white Spanish 15c lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Feb. 24 was: Prompt shipment 55⅜ Straits cents per lb, c.i.f. (17.49c Aust.); Mar. shipment 55⅜ Straits cents per lb (16.59c Aust.); Apr. shipment 56⅛ Straits cents per lb (16.83c Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported on Jan. 24: Prices are: white and yellow label processed, standard packs, $5.30, green label, $5.20, c.i.f., Sydney.

RICE (Aust.): Prices, until May, 1967, are—**P.-N.G.:** Dried brown rice, 112 lb bags, $121 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 112 lb bags, $134 per ton, f.o.w. **Other Pacific Islands:** Polished white or dried brown rice, $142 per ton, f.o.w.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on Jan 24 by Sydney independent shell agents were: Sound $1,650 per ton, D $1,180, E $670, EE $470 (in store Sydney). **Cook Islands: Penrhyn** £NZ320 (approx.), f.o.b., Rarotonga.

Stock Market

SYDNEY

	Jan. 23 Seller	Feb. 24 Seller
Bali Plantations	.52	.52
Burns Philp	3.93	3.95
Burns Philp (SS)	4.10	b 4.15
Camalec	b .54	.55
Carpenter, W. R.	2.21	2.22
Choiseul Plntn.	6.40	3.00
C.S.R. Co.	2.87	2.83
Dylup Plantations	.60	.62
Fiji Industries	2.60	2.42
Hackshall's	1.35	1.37
Kerema Rubber	.25	.25
Koitaki Rubber	1.50	1.48
Lolorua Rubber	.50	.50
Makurapau Plntn.	.50	.45
Mariboi Rubber	.35	.36
Plantation Holdings	.35	b .33
Queensland Insurance	4.20	b 4.05
Rubberlands	.30	.30
Sogeri Rubber	b .58	.70
Sthn. Pac. Insurance	2.20	1.75
Steamships Trading	1.06	1.00
Watkins Consolidated	.45	.48

OIL AND MINING SHARES

	Jan. 23	Feb. 24
C.R.A.	s 5.30	s 5.28
Emperor	s .43	s .40
N.G.G. Ltd.	s .54	s .50
Oil Search	s .18	s .16
Pac. I. Mines	s .55	s .50
Papuan Apin.	s .16	s .19
Placer Dev.	s29.00	s28.60

(Quotations are in Australian Dollars $A2 = £A1.)

Sydney Stock Exchange share price index for "Ordinaries" on Feb. 24 was 284.46, on Jan. 23, it was 334.38.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: Jan. 24 — **Papua** — $160-$180 per ton; **N.G., B.S.I.**—$150-$170 per ton, f.o.b. Islands ports.

GREEN SNAIL SHELL.—Sydney buyers quoted: Feb. 24, No. 1, 1st grade, $490, f.o.b. Islands ports, 2nd grade, nom., $240 on wharf, Sydney. No. 2, $440 (best quality), on wharf, Sydney.

CROCODILE SKINS. — On Jan. 24 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) $1.80 per in. **B.S.I.** $2.90 (small scale) del. Sydney.

PAPUAN GUM: $190 per ton, del. Sydney; New Guinea graded gum $185 per ton, f.o.b., New Guinea ports.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Feb. 23, Philippines, in bulk, $US189 (equal to £Stg.66/3/-) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Feb. 23, Philippines, c.i.f., Pacific Coast ports, nom. $US167.50 per short ton. CEYLON: Spot, 1,055 Rupees per long ton.

COCONUT OIL: LONDON, Ceylon, 1% in bulk, £Stg.107 per ton, c.i.f., UK/Nth. European ports.

RUBBER: LONDON, Jan. 20, Spot 18⅛d Stg. lb; Feb. shipment 17-11/16d Stg. lb; Apr. shipment 18½d Stg. lb.

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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and East Australian ports, with the Pilar Regidor.

Details from John Manners and Co. (Aust.) Pty. Ltd., general agents, 4 Bridge St., Sydney (27-9164).

SYDNEY - FIJI

The CSR Company operates a passenger/cargo service, usually with the MV Rona, departing Sydney every three to four weeks for Suva and Lautoka.

Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a six-weekly cargo service with the Waimate from Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia with return to Sydney via Fiji ports, Auckland and Tauranga.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (2-0528); or other branches and agents.

SYDNEY - FIJI - UK

Chandris Line vessel Australis maintains a two-monthly passenger service from Sydney via New Zealand and Fiji to Southampton, and return via Suez to Sydney.

Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a passenger-cargo service three times yearly with the Lakemba calling at Sydney, Melbourne, Suva, Lautoka, Honolulu, Vancouver.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC - HONOLULU

Columbus Lines of New York, operate approximately monthly passenger-cargo sailings from West Coast, USA (with occasional calls at Tahiti) to Australia and New Zealand, returning via Tarawa, Gilbert and Ellice Islands Colony (including transhipments for Mauritius) and Honolulu to Los Angeles.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahitien and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Taiohae (Marquesas Group), Vila Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, occasional calls are made at Pago Pago and Nukualofa.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter St., Sydney (2-0317), or travel agents.

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, generally calling at Sydney, Wellington, Rarotonga, Papeete and Fiji (Southern Cross only).

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete.

Details from Europe-Canada Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

SYDNEY - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports.

Bulolo maintains a six-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul.

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Lae, Madang, Wewak, Kavieng, Rabaul, Port Moresby, Sydney.

Malekula maintains a seven-weekly service from Sydney and Brisbane to Pt. Moresby, Lae, Madang, Lombr Lorengau, Rabaul and Bougainville po

Moresby maintains a seven-wee service from Sydney and Brisbane to Moresby, Samarai, Rabaul, Kavie Wewak, Madang, Lae, Port Moresby.

Montoro sails every eight weeks f Melbourne and Sydney to Pt. More Samarai, Rabaul, Kavieng, Wew Alexishafen, Madang, Lae and Moresby.

Details from Burns, Philp and Co. L 7 Bridge Street, Sydney (2-0547).

China Navigation Co. Ltd. ves Soochow and Shansi provide a regu fortnightly passenger-cargo service f Sydney to Brisbane, Pt. More Samarai and Sydney, sailing from Syd every second Monday.

Details from China Navigation Co. L (Swire and Yuill Pty. Ltd., gen agents), 8 Spring St., Sydney (27-470

Karlander New Guinea Line ca vessels Sletfjord, Sarang and Sleth leave Sydney approx. weekly for P ports, calling at Brisbane, Pt. More Rabaul, Lae, Madang, Wewak, Ki Honiara, and occasionally Gizo.

Details from Karlander NG Line H. Stephens Pty. Ltd., agents), Macquarie Place, Sydney (27-8311).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo ves Australasia and Malaysia run mont between Australian ports (turn ro at Melbourne) and Singapore, via Moresby and Djakarta.

Details from Blue Star Line (Au Pty. Ltd., 32-34 Bridge St., Syd (27-1271).

Australia-West Pacific Line ves maintain a regular passenger/ca service to Port Moresby, Lae, Mada Rabaul, thence to Taiwan, Hong Kong Manila; returning to Australia via Mada Rabaul and Lae.

Details from Wilh. Wilhelmsen Age 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo ves Woosung, Wenchow and Wanliu monthly at Rabaul, Lae and Madang their way north from Melbourne, Syd and Brisbane to Hong Kong, Okinawa Japan.

China Navigation Co. Ltd. ves Changsha and Taiyuan provide a mont passenger-cargo service calling at Moresby when northbound between A tralia, Manila, Keelung and Hong Ko

Details from China Navigation Co. L (Swire and Yuill Pty. Ltd., gene agents), 8 Spring St., Sydney (27-470

Dominion Far East Line vessels Fran Drake and George Anson maint monthly passenger-cargo services betwe Sydney and Japan (via Manila, Ho Kong and Formosa), return via Guam a Rabaul.

Details from H. C. Sleigh Ltd., York Street, Sydney. Tel. (2-0253).

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SYDNEY - TAHITI - UK

handris Line vessel Ellinis maintains regular passenger service every two ths from Sydney via New Zealand and eete to Southampton, and return via z to Sydney.

etails from Chandris Line, 135 King et, Sydney. Tel. 28-2451.

EUROPE - NEW GUINEA - BSIP, GEIC

ederland Line Royal Dutch Mail and al Rotterdam Lloyd operate a service y six weeks from the Continent and don via Suez to Port Moresby, Honiara Tarawa (alternating each voyage), aul, Lae, Madang, Alexishafen, wak, Sukarnapura, Biak, Manokwari Sorong.

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

lessageries Maritimes vessels quisien, Malais, Mauricien and Maori, monthly between France and New land, via Panama Canal, calling at eete and Noumea.

lessageries Maritimes passenger-cargo els Vivarais, Vanoise, Velay, Ventoux Vosges run monthly between France Noumea via Panama Canal and Aus- ia. From Sydney, vessels go to Noumea; rn to France via Brisbane and thern Australian coastal ports.

etails from Messageries Maritimes, oung St., Sydney (27-2654).

UROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

regular passenger/cargo service every e weeks from the Continent and UK, Panama, to Tahiti, Fiji and New edonia, calling at Western Samoa and ga every second voyage, is operated tly by Nederland Line Royal Dutch l and Royal Rotterdam Lloyd.

etails from Royal Interocean Lines, George St., Sydney (2-0573).

FAR EAST - FIJI

hina Navigation Co. Ltd. vessels angsi, Norman, Nanchang and angtung operate a monthly passenger- go service from Japan and Hong Kong thwards to Fiji direct, returning to an via New Zealand and Far Eastern ts.

FAR EAST - FIJI - NZ - SYDNEY

oyal Interocean Lines operate a nthly passenger-cargo service with the manuk, Tjitarum and Tjiliwong from g Kong and Singapore to Fiji and calling at Suva and Lautoka, and rning via the Philippines.

etails from Royal Interocean Lines, George St., Sydney (2-0573).

FAR EAST - P-NG

hina Navigation Co. Ltd. vessels eilin and Chekiang maintain a regular nthly passenger/cargo service from an direct to Lae and Pt. Moresby, nce Tasmania, Melbourne and mantle.

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

how Yunnan and Ninghai maintain hina Navigation Co., Ltd., vessels monthly cargo service from Japan and g Kong southwards to Wewak, Rabaul, vieng, Madang, Lae, Samarai, Pt.

DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN / SOUTH PACIFIC

M.V. "TAHITI MARU" V-11

Dep. **JAPAN** February 27.	**LAUTOKA** March 23.
GUAM March 5.	**NOUMEA** March 26.
APIA March 18.	***VILA** March 28.
PAGO PAGO March 19.	**SANTO** March 29.
SUVA March 22.	

*** Subject to cargo inducement.**

Heavy lift, reefer space and passenger accomodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Fiji Maru", V-13, end March, 1967.

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE" **TOKYO: "FUNEDAILINE"**

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.

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● **PIM's shipping and airways timetables are correct to time of publication.**

Moresby, with regular calls at Honiara, Santo, Vila and Noumea returning to Japan direct.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., general agents), 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Fiji, Tonga and Samoa.

Tofua maintains a service every four weeks from Auckland to Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Matua maintains a service every four weeks from Auckland to Lautoka, Apia, Ha'apai, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels Ruahine, Rangitoto and Rangitane, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a six-weekly passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney.

Details from agents: H. C. Sleigh, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, and other Pacific Islands.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

USA - AMERICAN SAMOA - FI... AUSTRALIA

Matson-Oceanic Line operates monthly passenger-cargo service from ... Angeles with the Sonoma, Sierra ... Ventura. Terminal ports, in Austr... vary with cargoes offering. Vessels ... at Sydney, Brisbane, Melbourne, ... Pago Pago, Papeete (occas.) and H... lulu.

Details from Matson Lines, 50 Yo... St., Sydney (27-4272).

USA - AUSTRALIA

Pacific Australia Direct Line's ves... Parrakoola, W.R. Lundgren, Goonawa... and Boogabilla maintain a monthly ser... from West Coast Nth. American P... to Sydney, Melbourne and Adela... occasionally calling at Honolulu, S... and Lautoka.

Details from agents: Birt and Comp... (Pty.) Ltd., 2 Castlereagh Street, Syd... (2-0313).

USA - PACIFIC PORTS - NZ - ... SYDNEY - USA

Matson Line vessels Mariposa ... Monterey maintain a regular service e... three weeks from San Francisco and ... Angeles to Bora Bora, Papeete, Raroto... Auckland, Sydney, and return via Nou... Suva, Niuafoou, Pago Pago and Hono... to San Francisco.

Details from Matson Lines, 50 Yo... Street, Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships... US Atlantic Coast-Panama-Sydney ser... make three-weekly calls at Tahiti ... southbound voyages.

Details from Wilh. Wilhelmsen Age... 13 Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI NEW CALEDONIA

Pacific Islands Transport Line's ves... Thorsgaard and Thor I maintain appr... mately monthly services from West C... Nth. American ports to Papeete, P... Pago, Apia, Suva, Lautoka, Nou... occasionally Vila, Santo, and return.

Details from agents: Birt and Comp... (Pty.) Ltd., 2 Castlereagh Street, Syd... (2-0313).

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

AIRWAYS TIMETABLE

TRANS-PACIFIC SERVICES

SYDNEY - BRISBANE - HONOLULU NORTH AMERICA

By QANTAS (with 707's)

Sun.: Dep. Sydney 0900, arr. Brisbane 1015, dep. 1100, arr. Honolulu ... 2340, dep. Sun. 0100 for San Francisco arr. 0740.

Sun.: Dep. San Francisco 1000, Honolulu 1310, dep. 1415, arr. ... Mon. 1830, dep. 1900, arr. Brisbane Mon. 2040, dep. 2125 for Sydney arr. 2235.

SYDNEY - FIJI - HAWAII - USA...

By QANTAS (with 707's)

Thurs., Sat.: Dep. Sydney 0900, arr. ... 1450, dep. 1535, arr. Honolulu WV... Fri. 2340, dep. Thurs., Sat. 0100, ... San Francisco 0740.

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., Thurs., Fri., Sun.: Dep. Sydney 900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1050, arr. San Francisco 1730. (Extends to Vancouver lt. weeks Mar. 10, 24, Apr. 7, 21, tc.).

., Wed., Sat.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 940, dep. 1050, arr. San Francisco 730 (to New York, London).

., Wed., Fri.: From New York, dep. San Francisco 2000, arr. Honolulu 310, dep. 2359, arr. Nadi Wed., Fri., Sun. 0415, dep. 0500, arr. Sydney 0715.

., Thurs., Sat., Sun.: Dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359, arr. Nadi Thurs., Sat., Mon., Tues. 0415, dep. 0500, arr. Sydney 0715. (From Vancouver via San Francisco alt. weeks Mar. 11, 25, Apr. 7, 21, etc.).

rs., Sat.: Dep. San Francisco 1000, arr. Honolulu 1310, dep. 1415, arr. Nadi Fri., Sun. 1830, dep. 1915, arr. Sydney 2130.

nternational Dateline is crossed be-tween Nadi and Honolulu.)

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

.: Dep. Sydney 1000, arr. Auckland 1445, dep. 1545 for Papeete, arr. Sun. 2240*, dep. 2340 for Acapulco, arr. Mon. 1130, dep. 1230 for Mexico City, arr. 1315.

.: Dep. Sydney 2000, arr. Nadi 0150, dep. 0235 for Papeete, arr. Wed. 0850, dep. 2230 for Acapulco, arr. Thurs. 1020, dep. 1120 for Mexico City, arr. 1205 (to Nassau, Bermuda, London).

s.: Dep. Mexico City 2210, arr. Acapulco 2300, dep. 2359 for Papeete, arr. Wed. 0410*, dep. 0510 for Auck-land, arr. Thurs. 0855, dep. 1000 for Sydney, arr. 1105.

(from London, Bermuda, Nassau): Dep. Mexico City 2210 for Acapulco, arr. 2300, dep. 2359, arr. Papeete Sun. 0410, dep. 0510 for Nadi, arr. Mon. 0750, dep. 0835 for Sydney, arr. 1050. Asterisk indicates technical stop only.)

DNEY - HAWAII - USA via FIJI, NZ OR AM. SAMOA

BY PAN AMERICAN AIRWAYS (with 707's)

s., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1655.

n.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0230), Honolulu arr. 0835, dep. 1000 for Los Angeles, arr. 1655.

urs., Sat.: Dep. Sydney 1530 for Auck-land (arr. 2010, dep. 2115) for Honolulu arr. Thurs., Sat. 0745, dep. 1000 for Los Angeles, arr. 1655.

., Wed., Fri.: Dep. Los Angeles 2100 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0545, dep. 0645, and Sydney, arr. 0900.

.: Dep. Los Angeles 2100 for Honolulu, Pago Pago, arr. Sun. 0540, dep. 0640, and Sydney, arr. Mon. 0930.

es., Thurs.: Dep. Los Angeles 2100 for Honolulu, Auckland, arr. Thurs. 0815, dep. 0900 for Sydney, arr. 1000.

SYDNEY - N. CALEDONIA - FIJI - TAHITI - USA

TA-FRENCH AIRLINES (with DC8's)

d.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Sun. 0700 for Nadi (cross Dateline) arr. Mon. 0940, dep. 1025 for Noumea, arr. 1120.

Fri.: Dep. Noumea 1435 for Nadi, arr. 1720, dep. 1805 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Thurs.: Dep. Los Angeles 0100 for Papeete, arr. 0725, dep. Fri. 0700 for Nadi (cross Dateline) arr. Sat. 0940, dep. 1025 for Noumea, arr. 1120, dep. 1235 for Sydney, arr. 1430.

(NOTE: Flights from Sydney to Noumea and return are operated in association with Qantas.)

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)

Alt. Fri.: Dep. Sydney 1800, arr. Nadi 2355 Fri., dep. 0040 Sat., cross International Dateline, arr. Honolulu 0850 Fri., dep. 1010 for Vancouver, arr. 1735, dep. Fri. 1900 for Amsterdam.

Mon., Wed., Sat.: From Amsterdam—various times.

Wed. flight: From Amsterdam, arr. Vancouver 1550, dep. 1800, arr. Honolulu 2145, dep. 2245, cross International Dateline, arr. Nadi 0305, dep. 0345 for Sydney, arr. 0600. (Alt. Fri. to Auckland, arr. 0640).

NOTE: Canadian Pacific also operate a weekly non-stop service from Toronto to Honolulu.

Wed.: Dep. Toronto 1625 for Honolulu, arr. 2115 Wed.

Sun.: Dep. Honolulu 1845 for Toronto, arr. 0840 Mon.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS (with 707's)

Thurs. Dep. San Francisco 1400 for Honolulu, dep. 1815 for Papeete, arr. 2340.

Fri.: Dep. Papeete 0130 for Honolulu, arr. 0650, dep. 0900 for Los Angeles, arr. Fri. 1555.

Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0615, dep. 0700 for Auckland, arr. Mon. 1050.

Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1750 and San Francisco, arr. 2005.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's, DC8's and Electras)

Three times weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Five times weekly, both ways.

MELBOURNE - WELLINGTON

AIR-NZ (with Electras)

Three times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Daily, both ways.

BOAC (with 707's)

Twice weekly, both ways.

PAN AMERICAN (with 707's)

One service weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)

Daily, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Daily both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1000, arr. Nadi 1555.
Wed.: Dep. Nadi 0730, arr. Sydney 0945.

NOTE: From April 1 the arrival times in Nadi and Sydney will be 10 minutes earlier.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Sandringham Flying-boats)

Frequent services from Rose Bay Base each week. Departure time is dependent on time of high tide at Lord Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Fri.: Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.

SYDNEY - N. CALEDONIA - FIJI - NZ

UTA-FRENCH AIRLINES (with Caravelle)

Tues.: Dep. Noumea 1200 for Sydney, arr. 1420, dep. 1600 for Noumea, arr. 1955.
Wed.: Dep. Noumea 0930 for Auckland, arr. 1320, dep. 1500 for Noumea, arr. 1705.
Sat.: Dep. Noumea 1435 for Nadi, arr. 1735, dep. Sun. 1025 for Noumea, arr. 1140.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Fri.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0020 (Tues., Sat.).
Tues., Sat.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Sydney 1035, thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

Mon., Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "NZ—Pacific Islands").
Tues., Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with Electras.

NORTHBOUND

TAA: Daily exc. Tues., Sun.: Dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Pt. Moresby 0600, dep. 0650, arr. Lae 0740.
Ansett-ANA: Daily, exc. Wed., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200, arr. Pt. Moresby 0605, dep. 0655, arr. Lae 0745.

SOUTHBOUND

TAA: Daily, exc. Wed., dep. Lae 0930, arr. Pt. Moresby 1020, dep. 1100, arr. Brisbane 1455, dep. 1530, arr. Sydney 1705.

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Ansett-ANA: Daily, exc. Thurs., dep. Lae 0900, arr. Pt. Moresby 0950, dep. 1030, arr. Brisbane 1425, dep. 1500, arr. Sydney 1635.

QLD. - PAPUA-NEW GUINEA

TAA (with Fokker Friendships)

Thurs.: Dep. Townsville 1300, arr. Cairns 1355, dep. 1500, arr. Pt. Moresby 1720.

Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855.

CAIRNS-PT. MORESBY-CAIRNS ANSETT-ANA (with Fokker Friendships)

Fri.: Dep. Cairns 1330, arr. Pt. Moresby 1545.

Fri.: Dep. Pt. Moresby 1625, arr. Cairns 1840, dep. 1920, arr. Townsville 2015.

NEW ZEALAND-PACIFIC IS.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

Tues., Thurs., Sun.: Dep. Auckland 2130, arr. Nadi 0020.

Wed.: Electra dep. Auckland 1000, arr. Nadi 1355.

Wed., Sat.: Electra dep. Auckland 2030, arr. Nadi 0025.

Wed., Fri.: Dep. Nadi 0505, arr. Auckland 0755.

Sun., Thurs.: Electra dep. Nadi 0505, arr. Auckland 0900.

Mon.: Dep. Nadi 0930, arr. Auckland 1220.

Mon., Fri., flights ex-Auckland and Tues., Sat. flights ex-Nadi are operated by BOAC.

Wed.: Electra dep. Nadi 1500, arr. Auckland 1855.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8's)

Sun.: Dep. Auckland 2130, arr. Nadi 0020 Mon. Dep. Nadi 0200, cross International Dateline, arr. Pago Pago Sun. 0445.

Sun.: Dep. Pago Pago 0715, cross International Dateline, arr. Nadi Mon. 0815. Dep. Nadi 0930, arr. Auckland 1220.

NZ - HAWAII - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Sydney 1500, arr. Auckland 1945, dep. Auckland 2100, arr. Honolulu 0720, dep. 0900, arr. Los Angeles 1555.

Wed., Fri.: Dep. Los Angeles 2000, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Sun., dep. Auckland 0900, arr. Sydney 1005.

NZ - NEW CALEDONIA

AIR-NZ (with Electras)

Fri.: Dep. Auckland 1315 for Noumea, arr. 1540.

Fri.: Dep. Noumea 1645 for Auckland, arr. 2105.

NZ - NORFOLK IS.

AIR-NZ (by Qantas DC4's) (Charter)

Mon., Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.

Tues., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

UTA-FRENCH AIRLINES (with DC8's)

Fri.: Dep. Auckland 1430 for Papeete (cross Dateline) arr. Thurs. 2115.

Thurs.: Dep. Papeete 0900 for Auckland (cross Dateline) arr. Fri. 1230.

INTER - TERRITORY SERVICES

FIJI - GILBERT & ELLICE ISLANDS

FIJI AIRWAYS LTD. (with Herons)

Fri.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Sat., dep. Funafuti 0700, Tarawa, arr. 1140.

Sun.: Dep. Tarawa 0630, Funafuti, arr. 1130, dep. 1230, Nadi, arr. 1625, dep. 1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with Herons)

Mon., Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0900, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.

Wed., Sat.: Dep. Honiara 0630, Sam arr. 1025, dep. 1055, Vila, arr. 12 dep. 1235, Nadi, arr. 1705, dep. 17 Suva, arr. 1815.

FIJI - TONGA

FIJI AIRWAYS LTD. (with DC3's)

Tues., Thurs.: Dep. Nadi 0615, arr. Su 0700, dep. 0800, arr. Nukualofa 12 Dep. Nukualofa 1245, arr. Suva 14 dep. 1600, arr. Nadi 1645.

Details from Fiji Airways Ltd., Victo Parade, Suva.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with Herons)

Sat.: Dep. Nadi 0615, arr. Suva 07 dep. 0750, cross Dateline, arr. Ap Fri. 1300.

Fri.: Dep. Apia 1350, cross Dateline, a Suva Sat. 1700, dep. Sat. 1730, a Nadi 1815.

HAWAII - AM. SAMOA - TAHITI

BY PAN AMERICAN AIRWAYS (with 707's)

Tues.: Dep. Honolulu 1000, arr. Pago Pa 1410, dep. 1500, arr. Papeete 1850.

Tues.: Dep. Papeete 2230, arr. Pago Pa Wed. 0040, dep. 0130, arr. Honolu 0735.

NEW CALEDONIA - NEW HEBRIDI

UTA-FRENCH AIRLINES (with DC4's and Herons)

Tues.: Dep. Noumea 0800, arr. Vila 095 dep. Vila 1035, arr. Santo 1150, de 1330, arr. Vila 1445, dep. 1515, ar Noumea 1710.

Sat.: Dep. Noumea 0800, arr. Santo 104 dep. 1110, arr. Vila 1225, dep. 140 arr. Noumea 1555.

NEW CALEDONIA - WALLIS ISLAN

UTA-FRENCH AIRLINES (with DC4's)

Monthly service (second Wednesday)

Wed. (Feb. 8): Dep. Noumea 0800, ar Wallis 1530.

Monthly service (following Friday)

Fri.: (Feb. 10): Dep. Wallis 1000, ar Noumea 1530.

P-NG - SOLOMONS

TAA (with Fokker Friendships and DC3's)

Alt. Tues.: Dep. Lae (DC3) 0600 fo Rabaul, Buka, Munda, Yandina Honiara, arr. 1620 (Feb. 7, 21, etc.)

Alt. Wed.: Dep. Honiara (DC3) 0730 fo Yandina, Munda, Buka, Rabaul, Lae arr. 1545 (Feb. 8, 22, etc.).

Alt. Tues.: Dep. Lae (Fokker) 0845 fo Rabaul, Buka, Munda, Honiara, arr 1630 (Jan. 3, 17, etc., then weekly t Feb. 14).

Alt. Wed.: Dep. Honiara (Fokker) 0715 fo Munda, Buka, Rabaul. Lae. arr. 123 (Jan. 4, 18, etc., then weekly to Feb 15).

P-NG - WEST NG

TAA and Garuda Indonesian Airways using DC3's, run services between La and Sukarnapura Both services ar fortnightly.

TAHITI - HONOLULU

UTA-FRENCH AIRLINES (with DC8's)

Sat.: Dep. Papeete 1000, arr. Honolulu 1530, dep. Sat. 1700, arr. Papeete 2230.

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Thurs. 0100, arr. Papeete 0725.

Fri.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Sat. 0100, arr. Papeete 0725.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "THORSGAARD" and "THOR I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

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General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

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PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAUL—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

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N AMERICAN AIRWAYS (with 707's)

rs.: Dep. San Francisco 1400, dep. Honolulu 1815, arr. Papeete 2340.
Dep. Papeete 0130, arr. Honolulu Fri. 0650, dep. 0900, arr. Los Angeles 1555 Fri.
: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
.: Dep. Papeete 0800, arr. Los Angeles Mon. 1750, arr. San Francicso Mon. 2005.

W. SAMOA - AM. SAMOA
POLYNESIAN AIRLINES LTD. (with DC3)

.: Dep. Apia 0445, 0515, 1600; Mon. and Thurs.: 0800; Tues., Fri.: 0800, 1600; Sat.: 0800, 1300.
.: Dep. Pago Pago 0615, 0645, 1715; Mon. and Thurs.: 0915; Tues., Wed., Fri.: 0915, 1715; Sat.: 0915, 1415.

W. SAMOA - TONGA
POLYNESIAN AIRLINES LTD. (with DC3)

.: Dep. Apia 0800, arr. Tonga Mon. 1115.
.: Dep. Tonga 1215, arr. Apia Sun. 1530.

SAMOA - WALLIS ISLAND - FIJI
POLYNESIAN AIRLINES LTD. (with DC3)

s.: Dep. Apia 1030, arr. Nadi 1345 Wed.
s.: Dep. Apia 1030, arr. Wallis 1115 Thurs., dep. 1145, arr. Nadi 1445 Thurs.
.: Dep. Nadi 0815, arr. Wallis 1130, dep. 1215, arr. Apia 1500 Fri.
d.: Dep. Nadi 1445, arr. Apia 2015 Tues.

INTERNAL SERVICES

FIJI
FIJI AIRWAYS (with Herons, Drovers, and DC3's)

Suva-Nadi-Suva: Daily.
Suva-Labasa-Suva: Mon., Wed., Thurs., Sun.
Suva-Savusavu-Matei-Suva: Mon.
Suva-Matei-Savusavu-Suva: Sat.
Suva-Labasa-Matei-Labasa-Suva: Tues., Fri.
Suva - Labasa - Savusavu - Labasa - Suva: Sat.
Suva - Savusavu - Labasa - Savusavu - Suva: Tues., Wed., Thurs., Fri., Sun.
Details from Fiji Airways Ltd., Victoria Parade, Suva.

FRENCH POLYNESIA
RAI (with DC4 and Bermuda Flying-boats)

Papeete-Moorea-Papeete: Mon., Tues., Thurs., Sat.
Papeete - Raiatea - Bora Bora: Mon., Tues., Wed., Thurs., Fri., Sat., Sun.
Papeete - Huahine - Raiatea - Bora Bora: Thurs.
Bora Bora-Raiatea-Papeete: Daily.
Bora Bora - Raiatea - Huahine - Moorea - Papeete: Thurs.
Bora Bora-Rangiroa-Papeete: Thurs.
Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

GUAM - US TRUST TERRITORY
TRUST TERRITORY AIR SERVICE (with SA16's and DC4's)

GUAM-MARIANAS

Guam - Saipan - Rota - Guam: Mon., Wed. (DC4).
Guam - Rota - Saipan - Guam: Tues., Sat. (DC4).
Guam - Saipan - Guam: Thurs., Fri. (DC4).

GUAM-CAROLINES

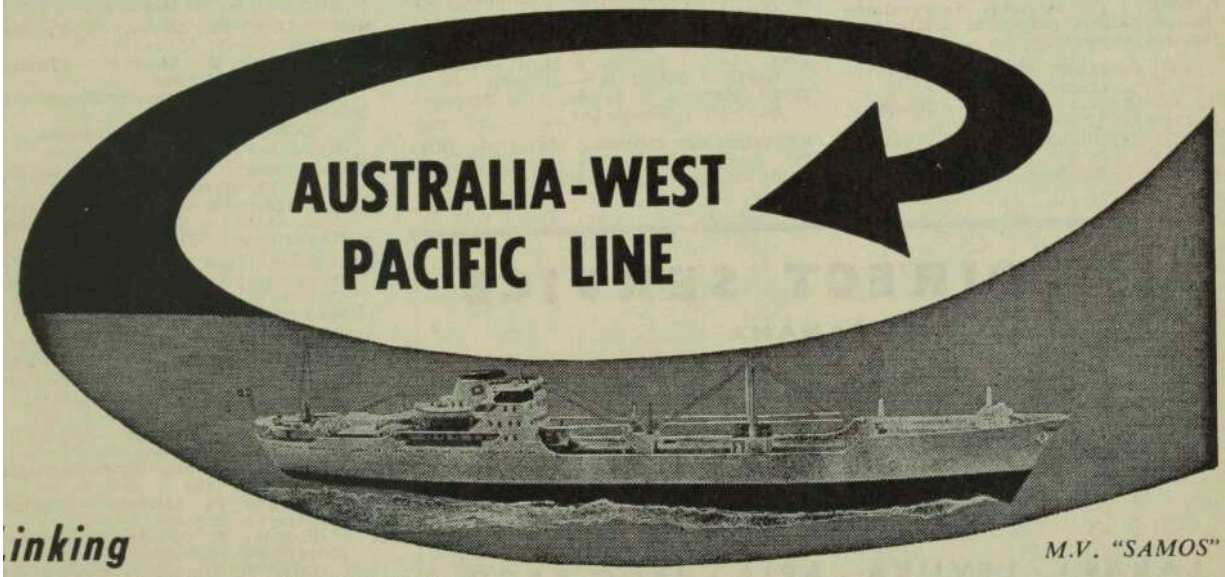
Guam-Yap-Koror: Thurs. (DC4).
Koror-Yap-Guam: Fri. (DC4).
Guam - Yap - Koror - Yap - Guam: Sun. (DC4).

GUAM-CAROLINES-MARSHALLS

Guam-Truk-Kwajalein: Tues. (DC4).
Kwajalein - Majuro - Kwajalein - Truk - Guam: Wed. (DC4).
Truk - Ponape - Kwajalein: Tues. (SA16).
Kwajalein - Ponape - Truk: Wed. (SA16).

NEW CALEDONIA
TRANSPAC (with Heron and/or Aztec)

Noumea - Mare - Noumea: Mon., Tues., Thurs., Fri.
Noumea - Lifou - Noumea: Mon., Tues., Wed., Fri., Sat.
Noumea - Ouvea - Noumea: Mon., Thurs., Sat.
Noumea-Isle of Pines-Noumea: Daily.
Noumea-Thio-Noumea: Daily.
Noumea-Houailou-Noumea: Daily.
Noumea-Poindimie-Noumea: Daily.
Noumea-Hienghene-Noumea: Daily.
Noumea-Kouaoua-Noumea: Daily except Sun.
Noumea - Kone - Voh - Koumac - Voh - Kone-Noumea: Mon., Wed., Fri., Sat.
Noumea - Tontouta - Noumea: Charter only.



Linking

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ISLAND AGENTS: Madang, Lae and Rabaul (New Guinea)—New Guinea Co. Ltd. Port Moresby (Papua)—Island Products Ltd.
FAR EASTERN AGENTS: Japan—Dodwell & Co. Ltd. Hong Kong, Manila and Taipei—Everett Steamships Corporation.

NEW HEBRIDES

AIR MELANESIA

(New Hebrides Airways and Hebridair) (with NHA Drover and Aztec)

Mon.: Vila - Lamap* - Norsup - Santo - Walaha - Longana - Walaha - Santo - Lamap*-Norsup-Vila.

Tues.: Vila-Tanna-Vila.

Wed.: Vila - Lamap - Norsup* - Santo - Norsup*-Lamap-Vila.

Thurs.: Vila - Epi* - Longana - Walaha - Santo - Walaha - Longana - Epi* - Vila.

Fri.: Vila-Tanna-Vila.
Fortnightly: Tanna - Aneityum - Tanna (Feb. 10, 24, etc.).

Sat.: Vila-Epi-Vila.

(with Hebridair Dornier)

Regular services from Vila to Pentecost, Tongoa, Futuna and Banks Islands should resume by March, 1967.

NOTE: Walaha and Longana are on Aoba; Lamap and Norsup are on Malekula; asterisk represents optional stop.

Details from Air Melanesia, Vila, or local agents.

PAPUA - NEW GUINEA

Operated by TAA

LAE-RABAUL-LAE (Fokker Friendships and DC3)

Daily (exc. Wed.): Lae-Rabaul.
Daily (exc. Mon., Wed.): Rabaul-Lae.

PORT MORESBY-DARU (Twin Otter)

Sat.: Pt. Moresby -Daru - Balimo - Pt. Moresby.
Mon., Fri.: Pt. Moresby - Daru - Pt. Moresby.

PT. MORESBY-WEST PAPUA (Twin Otter)

Tues., Fri.: Pt. Moresby-Kerema-Baimuru-Kerema - Pt. Moresby. Reservations beyond Kerema subject to administration requirements.

PT. MORESBY-EAST PAPUA (Twin Otter)

Tues.: Pt. Moresby - Gurney - Misima - Gurney-Pt. Moresby.
Wed.: Pt. Moresby-Gurney*-Pt. Moresby.
* Launch connects at Gurney to and from Samarai on Wed. only.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL (Friendships)

Mon., Thurs.: Lae - Madang - Wewak - Manus-Kavieng-Rabaul.
Mon.: Rabaul-Kavieng-Manus-Wewak.
Daily (exc. Wed.): Lae-Madang-Wewak.
Daily (exc. Wed.): Wewak-Madang-Lae.
Mon., Wed., Thurs.: Kavieng-Rabaul.
Mon., Tues., Fri.: Rabaul-Kavieng.

RABAUL-NEW IRELAND (Beechcraft)

Fri.: Rabaul-Namatanai-Rabaul.

CENTRAL HIGHLANDS (DC3)

Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.
Tues.: Lae - Goroka - Minj - Banz - Mt. Hagen - Baiyer R. - Madang.
Wed.: Madang - Wabag - Hagen - Banz - Minj-Goroka-Lae.
Fri., Sat.: Lae-Goroka-Madang-Wewak.
Thurs.: Lae - Goroka - Minj - Banz - Hagen-Wabag-Madang.
Tues., Sat.: Mt. Hagen-Goroka-Lae.
Sun.: Lae - Goroka - Minj - Banz - Mt. Hagen-Madang.

PT. MORESBY-HIGHLANDS (DC3)

Thurs., Fri.: Mt. Hagen - Pt. Moresby - Mt. Hagen.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Pt. Moresby-Kokoda (opt.)-Popondetta-Garaina-Lae.
Sat.: Lae - Garaina - Popondetta - Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-BULOLO-LAE (DC3 and Twin Otter)

Thurs.: Pt. Moresby-Bulolo-Lae.
Thurs.: Lae-Bulolo-Pt. Moresby.
Sat.: Pt. Moresby-Wau-Bulolo-Lae.
Sat.: Lae-Bulolo-Wau-Pt. Moresby.

PT. MORESBY-WAU-BULOLO (Twin Otter)

Sun.: Pt. Moresby - Wau - Bulolo - Pt. Moresby.

MADANG-GOROKA-LAE (DC3)

Tues.: Lae - Goroka - Minj - Banz - Hagen - Baiyer R. - Madang.
Mon.: Madang - Baiyer R. - Hagen - Banz-Minj-Goroka-Lae.

PT. MORESBY-GOROKA-MADANG (DC3)

Fri., Sun., Tues., Thurs.: Madang-Goroka-Pt. Moresby-Goroka-Madang.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Lae-Rabaul.
Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.
Thurs.: Lae - Finschhafen - Cape Gloucester - Talasea - Hoskins - Jacquinot Bay-Rabaul.
Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea - Kandrian - Cape Gloucester - Finschhafen-Lae.

RABAUL-BUIN-RABAUL (DC3)

Mon., Wed., Fri.: Rabaul - Nissan (optional Fri. only) Buka-Wakunai-Kieta - Buin - Kieta - Buka - Nissan Is. (optional Mon. only) - Rabaul.

RABAUL-TALASEA-RABAUL (DC3)

Sat.: Rabaul - Jacquinot Bay - Hoskins - Talasea.
Sun.: Talasea-Hoskins-Rabaul.
Tues.: Rabaul-Hoskins-Talasea.
Thurs.: Talasea - Hoskins - Jacquinot Bay-Rabaul.

PAPUAN AIRLINES PTY. LTD. (with DC3's and Piaggios)

Mon.: Dep. (DC3) Pt. Moresby-Popondetta-Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.)-Kairuku (opt.)-Bereina - Woitape - Tapini - Bereina - Kairuku (opt.)-Aroa (opt.)-Rorona (opt.)-Moresby.
(Piaggio) Pt. Moresby - Tapini - Woitape (opt.)-Pt. Moresby.

Tues.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.
(DC3) Pt. Moresby - Daru - Balimo - Daru-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney - Paili (opt.)-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.) - Aroa (opt.) - Kairuku - Bereina - Moresby.
(DC3) Pt. Moresby-Mt. Hagen-Moresby.
(DC3) Pt. Moresby - Gurney (Samarai) - Pt. Moresby.

Wed.: (DC3) Pt. Moresby - Kokoda - Popondetta-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa - Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Moresby.

Thurs. (Piaggio): Pt. Moresby - Woitape - Tapini-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.) - Aroa (opt.) - Kairuku - Bereina - Kairuku (opt.)-Pt. Moresby.

Alt. Thurs. (Feb. 9, 23, etc.): (DC3) Pt. Moresby - Popondetta - Wanigela - Vivigani - Losuia - Popondetta - Pt. Moresby.

Alt. Thurs. (Feb. 2, 16, etc.): (DC3) Pt. Moresby - Popondetta - Losuia - Vivigani-Popondetta-Pt. Moresby.

Fri.: (DC3) Pt. Moresby - Popondetta - Pt. Moresby.
(DC3) Pt. Moresby - Gurney (Samarai)-Pt. Moresby.
(Piaggio) Pt. Moresby-Cape Rodney - Paili-Pt. Moresby.
(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona-Aroa - Kairuku-Pt. Moresby.
(DC3) Pt. Moresby - Bereina - Pt. Moresby.

Sat.: (DC3) Pt. Moresby - Popondetta - Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.

FIJI DIRECT SERVICE

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Regular Sailings every four weeks

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NUKUALOFA - VAVAU - NIUE

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Beaufort House, Gravel Lane.
London, E.1.

BURNS PHILP
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Suva

● *PIM's shipping and airway schedules are correct to time of publication.*

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SETT-MAL (with DC3's and Piaggios)

n.: Rabaul-Lae-Rabaul.
Madang-Lae.
Lae-Goroka-Madang.
Goroka-Pt. Moresby.
Pt. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.
Lae-Wewak-Vanimo-Wewak.
Madang-Momote-Kavieng-Rabaul.
Lae-Mt. Hagen.
Mt. Hagen-Goroka-Lae.
Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Mt. Hagen-Madang.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak-Maprik-Angoram-Wewak.

es.: Rabaul-Lae-Rabaul.
Wewak - Madang - Lae - Goroka - Madang-Wewak.
Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.
Madang - Mt. Hagen - Banz - Minj - Goroka.
Mt. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.
Mt. Hagen-Goroka-Lae-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak - Hayfield-Yangoru-Wewak.
Wewak-Telefomin-Ambunti-Wewak.
Wewak-Angoram-Wewak.
Mt. Hagen - Goroka - Kainantu - Goroka-Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.

ed.: Rabaul-Lae-Rabaul.
Lae-Madang-Wewak.
Madang-Lae.
Lae-Goroka-Madang.
Wau - Bulolo - Lae - Goroka - Madang - Wewak - Momote - Kavieng - Rabaul.
Goroka - Pt. Moresby - Bulolo - Lae - Bulolo - Pt. Moresby.
Wewak-Lae.
Wewak - Angoram - Maprik - Wewak.
Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.

urs.: Rabaul - Kavieng - Momote - Wewak-Madang-Goroka-Lae-Wau.
Mt. Hagen-Mendi-Mt. Hagen.
Wewak - Hayfield - Yangoru - Wewak.
Mt. Hagen-Goroka-Mt. Hagen.
Wewak-Aitape-Dagua-Wewak.
Wewak-Vanimo-Tadji-Wewak.
Wewak-Angoram-Wewak.
Wewak-Ambunti-Wewak.

i.: Rabaul-Lae-Rabaul.
Madang-Lae.
Wau - Bulolo - Lae - Madang - Wewak-Momote-Kavieng-Rabaul.
Pt. Moresby-Bulolo-Lae-Goroka.
Wewak - Lae - Goroka - Minj - Banz - Mt. Hagen.
Madang - Mt. Hagen - Banz - Minj - Goroka-Madang.
Mt. Hagen-Pt. Moresby.
Mt. Hagen - Erave - Kagua - Ialibu - Mt. Hagen.
Mt. Hagen-Tari-Mt. Hagen.
Mt. Hagen - Goroka - Lae - Mt. Hagen - Wapenamanda - Wabag - Mt. Hagen.
Lae - Madang - Wewak - Tadji - Vanimo-Wewak.
Rabaul-Kavieng-Rabaul.
Mt. Hagen-Mendi-Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Wewak - Lumi - Nuku - Wewak - Hayfield - Yangoru - Wewak - Angoram-Wewak.

at.: Rabaul-Lae-Rabaul.
Wewak-Madang-Lae-Madang.
Rabaul - Kavieng - Momote - Wewak - Madang-Goroka-Lae.
Goroka-Lae-Goroka.
Pt. Moresby-Mt. Hagen.
Mt. Hagen - Goroka - Lae - Goroka - Mt. Hagen.
Mt. Hagen - Mendi - Mt. Hagen.
Mt. Hagen-Goroka-Mt. Hagen.
Port Moresby-Goroka.

DEATHS OF ISLANDS PEOPLE

Captain S. B. Smith

Captain Stephen Smith, well-known master of several inter-island ships in Fiji, died on February 19 when he fell from the roof of his house, while he was inspecting paintwork. He was 56.

Captain Smith was a member of a Vanua Levu family, and spent almost all his working life at sea.

Ships of which he was master included the first *Komaiwai, Adi Keva, Tuvalu, Altair* and *Tui Cakau.*

He leaves a widow and nine children.

Lolohea Waqairawai, BEM

Lolohea Waqairawai, BEM, the first Fijian woman to be educated overseas and who played a big role in the social development of Fijian women, died at Suva on February 18, aged 74.

She was the daughter of the late Rev. Maikeli Ratu, of Narewa, Nadi, and was born at Natuatuacoka, Navosa, while her father was resident minister there.

After her primary education in Fiji she was further educated in Australia—at the Manly Public School, Sydney Girls' High School and Sydney Teachers' College.

She taught at various Methodist mission schools in Fiji from 1914 till her retirement in 1950.

Lolohea became a welfare officer after her retirement, and spent much time travelling, mostly in the interior of Viti Levu, organising mothercraft courses and child welfare work.

From 1924 she was one of the leaders in the *soqosoqo vakamarama,* which is now the biggest women's organisation in Fiji.

She was awarded the British Empire Medal in 1948 for outstanding public service, and in 1953 she received the Queen's Award for meritorous service to the community.

Mrs. Judy Fallon

Mrs. Judy Fallon an Australian journalist and author of *Pacific Pantomime,* one of the few recent books in English on New Caledonia, was found dead in her London flat on February 12. She was 50.

Mrs. Safua Sisa

A Suau woman, who made a big contribution to the work for women's progress in Papua-New Guinea, died at Kwato, near Samarai, P-NG, in February.

She was Mrs. Safua Sisa, aged about 50, born at Kwato.

After she was widowed about nine years ago, Mrs. Sisa started work as a teacher at Kwato.

Later she joined the Department of District Administration in Port Moresby, helping to look after an Administration hostel for girls. Four years ago she became a welfare assistant at Kaugere Welfare Centre.

Mrs. Sisa had many interests and encouraged other women to accept leadership work.

Captain E. J. Stephens

Captain Eric John Stephens, a pioneer aviator in New Guinea, who helped fly nearly 200 people out of inland aerodromes in New Guinea while under attack from Japanese bombers in early 1942, died in Lae recently. He was 71.

He was awarded a civil commendation for bravery for "saving a large number of people from capture". His last trip was in the "Faith of Australia", the late C. T. P. Ulm's famous monoplane.

Captain Stephens was born in

SOLOMON ISLANDS

MEGAPODE AIRWAYS (with Apache and Dove)

(NOTE: See P-NG-Solomons timetable under Inter-Territory Services for connecting flights.)

Honiara-Auki (Malaita)-Honiara: Tues., Fri.

Honiara-Yandina (Russell Is.)-Honiara: Thurs.

Honiara - Yandina (Russell Is.) - Sege - Munda, and return: Wed.

Honiara-Kira Kira-Honiara: Wed.

Honiara-Munda (New Georgia)-Barakoma (Vella La Vella)-Munda-Honiara: Fri.

Honiara - Yandina - Munda - Barakoma - Munda-Yandina-Honiara: Mon.

Honiara-Avu Avu-Honiara: Thurs.

Details from Megapode Airways. PO Box 103. Honiara. BSIP.

Pt. Moresby-Goroka.

CAMPBELLTOWN CEREMONY

A group of old friends was at the graveside of Mrs. Gordon Thomas, Campbelltown, NSW, on February 19, when the ashes of her husband, Gordon ("Tolala" of **PIM**), were interred in her grave. The service was conducted by the Rev. Harry Robinson, a former Angau chaplain, and now of Campbelltown and Camden. Gordon Thomas died last year.

nla.obj-326127478
National Library of Australia

DEAD LAE GIRL FULFILLED HER DREAMS

Michelle Nizette, a Lae girl, whose two burning ambitions in life were to become a teenager and to go to boarding school, died in the Chapel of St. Anne's School, Townsville, on January 31, shortly after her two ambitions had been fulfilled.

Michelle, who was born in Lautoka, Fiji, was burdened with a serious heart complaint all her life, but her parents' policy was to let her lead as normal a life as possible. Accordingly she was sent from Lae to Townsville to enrol at St. Anne's. She died there 32 hours later.

Michelle had had her 13th birthday three weeks earlier.

Michelle's parents have lived in Lae for the past 10 years. Previously, they were in Fiji. Her father is a life assurance consultant.

She is survived by a sister, Deborah, and three brothers, Peter, Mark and Philip.

Her funeral was held at Lae on February 3.

Western Australia. He won the Distinguished Flying Cross in World War I as a member of the Australian Flying Corps.

He arrived in New Guinea in the early 1930's and formed the Stephens' Aviation Company to operate a Wau-Salamaua goldfields cargo run in 1936.

He used two DH61's, a DH50 and a Handley-Page Hercules, which he flew from Perth to Port Moresby in April, 1936.

In 1937, his company won a contract for a passenger, mails and cargo service from the New Guinea goldfields to Madang.

The company lost three planes in crashes between 1938 and 1941.

Captain Stephens left the territory after the war, but returned in 1959 to take up farming near Mumeng, south of Lae.

He left a widow and five children.

Mrs. C. L. C. Kronfeld

Mrs. Clara L. C. Kronfeld, wife of Mr. Sam Kronfeld, of Auckland, whose family was long connected with Tonga and Samoa, died after a short illness in Auckland Hospital on January 19.

There are still many relatives and friends of the Kronfelds in the Islands.

Both Mr. and Mrs. Kronfeld were born in Vavau. Her father was manager there of the big German firm, DH & PG.

New Hebrides jungle discovery

(Continued from p. 15)

busiers went ashore for the first time on May 4, 1606, to find a spot to build a brig for further exploration work. There were other excursions ashore on succeeding days.

The natives, who were numerous, did not take kindly to the newcomers, especially after a few arquebuses were fired and blood was let.

So the Spaniards—in the words of Fray Martin de Munilla—decided "to make a stockade on shore and to cut down trees, making a clearing for greater security against the natives".

Fray Martin recorded that the stockade was built on May 9, 1606, and that it was fortified with "sturdy stakes and earthworks with loopholes".

"Everything was well made and fortified," he said.

The only other chronicler to leave a description of the stockade was the chief pilot, Gaspar Gonzalez de Leza.

He tells how 40 arquebusiers and 30 shield bearers put up a house "in the best manner they could . . . for the *corps de garde*." The building had a sail for a roof, and "there was great vigilance kept [in it] on account of the great number of natives."

Following the erection of the stockade, Quiros grandiloquently took possession of La Austrialia del Espiritu Santo, as far south as the South Pole, in the name of the Church, the Pope and the King of Spain.

End of New Jerusalem

With equally long-winded phrases, he formally founded the city of New Jerusalem and appointed all sorts of high-sounding officials to run it.

He also made every member of his expedition—Negro cooks and all—Knights of the Order of the Holy Ghost, and gave them crosses of blue taffeta to wear on their chests.

There were fireworks, religious processions, high masses and much beating of drums.

But New Jerusalem never really got going; and there is no documentary evidence that any permanent building was erected apart from the stockade.

On May 28, 1606—after a stay of only 25 days—most of the Spaniards became violently ill through eating poisonous fish. Eleven days later they abandoned New Jerusalem and La Austrialia del Espiritu Santo for good.

Quiros' ship sailed back across t Pacific to Mexico via California. Th of his second-in-command, Luis Va de Torres, passed through what now known as Torres Strait a reached the Philippines.

Nearly 170 years passed befo the next European visitor, the ce brated Captain Cook, sailed into B Bay, and checked off such landmar of the Spaniards as he could identi

A century later, Big Bay was st so little frequented by Europea that Cook's account of the area co tinued to be the main source of i formation for the South Pacific sa ing directories of the time.

The area is little better know to white men even today.

As Professor A. J. (Jock) Marsha wrote in his book, *The Bla Musketeers*, in 1937: "Few m visit Big Bay. The crew of the o inter-islander see the great grim gu for a few hours every two month missionaries come—and always go whilst traders of scanty scrupl nowadays make rare visits. The are spasmodic trips of inspection b the district officer, peregrinations b occasional wandering scientists. .

Doubt about relics

Referring to the Spaniards' visi Professor Marshall said: "Quir relics remain undiscovered. It doubtful if any ever existed and, any case, more than three centuries Yora (Jordan) floods, earthquake hurricanes and torrential tropic dow pours would scarcely permit the su vival of any structure the Spaniard would build during their brief stay. .

Stone, though, is an extremel durable thing, and lasts much bett than some people would give credit for.

Look at the Pyramids! Look a the Coliseum in Rome!

Look at Mr. Hebblewhite's wal

If that is not a relic of the long gone Spaniards, what is it?

Footnote: Without having seen th photographs, Mr. H. E. Maude, Pro fessorial Fellow in the Department o Pacific History at the Australia National University and author of paper on "Spanish Discoveries in th Central Pacific", told me he though it was highly likely that the wall an stone steps found by Mr. Hebblewhit were relics of Quiros' New Jerusalem Many stone buildings of the native inhabitants of the Pacific, which were still in existence, were built much earlier than 1606, he said.

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rosperity comes Norfolk Is.

(Continued from p. 17)

cannot accommodate an unlimited nber of people. Consequently, re has been some concern about d being bought by persons who ve not been accepted as residents.

By notices in the *Government zette*, the Administration has ified the public that the purchase land—including the transfer of a own lease to which official proval has been given—will not in lf create any right to permanent idency.

Applicants for permanency must ve an independent income $1,000 a year in the case of a gle person and $1,500 for a rried couple, plus a reserve ainst contingencies. Additional alifications include character re-ences, a health certificate and a st X-ray as proof of freedom m tuberculosis.

Norfolk still gets a generous hand-t from the Commonwealth Gov-ment in the form of a grant, but amount allotted is falling slightly.

In 1964 it was £33,700; the fol-wing year it was reduced by £300 d last year it had fallen to $66,000 3,000).

The continuing healthy state of the and's economy will no doubt bring rther reductions in the Common-alth grant.

Topping the island's list of money-inners are the attractive postage mps now being issued regularly. evenue from this source during 65-6 totalled $172,233.

Customs duty for the same period ought in $85,054. Some of this oney came from duty levied on e "duty-free" goods sold in the "duty-free" shops catering especi-ly for tourists.

These articles, as a matter of in-rest, have a low duty imposed them, and the term "duty-free" used by retailers to boost sales.

Liquor profits

Norfolk's liquor is still imported olely by the Administration and rofit on sales from the Liquor Bond another good source of revenue. or the period under review (1965-6), this amounted to $40,784.

The Accommodation Proprietors' ssociation recently asked the coun-l to reduce the cost of liquor sold its members to enable them to tail it in their guesthouses at rices comparable with the Bond's rices.



● **The "Maitai", the aluminium fishing boat which arrived at Norfolk Island for Norfolk Island Processes Ltd., in January, is seen here undergoing trials off the island.**—Photo: Tim Woods.

The Chamber of Commerce, at its February meeting, carried a motion recommending that public bar licences be issued and that the council be informed of their wishes in this respect.

However, these proposals are not expected to be favoured by council. One reason is that their inclusion in the new ordinance could channel useful revenue away from the public purse.

The Administration's major expenditure at the moment is on education. This is a programme in which the Administrator, Mr. Reg Marsh, a former school teacher, is keenly interested.

Additional accommodation is being built for new teachers, and a class assembly block will be erected at the school.

The administrator and council also have plans to develop Philip Island as a tourist attraction; and there is no doubt that this colourful island, with its abundance of bird life, would be of great interest to visitors.

But first it will be necessary to make a suitable landing place and cut a road up the steep cliffs surrounding the island.

Political changes

Politically, things are changing too. When Mr. Marsh took office nine months ago he suggested to the Council the creation of committees of economic affairs and social affairs, in addition to the existing works and finance committees.

This was done and the four committees have since handled a prodigious amount of work.

The present council is probably the busiest ever. The administrator, who is chairman of the council, likewise maintains a full schedule.

Norfolk citizens are aware of the changes taking place and the faster pace of life, and from time to time voices are raised in the council and letters appear in the weekly roneoed newspaper *The Norfolk Islander*, calling for the preservation of "the island way of life".

This traditional feature—unhurried and unsophisticated—has a definite appeal to Mainlanders wishing to get away with it all, and it has become an important commodity locally now that it is marketable.

Complaint over hoardings

In 1965 a number of residents petitioned the council on the subject of hoardings—complaining that they defaced the beauty of the island and asking that something be done about them.

Some of the offending signs, in turn, were defaced by persons unknown. But today hoardings are accepted; they have become part of the landscape.

An obvious incompatibility exists between the former leisurely atmosphere and the brisk prosperity geared to tourism that is part of Norfolk life today.

To arrest the deterioration in the island way of life it would be necessary to limit the number of visitors and stifle business expansion.

In short, it would be necessary to turn back the clock, which can't be done.

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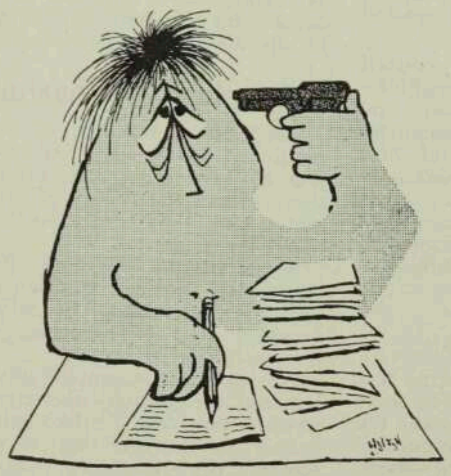
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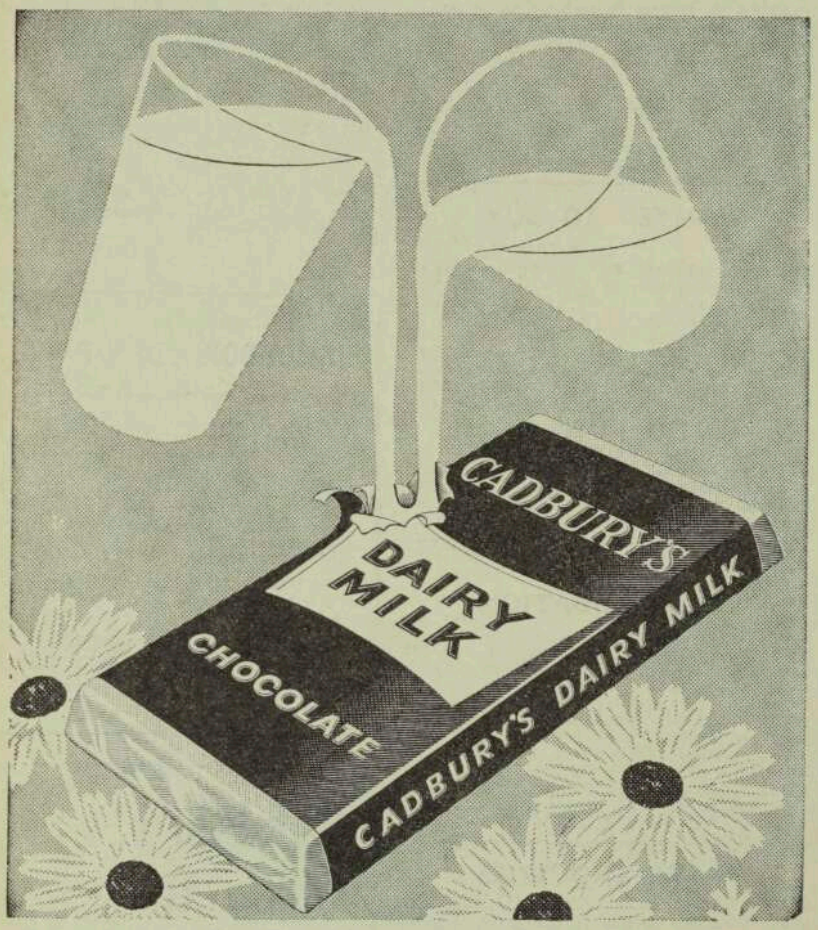
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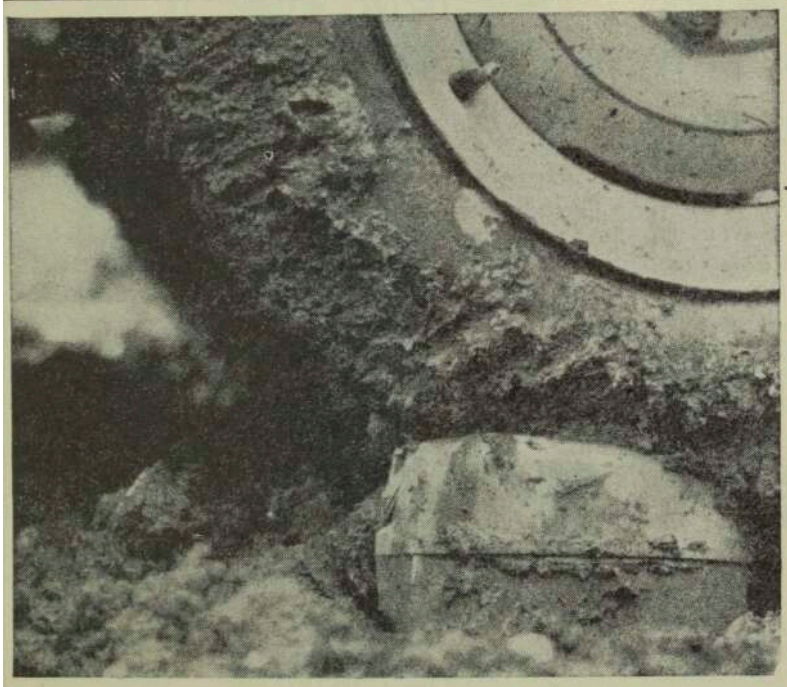
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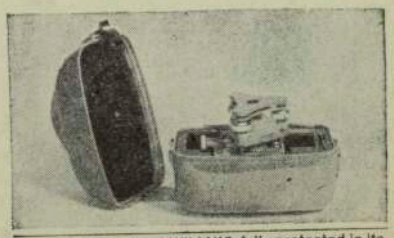
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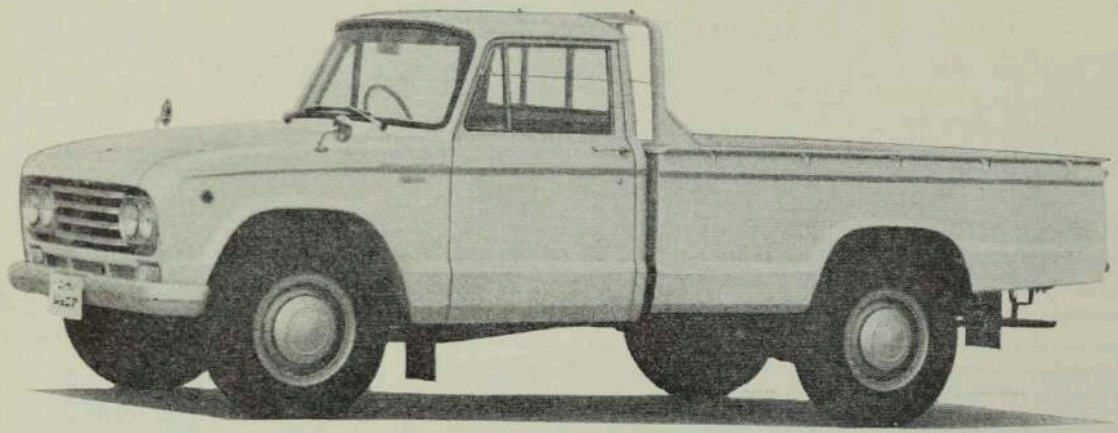
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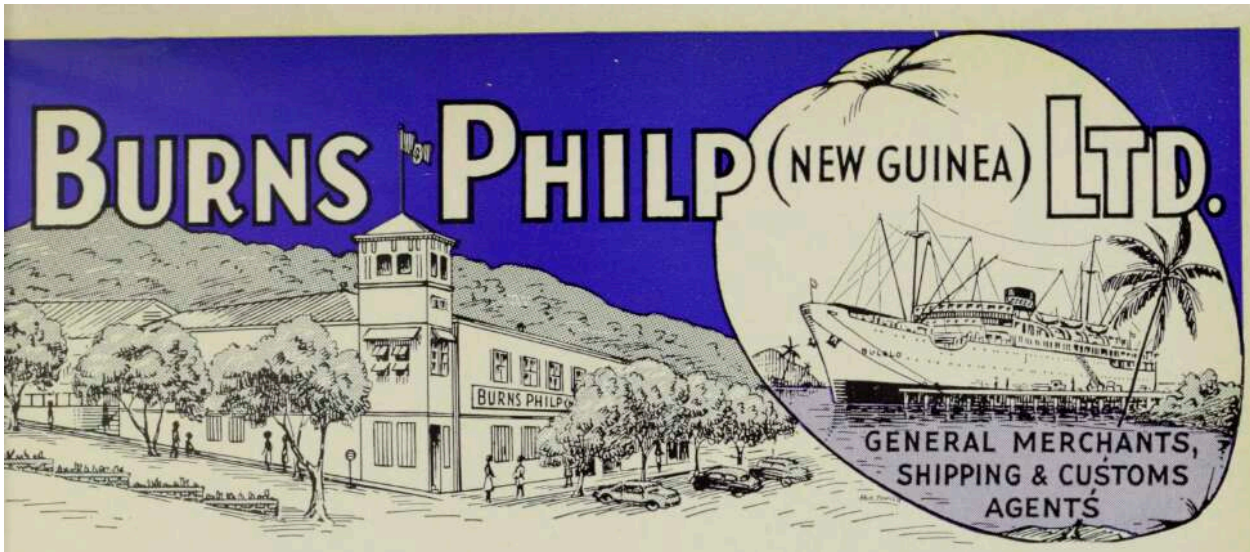
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